

**Board Report**

File #: 2016-0123, **File Type:** Contract**Agenda Number:** 12

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 13, 2016****SUBJECT: PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PAED) FOR THE
WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE
I-605/SR-91 INTERCHANGE****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a 36-month cost plus fixed fee Contract No. AE476110012334, to Michael Baker International, Inc. in an amount not to exceed \$7,762,669 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PAED) on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange.**

ISSUE

The I-605/SR-91 Project Study Report-Project Development Support (PSR-PDS), approved in July 2014, provides 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 for proposed freeway improvements. The PSR-PDS was also used to program the support costs necessary to complete the PAED, which is the next phase in the project development process.

The PSR-PDS contained a construction phasing analysis consisting of five segments. Due to the environmental complexity and the capital costs for moving forward with improving the entire interchange study area, the SR-91/I-605/I-405 Technical Advisory Committee recommended to proceed with the PAED for the improvements on Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange. This recommendation represents completing the environmental clearance for two of the five construction phasing segments identified in the PSR-PDS and is supported Metro Highway Program and Caltrans. The services requested in this Contract are for completing the PAED for improvements along Westbound SR-91 from Shoemaker Avenue to the I-605/SR-91 Interchange.

In the PAED phase, detailed engineering and environmental studies will be completed in order to prepare the Project Report and Environmental Document.

DISCUSSION

An Initial Corridor Study along the I-605, SR-91, and I-405 corridors was completed in 2008, and 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. Pursuant to those findings, \$590 million in Measure R funds were allocated for freeway and arterial improvement projects for I-605 Corridor “Hot Spots” 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. PS4603-2582, to RBF Consulting (which is now Michael Baker International, Inc.) for the preparation of a Feasibility Study and up to three optional Project Study Reports (PSRs).

The Feasibility Study’s recommendations for improving Hot Spots included: improvements to freeway-to-freeway interchanges, adding general purpose lanes (on the freeway), and implementing arterial improvements. Upon completion of the Feasibility Study (2013), Metro exercised the option for preparing a PSR-PDS for the I-605/SR-91 Interchange, and it was approved by Caltrans in July 2014.

Considerations

By proceeding with the PAED for the Westbound SR-91, from Shoemaker Avenue to the I-605/SR-91 Interchange, Metro will move forward with the segments of that Hot Spot which can have an accelerated Environmental, Design and Construction phases.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known impact on safety of Metro’s patrons/employees or users of the facility. Caltrans’ highway safety standards are followed in the preparation of the preliminary engineering plans and the environmental document. Exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) standards, policies and procedures, where applicable.

FINANCIAL IMPACT

The FY 15-16 budget for Cost Center 4720, Highway Programs A, has \$2.4 million budgeted for project 460314, I-605 Corridor “Hot Spots”, task number 05.03, I-605/SR-91 PAED. Since this is a multi-year project, the cost center manager and the Managing Executive Officer for the Highway Program will be responsible for budgeting in future years.

Impact to Budget

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

ALTERNATIVES CONSIDERED

The Board may elect to not 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 PAED for the Westbound SR-91, from Shoemaker Avenue to the SR-91/I-605 Interchange is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE476110012334 with Michael Baker International, Inc. Periodic updates will be provided to the Board on the progress of the PAED.

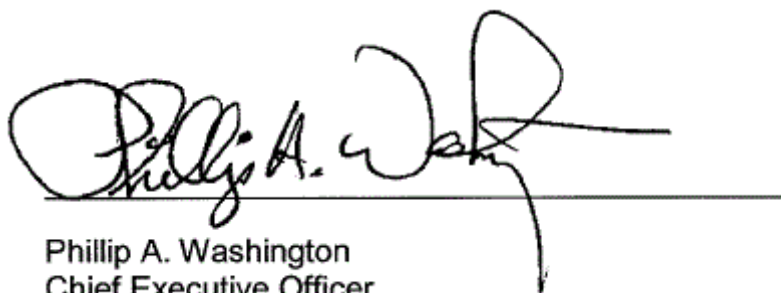
ATTACHMENTS

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

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Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

**PROJECT APPROVAL & ENVIRONMENTAL DOCUMENT (PA/ED)
FOR THE WESTBOUND SR-91, FROM SHOEMAKER AVENUE TO THE I-605/SR-91
INTERCHANGE PROJECT / AE476110012334**

1.	Contract Number: AE476110012334	
2.	Recommended Vendor: Michael Baker International, Inc. (herein referred to as RBF Baker)	
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: May 28, 2015	
	B. Advertised/Publicized: May 28, 2015	
	C. Pre-Proposal/Pre-Bid Conference: June 9, 2015	
	D. Proposals/Bids Due: June 30, 2015	
	E. Pre-Qualification Completed: February 11, 2016	
	F. Conflict of Interest Form Submitted to Ethics: July 1, 2015	
	G. Protest Period End Date: April 26, 2016	
5.	Solicitations Picked up/Downloaded: 69	Bids/Proposals Received: 5
6.	Contract Administrator: Erika Estrada	Telephone Number: (213) 922-1102
7.	Project Manager: Adrian Alvarez	Telephone Number: (213) 922-3001

A. Procurement Background

This Board Action is to approve Contract No. AE476110012334 issued in support of preparation of the Project Approval/Environmental Document (PA/ED) documents for improvements to the I-605/SR-91 interchange in compliance with CEQA/NEPA standards.

This is an A&E, qualifications based Request for Proposal (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee. This RFP was issued with an SBE/DVBE goal of 20% (SBE 17% and DVBE 3%).

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

- Amendment No. 1, issued on June 10, 2015, updated the Contract Administrator point of contact, provided responses to questions received, and provided pre-proposal agenda, sign-in sheets, and planholders' list.

A pre-proposal conference was held on June 9, 2015, attended by 38 participants representing 31 companies. There were 3 questions asked and responses were provided prior to the proposal due date. A total of 69 firms downloaded the RFP and those firms were included in the planholders' list. A total of five proposals were received on June 30, 2015.

B. Evaluation of Proposals/Bids

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Programs, Community Development from City of Artesia, Public Works for the City of Cerritos, and Caltrans District 7 Environmental Planning was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated by the PET in accordance to the following evaluation criteria and associated weights:

- | | |
|---|------------|
| • Degree of Skills and Experience | 25 percent |
| • Prime/Subcontractor Qualifications | 20 percent |
| • Experience of Project Manager and key Personnel | 25 percent |
| • Work Plan | 30 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar A&E PA/ED procurements. Several factors were considered when developing these weights, giving the greatest importance to the work plan. The PET evaluated the proposals according to the evaluation criteria established in the RFP.

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

The five proposals received were deemed responsive and are listed below in alphabetical order:

1. HNTB
2. Psomas
3. Michael Baker International (RBF Baker)
4. TRC Solutions
5. T.Y. Lin International

During July 2 through July 20, 2015, the PET completed its independent evaluation of the proposals. The PET determined that two firms were outside the competitive range and were not included for further consideration. A sampling of reasons for exclusion from the competitive range include but are not limited to the following: proposals contained minimal discussion on the root causes for improvement needs; did not include discussion on schedule impacts; community participation/outreach was minimal; did not sufficiently discuss CEQA/NEPA delivery experience; nor demonstrate a thorough understanding of the requirements in the Statement of Work.

The remaining three proposers determined to be within the competitive range are listed below in alphabetical order:

1. Michael Baker International

2. TRC Solutions
3. T.Y. Lin International

On July 29, 2015, the PET met and interviewed the firms. The firms' proposed project managers and key personnel had an opportunity to present their team's qualifications and respond to the PET's questions.

In general, each team addressed the requirements of the RFP, experience as it relates to completing the required scope, and stressed each firm's commitment to the success of the project. Each team was asked questions relative to each firm's proposed environmental process, outreach program, proposed schedule, traffic modeling/forecasting, and technical approach, and the teams' approach to proposing engineering solutions/technical recommendations that would achieve local cities' support.

The final scoring, after interviews, determined Michael Baker International to be the highest qualified proposer.

Qualifications Summary of Recommended Firm:

Michael Baker International specializes in engineering, development, intelligence and technology solutions with a specialization on transportation projects. Michael Baker International demonstrated a thorough understanding of project history/potential risks and solutions with this type of project. They recommended engaging the Federal Highway Administration (FHWA) early, amending the FTIP (Federal Transportation Improvement Program), and adjusting the horizon date to 2045 which demonstrates a good understanding of technical and coordination needs for this major project. The proposal strongly demonstrates that Michael Baker International is cognizant of the required efforts for project completion within the project area. Further, the proposal addressed HOV versus HOT with continuous access, identified SB743 as a concern, discussed reduced vertical clearances and how to avoid that problem, and construction staging. The recommendations for early delivery were stated, wherein they proposed a realistic 30-month schedule with logical ties to the statement of work tasks versus the 36-month schedule identified in the RFP.

The proposed team demonstrated the most significant experience on similar projects within the Study Area, i.e. Metro I-605 Congestion Hot Spots Feasibility Study, Metro I-605/I-5 & I-605/SR-91 Project Study Report/ Project Development Study (PSR/PDS), Metro Gateway Cities Council Of Governments (GCCOG) Strategic Transportation Plan, I-605 Whittier Boulevard Early Action Plan, Metro I-605/SR-60 PSR/PDS, SR-91 Corridor Improvement Project, SR-60 Theodore Interchange, I-5 HOV Lane Extension (Ave Pico to San Juan Creek Road), I-5 widening (SR73 to El Toro) and the Metro I-710 Corridor Project Environmental Impact Report/ Environmental Impact Study (EIR/EIS).

In addition, the Michael Baker International proposal was the only proposal which demonstrated a thorough understanding of the local community's needs. This was strongly emphasized in the suggestion of starting the project without the Bloomfield bridge reconstruction, minimizing 4 (f) impacts (consideration of park and recreational lands) to AJ Alford Park and by providing a comprehensive outreach approach. The proposal discussed how to integrate the outreach component, and the interview confirmed the outreach approach was very responsive to local cities and met Metro's needs. Overall, the Michael Baker International proposal demonstrated the ability to build consensus for successful project delivery. Michael Baker International's performance as RBF Baker on other Metro projects has been satisfactory.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Michael Baker International (RBF Baker)				
3	Degree of Skills and Experience	88.00	25.00%	22.00	
4	Prime/Subcontractor Qualifications	90.10	20.00%	18.02	
5	Experience of Project Manager and key Personnel	86.76	25.00%	21.69	
6	Work Plan	83.87	30.00%	25.16	
7	Total		100.00%	86.87	1
8	TRC Solutions				
9	Degree of Skills and Experience	79.20	25.00%	19.80	
10	Prime/Subcontractor Qualifications	84.40	20.00%	16.88	
11	Experience of Project Manager and key Personnel	86.56	25.00%	21.64	
12	Work Plan	81.13	30.00%	24.34	
13	Total		100.00%	82.66	2
14	T.Y. Lin International				
15	Degree of Skills and Experience	84.12	25.00%	21.03	
16	Prime/Subcontractor Qualifications	75.90	20.00%	15.18	
17	Experience of Project Manager and key Personnel	87.04	25.00%	21.76	
18	Work Plan	76.80	30.00%	23.04	
19	Total		100.00%	81.01	3

C. Cost Analysis

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

The 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Model was released on March 17, 2016 and is scheduled for adoption April 7, 2016 (this model is updated every four years). The ICE was based on the 2012 SCAG RTP model and not the 2016 new model which requires additional effort to run, review and understand model performance within the project study area before application. Metro staff successfully negotiated a cost savings of \$1,067,733 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	NTE amount
Michael Baker International, Inc.	\$8,830,402	\$7,720,815	\$7,762,669

D. Background on Recommended Contractor

The recommended firm, RBF Baker, located in Irvine California, has been in business for more than 30 years and is a leader in full service planning, engineering, survey, and construction management. The firm has worked in collaboration with local/regional agencies and directly for Caltrans on design reports, supporting environmental documents and plans, specifications and estimates. In July 2015, RBF Consulting merged with Michael Baker International, Inc.

The proposed team is comprised of Michael Baker International and 15 subcontractors (eight SBE, three DVBE, and four non-SBE/DVBE firms). The proposed team has significant experience working with Caltrans District 7, GCCOG, Metro, City of Cerritos, City of Artesia and the County of LA. The proposed project manager has 32 years of experience and has extensive knowledge working with the project stakeholders identified in the statement of work. Michael Baker International's proposal strongly demonstrated project understanding, the required consensus building efforts required at the local level, and presented a complete, technically qualified team that would be able to successfully deliver the PA/ED documents.

DEOD SUMMARY

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A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 20% goal inclusive of a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Michael Baker International exceeded the goal by making a 27.66% small business commitment, inclusive of a 24.66% SBE and 3.00% DVBE commitment.

Small Business Goal	17% SBE 3% DVBE	Small Business Commitment	24.66% SBE 3.00% DVBE
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	SBE Subcontractors	% Commitment
1.	ACT Consulting Engineers	4.76%
2.	Arellano Associates	3.60%
3.	Earth Mechanics	1.62%
4.	GPA Consulting	4.08%
5.	Intueor Consulting	2.53%
6.	V&A Inc.	0.28%
7.	Value Management Strategies	0.53%
8.	WKE, Inc.	7.26%
	Total SBE Commitment	24.66%

	DVBE Subcontractors	% Commitment
1.	Brentwood Reprographics	1.59%
2.	The Sanberg Group	0.60%
3.	Southern California Soil & Testing	0.81%
	Total DVBE Commitment	3.00%

B. Project Labor Agreement/Construction Careers Policy

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

C. Living Wage Service Contract Worker Retention Policy

The Living Wage and Service Contract Worker Retention Policy 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 and other support trades.

Attachment C
Location Map

