



Board Report

File #: 2016-0328, File Type: Contract

Agenda Number: 43.

CONSTRUCTION COMMITTEE JUNE 16, 2016

SUBJECT: INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and execute a 48-month, firm fixed price Contract No. AE5204200 with HDR Engineering Inc., in an amount not-to-exceed \$34,030,555 for **Architectural and Engineering (A&E) services for the preparation of the Project Approval and Environmental Document (PA&ED) on Interstate 605/State Route 60 Interchange**; and
- B. APPROVE Contract Modification Authority specific to Contract No. AE5204200 in the amount of \$5,104,583.

ISSUE

Metro, in collaboration with Caltrans and the Gateway Cities Council of Governments (GCCOG), is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract award will enable Metro to advance the project approval and environmental document for the Interstate 605/State Route 60 (I-605/SR-60) “Hot Spot” Congestion Area.

DISCUSSION

Measure R designated \$590 million for congestion “Hot Spots” relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. The Technical Advisory Committee (TAC) and Corridor Cities Committee (CCC) for the SR-91/I-605/I-405 corridors cities were formed by the GCCOG to provide technical and policy direction for the development of future transportation improvements. In March 2013, Metro completed a feasibility study of the I-605 Hot Spots and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts; one of the identified congestion hot spots was the I-605/SR-60 Interchange Attachment C provides a map of the study area.

Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/SR-60 Interchange in December 2015. The PSR/PDS is an initial scoping/ resourcing document that identified the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the PA&ED. The I-605/SR-60 PSR/PDS enabled Metro, Caltrans and the GCCOG to achieve consensus on the purpose and need, scope, and schedule of the project. During the PA&ED phase, more detailed studies, including a Project Report and an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) will be prepared to further refine the information in the PSR/PDS and advance the project.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impact on the 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 FY17 Adopted Budget includes \$3,350,000 to support both recommendations. The budget resides in Project 463314-I-605/SR-60 Interchange Improvements project, Cost Center 4730-Highway Programs, Account 50316-Professional and Technical Services and Task Number 5.1.100-Project Management. Since this is a multi-year project, the Project Manager, Cost Center Manager and Executive Director, Program Management will be responsible for budgeting the remaining costs in future fiscal years.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail operating and capital expenditures. No other funds were considered for eligibility.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute 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/SR-60 PA&ED is consistent with the goals of Measure R.

NEXT STEPS

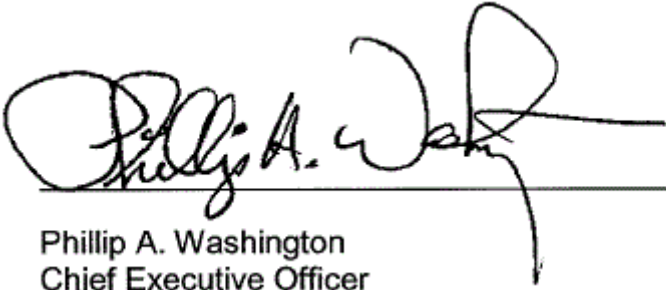
Upon Board approval, staff will complete negotiations and execute Contract No.AE5204200 with HDR Engineering, Inc.

ATTACHMENTS

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

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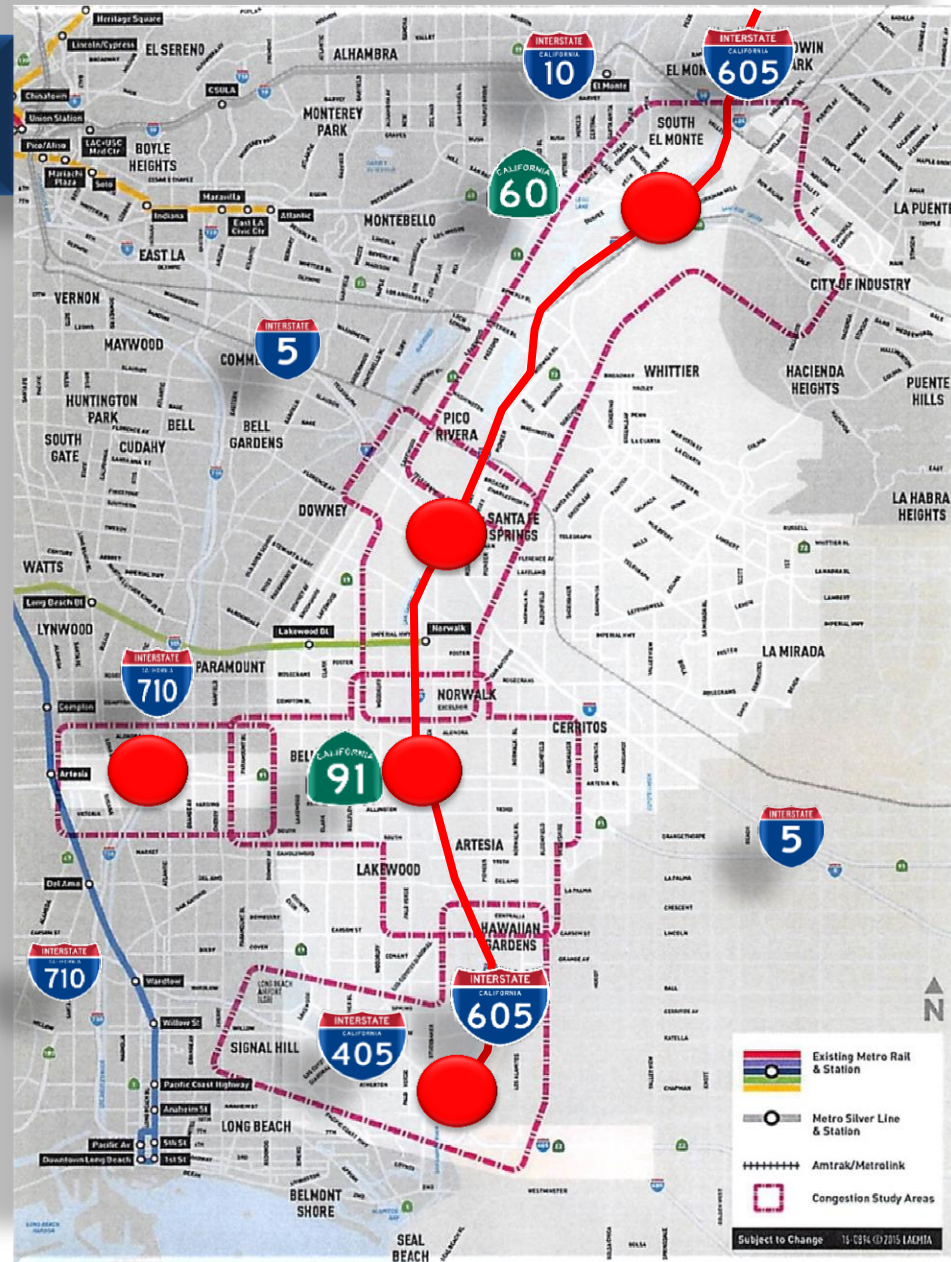
Phillip A. Washington
Chief Executive Officer



“Hot Spots”

Background

- 2012 Feasibility Study
- Identified congestion “Hot Spots” along I-605, SR-91, I-5, and I-405
- Freeway widening/additional lanes, auxiliary lanes, ramp reconfigurations, arterial intersection enhancements, signage, and safety features
- PIDs and PAEDs in progress for various projects
- Estimated total cost of projects in the corridor: \$6+/- billion



I-605/SR-60 PAED

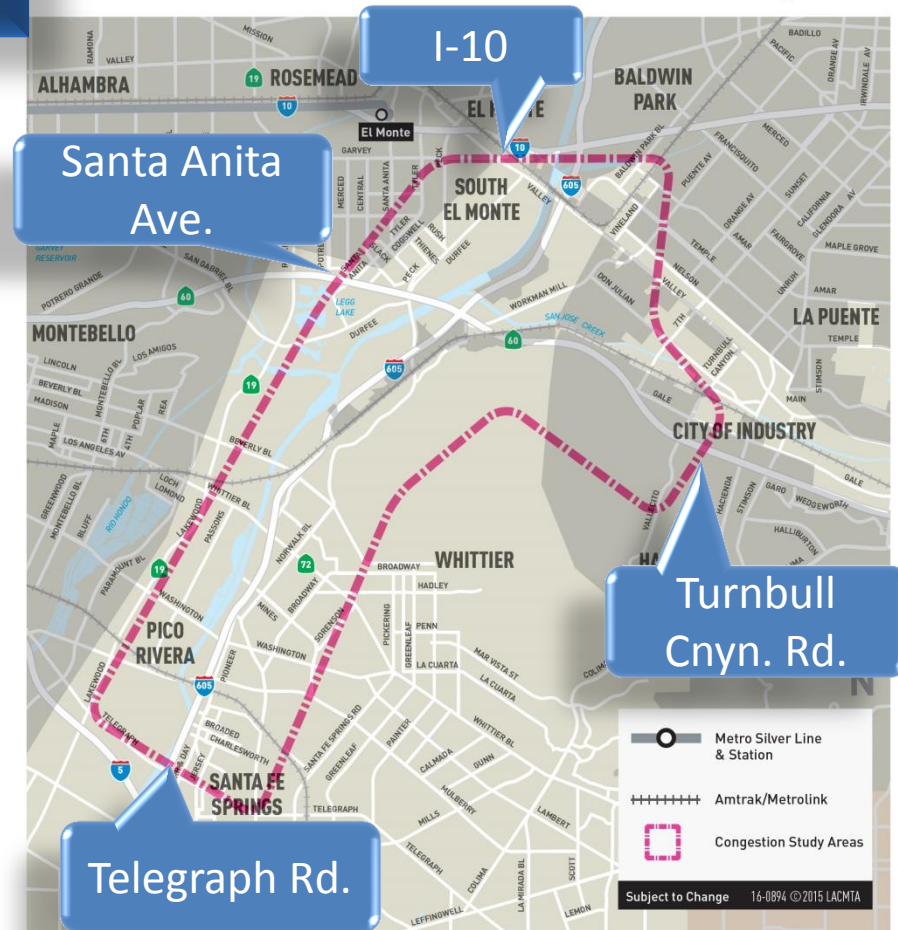
I-605/SR-60 Study Area

- **Project Elements:**

- 15.2 total centerline miles
- 12 local interchanges
- 605/60 interchange
- 2 605/10 connectors
- 48 Structures

- **Jurisdictions Involved:**

- County of Los Angeles
- City of Industry
- City of Pico Rivera
- City of Whittier
- City of South El Monte



I-605/SR-60 PAED

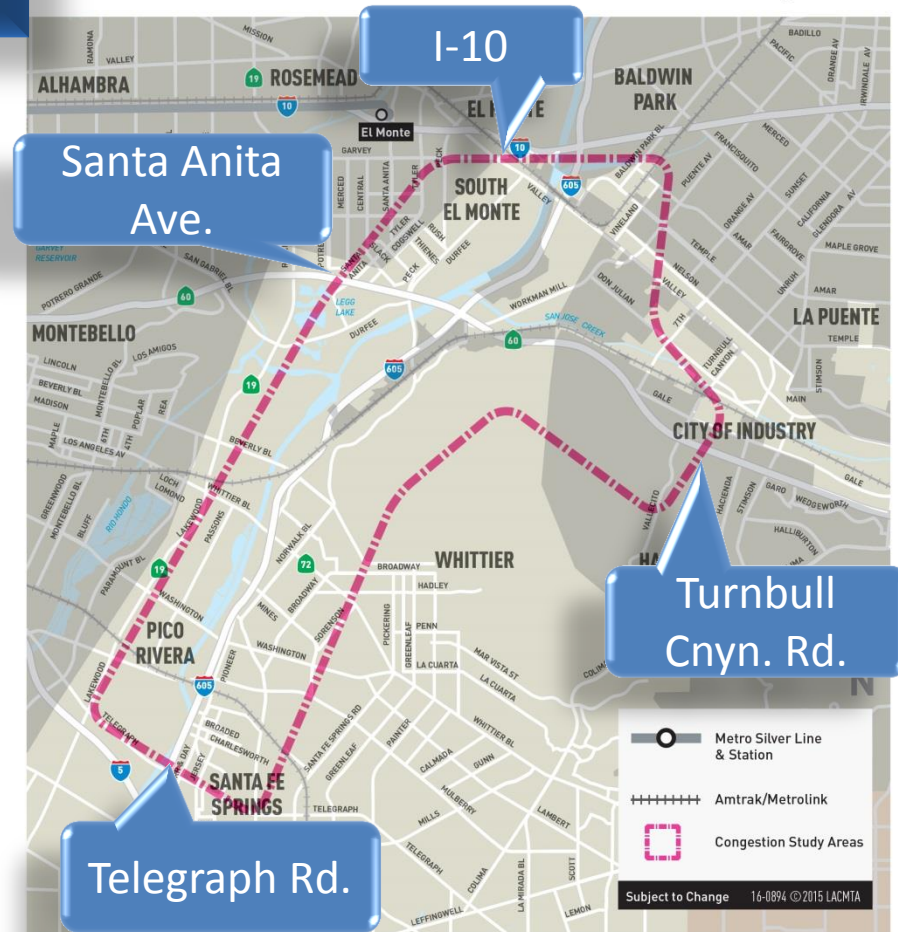
• Projects to Coordinate with:

- Eastside Extension Phase 2
- Emerald Necklace (Urban Forest Project) Watershed Conservation Authority
- East-West Freight Corridor
- Waste by Rail (LACSD)
- Regional and Freight Railroads
- Pico Rivera Sports Arena Improvements
- I-10/I-605 Interchange Improvements





• Sensitive Impact Considerations

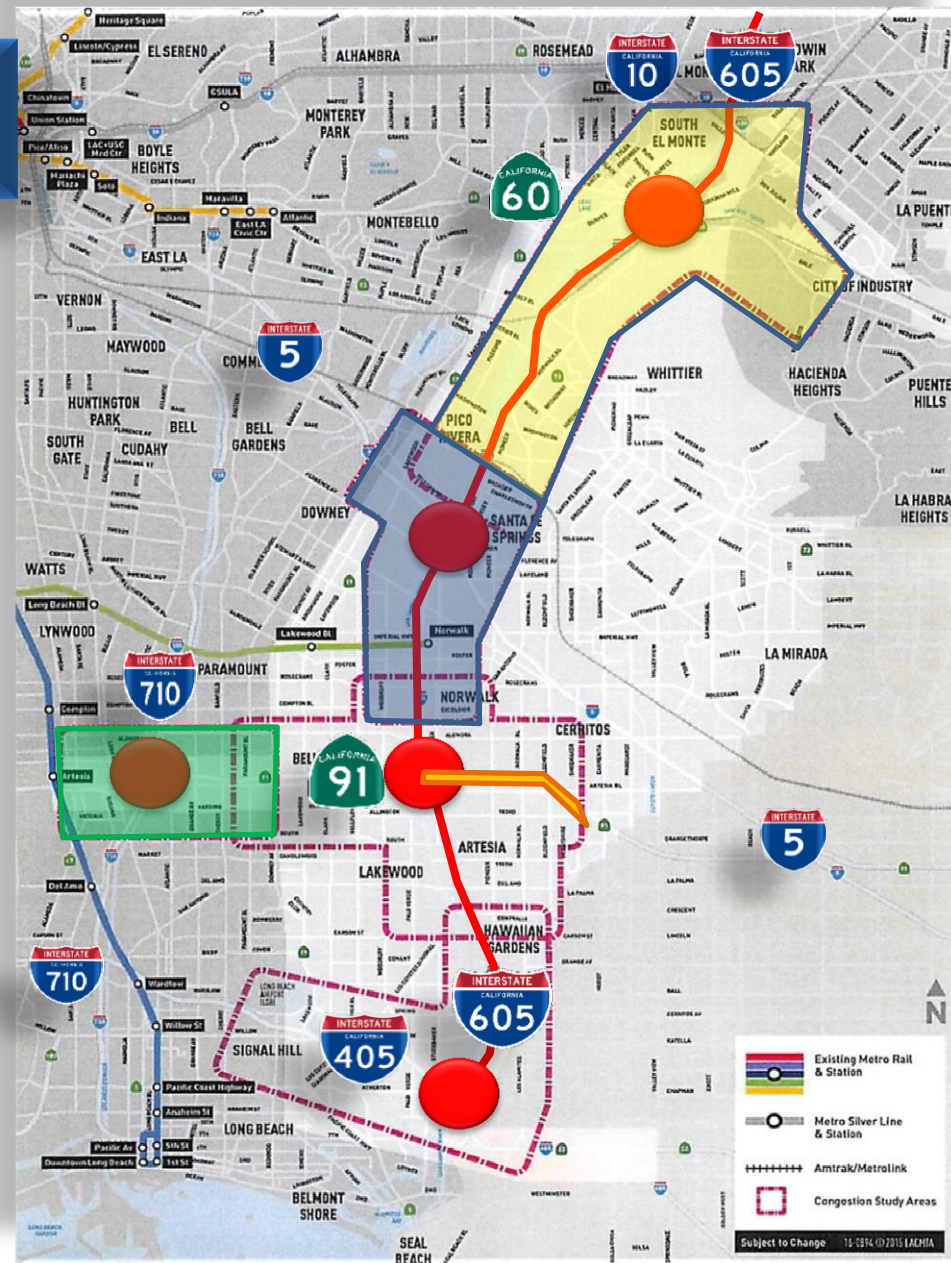
- San Jose Creek
- San Gabriel River
- Utility Impacts
- California Country Club

I-605/SR-60 Study Area



System Connectivity

-  605/60 PAED
 - Jul. 2016/Jul. 2020
-  605/5 PAED
 - Dec. 2015/Jul. 2019
-  605/91 PAED
 - Apr. 2016/Apr. 2019
-  710/91 PSR
 - Nov. 2015/Jan. 2017



PROCUREMENT SUMMARY

INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED)/AE5204200

1.	Contract Number: AE5204200	
2.	Recommended Vendor: HDR Engineering, 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: January 28, 2016	
	B. Advertised/Publicized: January 28, 2016	
	C. Pre-proposal/Pre-Bid Conference: February 11, 2016	
	D. Proposals/Bids Due: March 8, 2016	
	E. Pre-Qualification Completed: May 27, 2016	
	F. Conflict of Interest Form Submitted to Ethics: March 14, 2016	
	G. Protest Period End Date: June 22, 2016	
5.	Solicitations Picked up/Downloaded: 101	Bids/Proposals Received: 2
6.	Contract Administrator: Jesse Zepeda	Telephone Number: (213) 922-4156
7.	Project Manager: Ernesto Chaves	Telephone Number: (213) 922-7343

A. Procurement Background

This Board Action is to approve Contract No. AE5204200 issued in support of preparation of the Project Approval & Environmental Document (PA&ED) for improvements to the I-605/SR-60 interchange in compliance with California Environmental Quality Act/Negative Environmental Policy Act (CEQA/NEPA) standards.

This is an Architectural and Engineering (A&E) qualifications based Request for Proposals (RFP) issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued with an SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

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

- Amendment No. 1, issued on February 17, 2016, clarified the required forms, the page limit excluding resumes, provided responses to questions received, documents related to the Pre-Proposal conference, the planholders' list, and extended the proposal due date to March 8, 2016.

A pre-proposal conference was held on February 11, 2016, attended by 52 participants representing 43 firms. There were 10 questions asked and responses were provided prior to the proposal due date. A total of 101 firms downloaded the

RFP and those firms were included in the planholders' list. A total of two proposals were received on March 8, 2016.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Highway Programs, Alameda Corridor East (representing San Gabriel Valley Council of Governments) and California Department of Transportation, District 7 (Caltrans) was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|--|------------|
| • Project Manager and Key Staff Qualifications | 30 percent |
| • Firm/Team Qualifications | 20 percent |
| • Work Plan | 25 percent |
| • Project Understanding and Approach | 25 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 project manager and key staff qualifications. As part of the Work Plan evaluation criteria, Contracting, Outreach and Mentor Protégé Plan (COMP) was evaluated. 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 two proposals received were deemed responsive and are listed below in alphabetical order:

1. HDR Engineering, Inc. (HDR)
2. Parsons Transportation Group, Inc. (PTG)

During March 15 through 29, 2016, the PET completed its independent evaluation of the proposals. The PET determined both firms to be within the competitive range.

On April 5, 2016, the PET interviewed the firms. 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 addressed the requirements of the RFP, their 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 solutions to major environmental and engineering challenges, discussed HOT lane design solutions, proposed schedule acceleration, discussed proposed community participation and

communication strategies to facilitate the development and completion of the project, traffic modeling/forecasting, approach on engaging Caltrans and receiving approvals of non-standard designs, and the teams' approach to proposing engineering solutions/technical recommendations that would achieve stakeholder support.

The final scoring, after interviews, determined HDR to be the highest qualified firm.

Qualifications Summary of Recommended Firm:

HDR is a full private and public development, architecture, engineering, environmental and transportation company. The proposed team demonstrated several years of significant experience on similar projects within the study area. The proposed team is very experienced working with Caltrans District 7, Metro, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments and the County of Los Angeles.

The proposal demonstrated a thorough understanding of project history/potential risks and solutions with this type of project. The proposal strongly demonstrates that HDR is cognizant of the big picture within the study area.

The HDR proposal demonstrated a thorough understanding of the local community's needs. 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. HDR's proposal strongly demonstrated 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.

Aside from technical qualifications, HDR proposed cost-savings resulting from design improvements that would not impact schedule requirements.

Following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	HDR				
3	Project Manager and Key Staff Qualifications	80.78	30.00%	24.23	
4	Firm/Team Qualifications	82.17	20.00%	16.43	
5	Work Plan	84.53	25.00%	21.13	
6	Project Understanding and Approach	84.27	25.00%	21.07	
7	Total		100.00%	82.86	1
8	PTG				
9	Project Manager and Key Staff Qualifications	79.67	30.00%	23.90	
10	Firm/Team Qualifications	81.67	20.00%	16.33	
11	Work Plan	82.13	25.00%	20.53	
12	Project Understanding and Approach	73.33	25.00%	18.33	
13	Total		100.00%	79.09	2

C. Cost Analysis

The recommended price is determined to be fair and reasonable, pending the current MAS audit being conducted on two major subcontractors (TRC Solutions Inc. and WKE Inc.), and based on an independent cost estimate, cost analysis, technical evaluation, and fact finding.

The Not-to-Exceed (NTE) amount is a cost savings of \$5,501,773 from the firm's proposed price.

Proposer Name	Proposal Amount	Metro ICE	NTE Amount
HDR Engineering, Inc.	\$39,532,328	\$34,026,002	\$34,030,555

D. Background on Recommended Contractor

The recommended firm, HDR, located in Los Angeles, California, has been in business for 100 years and is a full private and public development, architecture, engineering, environmental and transportation company. HDR has worked in collaboration with local/regional agencies and directly for Caltrans on design reports, supporting environmental documents and plans, specifications and estimates.

The proposed team is comprised of HDR and 18 subcontractors (11 SBE, 3 DVBE, and 4 non-SBE/DVBE firms). The proposed team has significant experience working with Caltrans District 7, Gateway Cities Council of Governments, San Gabriel Valley Council of Governments 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.

DEOD SUMMARY

**INTERSTATE 605/STATE ROUTE 60 PROJECT APPROVAL AND
ENVIRONMENTAL DOCUMENT (PA&ED) / AE5204200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% goal, inclusive of a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this project. HDR Engineering, Inc. exceeded the goal by making a 35.40% SBE commitment and 3.03% DVBE commitment. The SBE/DVBE commitments are subject to final confirmation of audited rates.

SMALL BUSINESS GOAL	22% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	35.40% SBE 3.03% DVBE
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	SBE Subcontractors	% Commitment
1.	Arellano Associates, LLC	1.44%
2.	Civil Works Engineers	0.27%
3.	D'Leon Consulting Engineers	0.19%
4.	Earth Mechanics	0.57%
5.	Geo-Advantec, Inc.	0.40%
6.	GPA Consulting, Inc.	11.84%
7.	Guida Surveying, Inc.	2.46%
8.	Intueor Consulting, Inc.	0.39%
9.	Tatsumi & Partners, Inc.	0.52%
10.	T&T Public Relations	0.76%
11.	WKE, Inc.	16.56%
	Total SBE Commitment	35.40%

	DVBE Subcontractors	% Commitment
1.	Calvada Surveying, Inc.	0.77%
2.	Global Environmental Network, Inc.	1.19%
3.	ZMassociates Environmental Corporation	1.07%
	Total DVBE Commitment	3.03%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting, Outreach and Mentor Protégé Plan (COMP), which included its plan to mentor two firms, one SBE

and one DVBE, for protégé development. The selected protégés are GPA Consulting, Inc. (SBE), and Calvada Surveying, Inc. (DVBE).

C. Project Labor Agreement/Construction Careers Policy

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

D. Living Wage Service Contract Worker Retention Policy Applicability

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

E. 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.

I-605/SR-60 Study Area

