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

Metro

Board Report

File #: 2017-0307, **File Type:** Contract **Agenda Number:** 6

AD-HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE
JULY 19, 2017

SUBJECT: SOUTHBOUND INTERSTATE 605 FROM STATE ROUTE 91 TO SOUTH STREET IMPROVEMENTS (ENGINEERING SERVICES CONTRACT AWARD)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AWARD AND EXECUTE an 18-month, firm fixed price Contract No. AE38849000 with TranSystems Corporation, in the amount of $4,452,298 for Architectural and Engineering (A&E) services for the preparation of the Project Report Approval (PR) and the Plans, Specifications and Estimates (PS&E) for Southbound Interstate 605 from State Route 91 to South Street Improvements, pending resolution of protest(s), if any.

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 complete the Project Report and the Plans, Specifications and Estimates for the proposed improvements to Southbound Interstate 605 (I-605), from State Route 91 (SR-91) to South Street, in the City of Cerritos.

DISCUSSION

The Metro Board designated $590 million in Measure R funds for the congestion “Hot Spots” relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 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-91 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-91 Interchange in July 2014. The PSR/PDS is an initial scoping/ resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. A total of five

independent projects were identified within the SR-91/I-605 interchange area including the proposed project.

Metro, in cooperation with Caltrans District 7 and the GCCOG, is advancing the development and implementation of an additional auxiliary lane on southbound I-605 between the SR-91 connector and South Street. Caltrans is the lead agency for NEPA/CEQA compliance and will be responsible for preparation of the environmental document and the required clearances.

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 will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

In April 2017, Metro Board approved up to $5,500,000 for the I-605 from SR-91 to South Street Improvements Project within the Gateway Cities I-605 Hot Spots Program. The pending Contract was negotiated at $4,452,298. Details are included in the attached Procurement Summary (Attachment A). For FY 18, $1,500,000 has been budgeted in Highway Program Cost Center 4730, in I-605 Corridor Hot Spots Project 460314, Task 02.03, Professional Services Account 50316. 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 budgeting the remaining costs of the project 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 operation and capital expenditures.

ALTERNATIVES CONSIDERED

The Board may elect not 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 improvements to Interstate 605 (I-605), from State Route 91 (SR-91) to South Street, in the City of Cerritos is consistent with the goals of Measure R.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE38849000 with TranSystems Corporation.

ATTACHMENTS

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

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PROCUREMENT SUMMARY

SOUTHBOUND I-605 FROM SR-91 TO SOUTH STREET IMPROVEMENTS CONTRACT NO. AE38849000

1.	**Contract Number**: AE38849000	
2.	**Recommended Vendor**: TranSystems Corporation	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 6, 2017	
	B. Advertised/Publicized: March 6, 2017	
	C. Pre-Proposal Conference: March 17, 2017	
	D. Proposals Due: April 6, 2017	
	E. Pre-Qualification Completed: June 9, 2017	
	F. Conflict of Interest Form Submitted to Ethics: April 27, 2017	
	G. Protest Period End Date: July 24, 2017	
5.	**Solicitations Picked up/Downloaded**: 114	**Proposals Received**: 5
6.	**Contract Administrator**: Roxane Marquez	**Telephone Number**: (213) 922-4147
7.	**Project Manager**: Kunle Ogunrinde	**Telephone Number**: (213) 922-8830

A. Procurement Background

This Board Action is to approve Contract No. AE38849000 issued to TranSystems Corporation (TranSystems) in support of developing the Project Report and Plans, Specifications and Estimates for proposed improvements to Interstate 605 (I-605), from State Route 91 (SR-91) to South Street to reduce congestion and improve freeway operations. Board approval of contract award is subject to resolution of any properly submitted protest.

This Architectural and Engineering (A&E) qualifications based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The 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 March 24, 2017, updated Statement of Work to include future support; revised Article IV Compensation and Payment to include retention; updated SP-05 Professional Liability Coverage to add railroad protective coverage; and incorporated SP-17 Payment of Prevailing and Living Wages/Reporting.

A pre-proposal conference was held on March 17, 2017, and was attended by 30 participants representing 22 companies. There were nine questions asked and responses were released prior to the proposal due date.

A total of 114 firms downloaded the RFP and were included in the planholders' list. A total of five proposals were received on April 6, 2017.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Highway Program, Caltrans and the City of Cerritos 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 Manager, Key Staff, Sub-Consultants Qualifications 30 percent
- Work Plan 30 percent
- Firm/Team Qualifications 20 percent
- Project Understanding and Approach 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar A&E procurements for the development of Project Report and Plans, Specifications and Estimates. Several factors were considered when developing these weights, giving the greatest importance to the project manager, key staff, sub-consultants qualifications and work plan.

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

On April 19, 2017, the PET completed its independent evaluation of proposals. Of the five proposals received, three were determined to be within the competitive range. Two firms were outside the competitive range and were not included for further consideration. Those firms did not demonstrate significant direct experience as a prime contractor or in project management, and did not demonstrate stakeholder coordination experience in the work plan, or project understanding.

The three firms within the competitive range are listed below in alphabetical order:

1. HDR Engineering, Inc. (HDR)
2. Psomas
3. TranSystems

On April 26, 2017, the PET conducted interviews with the three firms within the competitive range. The project manager and key team members from each firm were invited to present their firm's respective qualifications and respond to the PET's questions. In general, all three firms elaborated on their experience, their innovative approach and cost-effective project delivery solutions, and discussed their plan and ability to meet the 18-month schedule working with outside agencies.

In addition, the project manager and key personnel from each firm responded to the PET's inquiries regarding the firm's approach and ability to address project challenges, negotiating between alternative solutions and statement of work requirements; reconciling between contract requirements and project requirements; and ability to coordinate between different public agencies and stakeholders.

Qualifications Summary of Recommended Firm:

TranSystems

TranSystems is a national engineering firm that provides design, consulting, construction, and management services in transit markets for federal and state agencies and municipalities. TranSystems' proposal and oral presentation demonstrated expertise in a wide range of services in all phases of planning and design services across a wide range of disciplines, including highway construction design, effective project management and a skilled team of project personnel.

TranSystems completed projects that involved planning and environmental services, preliminary and final design services, and construction management. TranSystems also has experience in projects involving concept reports, feasibility studies, corridor studies, project study reports, technical studies, project approval/environmental document services, public outreach, bridge and wall structures services, traffic services, utilities and electrical services, and geotechnical services. Examples include: the I-710 Soundwall Early Action Project (PS&E), I-5 North Corridor PA/ED, I-5 Widening PS&E Segment 2, I-15 Corridor PA/ED, SR-91 PA/ED (SR-57 TO SR-55), and I-10 Tippecanoe Interchange Improvements.

The proposal and oral presentation provided a detailed management plan that included 30-Day Kick Start for an expedited schedule, project organization chart, quality management system, and project controls plan. The oral presentation also elaborated upon TranSystems' stakeholder coordination strategy, which was developed to ensure productive coordination with all stakeholders (Metro, Caltrans, GCCOG, and City of Cerritos) in order to proactively resolve challenges in meeting project delivery schedule. More significantly, TranSystems oral presentation identified a root cause problem to I-605/SR-91/South Street congestion, identifying multi-traffic patterns of congestion, safety issues and risks, demonstrating a comprehensive understanding of the project. Their insight into the source of problems and the creative solutions presented in addressing these concerns demonstrated TranSystems' expertise and capabilities to deliver the requirements to Metro's Statement of Work.

The proposal and oral presentation stressed the importance of project risks, while understanding stakeholder objectives, and utilizing TranSystems' relationships with agency contacts (particularly with Caltrans and district liaisons). In addition, the proposal demonstrated TranSystems' local stakeholder experience, which includes Metro, Caltrans District 7, regional transportation agencies (Orange County Transportation Authority and San Bernardino County Transportation Authority), Gateway Cities Council of Governments, and local community groups.

The proposal and oral presentation demonstrated that TranSystems' key personnel, averaging over 28 years of experience, have direct experience across a breadth of disciplines at all stages of design, and a range of project delivery methods. Significantly, the project manager, with 22 years of experience, possesses 80% availability.

The following is a summary of the PET evaluation scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**TranSystems**				
3	Project Manager, Key Staff and Sub-Consultants Qualifications	64.07	30.00%	19.22	
4	Firm/Team Qualifications	70.38	20.00%	14.08	
5	Work Plan	69.41	30.00%	20.82	
6	Project Understanding and Approach	71.50	20.00%	14.30	
7	**Total**		**100.00%**	**68.42**	**1**
8	**Psomas**				
9	Project Manager, Key Staff and Sub-Consultants Qualifications	66.89	30.00%	20.07	
10	Firm/Team Qualification	73.19	20.00%	14.64	
11	Work Plan	65.96	30.00%	19.79	
12	Project Understanding and Approach	49.93	20.00%	9.99	
13	**Total**		**100.00%**	**64.49**	**2**
14	**HDR Engineering, Inc.**				
15	Project Manager, Key Staff and Sub-Consultants Qualifications	60.03	30.00%	18.01	
16	Firm/Team Qualification	67.85	20.00%	13.57	
17	Work Plan	59.89	30.00%	17.97	
18	Project Understanding and Approach	63.00	20.00%	12.60	
19	**Total**		**100.00%**	**62.15**	**3**

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and final negotiations. Staff realized a cost savings of $1,233,151 as a result of negotiating level of effort, labor hours, and other cost factors.

Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
TranSystems	$5,685,448.61	$5,219,485.00	$4,452,297.58

D. Background on Recommended Contractor

The recommended firm, TranSystems, located in Irvine, California, has been in business for 51 years and is a leader in the field of consulting, engineering and design. TranSystems is a mid-sized firm, with more than 34 offices throughout the U.S. and possesses experience in a diverse range of complex projects.

The proposed team is composed of ten subcontractors, including seven Metro-certified SBE firms and two DVBE firms. The proposed project manager has 22 years of experience in managing the planning, design and construction of highways, bridges and transportation related structures and has successfully managed and delivered PA/ED and PS&E projects for Caltrans, OCTA, SBCTA, and Metro. Some of those projects include, I-10 Tippecanoe Interchange Improvements and Laurel Street Grade Separation projects for SBCTA, while concurrently participating in the PS&E for OCTA's I-5 Segment 2 (Oso Parkway to Alicia Parkway) at 95% of budget.

Key personnel average over 28 years of diverse transportation project experience. Overall, personnel have well over 100 combined years of diverse transportation project experience. Project experience include the SB I-405 Auxiliary Lane, SR-133 to University Drive PA/ED, I-605/I-5 Interchange, Crenshaw/LAX Line LRT, I-605/SR-60 PSR & PA/ED, I-5 North Managed Lanes PS&E, and I-605/SR-60 Interchange.

TranSystems possesses a significant amount of local stakeholder experience and has worked closely with Metro, Caltrans, OCTA, Gateway Cities COG, and community groups. With their extensive experience and knowledge, TranSystems possesses the ability to complete and deliver the requirements of the Statement of Work on schedule.

ATTACHMENT B

DEOD SUMMARY

I-605 FROM SR-91 SOUTH STREET IMPROVEMENTS
CONTRACT NO. AE38849000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% goal, inclusive of a 22% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. TranSystems Corporation exceeded goal by making a 23.34% SBE commitment, and a 4.31% DVBE commitment.

Small Business Goal	**SBE 22%** **DVBE 3%**	**Small Business Commitment**	**SBE 23.34%** **DVBE 4.31%**

	SBE Subcontractors	**% Committed**
1.	Advanced Civil Technologies	4.91%
2.	Arellano Associates	1.34%
3.	Property Specialists, Inc. (CPSI)	0.72%
4.	GeoAdvantec	5.66%
5.	Guida Surveying, Inc.	5.07%
6.	Intueor Consulting, Inc.	3.64%
7.	Tatsumi and Partners, Inc.	2.00%
	Total Commitment	**23.34%**

	DVBE Subcontractors	**% Committed**
1.	Global Environmental Network, Inc. (GENI)	1.92%
2.	MA Engineering	2.39%
	Total Commitment	**4.31%**

B. 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

C. Living Wage Service Contract Worker Retention Policy Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C

LOCATION MAP