

**Board Report**

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

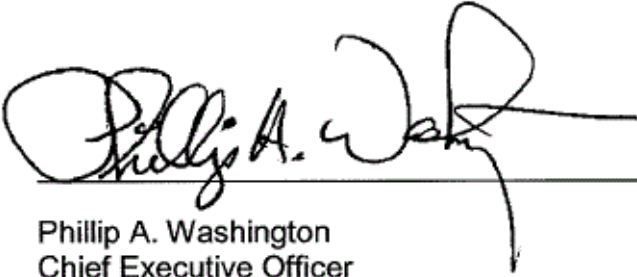
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Phillip A. Washington
Chief Executive Officer

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

