

**Board Report**

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**File #:** 2018-0511, **File Type:** Contract**Agenda Number:** 5.

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**AD HOC CONGESTION, HIGHWAY AND ROADS COMMITTEE  
OCTOBER 17, 2018****SUBJECT: PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA&ED) AND PLANS,  
SPECIFICATIONS AND ESTIMATES (PS&E) FOR I-605/VALLEY BOULEVARD  
INTERCHANGE IMPROVEMENTS PROJECT****ACTION: APPROVE PROFESSIONAL SERVICES CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute a 24-month, firm fixed price Contract No. AE51806000 with NCM Engineering Corporation in the amount of \$2,059,860 for Architectural & Engineering (A&E) services for the preparation of Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for the I-605/Valley Boulevard Interchange Improvements Project, subject to resolution of protest(s), if any.

**ISSUE**

Metro, in collaboration with Caltrans District 7, the Gateway Cities Council of Governments (GCCOG), and the San Gabriel Valley Council of Governments (SGVCOG), is advancing the development and implementation of the I-605/Valley Boulevard Interchange Improvements Project (the Project) to alleviate operational deficiencies and improve mobility and safety at this location, consistent with the goals and recommendations of the SR-91/I-605/I-405 Hot Spots Program.

**BACKGROUND**

The I-605 is a major north-south regional Interstate Freeway in Los Angeles County used for interregional travel and goods movement. The I-605/Valley Boulevard interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecast to increase and exacerbate existing traffic conditions without planned improvements.

The Project will reconfigure the I-605/Valley Boulevard interchange on-and-off ramps to reduce congestion and improve freeway and local interchange operations and safety. This project has been identified as a subregional priority project by Metro, Caltrans, GCCOG, and SGVCOG.

**DISCUSSION**

The Metro Board designated \$590 million in Measure R funds for the “Hot Spots” congestion 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 the corridors to identify congestion “Hot Spots” and develop preliminary improvement concepts. The I-605/Valley Boulevard Interchange Improvement Project is one of the “Hot Spot” or “Early Action” Projects being pursued to improve mobility along the I-605 Corridor.

Metro completed a Project Study Report-Project Development Support (PSR-PDS) for the I-605 and SR-60 Interchange that was approved by Caltrans in December 2015. The PSR-PDS is an initial scoping and resourcing document that identifies transportation deficiencies, major elements that should be investigated, and the resources needed to complete the environmental and preliminary engineering phase. While Metro/Caltrans are preparing a corridor-level PA&ED for the I-605 between the I-105 and the I-10, smaller scale “Early Action” projects like the I-605/Valley Boulevard Interchange Improvement Project have been identified and are being advanced independently.

Caltrans is the lead agency responsible for compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Metro will be responsible for completion of the PA&ED and PS&E for the Project. Upon completion of this phase by 2020, the Project will be ready for construction.

### **DETERMINATION OF SAFETY IMPACT**

The proposed action has no adverse impact on safety of Metro’s patrons, employees or users of these facilities.

### **FINANCIAL IMPACT**

For FY19, \$1,000,000 has been budgeted in Highway Program Cost Center 4730, under I-605/Valley Boulevard Interchange Improvement Project No. 460348, Task Nos. 5.2.100 and 5.3.100, Professional Services Account No. 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 operations and/or capital expenditures.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The proposed project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

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Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the mainline and the I-605/Valley Boulevard interchange.

Goal 2: Transform LA County through regional collaboration by partnering with Caltrans, GCCOG, SGVCOG, City of Industry and LA County to identify needed improvements and taking the lead in the developing and implementing the Project.

### **ALTERNATIVES CONSIDERED**

The Board may elect not to award the Contract. However, this alternative is not recommended because this Project is included in the Measure R and Measure M Expenditure Plans, and reflects general consensus on the importance of the Project in improving corridor mobility and safety. Approval to proceed with contract award to complete the pre-construction phases of the project is consistent with the goals of Measure R.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE51806000 to prepare the PA&ED and PS&E for the I-605/Valley Boulevard Interchange Improvements Project.

### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

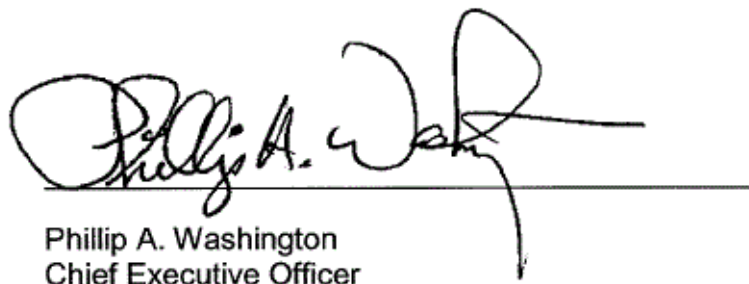
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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**PA/ED and PS&E FOR I-605/VALLEY BOULEVARD INTERCHANGE  
IMPROVEMENTS PROJECT/AE51806000**

1.	<b>Contract Number:</b> AE51806000	
2.	<b>Recommended Vendor:</b> NCM Engineering Corporation	
3.	<b>Type of Procurement (check one):</b> <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.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> March 7, 2018	
	<b>B. Advertised/Publicized:</b> March 7, 2018	
	<b>C. Pre-Proposal Conference:</b> March 12, 2018	
	<b>D. Proposals Due:</b> April 2, 2018	
	<b>E. Pre-Qualification Completed:</b> June 25, 2018	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> April 12, 2018	
	<b>G. Protest Period End Date:</b> October 22, 2018	
5.	<b>Solicitations Picked up/Downloaded:</b> 81	<b>Bids/Proposals Received:</b> 7
6.	<b>Contract Administrator:</b> David Chia	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Michelle Smith	<b>Telephone Number:</b> (213) 922-3057

**A. Procurement Background**

This Board Action is to approve Contract No. AE51806000 issued in support of the Project Approval/Environmental Document (PA/ED) and Plans, Specifications and Estimate (PS&E) for construction of the Interstate 605 (I-605) and Valley Boulevard 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 a Small Business Prime (set-aside) solicitation that was open to Metro Certified Small Businesses only.

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

- Amendment No. 1, issued on March 13, 2018, extended the proposal due date from March 19, 2018 to April 2, 2018.
- Amendment No. 2, issued on March 23, 2018, updated the Statement of Work and associated attachments.
- Amendment No. 3, issued on March 29, 2018, updated the Submittal Requirements.

A pre-proposal conference was held on March 12, 2018, and was attended by 29 participants representing 20 companies. There were 25 questions asked and responses were released prior to the proposal due date.

A total of 81 firms downloaded the RFP and were registered on the planholders' list. A total of seven proposals were received on April 2, 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:

- |   |            |
|---|------------|
| • Firm/Team Qualifications                                  | 25 percent |
| • Project Manager, Key Staff & Subconsultant Qualifications | 25 percent |
| • Project Understanding & Approach                          | 30 percent |
| • Work Plan   | 20 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 the proposer's 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 4, 2018 through April 26, 2018, the PET completed its independent evaluation of all proposals received. Three firms, listed in alphabetical order below, were determined to be within the competitive range:

1. Advanced Civil Technologies (ACT)
2. ADVANTEC Consulting Engineers, Inc. (Advantec)
3. NCM Engineering Corporation (NCM)

The remaining firms were determined to be outside the competitive range and were not included for further consideration.

On April 26, 2018, oral presentations were held with the three firms within the competitive range. At each firm's interview, project managers and key team members discussed what differentiated their firm from others and elaborated on their proposed designs.

All firms also responded to the PET's questions. They responded to questions inquiring about critical environmental issues, resolving stakeholder conflicts, project area impacts, schedule delays, and their preferred alternative design.

**Qualifications Summary of Recommended Firm:**

**NCM Engineering Corporation**

NCM is an engineering firm that specializes in transportation infrastructure projects. Its expertise includes roads, highways, freeways, bridges, and related highway and railroad structures.

NCM presented a well-qualified team that demonstrated substantial experience in relevant PA/ED and PS&E projects. The team's project experience includes the I-605/I-5 Interchange Improvements PA/ED, I-605/I-5 Interchange Improvements PSR-PDS, I-605/SR 60 Interchange Improvements PA/ED, I-605/SR 60 Interchange Improvements PSR-PDS, I-605/SR 91 Interchange Improvements PA/ED, and SR 91/I-605/I-405 Congestion Hot Spots Feasibility Report.

NCM demonstrated substantial understanding of project requirements. It detailed project issues that included operational deficiencies, tight turn radiuses, double right turn destinations, unbalanced traffic volumes, short weaving lengths, tight spacing, environmentally sensitive areas, accident rates, pedestrian and cyclist safety, railroad crossings and crossovers, and unsafe driver behavior.

NCM's preferred design included innovative features that included free-flow nonstop right turns, additional on-ramp lanes, raised medians, additional turn lanes, sidewalk removals, ramp widening, and ramp lengthening. Four separate site maps in each direction were provided to highlight the benefits of the features. Additional site maps were provided to illustrate the proposed enhancements.

NCM elaborated on its risk management strategy. A risk matrix would be used to track project issues. A detailed 90-day plan would be developed to jumpstart the project.

Final scoring determined that NCM 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	<b>NCM Engineering Corporation</b>				
3	Firm/Team Qualifications	79.73	25.00%	19.93	
4	Project Manager, Key Staff & Subcontractor Qualifications	83.33	25.00%	20.83	

5	Project Understanding & Approach	89.67	30.00%	26.90	
6	Work Plan	87.67	20.00%	17.53	
7	<b>Total</b>		<b>100.00%</b>	<b>85.19</b>	<b>1</b>
8	<b>Advanced Civil Technologies</b>				
9	Firm/Team Qualifications	80.40	25.00%	20.10	
10	Project Manager, Key Staff & Subcontractor Qualifications	75.33	25.00%	18.83	
11	Project Understanding & Approach	75.33	30.00%	22.60	
12	Work Plan	76.67	20.00%	15.33	
13	<b>Total</b>		<b>100.00%</b>	<b>76.86</b>	<b>2</b>
14	<b>ADVANTEC Consulting Engineers, Inc.</b>				
15	Firm/Team Qualifications	73.20	25.00%	18.30	
16	Project Manager, Key Staff & Subcontractor Qualifications	74.13	25.00%	18.53	
17	Project Understanding & Approach	81.33	30.00%	24.40	
18	Work Plan	61.00	20.00%	12.20	
19	<b>Total</b>		<b>100.00%</b>	<b>73.43</b>	<b>3</b>

### 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 resulted primarily from a reduction in project management services and environmental tasks.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
NCM Engineering Corporation	\$3,724,545.24	\$2,970,840	\$2,059,860

### D. Background on Recommended Contractor

The recommended firm, NCM, is a transportation engineering firm composed of a highly qualified group of engineers who have delivered an array of large scale highway projects throughout Southern California. These projects include the I-605/I-5 Interchange Improvements PA/ED, Caltrans On-Call Highway Design, Project Development and Construction Services for Districts 6, 9 and 10, I-805 North HOV/BRT Design-Build in San Diego, I-15 Mira Mesa/Scripps Ranch Direct Access Ramps in San Diego, I-15 Express Lanes Design-Build in Riverside County, and Union Station/Patsaouras Plaza Busway Design-Build.

The proposed project manager possesses 31 years of highway engineering management experience that includes delivery of the PA/ED and PS&E for the I-15/Duncan Canyon Interchange, PA/ED and PS&E for the I-10/Riverside Avenue Interchange, PA/ED and PS&E for the I-15/Mojave Drive Interchange, PA/ED for the I-10/Cherry Avenue Interchange, PA/ED for the I-10/Citrus Avenue Interchange, PA/ED for the I-215 Bi-County HOV Lane Gap Closure, and PS&E for the I-215 Segment 1 and Segment 2 Widening and Reconstruction. Key personnel possess a combined experience spanning over 100 years.



## DEOD SUMMARY

**PA/ED and PS&E FOR I-605/VALLEY BOULEVARD INTERCHANGE  
IMPROVEMENTS PROJECT/AE51806000**

**A. Small Business Participation**

Pursuant to Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

NCM Engineering Corporation, an SBE Prime, is performing 35.56% of the work with its own workforce and made a total SBE commitment of 64.84%. The prime also listed six (6) SBE firms, GPA Consulting, Intueor Consulting, Inc., Guida Surveying, Inc., Optitrans, Arellano Associates, and Epic Land Solutions, Inc.; and four (4) non-SBE firms, WKE, Inc., Group Delta Consultants, AZTEC Engineering Group, and Wilson & Company, Inc., as subcontractors on this project.

**SMALL BUSINESS PRIME (SET-ASIDE)**

	<b>SBE Contractors</b>	<b>SBE % Committed</b>
1.	NCM Engineering Corporation (Prime)	35.56%
2.	GPA Consulting	7.90%
3.	Intueor Consulting, Inc.	8.36%
4.	Guida Surveying, Inc.	6.72%
5.	Arellano Associates	0.49%
6.	Optitrans	4.41%
7.	Epic Land Solutions, Inc.	1.40%
	<b>Total Commitment</b>	<b>64.84%</b>

**B. 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.

**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, construction management and other support trades.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy (PLA/CCP) is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.