

PROCUREMENT SUMMARY

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

1.	Contract Number: AE51806000	
2.	Recommended Vendor: NCM Engineering Corporation	
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 7, 2018	
	B. Advertised/Publicized: March 7, 2018	
	C. Pre-Proposal Conference: March 12, 2018	
	D. Proposals Due: April 2, 2018	
	E. Pre-Qualification Completed: June 25, 2018	
	F. Conflict of Interest Form Submitted to Ethics: April 12, 2018	
	G. Protest Period End Date: October 22, 2018	
5.	Solicitations Picked up/Downloaded: 81	Bids/Proposals Received: 7
6.	Contract Administrator: David Chia	Telephone Number: (213) 922-1064
7.	Project Manager: Michelle Smith	Telephone Number: (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	NCM Engineering Corporation				
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	Total		100.00%	85.19	1
8	Advanced Civil Technologies				
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	Total		100.00%	76.86	2
14	ADVANTEC Consulting Engineers, Inc.				
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	Total		100.00%	73.43	3

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.