

PROCUREMENT SUMMARY

LONE HILL TO WHITE DOUBLE TRACK PROJECT FINAL DESIGN
PS&E/AE73891000

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| 1. | Contract Number: AE73891000 | |
| 2. | Recommended Vendor: Moffatt & Nichol | |
| 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 20, 2021 | |
| | B. Advertised/Publicized: January 20, 2021 | |
| | C. Pre-Proposal Conference: February 2, 2021 | |
| | D. Proposals Due: February 22, 2021 | |
| | E. Pre-Qualification Completed: June 16, 2021 | |
| | F. Conflict of Interest Form Submitted to Ethics: February 22, 2021 | |
| | G. Protest Period End Date: July 20, 2021 | |
| 5. | Solicitations Picked up/Downloaded: 145 | Proposals Received: 7 |
| 6. | Contract Administrator: Lily Lopez | Telephone Number: (213) 922-4639 |
| 7. | Project Manager: Jay Fuhrman | Telephone Number: (213) 418-3179 |

A. Procurement Background

This Board Action is to approve Contract No. AE73891000 for the Lone Hill to White Double Track Project Final Design Plans, Specifications and Estimates (PS&E) project to provide engineering services in support of the Lone Hill to White (LHW) Double Track Final Design project. Board approval of contract award is subject to resolution of all properly submitted protest(s).

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 an SBE goal of 21% and a 3% DVBE goal.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on January 29, 2021, revised LOI-04 Communication with LACMTA to change Contract Administrator.
- Amendment No. 2, issued on February 9, 2021, provided revisions related to the Submittal Requirements and General Condition (GC-24).

A virtual pre-proposal conference was held on February 2, 2021, attended by 101 participants. A total of 39 questions were asked and responses were released prior to the proposal due date.

A total of 145 firms downloaded the RFP and were included in the planholders list. A total of seven proposals were received on February 22, 2021 from the following firms:

- David Evans and Associates, Inc.
- Dewberry Engineers, Inc.
- Gannett Fleming, Inc.
- Jacobs Engineering Group, Inc. (Jacobs)
- Moffatt & Nichol
- RailPros
- Zephyr UAS, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Project Management department and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|------------------------------------|-----|
| • Skill and Experience of the Team | 35% |
| • Project Management Plan | 25% |
| • Project Understanding | 40% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to project understanding. The PET evaluated the proposals according to the pre-established evaluation criteria.

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 of February 22, 2021 to March 16, 2021, the PET members independently evaluated and scored the technical proposals. Three of the seven proposals received were determined to be within the competitive range and are listed below in alphabetical order.

- Gannett Fleming, Inc.
- Jacobs
- Moffatt & Nichol

Four firms were determined to be outside the competitive range and were not included for further consideration as proposals were not clear in addressing the requirements.

On March 16, 2021, the three mentioned firms were invited for oral presentations, which provided each firm the opportunity to present each team's qualifications and respond to PET's questions.

Following oral presentations, the PET finalized technical scores based on both written proposals and the responses from the oral presentations. On March 16, 2021, the PET agreed that the final ranking of proposals scored Moffatt & Nichol's proposal as the highest technically qualified. The PET concluded that Moffatt & Nichol's proposal presented the highest level of skills and demonstrated the best understanding of the project.

Qualifications Summary of Recommended Firm:

The Moffatt and Nichol team demonstrated relevant skill and experience on similar projects, including three double track projects. One of the three projects, Lilac to Rancho, is an almost identical project in the same rail corridor, with similar characteristics. The Moffatt and Nichol team also demonstrated experience with many additional Class 1 commuter, inter-city, and freight corridor projects in the Metrolink commuter rail territory and Southern California region. The Moffatt and Nichol team demonstrated previous experience in all the key double track final design disciplines, such as geotechnical, utilities, signal and communication, track, bridge and structures, station design, permitting and third-party coordination, etc.

The key personnel assigned to the project are qualified and have several years of relevant railroad experience. The key personnel are also experienced with inter-agency coordination, Metrolink, inter-city, freight, Gold Line, CPUC, FRA, etc.

The Moffatt and Nichol team demonstrated a detailed project understanding by laying out, task by task, how they will implement the scope of services. In particular, the discussion of survey and mapping, drainage, grade crossings, station design, signal and communications and interagency coordination is very detailed and shows a clear understanding of the project.

A summary of the PET scores is provided below:

| 1 | Firm | Average Score | Factor Weight | Weighted Average Score | Rank |
|----|----------------------------------|---------------|----------------|------------------------|----------|
| 2 | Moffatt & Nichol | | | | |
| 3 | Skill and Experience of the Team | 80.00 | 35.00% | 28.00 | |
| 4 | Project Management Plan | 74.32 | 25.00% | 18.58 | |
| 5 | Project Understanding | 81.40 | 40.00% | 32.56 | |
| 6 | Total | | 100.00% | 79.14 | 1 |
| 7 | Jacobs | | | | |
| 8 | Skill and Experience of the Team | 76.11 | 35.00% | 26.64 | |
| 9 | Project Management Plan | 72.00 | 25.00% | 18.00 | |
| 10 | Project Understanding | 81.88 | 40.00% | 32.75 | |
| 11 | Total | | 100.00% | 77.39 | 2 |
| 12 | Gannett Fleming, Inc | | | | |
| 13 | Skill and Experience of the Team | 63.34 | 35.00% | 22.17 | |
| 14 | Project Management Plan | 71.32 | 25.00% | 17.83 | |
| 15 | Project Understanding | 77.60 | 40.00% | 31.04 | |
| 16 | Total | | 100.00% | 71.04 | 3 |

C. Cost Analysis

The recommended price of \$6,498,899 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager's technical analysis, a cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$1,447,999.

| | Proposer Name | Proposal Amount | Metro ICE | Negotiated Amount |
|----|------------------|-----------------|-------------|-------------------|
| 1. | Moffatt & Nichol | \$7,946,898 | \$5,348,000 | \$6,498,899 |

The variance between the final negotiated price and Metro's ICE is due to the level of effort being underestimated for the following tasks: Task 1 – Project Management, Task 4- Utilities, Task 9 – Grade Crossings, Task 10 – Structures and Task 12 – Railroad Signal/Communications and Positive Train Control (PTC).

D. Background on Recommended Contractor

The recommended firm, Moffatt & Nichol is located in Long Beach and was founded in 1957. Moffatt & Nichol is an infrastructure advisor, specializing in the planning and design of facilities in the goods/freight movement industry. The areas of practice include ports and harbors, waterfronts and marinas, transportation, rail and goods movement.

Of the 5 subcontractors who are members of the proposed team, 3 are Metro certified SBEs and one is DVBE certified.