



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Administration Committee

DATE: November 7, 2012

FR: Executive Director

W.I.: 1236

RE: Contract: Regional Express Lane Network Electronic Toll Services System Manager: Atkins North America, Inc. (\$700,000)

This memorandum requests Committee authorization to enter into a five-year contract with Atkins North America, Inc. (Atkins) to act as System Manager for the development and implementation of MTC’s Regional Express Lane Network. The initial contract will be for \$700,000 to provide strategic advice, develop system requirements, and support procurement of a system integrator. The procurement allows for additional tasks with an approximate budget of up to an additional \$2,500,000 subject to future funding and Committee approval.

BACKGROUND:

In October 2011, the California Transportation Commission (CTC) found the Regional Express Lane Network eligible for development and operation by MTC. The MTC-authorized Network, or “MTC Program” includes conversion of existing High Occupancy Vehicle (HOV) lanes to express lanes and construction of new express lanes for a network of 270 directional miles of express lanes. The financial and operational analyses for the CTC application proposed build-out of the MTC Program over a period of 20 years. Based on that analysis, staff has selected an initial set of HOV conversion segments to advance as the first phase of the MTC Program.

As part of the first phase, MTC and Caltrans have begun the environmental process for approximately 76 lane miles with the intent that these segments begin operating as express lanes in 2015. These segments include portions of I-680 in Contra Costa County, I-880 in Alameda County, and the westbound approaches to the San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge, and Dumbarton Bridge. In coordination with this work, the Solano Transportation Authority and Caltrans are undertaking environmental studies a portion of the MTC Program on I-80 in Solano County.

The recommended System Manager will assist MTC to develop, procure and implement the electronic tolling system for the initial and, potentially, future phase(s) of the MTC Program.

The contract will be a task-order based contract. The MTC Project Manager will determine for each task if the payment will be deliverables-based or time and materials. The \$700,000 budget is a not-to-exceed amount for work up through procurement of the system integrator. The System Manager Request for Qualifications (RFQ) allows for additional tasks with an approximate

budget of up to \$2,500,000 subject to future funding and Committee approval. Although this memorandum only requests approval of the initial \$700,000, the additional potential \$2,500,000 is also included in the FY 2012-13 BATA budget. These tasks may include: project management oversight of the toll system integrator (vendor); assistance and technical advice during toll system design, installation and testing; oversight of operations; assistance with procurement, design and implementation of future phases of the Express Lane Network; and other project management and technical services for MTC and BATA toll collection systems. Staff will return for approval of additional funds once the future additional required tasks are further defined and cost estimates developed.

Attachment 1 summarizes the procurement process and evaluation of seven teams who responded to the Request for Qualifications. As a result of this evaluation process, staff recommends the selection of Atkins North America, Inc.

RECOMMENDATION:

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a five-year contract (FYs 2013-2017) with Atkins North America, Inc. to act as Regional Express Lane Network System Manager, in an amount not to exceed \$700,000, with options to extend in one-year increments for up to three additional years.



Steve Heminger

SH: jm

ATTACHMENT 1

PROCUREMENT:**Request for Qualifications Process**

In August 2012, MTC issued the RFQ for the Regional Express Lane Network Electronic Toll Services System Manager. The procurement process included the following steps:

1. *Proposers' Conference*: MTC hosted a Proposers' Conference to answer questions related to the RFQ. Afterwards, MTC distributed in electronic format and posted on the MTC website all questions and answers posed at the Proposers' Conference.
2. *Written Requests for Clarification and Exception*: The RFQ permitted proposers to submit any clarifying questions or request exceptions to RFQ provisions by a specified due date. Afterwards, MTC distributed in electronic format and posted on the MTC website as addenda those requests for exception that resulted in changes to the RFQ and all questions and answers received by this date.
3. *Objections to RFQ provisions*: MTC's protest procedure permits proposers to object to RFQ provision believed to be arbitrary, biased or unduly restrictive by a certain date. MTC did not receive any such objections.
4. *Addenda*: MTC issued four addenda revising the RFQ during the proposal phase and posted them on MTC's website.
5. *Clarifying questions*: MTC sent clarifying questions to some of the proposers to ensure minimum qualifications were met.
6. *Interviews*: MTC interviewed four proposers based on the evaluation panel's review of the proposers as outlined below.

Evaluation Process

MTC received Statements of Qualifications (SOQs) from seven teams listed below, all of which met the minimum qualifications and were responsive to the RFQ.

Prime Proposer	Teaming Partners
Atkins	Traffic Technologies, Inc (TTI) Transportation Analytics Kimley-Horn & Associates
Auriga	D'Artagnan Consulting CH2M-Hill Kimley-Horn Accenture
CDM Smith	Gray Bowen Novani, LLC Ave Solutions, LLC Kittleson & Associates William Hadaya & Assoc
eTrans	Stantec, VSCE, TranspoGroup
HNTB	None
IBI	Kimley-Horn & Associates Milligan Partners Informatix, inc Cambridge Systematics, inc
Jacobs	Cambria Solutions CHS Consulting Iteris Relteq Systems URS

A six member evaluation panel was formed to score the SOQs. The panel included staff from MTC, Caltrans, Santa Clara Valley Transportation Authority, and Solano Transportation Authority.

The evaluation panel used the following criteria and weighting when scoring the SOQs:

Evaluation Criteria	Possible Points
Team and Key Personnel Experience and Qualifications in: <ul style="list-style-type: none"> • Project Management (20 pts) • IT arch., software design/developmt & implementation oversight (20 pts) • Toll system design and procurement (20 pts) • Strategic Advice (10 pts) 	70
Written and Oral Communication	15
Hourly Rate and Expense	15
Total:	100

The panel members scored each of the proposals individually and then met to discuss. Following the panel's discussions, members revised their scores as they deemed appropriate. The evaluation panel interviewed a "short list" of four teams with a reasonable likelihood of being awarded the contract, each of which earned higher than the average score of all proposers. The teams included Atkins, Jacobs, HNTB, and IBI Group. The panel held interviews on October 15, 2012. After the interviews, the panel had the opportunity to adjust their scores and rank the finalists.

Evaluation Results

The following table exhibits the average scores for the four finalists:

Team	A Team/Key Personnel (max = 70)	B Written/Oral Comms. (max = 15)	C Hourly Rates (max = 15)	Total Score = A+B+C (max = 100)	Rank	# of 1st place votes
Atkins	58	13	11	82	1	5
Jacobs	58	11	12	81	2	1
HNTB	54	12	11	77	3	0
IBI	53	11	11	75	4	0

Average

78.8

Table 1: Final team average scores and rankings

While scores appear close, there was a strong consensus of the preferred team, as shown by the number of first place votes Atkins received. Five out of six evaluation panel members ranked Atkins as their number one choice due to their relatively strong project management skills, a cohesive team with years of experience working together, experienced subcontractors in TTI (extensive BATA experience with ATCAS II and FasTrak[®]) and Kimley Horn and Associates (experience on SANDAG's I-15 Express Lanes and other ITS projects, such as 511), and strong task leads with relevant experience in writing requirements, procurements, and system design and build out.

Atkins has provided toll operations, express lanes, specialty, and general engineering consultant services to public agencies nationally and internationally for over 50 years. Specifically, they are

a leader in express lane implementation helping to deliver many projects across the nation including the conversion of HOV lanes to express lanes on I-15 in Utah and similar projects in Miami and Atlanta. The proposed project manager, John Doan, has fifteen years of experience. Before Atkins, he was the MnPASS program director where he led the feasibility planning, contracting, financing, and public outreach efforts for the implementation of the Twin Cities express lanes.

The panel found the second place bidder, Jacobs, to be well-qualified, but most of the panelists found that Jacobs did not demonstrate in their written proposal or oral interview the leadership and project management strengths exhibited by Atkins. In addition, Jacobs' costs were higher, when accounting for labor and travel.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Consultant Contract

Work Item No.: 1236

Consultant: Atkins North America, Inc. (San Francisco, CA)

Work Project Title: Regional Express Lane System Manager

Purpose of Project: To assist MTC with the development, procurement and implementation of the electronic tolling system for the initial and potentially future phase(s) of the MTC-authorized Regional Express Lane Network.

Brief Scope of Work: The System Manager will provide strategic advice, develop system requirements, and support procurement of a system integrator. The procurement allows for additional tasks subject to future funding and Committee approval.

Project Cost Not to Exceed: \$700,000; supplementary tasks with an approximate budget of up to an additional \$2,500,000 may be added subject to future funding and Committee approval.

Funding Source: BATA Rehabilitation Budget

Fiscal Impact: The \$700,000 requested amount is included in the FY 2012-13 BATA budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a five-year contract with Atkins North America, Inc. to be the Regional Express Lane System Manager as described above and in the Executive Director's November 7, 2012 memorandum, and the Chief Financial Officer is authorized to set aside \$700,000 for such contract.

Administration Committee: _____
Dave Cortese, Chair

Approved: Date: November 14, 2012