

## Metropolitan Transportation Commission Operations Committee

September 13, 2019

Agenda Item 4c

### **Contract – Interstate-880 (I-880) Integrated Corridor Management (ICM) North Segment System Integrator: Parsons Transportation Group, Inc. (\$2,096,300)**

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**Subject:** Contract – I-880 ICM North Segment System Integrator: Parsons Transportation Group, Inc.

**Background:** The I-880 ICM North Segment Project (Attachment B) is a collaborative effort led by MTC, with California Department of Transportation (Caltrans) District 4, City of Oakland, City of San Leandro, and Alameda-Contra Costa Transit District (AC Transit). The project aims to minimize the burden on local streets of incidents occurring along I-880 by installing Intelligent Transportation System (ITS) equipment on key arterial streets to redirect motorists safely and efficiently back onto I-880. Stakeholders identified this project for initial deployment as part of an overall ICM approach to improve mobility, accessibility, and safety along the I-880 corridor. Once deployed, the I-880 ICM system will be owned by Caltrans, Oakland, and San Leandro, and operated by Caltrans from the District 4 Traffic Management Center.

The I-880 ICM North Segment Project will facilitate the active management of traffic that naturally diverts from the freeway during incidents. The project includes installation and integration of ITS infrastructure on arterial streets (e.g., closed circuit television cameras, electronic message signs) and traffic signal intersection upgrades, which include curb ramps, detectors, signal coordination, and communications. The MTC Operations Committee approved the I-880 ICM North Segment Civil Construction Contract for installation of ITS infrastructure in December 2018.

In May 2019, MTC issued a Request for Proposals (RFP) for a consultant to provide system integration services to develop and deploy field elements and software and integrate devices and systems for the above-described project. An email advertising the availability of the RFP on MTC's website was sent to 3,182 individuals/firms; 53 different firms downloaded documents from the Bonfire procurement web service. A Proposers Conference was held on Friday, May 17; nine individuals from eight different firms attended. On June 3, MTC received one proposal from Parsons Transportation Group, Inc. (Parsons), which was evaluated by a panel of MTC and Caltrans staff. Evaluation criteria included: 1) Project Understanding and Approach (25%); 2) Qualifications, Related Experience and References (20%); 3) Project Management and Staffing Plan (20%); 4) Work Plan and Project Schedule (10%); and 5) Cost Effectiveness (25%). The Parsons proposal met the six percent Disadvantaged Business Enterprise (DBE) goal for this procurement.

Face to face discussions with Parsons were held on July 19, and following discussions MTC issued a Request for Best and Final Offer (BAFO). Responses from Parsons were received and reviewed by the panel on August 6. After a thorough review of the proposal and BAFO, the evaluation panel unanimously recommended selection of Parsons. The BAFO submitted by Parsons scored 86

out of 100 points. Parsons is qualified to perform the work, with extensive experience planning, designing, deploying, and maintaining ITS and ICM projects. The Parsons team has specialized knowledge of local systems and stakeholders developed through various Bay Area ITS projects, including the I-80 Smart Corridor Project, which is also operated by Caltrans. Qualified staff are highly recommended and available to meet the project's schedule. Parsons's final cost proposal represents a savings of approximately \$119,000 over its initial proposal. While the final cost is approximately \$396,000 higher than MTC's estimate, evaluation panel members determined this cost to be fair and reasonable due to the level of effort and need for additional data collection not anticipated in the initial estimate.

To accommodate the additional cost, staff is seeking approval for the full contract amount, subject to approval from the Commission in September to transfer additional OBAG 2 funds to the project. The funds had been set aside for future phases of the I-880 corridor project.

Attachment A includes a summary of Parsons and its project team's small business and disadvantaged business enterprise status.

The period of performance for the I-880 ICM System Integrator is through June 30, 2021, with an option to extend for two additional years.

**Issues:** None identified.

**Recommendation:** Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a contract with Parsons Transportation Group, Inc. in an amount not to exceed \$2,096,300 for the above-described work, subject to Commission approval of the transfer of funds referenced above.

**Attachments:** Attachment A: Contractor DBE and SBE Status

  
Therese W. McMillan

		DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Parsons Transportation Group, Inc.			X			X
Subcontractors	Elite Transportation Group, Inc. (ETG)	X	45726		X	2011002	
	Irvine Global Consulting (IGC)			X			X
	Iteris, Inc.			X			X

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract

Work Item No.:	1235
Consultant:	Parsons Transportation Group, Inc. Oakland, CA
Work Project Title:	System Integrator contract between MTC and Parsons Transportation Group, Inc. for the I-880 Integrated Corridor Management (ICM) North Segment Project
Purpose of Project:	I-880 Integrated Corridor Management (ICM) North Segment System Integration Services
Brief Scope of Work:	System integration services to develop and deploy field elements and software and integrate devices and systems, including software modifications, device and network equipment configuration, integration, testing/verification, system acceptance testing, network training and documentation, developing and implementing incident response signal timing plans, and conducting a before/after study for the project.
Project Cost Not to Exceed:	\$2,096,300
Funding Source:	Congestion Mitigation and Air Quality (CMAQ) \$1,700,000 is available for the I-880 ICM System Integrator \$396,300 is subject to approval from the Commission to transfer additional funds to the project
Fiscal Impact:	Funding is included in the FY 2019-20 MTC Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Parsons Transportation Group, Inc. to provide system integration services described above and in the Operations Committee Summary Sheet dated September 13, 2019 and that the Chief Financial Officer is authorized to set aside \$2,096,300 for the contract, subject to the transfer of funds referenced above.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: September 13, 2019



# I-880 CORRIDOR MANAGEMENT PROJECT

FALL 2018

## THE NEED

**The Interstate 880 freeway serves an integral role in the Bay Area transportation network by connecting Alameda County to Silicon Valley.**

A critical resource for many commuters and transit providers, it is also an important link for the movement of international goods to and from the Port of Oakland. I-880 accommodates over 250,000 vehicles on a daily basis. When an incident occurs on the freeway, traffic often naturally diverts to local surface streets, causing further traffic impacts to local neighborhoods.



## THE PROJECT

The I-880 Corridor Management Project aims to alleviate community impacts resulting from increased traffic on local streets during freeway incidents between the I-880/I-980 interchange and the I-880/Davis Street interchange within the cities of Oakland and San Leandro.

The project aims to minimize the burden on local streets when an incident occurs along this nine-mile stretch of I-880 by installing Intelligent Transportation System (ITS) equipment on key arterial streets to redirect motorists safely and efficiently back onto I-880. Project components include signal coordination

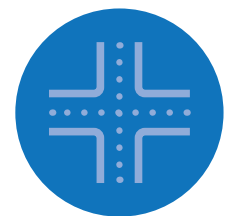
to help smooth traffic flow, cameras, traffic sensors, wayfinding signs, and communications equipment, all aimed toward managing traffic that naturally diverts from the freeway during incidents. The I-880 Corridor Management Project is a collaborative effort led by the Metropolitan Transportation Commission, together with Caltrans District 4, City of Oakland, City of San Leandro, and Alameda-Contra Costa Transit District (AC Transit), to develop an enhanced arterial incident management strategy for the I-880 Corridor.

## INTEGRATED CORRIDOR MANAGEMENT (ICM) BENEFITS

Integrated Corridor Management (ICM) enhancements will provide benefits to motorists and local communities that run parallel to this nine-mile segment of I-880. These benefits include reduced traffic impacts to local streets during incidents on I-880 as well as enhanced traffic management and coordination between jurisdictions.



REDUCED TRAFFIC  
IMPACTS TO LOCAL  
STREETS



ENHANCED TRAFFIC  
MANAGEMENT



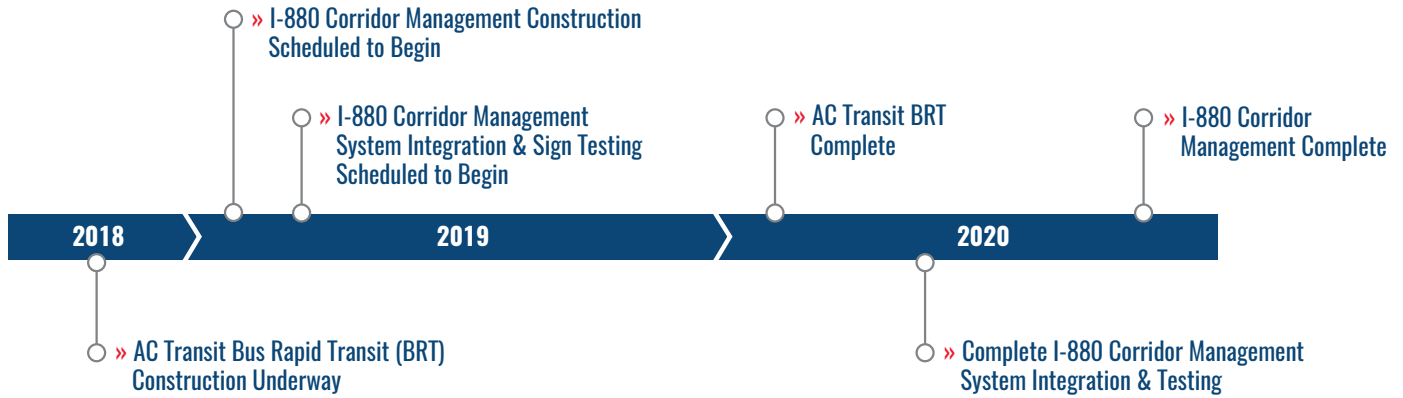
[www.880corridormanagement.org](http://www.880corridormanagement.org)



# I-880 CORRIDOR MANAGEMENT PROJECT

## MILESTONE TIMELINE

The following is an estimated timeline of key upcoming milestones.



Dates are subject to change.

**Visit** [www.880corridormanagement.org](http://www.880corridormanagement.org) and [www.mtc.ca.gov](http://www.mtc.ca.gov) to learn more about the project and construction updates, FAQs, and other information. To submit a comment, please email or call the project information line.



Project Email: [info@880corridormanagement.org](mailto:info@880corridormanagement.org)



Project Information Line: (510) 277-0188



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