




July 1, 2022

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for Preparation of a Project Study Report/Project Development Support for State Route 57 Northbound between Lambert Road and Tonner Canyon Road

Overview

On March 16, 2022, the Orange County Transportation Authority issued a request for proposals for consultant services to prepare a project study report/project development support for improvements to State Route 57 northbound between Lambert Road and Tonner Canyon Road. The scope of work includes studying preliminary geometric design and determining the cost of providing a truck climbing lane and operational improvements. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of T.Y. Lin International, as the firm to prepare the project study report/project development support for State Route 57 northbound between Lambert Road and Tonner Canyon Road.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2239 between the Orange County Transportation Authority and T.Y. Lin International to prepare the project study report/project development support for State Route 57 northbound between Lambert Road and Tonner Canyon Road.

Discussion

The proposed project is a segment of the Measure M2 (M2) commitment (Project G) with the objective of improving the northbound State Route (SR-57) from the Orange Crush to the Orange/Los Angeles County Line. The majority of the improvements have been implemented, with the exception of this segment and the Orangewood Avenue to Katella Avenue segment. The proposed project

would improve the SR-57 operation, which has higher than average truck volumes when compared to similar highway facilities.

In 2001, the California Department of Transportation (Caltrans) prepared a project study report (PSR) for a northbound climbing lane from Lambert Road to approximately 0.62 miles north of the Orange/Los Angeles County Line. The PSR was prepared to address heavy truck volumes. Following discussions with Caltrans in late 2021, it was decided that a new project study report/project development support (PSR/PDS) should be prepared due to the changing conditions on SR-57 since the previous study was completed.

Procurement Approach

This procurement was handled in accordance with the Orange County Transportation Authority's (OCTA) Board of Directors' (Board)-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, as well as work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals are conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On March 16, 2022, Request for Proposals (RFP) 2-2239 was electronically issued on CAMM NET. The project was advertised on March 16 and March 23, 2022, in a newspaper of general circulation. A pre-proposal conference was held on March 24, 2022, with 20 attendees representing 12 firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On April 18, 2022, two proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management, Project Development, and Highway Programs departments, as well as representatives from Caltrans and the City of Brea, met to review the submitted proposals. The proposals were evaluated utilizing the following evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Several factors were considered in developing the criteria weightings. The qualifications of the firm in performing work of similar scope and size are important to the success of the project. Staff assigned a high level of importance to staffing and project organization, as the qualifications of the project manager and other key task leaders are of most importance to the timely delivery of the project. Likewise, a high level of importance was also assigned to the work plan as the technical approach to the project is critical to the successful performance of the project.

The evaluation committee reviewed the two proposals based on the evaluation criteria and found both firms qualified to perform the required services. The two firms are listed below in alphabetical order:

Firm and Location

GHD Inc. (GHD)
Irvine, California

T.Y. Lin International (TYLI)
Irvine, California

On May 25, 2022, the evaluation committee interviewed both firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived project challenges. Each firm was asked general questions related to qualifications, relevant experience, project organization, and approach to the work plan.

After considering responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores of the firms; however, TYLI remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends TYLI as the top-ranked firm to prepare a PSR/ PDS for the project. TYLI demonstrated the firm's experience delivering PSR/PDS documents. Key personnel are highly

qualified. The proposed work plan demonstrated a clear understanding of the project.

Qualifications of the Firm

Founded in 1954, TYLI is a global full-service infrastructure engineering firm with 3,200 employees. TYLI demonstrated experience delivering PSR/PDS documents as a prime consultant and as a subconsultant. TYLI served as the prime consultant for OCTA's PSR/PDS for the Interstate 5 (I-5) Widening Project from Avenida Pico to the San Diego County Line (I-5 Widening) and OCTA's PSR/PDS for the I-5/EI Toro Road Interchange Project (I-5 EI Toro Road). TYLI performed PSR/PDS services, amongst others, on OCTA's I-5 Improvements Project from Interstate 405 to State Route 55 (I-5 Improvements). These PSR/PDS projects were in cooperation with Caltrans. Additional experience by the TYLI team includes contributions on the PSR/PDS for the State Route 91/Adams Street Interchange for the City of Riverside and project approval/environmental document (PA/ED) and plans, specifications, and estimates (PS&E) delivery. TYLI demonstrated extensive experience working with the proposed subconsultants, including some on the referenced PSR/PDS projects. TYLI's project experience includes, but is not limited to, stakeholder coordination with Caltrans and the City of Brea.

Founded in 1928, GHD is an engineering firm with over 4,000 employees. The majority of GHD's demonstrated experience presented is PA/ED and PS&E delivery. The firm referenced one directly relevant project where it performed as a subconsultant on the supplemental PSR/PDS on the US-101 South of Salinas Project (US-101 Salinas) for the Transportation Agency for Monterey County. Other relevant experience includes completion of the PS&E for the State Route 29/State Route 221 Interchange, PA/ED and PS&E for Soscot Junction Roundabout Project (Soscot Roundabout PA/ED-PS&E) for the Napa Valley Transportation Authority. GHD demonstrated experience with stakeholder coordination with Caltrans and cities, amongst others. GHD and the proposed subconsultants have previously worked together on various projects.

Staffing and Project Organization

TYLI proposed qualified and experienced personnel and subconsultants with PSR/PDS experience. TYLI proposed a breadth of resources to accomplish the different disciplines required for the project. TYLI's proposed project manager (PM) has a proven record of successful project delivery with OCTA projects. The proposed PM has 14 years of experience, including as the deputy PM for OCTA's PSR/PDS for the I-5 Widening, deputy PM for the City of

Riverside's State Route 91/Adams Street Interchange, and PM for OCTA's PA/ED and PS&E for the I-5 high-occupancy vehicle (HOV) Improvement Project between State Route 55 and SR-57. TYLI identified key personnel for traffic analysis, geotechnical engineering, and geology.

GHD proposed qualified and experienced personnel and subconsultants. GHD's proposed PM has 34 years of experience, primarily in preparation of PA/ED and PS&E delivery. The proposed PM served as the senior engineer for the Socol Roundabout PA/ED-PS&E and design manager for the I-5 HOV Vehicle Lanes and Truck Lane PS&E Project for the Los Angeles County Metropolitan Transportation Authority. The PM also served as the quality lead for the PSR/PDS US-101 Salinas. GHD proposed key personnel for the various disciplines. Some role redundancy was identified due to the size of the proposed team.

Work Plan

TYLI demonstrated a clear understanding of the scope of work, addressed the challenges and impacts of the project, and presented a feasible work plan for delivering the project. TYLI demonstrated awareness and understanding of the previous PSR and provided information for building from the past work. TYLI addressed changing conditions since the original PSR was completed including demographic shifts and material price increases. The proposal identified numerous key issues to be addressed in the new PSR/PDS such as minimizing impacts to the Lambert Road Interchange Project currently under construction, field mapping to assess geology, and engagement with stakeholders to minimize potential impacts to right-of-way and future traffic patterns. The work plan demonstrated the firm's understanding of the geological/geotechnical conditions and recommended a reasonable alternative within PSR/PDS requirements. The firm demonstrated an understanding of the implications of the impact to vehicle miles traveled with different design options, taking into consideration lane type and length. The proposed schedule followed the timeline in the RFP and appeared logical and reasonable.

GHD demonstrated an overall understanding of the scope of work, addressed the challenges and impacts of the project, and presented a feasible work plan in most areas for delivering the project. GHD identified critical issues and challenges to be addressed in the PSR/PDS, including recognition of the geotechnical and environmental conditions in the study area. GHD's proposal did not adequately address the previous PSR study and how it could be built upon. The firm's work plan included out of scope items exceeding the PSR/PDS requirements identified in the RFP and included tasks which are typically

completed in the later phases of project development. Some areas of the work plan were broad with fewer details relevant to this project. Some proposed concepts did not appear feasible, such as widening in the southbound direction which is outside of the scope of the project and does not improve northbound, operations. GHD's schedule was aggressive with concurrent tasks and a compressed timeline than required by the RFP. GHD's proposal demonstrated an understanding of the geological/geotechnical considerations. The work plan included a general discussion on outreach and identified all of the stakeholders, but did not expand on any potential impacts. GHD discussed potential design exceptions which demonstrated that they thought through the design.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of TYLI as the top-ranked firm to prepare the PSR/PDS for SR-57 northbound between Lambert Road and Tonner Canyon Road.

Fiscal Impact

This Project is included in OCTA's proposed Fiscal Year 2022-23 Budget, Planning Division, Account No. 0017-7519-FG105-0KR, and will be funded through M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-2-2239 with T.Y. Lin International as the firm to prepare the project study report/project development support for State Route 57 northbound from Lambert Road to Tonner Canyon Road.

Attachments


- A. Review of Proposals, RFP 2-2239 Project Study Report/Project Development Support for State Route 57 Northbound between Lambert Road to Tonner Canyon Road
- B. Proposal Evaluation Matrix, RFP 2-2239 Project Study Report/Project Development Support for State Route 57 Northbound between Lambert Road to Tonner Canyon Road
- C. Contract History for the Past Two Years, RFP 2-2239 Project Study Report/Project Development Support for State Route 57 Northbound between Lambert Road to Tonner Canyon Road

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