



**August 10, 2017**

**To:** Transit Committee

**From:** Darrell Johnson, Chief Executive Officer

**Subject:** Consultant Selection to Prepare the Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station Improvement Project

### **Overview**

On April 10, 2017, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of HNTB Corporation as the firm to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1609 between the Orange County Transportation Authority and HNTB Corporation to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project.

### **Discussion**

The Anaheim Canyon Metrolink rail station (Station) is located on the Southern California Passenger and Freight Rail network Olive Subdivision which is owned by the Orange County Transportation Authority (OCTA). The Station is served by Metrolink's Inland Empire-Orange County Line. OCTA, the City of Anaheim (City), and the Southern California Regional Rail Authority (SCRRA) wish to make improvements at the Station that will include construction of a second main track and platform, lengthening of the existing platform, improvements to pedestrian circulation, additional ticket vending machines,

benches, and shade structures. The Station improvement project (Project) will increase the capacity of the Station to accommodate additional rail service, as well as improve reliability, on-time performance, and enhance safety.

On August 24, 2014, the OCTA Board of Directors (Board) approved Cooperative Agreement No. C-4-1714 with the City and Cooperative Agreement No. C-4-1715 with SCRRA, to define roles, responsibilities, and funding for the Project. OCTA will be the lead agency on the design and construction phase; SCRRA will provide design of the signal, and communication systems and positive train control, as well as design review and design support during construction. The City will also provide general design review.

The Project has been environmentally cleared through the California Environmental Quality Act and National Environmental Protection Act process and 30 percent plans have been completed.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and 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 was conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement will be 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 April 10, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1609 which was electronically issued on CAMM NET. The Project was advertised on April 10 and 17, 2017, in a newspaper of general circulation. A pre-proposal conference was held on April 19, 2017, with 13 attendees representing ten firms. Four 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 May 17, 2017, five proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management, and Rail Programs departments, as well as external representatives from SCRRA and the City met to review the submitted proposals.

The proposals were evaluated utilizing the following evaluation criteria and weights:

- |                                     |            |
|-------------------------------------|------------|
| • Qualifications of the Firm        | 25 percent |
| • Staffing and Project Organization | 40 percent |
| • Work Plan                         | 35 percent |

The evaluation criteria are consistent with the weightings developed for similar A&E procurements. In developing these weights, several factors were considered, giving the greatest importance to staffing and project organization of the firm, as the qualifications of the project manager and other key personnel are very important to the successful and timely delivery of the Project, and adherence to Federal Transit Administration requirements. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the Project is critical to the successful performance of the Project. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of similar scope and size.

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

**Firm and Location**

HNTB Corporation (HNTB)  
Santa Ana, California

RailPros, Inc. (RailPros)  
Irvine, California

On June 8, 2017, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm was asked some general questions related to its qualifications, relevant experience, project organization, and approach to the work plan. Each firm also highlighted its staffing plan, work plan, and perceived project issues. Both teams were asked general questions regarding the team's approach to the requirements of the scope of work, management of the projects, coordination with various agencies, experience with similar projects, and the team's solutions in achieving the Project's goals. The evaluation committee did

not adjust any preliminary scores as a result of the interview. HNTB remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends HNTB as the firm to prepare the plans, specifications, and estimate (PS&E) for the Project. HNTB's proposal received the highest ranking, largely due to the team's successful execution of similar projects in both scale and scope, the firm's comprehensive understanding of the Project, constraints of the Project, and presentation of realistic and credible technical solutions. The firm displayed a clear understanding of the Project requirements and presented a work plan addressing technical issues, supported by highly experienced key personnel.

Both firms submitted comprehensive proposals and conducted detailed interviews. Brief summaries of evaluation results follow.

#### Qualifications of the Firm

Both firms are qualified to perform the services required by the RFP. Both firms are established with recent and relevant experience.

HNTB is a full service design engineering firm with four offices and 150 employees in Southern California. HNTB has delivered numerous rail projects of similar complexity, and demonstrated a clear understanding of the Project's requirements, as well as design and operational challenges. Current experience includes the North Hollywood Burbank Airport Metrolink Station in Burbank, and the Brighton to Roxford Double-Track project in the San Fernando Valley. Both of these projects involve close coordination with the Metrolink operations department, grade crossings, road design work, and station design. HNTB also has current design experience with OCTA's Laguna Niguel/Mission Viejo to San Juan Capistrano Passing Siding project and the Kraemer Boulevard grade separation project.

RailPros is a fully integrated consulting and support service firm with four offices and over 90 employees, specializing in passenger rail and station projects. RailPros has experience in design, engineering, planning, project and program management, and construction management. RailPros has current related experience in track work and station platform experience, including the Van Nuys Center Platform project located on the Metrolink Ventura Subdivision, ACE Pomona At-Grade-Crossing, and the Irvine Third Main Track.

### Staffing and Project Organization

Both firms proposed highly qualified project managers, discipline leads, key personnel, staff, and subconsultants with relevant rail and station experience.

HNTB submitted a detailed staffing plan that proposed experienced key personnel and subconsultant resources to meet the requirements of the RFP. The proposed project manager and the team have comprehensive experience with complex passenger rail projects, rail and track design, station design and improvement projects, railroad grade separation projects, and utility relocations. The team's experience in rail design projects brings valuable lessons learned to the Project. The proposed project manager has over 25 years' experience in engineering design, construction management, and program/project management primarily for commuter and light rail projects. HNTB's project team has successfully worked together on several rail projects, and has a proven track record and extensive knowledge of the Metrolink system and operating railroad in the Los Angeles basin. HNTB presented an excellent interview and provided detailed answers to questions regarding its specific approach to the Project scope, issues, alternatives, quality assurance and quality control processes, and plans to coordinate efforts with stakeholders.

RailPros proposed a very good team and key staff with strong experience in railroad development projects. The proposed project manager and team have experience with similar projects, including station, track and at-crossing grade design. RailPros' relevant projects include the Metrolink Service Expansion Program, Grade Crossing Safety Enhancement and Quiet Zone Rail-Highway Program, and the Van Nuys Station Improvements project. The RailPros team presented a very good interview and provided good responses to questions.

### Work Plan

Both firms met the requirements of the RFP, and each firm effectively discussed the Project approach.

HNTB presented a comprehensive work plan, demonstrating an excellent understanding of the Project's requirements, constraints, and risks. HNTB's proposed work plan detailed quality control/quality assurance measures, an accelerated schedule, budget controls, project phasing and effects on area business, the traveling public, and pedestrian flow. The work plan identified deliverables, solutions and enhancements, alternatives, and cost-saving ideas. Project challenges included maintaining an active railroad during construction, quiet zones, Americans with Disabilities Act requirements, and gas line issues. HNTB discussed its successful use of the Bluebeam Revu software, a project tool

to coordinate design review and comments with Metrolink and stakeholders on the San Juan Capistrano Passing Siding project.

RailPros' work plan demonstrated a very good understanding of the Project and discussed the firm's approach to the challenges and presented good Project enhancements and solutions. RailPros' team discussed the station, platform, and grade crossing experience, and provided key examples and lessons learned on numerous projects. RailPros presented a good discussion of the Project schedule, Project constraints, utility coordination, and design alternative for retaining walls.

#### **Procurement Summary**

Based on the evaluation of the written proposals, firm's qualifications, work plan and information obtained from the interviews, the evaluation committee recommends the selection of HNTB as the top-ranked firm to prepare the PS&E for the Project. HNTB demonstrated excellent relevant experience and submitted a comprehensive proposal that was responsive to all the requirements of the RFP. The firm presented a strong team and demonstrated a thorough understanding of the overall Project.

#### **Fiscal Impact**

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0018-7519-C5061-OJR, and is funded with Federal Formula 5307 funds.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-1609 with HNTB to prepare the plans, specifications, and estimates for the Anaheim Canyon Metrolink Station Improvement project.

***Attachments***

- A. Review of Proposals, RFP 7-1609 Consultant Services to Prepare the Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station Improvement Project
- B. Proposal Evaluation Criteria Matrix – (Short-Listed), RFP 7-1609 Consultant Services to Prepare the Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station Improvement Project
- C. Contract History for the Past Two Years, RFP 7-1609 Consultant Services to Prepare the Plans, Specifications, and Estimates for the Anaheim Canyon Metrolink Station Improvement Project

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