



September 7, 2017

To: Regional Planning and Highways Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Consultant Selection for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

On June 12, 2017, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of WKE, Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1719 between the Orange County Transportation Authority and WKE, Inc., to prepare the plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion

The State Route 55 (SR-55) improvements from Interstate 405 (I-405) to Interstate 5 (I-5) (Project) are part of Project F in the Measure M2 (M2) freeway program. In the Next 10 Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2016, the Project is identified as one of the M2 freeway projects to be completed by 2025. The supplemental draft environmental document was circulated for public comment on April 3, 2017, and Alternative 3-Modified, which includes general purpose, high-occupancy vehicle (HOV), and auxiliary lanes, has been identified

as the preferred alternative by the Project development team. Therefore, the Project is ready to proceed into the final design phase.

On June 12, 2017, the Board approved Cooperative Agreement No. C-7-1753 with the California Department of Transportation (Caltrans) to establish roles, responsibilities, and funding for the Project. OCTA will be the lead agency on the design, and Caltrans will advertise and award the construction contract.

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 state and federal 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 is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the Board-approved procurement policies.

On June 12, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1719 which was electronically issued on CAMM NET. The Project was advertised on June 12 and June 19, 2017, in a newspaper of general circulation. A pre-proposal conference was held on June 22, 2017, with 36 attendees representing 23 firms. Six 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 July 14, 2017, four proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from Caltrans and the City of Santa Ana, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting 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. 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 three firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firm and Location

HDR Engineering, Inc. (HDR)
Irvine, California

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

WKE, Inc. (WKE)
Santa Ana, California

On August 2, 2017, the evaluation committee interviewed the three 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 also highlighted 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. All three firms were asked specific questions regarding the team's approach to the requirements of the scope of work, management of the Project, coordination with various agencies, experience with similar projects, and the team's solutions toward achieving the Project's goals. After considering responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores for two of the three firms; however, WKE 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 WKE as the firm to prepare the plans,

specifications, and estimates (PS&E) for the Project. WKE's proposal received the highest ranking, largely due to the team's successful management and implementation of recent and relevant PS&E projects of similar scale and scope, the firm's comprehensive understanding of the Project objectives and constraints, and solutions and recommendations proposed that were well thought out and professionally presented. The firm presented a detailed work plan that provided innovative ideas and solutions to the Project approach supported by highly-experienced key personnel that have long standing working relationships.

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

Qualifications of the Firm

All three firms are established with recent and relevant experience, and all qualified to perform the services.

The firm WKE, incorporated in 2007, is a Southern California-based general planning and engineering consulting firm providing transportation engineering services for all modes of transportation infrastructure, including design of freeway corridor widening, HOV improvements, bridge seismic retrofitting, freeway interchange, and street widening projects. WKE and its key personnel have delivered numerous PS&E projects of similar complexity. Recent relevant firm experience includes PS&E for the I-5 widening from State Route 73 (SR-73) to Oso Parkway for OCTA, as well as the State Route 241/State Route 91 express connector for the Transportation Corridor Agencies, and the project report/environmental document (PA/ED) and PS&E for the State Route 57 (SR-57)/State Route 60 interchange for the City of Industry. WKE's experience on these projects demonstrated strong leadership, technical expertise, coordination with various stakeholders, familiarity with the Caltrans process and requirements, and the ability to manage all phases of the projects.

The HDR firm is also well qualified and has been providing highway, roadway, structures, rail, transit, environmental, and construction management services since 1973. Project experience includes PA/ED for the SR-55 improvement project between I-405 and I-5, and PA/ED and PS&E for the northbound SR-57 improvement project from Katella Avenue to Lincoln Avenue for OCTA, the PA/ED and PS&E for the Interstate 110/C Street interchange improvement project for the Port of Los Angeles, and the State Route 1/Sepulveda Bridge widening for the City of Manhattan Beach.

The firm TY Lin, founded in 1954, is a qualified full-service infrastructure engineering firm providing innovative roadway and structure design services. TY Lin is familiar with Caltrans policies and procedures, and has experience delivering similar design work along the I-5 corridor. The proposed key staff have experience on the SR-55 corridor for OCTA, in addition to numerous Caltrans freeway corridor design projects throughout California.

Staffing and Project Organization

All three firms proposed highly-qualified project managers, structure leads, and experienced lead personnel and subconsultants with relevant PS&E highway widening project experience.

The WKE firm presented a detailed staffing plan that proposed experienced key personnel and subconsultants with recent and relevant PS&E project experience. The proposed project manager has 38 years of highway design experience and has successfully managed and delivered more than 36 major freeway widening projects. The project manager has a proven track record of successfully delivering PS&E projects on an accelerated schedule and within budget. WKE's proposed project team demonstrated relevant experience delivering OCTA and Caltrans PS&E projects, including the I-5 widening from SR-73 to Oso Parkway, the I-5 HOV improvement project from Avenida Pico to Avenida Vista Hermosa, and both I-405 HOV West County Connector projects. The structures lead has 37 years of experience developing large-scale transportation and bridge projects which includes conceptual studies through preparing final design. The roadway lead also has 22 years of experience managing the design and delivery of major transportation engineering projects.

The HDR firm proposed a very good team and key staff with relevant experience in PA/ED and PS&E projects. The proposed project manager has 29 years of proven experience delivering PA/ED, PS&E, and similar projects on time and within budget. The proposed subconsultants bring recent, relevant PS&E experience to the team.

The proposed team by TY Lin has relevant experience providing PS&E on similar projects. The proposed project manager has 24 years of experience designing and leading a variety of transportation projects. The proposed subconsultants are experienced and were identified to deliver a significant portion of the design work.

Work Plan

All three firms met the requirements of the RFP and effectively discussed respective approaches to the Project.

The firm WKE presented a comprehensive and viable work plan, demonstrating an excellent understanding of the Project design requirements, constraints, issues, and risks. WKE's proposed work plan was well organized and provided an innovative design approach to shift the center line to avoid significant right-of-way (ROW) acquisition and utility relocation, and demonstrated previous success with the proposed approach. The work plan also addressed key drainage and utility issues along the corridor, clarified quality control/quality assurance measures, identified deliverables, and proposed potential cost-saving recommendations. WKE presented an excellent interview, demonstrating in-depth knowledge of its proposed approach to the scope of work and detailed responses to all questions.

The work plan by HDR demonstrated a very good understanding of the Project objectives, constraints, issues, and risks. The work plan provided a creative approach to a challenging drainage system and good solutions to avoid ROW impacts to utility relocations outside of Caltrans ROW. The HDR team presented a very good interview and provided responses to the evaluation committee's questions.

The TY Lin firm's work plan demonstrated a good understanding of the Project requirements and constraints. The work plan identified some complex issues on ROW constraints, identified key issues and risks to be addressed during the final design, and provided design enhancements on utilities. However, the Project schedule lacked detail on how to deliver the solutions presented. TY Lin's team presented a good interview and provided responses to the evaluation committee's questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of WKE as the top-ranked firm to prepare the PS&E for the Project. WKE demonstrated excellent, relevant experience, and submitted a proposal that was responsive to all requirements of the RFP. The firm presented an excellent interview highlighting the firm's experience, staffing, the technical approach to the work plan, and detailed Project solutions.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-7519-FF101-0KU, and is funded through federal Surface Transportation Block Grant funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-1719 with WKE, Inc., for the preparation of plans, specifications, and estimates for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Attachments

- A. Review of Proposals, RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5
- C. Contract History for the Past Two Years, RFP 7-1719 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

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