



February 3, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

Overview

On October 10, 2019, the Orange County Transportation Authority issued a request for proposals for consultant services to complete the State Route 91 geometric and design alternatives analysis. Board of Directors approval is requested for the selection of a firm to complete the required work.

Recommendations

- A. Approve the selection of Advanced Civil Technologies as the firm to complete the State Route 91 geometric and design alternatives analysis.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1658 between the Orange County Transportation Authority and Advanced Civil Technologies to complete the State Route 91 geometric and design alternatives analysis.

Discussion

The objective of the State Route 91 (SR-91) geometric and design alternatives analysis (Alternatives Analysis) is to determine the conceptual geometric design and operational characteristics of improving the eastbound SR-91 corridor between State Route 241 (SR-241) and State Route 71 by adding one general-purpose lane while minimizing impacts to the maximum extent feasible.

This area was previously studied as part of the SR-91 Corridor Improvement Project (CIP) by the Riverside County Transportation Commission (RCTC). This SR-91 Alternatives Analysis will build upon the CIP Report and revisit the previously identified areas of constraint to determine if widening can be achieved while minimizing a centerline shift. A preliminary geotechnical report will be completed as part of this effort, which will help determine potential alignment of

the improvements. Improvements to the eastbound portion of SR-91 from SR-241 to the county line are included as part of the Measure M freeway improvements as Project J.

Coordination with RCTC, the California Department of Transportation (Caltrans), Transportation Corridor Agencies (TCA), and adjacent corridor cities will be a priority as numerous projects are in development within the same area of the SR-91. Agency coordination would minimize construction fatigue with the traveling public and surrounding communities given the complex nature of the SR-91 corridor.

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, 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 based on overall qualifications to develop a range of competitive 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 approved procurement policies.

On October 10, 2019, Request for Proposals (RFP) No. 9-1658 was issued electronically on CAMM NET. The project was advertised on October 10 and 17, 2019, in a newspaper of general circulation. A pre-proposal conference was held on October 16, 2019, with 15 attendees representing 12 firms. One addendum was issued to make available the pre-proposal conference registration sheets and provide responses to questions received.

On November 5, 2019, two proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Project Development, and Highway Programs departments, as well as representatives from RCTC and Caltrans, met to review all submitted proposals. The proposals were evaluated based on the following evaluation criteria and weightings:

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| • | Qualifications of the Firm | 30 percent |
| • | Staffing and Project Organization | 30 percent |
| • | Work Plan | 40 percent |

In developing these weightings, several factors were considered. The greatest importance was given to the work plan to ensure the firm's understanding of the project and approach to completing the various elements of the scope of work. Qualifications of the firm, as well as staffing and project organization, were each assigned a weighting of 30 percent to ensure the firm has prior experience providing similar types of services and the firm's staff have the requisite expertise in completing a project of this type.

The evaluation committee reviewed and discussed the two proposals based on the evaluation criteria. The two firms are listed below in alphabetical order:

Firm and Location

Advanced Civil Technologies (ACT)
Santa Ana, California

TRC Solutions, Inc. (TRC)
Irvine, California

On December 11, 2019, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each firm to present its qualifications, highlight its personnel, and respond to evaluation committee questions. In general, each team's presentation addressed the requirements of the RFP, highlighted the project team's experience and work on related projects, and stressed the firm's commitment to the success of the project. Each firm was asked general questions related to the potential challenges and risks of the project, along with the firm's strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. In addition, each team was asked specific clarification questions related to their proposal. After considering the responses to the questions asked during the interview, the evaluation committee adjusted the scores for both firms, and there was no change in the ranking of the firms.

Based on the evaluation of proposals and interviews, staff recommends ACT as the firm to complete the SR-91 Alternatives Analysis. This firm ranked higher because of its experience with similar projects and familiarity with Caltrans requirements. ACT's proposed team consists of qualified key personnel with the necessary experience to complete the project in accordance with the accelerated schedule set forth in its proposal. The firm demonstrated a clear understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to meeting the project schedule. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

ACT has provided professional engineering services for state and local government agencies since 1996, including OCTA, RCTC, TCA, Caltrans, and the cities of Anaheim and Corona. The firm is headquartered in the City of Santa Ana and has branch offices in the City of Ontario. ACT recently completed similar alternative analyses, including the following: Feasibility Study Report (FSR) for the State Route 210 (SR-210)/Alder Avenue interchange improvements, project approval and environmental document (PA/ED) for the SR-91 widening from State Route 57 (SR-57) to State Route 55 (SR-55), PA/ED for the southbound Interstate 405 (I-405) Auxiliary Lane Project from State Route 133 to University Drive, and project study report-project development support for the State Route 126 (SR-126) corridor improvements. The firm demonstrated a proven track record of delivering projects with accelerated schedules. ACT proposed to utilize four subconsultants to provide support in the areas of Alternatives Analysis, geotechnical engineering, environmental compliance, and quality assurance/quality control (QA/QC). All four subconsultants have prior experience working on the SR-91 corridor and have worked with ACT on past projects.

TRC has provided professional engineering consulting services for state and local government agencies since 1969, including OCTA, RCTC, TCA, Caltrans, and various cities in Orange County. The firm has 140 offices in the United States and a branch office in the City of Irvine. TRC's relevant experience is not primarily in completing alternative analyses but is more focused on developing plans, specifications, and estimates (PS&E), including the following: PS&E for the I-405/Interstate 605 high-occupancy vehicle connector, PS&E for the Interstate 5 (I-5) Widening Project, PS&E for the SR-57 Northbound Widening Project, and the 91 Express Lanes Pavement Rehabilitation Project. The firm demonstrated a proven track record of delivering projects with accelerated schedules. TRC proposed to utilize five subconsultants to provide support in the areas of Alternatives Analysis, surveying, geotechnical engineering, traffic, and structures. Four of the five subconsultants have worked with TRC on past projects, while one has not worked with TRC on past projects.

Staffing and Project Organization

ACT proposed a qualified project team with relevant experience completing alternative analyses and has worked on projects of similar size and scope. The proposed project manager (PM) has over 33 years of experience, of which 11 years were spent at Caltrans, and has worked on recent similar projects, including FSRs for the SR-91 widening, SR-126 siding, and SR-210/Alter Avenue interchange projects. In addition, the proposed lead for the Alternatives Analysis has performed similar work in the past, including the development of alternatives to improve the operations on the SR-91 between

SR-57 and SR-55 interchange areas. The proposed staffing plan clearly demonstrated an effective project management approach to ensure sufficient availability of resources to complete the Alternatives Analysis. During the interview, ACT's team provided responses to questions and highlighted their knowledge of the SR-91 corridor, as well as their experience working together on past projects.

TRC proposed a qualified project team with relevant experience. The proposed PM also has over 30 years of experience, of which 15 years were spent at Caltrans, and has primarily worked on PS&E projects and not alternative analyses, such as the PS&E for the I-5 Widening Project, PA/ED and PS&E for the Interstate 110/C Street Interchange Project, and State Route 74 Operational Improvement Study. In addition, the proposed lead for the Alternatives Analysis has performed similar work in the past, including the development of alternatives to improve congestion on the SR-91 between SR-55 and Interstate 15. The proposed staffing plan clearly demonstrated an effective project management approach to ensure sufficient availability of resources to complete the Alternatives Analysis. During the interview, TRC's team provided responses to questions and highlighted their knowledge of the SR-91 corridor, as well as their experience working together on past projects.

Work Plan

ACT presented a comprehensive work plan that addressed all the requirements in the scope of work. The firm demonstrated its understanding of the project in its work plan by discussing the necessary tasks that would be completed. The firm proposed an accelerated schedule of 12 months for completing the Alternatives Analysis. The work plan also included a preliminary set of alternatives and a QA/QC plan to ensure project success. In addition, ACT outlined a detailed process for how the Alternatives Analysis would be completed and discussed the potential impacts on the numerous projects that are in development within the same area of the SR-91 corridor. Furthermore, the firm proposed conducting stakeholder interviews and surveys to understand the interest of all participating government agencies. During the interview, ACT highlighted its approach to completing the project, familiarity with Caltrans requirements, and strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. The firm demonstrated an understanding of the overall project goals, issues, and challenges, as well as outlined a detailed process for developing and evaluating alternatives.

TRC presented its approach to completing the project by discussing in its work plan the necessary tasks that would be completed. The firm demonstrated its understanding of the project by addressing the general work activities that would be undertaken and proposed an accelerated schedule of 12 months for completing the Alternatives Analysis. In addition, TRC proposed utilizing the SR-91 TransModeler microsimulation model developed by one of its subconsultants for the traffic screening analysis of the proposed alternatives. The work plan included a preliminary set of alternatives and a QA/QC plan to ensure project success. The work plan had little detail regarding the process for how the Alternatives Analysis would be completed. During the interview, TRC highlighted its approach to completing the project, familiarity with Caltrans requirements, and strategy for coordinating with OCTA, RCTC, Caltrans, TCA, and adjacent corridor cities. However, the firm did not elaborate on the process for developing and evaluating alternatives.

Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends the selection of ACT as the top-ranked firm to complete the SR-91 Alternatives Analysis. ACT demonstrated relevant experience and submitted a comprehensive proposal that was responsive to the requirements of the RFP. ACT also presented a thorough interview, supporting the firm's experience, staffing, work plan, and their understanding of the overall project.

Fiscal Impact

The project is included in the OCTA's Fiscal Year 2019-20 Budget, Account No. 0017-7519-FJ100-OUT, and is funded with Measure M2 funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-1658 with ACT as the firm to complete the SR-91 Alternatives Analysis.

Attachments

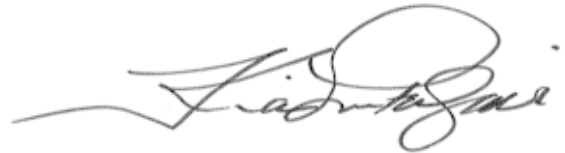
- A. Review of Proposals, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis
- B. Proposal Evaluation Criteria Matrix, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis
- C. Contract History for the Past Two Years, RFP 9-1658: Consultant Selection for State Route 91 Geometric and Design Alternatives Analysis

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