



November 2, 2020

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer 

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

Overview

On June 22, 2020, 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 Interstate 5 Widening Project between Yale Avenue and State Route 55. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of TranSystems Corporation as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2371 between the Orange County Transportation Authority and TranSystems Corporation for the preparation of plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.

Discussion

The Interstate 5 (I-5) widening between Interstate 405 (I-405) and State Route 55 (SR-55) (Project) is Project B in the Measure M2 (M2) freeway program. In the updated Next 10 Delivery Plan, adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019, the Project is listed as one of the M2 freeway projects to be cleared through the environmental process, and to move into design using federal and local M2 revenue.

The Project will add a general purpose (GP) lane in the northbound and southbound directions between I-405 and SR-55. The Project will reestablish existing auxiliary lanes and provide new auxiliary lanes where necessary, and provide continuous access to the high-occupancy vehicle (HOV) lanes.

The final environmental document was signed on January 7, 2020, with build alternative 2B identified as the preferred alternative by the Project development team. Alternative 2 includes the addition of one GP lane in each direction of I-5 from north of I-405 to south of SR-55. The improvements include standard lane and shoulder widths, except where the improvements join existing non-standard lanes or shoulders, and at isolated locations at bridge columns, overhead signs, or other appurtenances. Design Variation B of alternative 2, the preferred alternative, includes additional non-standard inside shoulder widths and/or lane widths to reduce right-of-way (ROW) impacts. The Project is being developed as two separate design and construction projects to enhance the participation and competitive bidding of consultants and contractors, with the following Project limits:

- Segment 1 extends from I-405 to Yale Avenue
- Segment 2 extends from Yale Avenue to SR-55

Procurement Approach

This procurement for Segment 2 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 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 June 22, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2371, which was electronically issued on CAMM NET. The Project was advertised on June 22 and June 29, 2020, in a newspaper of general circulation. A pre-proposal conference was held on July 7, 2020, with 14 attendees representing 11 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.

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On August 6, 2020, two proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management and Highway Programs departments, as well as external representatives from the California Department of Transportation (Caltrans), District 12 and the City of Tustin, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

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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 weightings developed for similar A&E procurements. The qualifications of the firm evaluated the firm's experience in performing work of similar scope and size. The greatest importance was assigned to staffing and project organization of the firm, as the qualifications of the project manager (PM) 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 (SOW). The technical approach to the Project is critical to its successful performance.

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

Firm and Location

HDR Engineering, Inc. (HDR)
Irvine, California

TranSystems Corporation (TranSystems)
Santa Ana, California

On September 14, 2020, 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 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. Both firms were asked questions specific to the proposals regarding

its team's approach to the requirements of the SOW, management of the Project, coordination with various agencies, experience with similar projects, and the proposed solutions toward achieving the Project goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for each firm; however, TranSystems remained the top-ranked firm with the higher cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends TranSystems as the top-ranked firm to prepare the plans, specifications, and estimates (PS&E) for the Project. TranSystems' proposal received the higher 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 presentation of relevant technical solutions that consider cost- and time-saving improvements along the I-5 corridor. The firm's proposal and interview demonstrated understanding of the Project requirements through a detailed work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

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

TranSystems, an established national transportation engineering firm founded in 1966, provides planning, engineering, architectural, and construction services with over 800 professionals in 30 offices. California locations include the cities of Los Angeles, Oakland, Ontario, San Diego, and Santa Ana. TranSystems has delivered 30 highway PS&E projects in Orange County and over 110 highway projects in southern California. Relevant firm experience includes PS&E for the I-5 widening project (Segment 2) from Oso Parkway to Alicia Parkway, the project report/environmental document (PA/ED) for the I-5 widening from State Route 73 to El Toro Road, PS&E for the I-5 El Camino Real off-ramp and soundwall, and PS&E for the I-5 Jamboree Road for the City of Irvine.

HDR, an established full-service international transportation engineering firm founded in 1917, provides design services for highways, interchanges, bridges, and structures with over 450 professionals working in six offices in the cities of Claremont, Irvine, Long Beach, Los Angeles, Riverside, and San Diego. Relevant firm experience includes PS&E for the State Route 57 northbound widening from Katella Avenue to Lincoln Avenue, PS&E for the I-5 widening

(Segment 3) from Alicia Parkway to El Toro Road as a subconsultant, and PS&E for the I-5 HOV improvement project (Segment 2) from Avenida Vista Hermosa to Pacific Coast Highway as a subconsultant.

Staffing and Project Organization

Both firms proposed qualified PMs, key personnel, and subconsultants with relevant PS&E experience in interchange and freeway widening projects.

TranSystems proposed a highly qualified project team with relevant and recent comprehensive experience and an understanding of the Project issues, risks, and challenges. The team is accomplished in various disciplines required for the Project and has extensive OCTA and Caltrans experience. The team has extensive experience working on projects of similar size and scope with a record of accelerated project delivery. The proposed PM has 41 years of relevant experience successfully delivering highway and infrastructure improvement projects, and has delivered projects from concept and PA/ED development through final design PS&E and design support during construction for OCTA, Caltrans, Riverside County Transportation Commission, and the Los Angeles Metropolitan Transportation Authority. The PM has in-depth knowledge of Caltrans standards, procedures, and requirements and has extensive experience coordinating with federal, state, and local agencies, and stakeholder engagement.

The proposed roadway lead has 25 years of experience as civil roadway lead designer and PM in the development of transportation projects in Southern California. The roadway lead is experienced in preparing construction staging and traffic management plans and Design Standard Decision Documents. The proposed structures lead has 32 years of experience with all technical aspects of structures from conceptual design to construction, including approval of complex bridge structures and innovative cost-effective solutions through Caltrans' bridge structures design selection process. The structures lead has experience with Caltrans processes and procedures and has successfully delivered numerous Caltrans task order projects. The proposed team includes qualified and experienced subconsultants for drainage, geotechnical, electrical, ROW engineering, survey, environmental, and outreach support services.

HDR proposed a qualified project team with relevant experience that demonstrated an understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in various disciplines required for the Project, and have experience working together on PS&E projects of

similar size and scope in Southern California. The proposed PM has 40 years of experience delivering highway and infrastructure improvement projects. The PM has relevant experience managing transportation projects in Southern California, including construction management for highway and grade separation projects. The proposed roadway lead has 29 years of experience in design and planning of highway and roadway projects in Southern California and is experienced on the Caltrans delivery process and design criteria. The proposed structures lead has 18 years of experience in civil and structural engineering on a wide range of transportation infrastructure projects, including bridge, highway, heavy rail, and facilities projects, and is knowledgeable on Caltrans design procedures and seismic design criteria.

Work Plan

Both firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

TranSystems presented a comprehensive and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. TranSystems proposed ten design enhancements/refinements to minimize risks, enhance safety, and reduce construction and ROW costs while optimizing traffic operations. The work plan proposed geometric and traffic operational improvements that meet Caltrans design requirements, with the potential for substantial savings from the schedule and construction costs by eliminating a tunnel structure and shortening retaining walls. The proposed innovative solutions and other design refinements eliminate ROW needs and non-standard features, and minimize constructability issues.

The overall approach to project execution described in TranSystems' work plan and presented during the interview identified potential Project risks, accompanied by mitigation plans, corridor coordination discussions, construction staging, and discussed Project challenges. The interview confirmed the technical knowledge and expertise of the TranSystems team and its inclusive understanding of the Project challenges and requirements. The team provided Project-specific responses to all interview questions.

HDR presented a detailed work plan that demonstrated an understanding of the Project SOW, issues, and risks. The work plan identified Project challenges associated with traffic operational deficiency and local community impacts. HDR proposed a "Big Ideas" alternative approach to reduce the width of GP lanes from 12 feet to 11 feet to reduce costs and construction duration. The

proposed alternative approach was studied and eliminated from consideration during the PA/ED phase.

The overall approach described in the HDR work plan and presented during the interview demonstrated the firm's knowledge of the SOW, objectives, and risks associated with the Project. HDR's team presented an interview with detailed responses from all personnel to evaluation committee questions, demonstrating an experienced cohesive team with relevant project experience.

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 TranSystems as the top-ranked firm to prepare the PS&E for the I-5 Widening Project between Yale Avenue and SR-55.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0017-7519-FB103-1OD, and will be funded through a combination of federal and M2 funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2371 with TranSystems Corporation as the firm to prepare the plans, specifications, and estimates for the Interstate 5 Widening Project between Yale Avenue and State Route 55.

Attachments

- A. Review of Proposals, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55
- B. Proposal Evaluation Criteria Matrix, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55
- C. Contract History for the Past Two Years, RFP 0-2371 Consultant Services for the Preparation of Plans, Specifications, and Estimates for the Interstate 5 Widening Project Between Yale Avenue and State Route 55

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