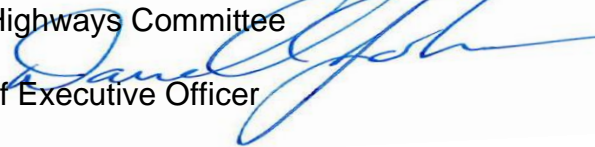




July 1, 2021

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 State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

On March 8, 2021, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for consultant services to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Parsons Transportation Group Inc., as the firm to prepare the plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3298 between the Orange County Transportation Authority and Parsons Transportation Group Inc., for the preparation of plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion

The State Route 57 (SR-57) Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project) is part of Project G 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 April 2021, the Project is listed as one of the M2 freeway projects to move forward into design using federal and M2 revenue.

The Project will add one general purpose (GP) lane in the northbound direction on SR-57 between Orangewood Avenue and Katella Avenue. The Project will also construct the missing section of the fifth GP lane, extend the existing auxiliary lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, improve the Katella Avenue off-ramp to provide additional storage capacity, and extend the merge length between the existing freeway on-/off-ramps to improve weaving distance.

The final environmental document was signed on March 29, 2019, with build alternative 2 identified as the preferred alternative by the project development team. Alternative 2 includes the addition of the missing section of the fifth GP lane in the northbound direction from Orangewood Avenue to Katella Avenue, while keeping the existing northbound slip-ramp from Orangewood Avenue to SR-57.

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 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 8, 2021, the Board authorized the release of Request for Proposals (RFP) 1-3298 which was electronically issued on CAMM NET. The Project was advertised on March 8 and March 15, 2021, in a newspaper of general circulation. A pre-proposal conference was held on March 26, 2021, with 28 attendees representing 17 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 5, 2021, four proposals were received. An evaluation committee consisting of members from OCTA's Contracts Administration and Materials Management, Highway Programs, and Rail Programs departments, as well as external representatives from the California Department of Transportation (Caltrans) and the City of Anaheim, met to review all submitted

proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. 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. A high level of importance was assigned to staffing and project organization, as the qualifications of the project manager (PM) 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 delivery of the Project.

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

Mark Thomas & Company, Inc. (Mark Thomas)
Irvine, California

Moffatt & Nichol, Inc. (M&N)
Costa Mesa, California

Parsons Transportation Group Inc. (PTG)
Irvine, California

On May 17, 2021, the evaluation committee interviewed the three short-listed 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. All firms were asked questions specific to their proposals regarding their 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 proposed solutions toward achieving the Project goals.

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends PTG as the top-ranked firm to prepare plans, specifications, and estimates (PS&E) for the Project. PTG received the highest ranking due to its extensive and recent PS&E experience with projects of similar scope and scale, including projects with challenges similar to those anticipated on the Project.

Qualifications of the Firm

All short-listed firms are established with recent and relevant experience and are qualified to perform the required services.

PTG was founded in 1944 and provides design, traffic handling and engineering, program/project management, technical and construction services. The firm has over 16,000 employees with offices in 25 countries and 34 states, including over 500 employees in Southern California. PTG has delivered more than 50 PS&E projects throughout Southern California. Relevant PS&E project experience includes the SR-57 Lambert Road Interchange Improvements Project for the City of Brea and the Interstate 5 (I-5) High-Occupancy Vehicle (HOV) Improvement Project between Avenida Pico and Avenida Vista Hermosa for OCTA. Currently PTG is preparing PS&E for the State Route 91 (SR-91) Improvement Project from Lakeview Avenue to State Route 55 (SR-55) for OCTA, project approval/environmental document (PA/ED) and PS&E for Caltrans Pavement Rehabilitation, and PA/ED and PS&E for SR-91/State Route 71 Interchange Improvement Project for Riverside County Transportation Commission. PTG is currently providing program management services for the design-build Interstate 405 (I-405) Improvement Project for OCTA. The proposed subconsultants have relevant project experience and most have worked with PTG on past projects, including the PS&E for the SR-57 Lambert Road Interchange Improvement Project.

Mark Thomas was founded in 1927 and provides civil and structures engineering, surveying, construction management, and other professional services to public agencies throughout California. The firm has 260 employees across 12 offices statewide. Relevant firm experience includes the PS&E for Interstate 15 (I-15) Congestion Relief with the City of Temecula, where Mark Thomas serves in the capacity of prime consultant, and PS&E for US 101 HOV Widening in Santa Barbara County. Mark Thomas has working

relationships with the proposed subconsultants, including WSP USA, Inc., who led the PA/ED phase for this Project.

Founded in 1945, M&N has 850 employees worldwide, including 300 in California. M&N provides multidisciplinary engineering and planning services from conceptual planning, feasibility studies, preliminary engineering through final design, and construction support services. M&N is the lead design firm for the design-build I-405 Improvement Project. The firm has provided PA/ED and PS&E services for the I-15/French Valley Parkway Interchange for the City of Temecula and PS&E services for the Gilman Drive Bridge over the I-5 in San Diego. Proposed subconsultant TY Lin delivered the PA/ED for SR-57 Northbound Widening between Orangewood Avenue and Katella Avenue project and the PS&E for the I-5 HOV Improvement Project from SR-55 to SR-57. M&N has worked on various types of projects with most of the firm's proposed subconsultants.

Staffing and Project Organization

All three short-listed firms proposed qualified project managers, key personnel, and subconsultants who collectively demonstrated the qualifications and experience required to successfully complete the Project.

PTG's proposed team demonstrated extensive PS&E experience. The proposed PM has 39 years of highway engineering and management experience, including 30 years at Caltrans delivering more than 200 projects from the project study report phase through construction close-out, including major freeway widening and interchange reconstruction projects. The proposed PM has historical knowledge and experience on the SR-57 corridor having served as the corridor manager and the District 12 Project PM for three segments of the Project G, the SR-57 northbound widening project from Katella Avenue to Lambert Avenue, while at Caltrans. The PM also has thorough knowledge of Caltrans' policies, procedures and standards, and has established relationships with Project stakeholders. The proposed structures lead has 19 years of experience delivering numerous highway and bridge widening projects, including OCTA's SR-91 Improvement Project from Lakeview Avenue to SR-55.

The proposed roadway lead has more than 13 years of experience involving planning and design of roadway projects throughout California, including successful delivery of PS&E for highway widening and interchange improvement projects. Additionally, the roadway lead was responsible for the PS&E for State Route 60/Moreno Beach Drive Interchange Project (Phase 2) for the City of Moreno Valley. Both the proposed structures and roadway leads also served in

the same roles on the PS&E for the SR-57 Lambert Road Interchange Improvement Project. PTG also proposed experienced key personnel for railroad coordination with over 30 years of experience and demonstrated long-standing relationships working with the Southern California Regional Rail Authority (SCRRA), the BNSF Railway Company (BNSF), and Amtrak and has expertise in all aspects of railroad engineering. The proposed team has adequate availability to support the Project. The presentation and interview confirmed the technical knowledge and expertise of the PTG team and its comprehensive understanding of Project challenges, risks, and requirements.

Mark Thomas' proposed PM has 23 years of experience managing and leading the design of numerous large-scale projects, including more than 20 interchange and freeway widening projects in Southern California. The project experience cited for the PM involved various project phases, including some for PS&E services. Relevant experience includes serving as the PM for the design phase of the I-15 Congestion Relief project. The proposed PM served as a subconsultant PM for the PA/ED for the I-5 from State Route 73 to El Toro Road. The proposed PM was the subconsultant PM supporting the PS&E efforts for the I-5 Widening from Oso Parkway to Alicia Parkway and PA/ED for the Interstate 605/Katella Avenue Interchange. The proposed structures lead has 18 years of experience designing complex structures, retaining walls, and bridge projects. The proposed roadway lead has 15 years of experience as project and staff engineer on various highway improvements and interchange projects in Southern California. The proposed staff for railroad coordination has 13 years of experience providing project management and technical support. The interview confirmed the technical knowledge and expertise of the Mark Thomas team and its comprehensive understanding of Project challenges, risks, and requirements.

M&N's proposed PM has more than 33 years of project management and technical experience preparing freeway, roadway, and structural PS&Es. The proposed PM's relevant project experience includes serving as structures design lead on the OCTA design-build I-405 Improvement Project and structural lead manager for the SR-57 northbound widening project between Orangethorpe Avenue and Lambert Road. The proposed PM's overall experience is more focused on structures rather than project management. The proposed structures lead has 20 years of experience as a design lead for a variety of project types, including interchanges, freeway overcrossings, undercrossing, and freeway connectors. The proposed roadway lead has 16 years of experience working on multiphase highway and interchange projects throughout California. M&N's designated key personnel for rail coordination has

36 years of experience working with the major stakeholders to include SCRRA, BNSF, and California Public Utilities Commission.

Work Plan

PTG presented a comprehensive and viable workplan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The proposal included discussion of major areas critical to project success, including stakeholder coordination, Stadium Avenue overhead widening, Santa Ana River Bridge widening, and Katella Avenue off-ramp improvements. The work plan also identified all disciplines and included a detailed list of project activities and responsible parties. PTG proposed several feasible enhancements to include a potential fourth lane addition to Katella Avenue off-ramp; seismic retrofit to the Santa Ana River bridge, including various features and enhanced analysis techniques; and modified placement of columns at Stadium Avenue overhead outside of the railroad right-of-way to limit disruption of railroad operations. Technical solutions were based on the team's past experience and knowledge of similar issues and solutions to those of the Project. PTG's work plan also proposed collaboration and coordination with the ocV!BE Development Team for the planned mixed-use community surrounding the Honda Center and other improvements planned for the stadium area to minimize impacts to event traffic and future reconstruction at the Katella Avenue interchange.

PTG's work plan also included a discussion on quality, budget, and schedule control along with a comprehensive Project schedule. The team demonstrated in-depth knowledge of its proposed work plan approach to the scope of work by providing detailed Project-specific responses to the interview questions.

Mark Thomas also presented a detailed work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan discussed the key project elements including railroad coordination. Mark Thomas' proposed work plan included a refinement for the stadium overhead superstructure design and construction sequencing to reduce maintenance costs and minimize impacts to adjacent facilities. Other workable enhancements included innovative use of lightweight expanded polystyrene in the Orangewood Avenue on-ramp retaining wall, a mechanically stabilized earth construction approach on the mainline widening retaining wall, and reduction in length of the Katella Avenue off-ramp retaining wall, which could potentially yield savings in construction cost.

Mark Thomas' discussion on quality, budget, and schedule control included development of a project management plan to include 30- and 90-day plans. Mark Thomas proposed a detailed Project schedule. The team's presentation and interview demonstrated in-depth knowledge of its proposed approach to the scope of work by providing detailed Project-specific responses to the interview questions.

M&N presented a work plan with detailed refinements that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan included the team's proposed project approach to mitigate schedule risks with early stakeholder engagement, maintain traffic, environmental compliance, and minimize construction impacts along the project corridor. Proposed key refinements deemed potentially viable included the use of flexible pavement instead of rigid pavement to reduce constructability issues, revision to the Orangewood Avenue layout to tie into the City of Anaheim's Orangewood Avenue widening project, and a design change to the stadium overhead columns to minimize operational and construction impacts to the stadium and railroad. A key refinement to eliminate the extension to the northbound auxiliary lane number six, one of the main elements of the Project, was proposed but an adequate solution to the resulting increase in street traffic was not provided.

M&N's work plan discussed quality, budget, and schedule control; identified sequential activities to include project tasks and assigned key lead personnel; and presented a detailed Project schedule. The M&N team responded to all interview questions in detail with Project-specific responses.

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 PTG as the top-ranked firm to prepare the PS&E for the SR-57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0017-7519-FG104-1OD, 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-1-3298 with Parsons Transportation Group Inc., as the firm to prepare plans, specifications, and estimates for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Attachments

- A. Review of Proposals, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- B. Proposal Evaluation Matrix (Short-Listed), RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue
- C. Contract History for the Past Two Years, RFP 1-3298 Plans, Specifications, and Estimates for State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

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