



July 8, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

Overview

On October 26, 2020, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for preliminary engineering and environmental services for the Irvine Station Improvements Project. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.

Discussion

The Orange County Transportation Authority (OCTA), in coordination with the Southern California Regional Rail Authority (SCRRA), is working to advance the Irvine Station Improvements Project (Project). Improvements include reconfiguring the Irvine Metrolink Station (Station) with additional rail infrastructure to support future expansion of passenger service as part of SCRRA's Southern California Optimized Rail Expansion (SCORE) Program. The Project Definition Report (PDR) was completed in June 2019 by SCRRA, and the Project is ready to advance into the environmental phase. A multidisciplinary firm is needed to complete the environmental phase which includes the preparation of preliminary engineering (PE) and environmental documentation.

The Station is served by Amtrak's Pacific Surfliner intercity passenger rail and Metrolink's Orange County and Inland Empire-Orange County commuter rail services. The railroad corridor south of the City of Laguna Niguel is generally constrained by the availability of the railroad right-of-way (ROW); therefore, the service growth envisioned in the SCORE Program is north of the Laguna Niguel/Mission Viejo Metrolink Station. The Project improvements identified in the PDR include the addition of third and fourth tracks between Milepost (MP) 184 and MP 186.7 (approximately 2.7 miles), and station reconfiguration to allow for better-timed transfers and improved accessibility. The existing Station configuration with two main tracks and side platforms has limited capacity due to the depth of the platforms and ROW constraints which do not allow for operating more passenger train service at the Station with more frequent headways.

Cooperative Agreement No. C-1-3425 between OCTA and SCRRA, which defines roles and responsibilities of the agencies related to the Project, will provide grant funding through Transit and Intercity Rail Capital Program (TIRCP) funds granted by the California State Transportation Agency (CalSTA) through SCRRA's SCORE Program. OCTA will be the lead on the preliminary engineering and environmental phase of the Project and will coordinate this work with SCRRA and the City of Irvine (City).

Procurement Approach

This procurement was handled in accordance with OCTA's 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 approach. 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 the Board-approved procurement policies.

On October 26, 2020, the Board authorized the release of Request for Proposals (RFP) C-0-2604, which was electronically released on OCTA's CAMM NET system. The Project was advertised on November 18 and November 23, 2020, in a newspaper of general circulation. A pre-proposal conference was held on November 9, 2020, with 34 attendees representing 21 firms. Five 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 December 18, 2020, five proposals were received. An evaluation committee consisting of members from OCTA's Planning and Contracts Administration and Materials Management departments, the Capital Programs Division, and external representatives from SCRRA and the City met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weightings:

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

In developing the criteria and weightings, several factors were considered. The firms' qualifications and experience in performing relevant work of similar scope and size is important to the success of the Project. Staffing and project organization of the firm was assigned a weighting of 40 percent, as the qualifications of the project manager and other key personnel are 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 a firm's successful performance.

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

AECOM Technical Services, Inc. (AECOM)
Orange, California

STV Incorporated (STV)
Irvine, California

T.Y. Lin International (TYLI)
Los Angeles, California

On February 3, 2021, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation where each team presented its qualifications, highlighted its proposal, and responded to questions from the evaluation committee. Each firm also discussed its staffing plan, work plan, and perceived Project challenges. Each firm was asked general questions related to qualifications, relevant experience, proposed project organization, and approach to the work plan. Each firm was asked questions specific to proposals for its 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's goals. After considering responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores of the firms, resulting in AECOM 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 AECOM as the top-ranked firm to provide preliminary engineering and environmental services for the Project. AECOM received the highest ranking due to its relevant experience managing projects of similar scope and scale, familiarity with SCRRA requirements, comprehensive understanding of the Project objectives and constraints, and presentation of technical solutions that considered both time and cost-saving improvements to lessen impacts to rail operations. The firm demonstrated a clear understanding of the Project requirements and presented a detailed work plan addressing key issues that are critical to the success of the Project. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

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

AECOM, founded in 1927, specializes in preliminary and final design, construction management and program management services for transportation projects on a local and global level. AECOM has successfully delivered environmental and design services on rail and station improvement projects throughout California for state and local government agencies, including OCTA, SCRRA, Los Angeles County Metropolitan Transportation Authority (LA Metro), San Diego Association of Governments (SANDAG), California High-Speed Rail Authority (CHSRA), and Bay Area Rapid Transit (BART). The firm has five offices throughout Southern California, including an office in the City of Orange which is comprised of 500 staff members. AECOM's relevant firm experience in the Project Approval/Environmental Document (PA/ED) phase includes the SCORE Phase 1 Orange Subdivision PDR for this Project, the Madera Station Relocation Environmental Clearance, and the Burbank Safety Corridor projects in the PA/ED phase, while its experience working from the conceptual through final design phases includes SCRRA's Empire Avenue railroad realignment, grade separation, and railroad underpass, along with work on over 200 on-call design tasks for SCRRA. The firm proposed to utilize four subconsultants in a wide range of disciplines to provide required services, all of which have experience working with AECOM on past projects.

STV, founded in 1912, is a local and national transportation planning and design firm providing a wide range of services for transportation agencies, including conducting alternatives analysis, preparing preliminary engineering plans, reports, and studies, and conducting environmental analyses. The firm has 41 offices in North America, 2,200 employees nationwide, and has three offices in Southern California comprised of 140 employees, located in the cities of Irvine, Los Angeles, and Rancho Cucamonga. STV's relevant firm experience includes LA Metro's Brighton to Roxford Double Track PA/ED, the Anaheim Canyon Station Improvements PA/ED for OCTA, the Perris Valley Line in the PA/ED and plans, specifications, and estimates (PS&E) phases for the Riverside County Transportation Commission (RCTC), and having worked on over 48 SCRRA rail station on-call projects. The firm proposed to utilize ten subconsultants in a wide range of disciplines to provide required services who have experience working with STV on past projects.

TYLI, founded in 1954, is an international infrastructure engineering firm that provides planning, project studies, design, engineering, inspection, and construction and program management services. The firm has 2,900 employees and 50 offices nationwide. TYLI's California operations consist of the firm's headquarters office in the City of San Francisco and eight other offices with a California staff of over 280 employees. TYLI's relevant firm experience includes the PE and PS&E for Poinsettia Station Improvements and Tracks for SANDAG, the Carlsbad Village Station PA/ED and PS&E, and the Encinitas Railroad Grade Separations and Pedestrian Underpasses PE. The firm proposed to utilize 11 subconsultants working together on various transportation projects similar to the scope of work.

Staffing and Project Organization

All three firms proposed qualified project managers, key personnel, and subconsultants with relevant PA/ED experience to complete the environmental phase of the Project.

AECOM proposed a cohesive qualified project team with relevant experience and a comprehensive understanding of the Project issues, risks, and challenges. The team is proficient in the various disciplines required for the Project and has extensive recent OCTA, SCRRA, and other public agency experience. The team has demonstrated experience working on projects of similar size and scope. The proposed project manager (PM) has 38 years of experience managing, planning, and successfully delivering various transportation projects from preliminary studies through final design for both rail and roadway projects. The PM has successfully performed in the project management role and completed various phases of transportation projects, including the Grade Crossing Rail Corridor Project Study Report (PSR) with LA Metro, the Burbank Corridor Safety Improvements PA/ED

with SCRRA, the Grade Crossing Improvements PS&E with the City of Glendale, and served as PM and quality manager on the SCORE Phase I Orange Subdivision PDR with SCRRA. The proposed design and engineering lead has 23 years of experience with large-scale multi-disciplinary projects for various rail transportation agencies. Recent experience includes the Link Union Station Project, the Burbank Safety Corridor Project, and technical lead for the SCORE Phase I Orange Subdivision PDR with SCRRA.

The proposed environmental lead has 29 years of experience in transportation project environmental assessment and documentation and specializes in environmental clearance and planning for multimodal transportation projects. Recent projects include the Orange County Maintenance Facility Project for OCTA, San Joaquin Joint Powers Authority (SJJPA) Madera Station Relocation environmental clearance, and the LA Metro Gold Line Foothill Phase 2B Project.

STV proposed a qualified project team with relevant experience and understanding of the Project issues, risks, and challenges. The team, including subconsultants, are experienced in the various disciplines required for the Project and have relevant experience in transportation projects in Southern California. The proposed PM has 30 years of experience providing design services for rail transit, roadway, and infrastructure projects for government and public agencies, including SCRRA. The proposed PM has design lead experience in various phases of transportation projects but limited experience as a PM. Recent projects include the Placentia Metrolink Station Phase I and II, LA Metro Orange and Purple Line extensions design-build, and the Vermont Avenue Bridge Overcrossing Widening – United States (US) 101 Freeway PA/ED and PS&E. The proposed design lead has 25 years of experience providing design and planning of various types of railroad and civil public works projects in all project phases and capacities. Recent projects include OCTA PA/ED services for the Anaheim Canyon Station Expansion, LA Metro Brighton to Roxford Double Track project, CHSRA Burbank-Anaheim Corridor project, and RCTC Perris Valley Line. The proposed environmental lead has 19 years of experience managing and directing the preparation of alternatives analysis and feasibility studies for projects throughout California and the Pacific Northwest.

TYLI proposed a project team and subconsultants with relevant experience with transportation projects in Southern California. The proposed PM has 40 years of experience managing commuter, freight, high-speed, and light rail transit projects. The proposed PM also has track design management experience overseeing various phases of transportation projects. Although the PM's recent projects include the PS&E for San Onofre to Pulgas Double Track, PE and PS&E for Seattle to Everett Capacity Improvement Project, and Mid-Coast Corridor Transit Project, the PM demonstrated limited experience with environmental phase projects. The proposed structures lead identified in the technical proposal had 24 years of bridge

design experience on railroad, transit, pedestrian, and highway structures and served in key roles on transit rail projects.

Recent projects for the structures lead include the Surfside Inn Pedestrian Bridge PE and PS&E over the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor for Orange County Public Works and LA Metro Portal Widening and Turnback Facility Project. The proposed environmental lead has 35 years of experience in environmental assessments and 17 years of experience working on OCTA transportation projects and is knowledgeable of requirements set by the Federal Transit Administration, Federal Highway Administration, and California Department of Transportation. Recent projects include OCTA's Transit Security and Operations Center in the City of Anaheim, Interstate 5 Widening Project between Interstate 405 and State Route 55, and the Poinsettia Lane Bridge Widening over the LOSSAN corridor in the City of Carlsbad.

Work Plan

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

AECOM presented a detailed and viable work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. AECOM identified potential impacts to the Station's bus drop-off area based on the design alternative selected and proposed to design the reconfiguration of the bus drop-off area to minimize the reduction of parking spaces and maintain pedestrian access and bus operations during construction. The work plan proposed minimizing operational impacts to the Station during construction of the pedestrian underpass by using the jack and bore method, which utilizes hydraulic jacks to move pre-cast concrete box sections into place under the tracks to shorten the construction duration. AECOM detailed a construction phasing approach to minimize ROW, rail, and facility operational impacts, and enhancements to the proposed pedestrian underpass with openings to provide daylight and improve air flow, while also including steps, ramps, seating areas, bicycle parking, and landscaping at the entrance of the underpass.

The overall approach to Project execution described in the work plan and presented during the interview identified potential risks, which were accompanied by design alternative and operational impact discussions and construction phasing approaches. The interview confirmed the technical knowledge and expertise of the AECOM team, as well as its comprehensive understanding of the Project risks, challenges, and requirements. The AECOM team presented a clear vision on Project approach and demonstrated in-depth knowledge of the scope of work by providing detailed Project-specific responses to all interview questions with participation from all team members present.

STV presented a comprehensive work plan that demonstrated an understanding of the Project design requirements, constraints, challenges, and risks. The work plan identified solutions to potential issues which could result in construction cost and schedule savings, as well as reduce property impacts by minimizing the reconstruction of the existing bus turnaround area. STV proposed two types of underpass structures, a reinforced concrete box and a railroad bridge, and described the advantages and disadvantages for each, including constructability, maintainability, and cost. The work plan identified the potential need for level boarding to comply with the Americans with Disabilities Act.

The overall approach described in the STV work plan and presented during the interview identified solutions to potential Project risk, constructability issues, and impacts to construction cost and schedule. The STV team was responsive to the evaluation committee's interview questions; however, the proposed PM was not able to articulate and demonstrate a full understanding of Project issues and deferred to other team members to respond to interview questions.

TYLI presented a work plan identifying issues, recommendations, challenges, and potential solutions that demonstrated an understanding of the scope of work and risks associated with the Project. To save costs, TYLI proposed shifting the existing two bridges at Borrego Wash rather than demolishing and rebuilding them to make room for two additional new railroad bridges. The work plan proposed an approach to minimize impacts to bus operations and Station users in the construction phase.

The overall approach to Project execution described in the work plan and presented during the interview demonstrated an understanding of the scope of work, challenges, risks, and Project requirements. The TYLI team was responsive to the evaluation committee's interview questions; however, the team demonstrated limited in-depth understanding of the complexity of the Project, and the PM was unable to articulate important aspects of the Project, only providing general responses to interview questions.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, work plan approach, and information obtained during the interviews, the evaluation committee recommends the selection of AECOM as the top-ranked firm to provide preliminary engineering and environmental services for the Project. AECOM delivered a comprehensive proposal which addressed all the requirements of the RFP.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account No. 0018-7519-TR215-OSV, and will be funded with TIRCP grant funds awarded by CalSTA through SCRRA's SCORE Program.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 with AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.

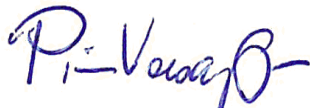
Attachments

- A. Review of Proposals, RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project
- C. Contract History for the Past Two Years, RFP 0-2604 Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

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