




January 30, 2019

To: Members of the Board of Directors

From: Jennifer L. Bergener, Managing Director 

Subject: Agreement for Project Report and Environmental Documentation Services for the Central Coast Layover Facility Expansion Project

Overview

On September 17, 2018, the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors approved the release of a request for proposals for consultant services to provide a project report and environmental document for the Central Coast Layover Facility Expansion Project. Proposals have been received and evaluated in accordance with the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's procurement policies and procedures for architectural and engineering services. Board of Directors' approval to authorize the Managing Director to negotiate and execute an agreement for these services is requested.

Recommendations

- A. Approve the selection of HDR Engineering, Inc. to provide a project report and environmental document for the Central Coast Layover Facility Expansion Project.
- B. Authorize the Managing Director to negotiate and execute Agreement No. L-8-1897 between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency and HDR Engineering, Inc. for project report and environmental documentation services for the Central Coast Layover Facility Expansion Project.
- C. Approve Resolution No. 2019-L005 authorizing the Managing Director to act on behalf of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency to execute any agreements, amendments, and program supplements necessary for the utilization of state transportation improvement funds on future projects.

Discussion

The existing layover facility in San Luis Obispo supports the storage of one Pacific Surfliner trainset overnight. The expansion of the facility is necessary to advance service expansion and enhancement goals for the Pacific Surfliner service. The California Department of Transportation (Caltrans) has programmed \$12.5 million in State Transportation Improvement Program (STIP) funds to advance the Central Coast Layover Facility Expansion Project (Project) through project approval and environmental clearance, design and construction.

On May 15, 2018, Caltrans authorized the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) to be the lead agency for implementation of the Project.

Procurement Approach

This procurement was handled in accordance with Board of Directors (Board)-approved procedures for architectural and engineering (A&E) services that conform to both federal and state 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 September 17, 2018, the LOSSAN Agency Board authorized the release of Request for Proposals (RFP) 8-1897. The project was advertised in a newspaper of general circulation on September 17 and 24, 2018. A pre-proposal conference was held on September 24, 2018, with 15 attendees representing 11 firms. Two addenda were issued to provide a copy of the pre-proposal conference registration sheets and presentation, provide responses to questions received, and to address administrative issues related to the RFP.

On October 24, 2018, three proposals were received. An evaluation committee consisting of LOSSAN Agency staff, Orange County Transportation Authority staff from the Contracts Administration and Materials Management Department and the Environmental Programming Department, as well as external representatives from Amtrak met to review all proposals received. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

- Qualifications of the Firm 25 percent

- Staffing and Project Organization 40 percent
- Work Plan 35 percent

Several factors were considered in developing these weights. Staffing and project organization was weighted highest at 40 percent, as the qualifications of the project manager and proposed project team needed to demonstrate familiarity with required technical specializations in terms of knowledge, skills, and experience. Work plan was weighted at 35 percent to emphasize the importance of the firm's technical approach to the Project, demonstrating its ability to provide solutions specific to the LOSSAN Agency's needs.

Qualifications of the firm was weighted at 25 percent because, due to the breadth and depth of the requested services, the successful firm needs to have a proven track record for meeting the requirements outlined in the scope of work. As this is an A&E procurement, price was not an evaluation criterion pursuant to state and federal laws.

On November 13, 2018, the evaluation committee reviewed the proposals received from the three firms listed below in alphabetical order:

Firm and Location

HDR Engineering, Inc. (HDR)
Irvine, California

RailPros, Inc (RailPros)
Irvine, California

STV Incorporated (STV)
Irvine, California

On November 29, 2018, the evaluation committee interviewed the three firms. The interviews consisted of a presentation to demonstrate the firms' understanding of the LOSSAN Agency's requirements. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' understanding of the scope of work, experience designing similar projects, and experience working with the key stakeholders, as well as specific clarification questions related to each firm's proposal.

After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for all firms, which changed the overall ranking of the top two firms. As a result, HDR is the top-ranked firm with the highest cumulative score. Based on the evaluation

of written proposals and interviews, staff recommends HDR as the firm to provide the project report and environmental document for the Project. The firm ranked highest among proposing firms because of its extensive experience with rail design and environmental documents; the proposed manager's recent, highly relevant experience; a detailed work plan that addressed all requirements of the scope of work; and an excellent interview with focused responses to interview questions.

All firms submitted proposals addressing the requirements of the RFP. Brief summaries of the evaluation results follow.

Qualifications of the Firm

All three firms are qualified and demonstrated experience in developing conceptual layouts and designs for rail layover and maintenance facilities.

HDR is a worldwide firm with nearly 10,000 employees, including 400 locally, providing an array of services to support rail projects. Examples of relevant experience include efforts on the Riverside-Downtown Metrolink Layover Facility, Metrolink Eastern Maintenance Facility Expansion, and the Metrolink Downtown San Bernardino Passenger Rail Project. HDR has experience working on projects with some of the proposed subconsultants, all of which are experienced in their respective fields, including 1 Zephyr UAS which created several conceptual design exhibits for the layover facility being considered under an on-call engineering services contract with Caltrans Division of Rail.

STV has over 2,200 employees in the United States and Canada, including over 140 in Southern California. STV has experience preparing preliminary engineering plans, reports and studies and conducting environmental analyses for rail layover and maintenance facilities in California. Examples of relevant experience include efforts on the Metrolink commuter rail layover yards in Los Angeles, Riverside, and Ventura counties. STV has experience working on projects with some of the proposed subconsultants, all of which are experienced in their respective fields.

RailPros is a nationwide firm founded in 2000, with over 600 employees, headquartered in the City of Irvine. RailPros has wide-ranging experience in the rail and transportation construction industry. RailPros has completed over 20 projects under the Southern California Regional Rail Authority's Metrolink on-call services contract, providing project and construction management services in the past eight years. RailPros is also providing design, engineering peer review, design standards development, and project management support to the San Diego Association of Governments (SANDAG) on 21 LOSSAN rail corridor rail improvement projects. The subconsultants are experienced in their respective fields and RailPros has experience working with some of the firms on previous projects.

Staffing and Project Organization

Each short-listed firm proposed a team of qualified personnel with relevant rail experience.

HDR's proposed project manager (PM) has over 11 years of experience in railroad engineering, with both freight and transit design experience. The PM is managing the design of the Riverside-Downtown Metrolink layover facility, which shares many of the challenges of the Central Coast Layover Facility, including developing innovative designs that maximize the available constrained space while maintaining current railroad operations. HDR has proposed highly-experienced technical leads for the stakeholder coordination, conceptual layout, site selection, and environmental disciplines. The other proposed key personnel have at minimum 21 years of experience. The proposed personnel are well qualified with technical expertise across the areas within the scope of work and demonstrated relevant experience working with stakeholders.

STV's proposed PM has more than 20 years of experience developing conceptual layouts and final designs for all sizes of layover and maintenance facilities, including eight Metrolink layover facilities and two others in Ventura County. STV has proposed experienced technical leads for the planning/environmental, design and outreach disciplines, with experience ranging from 11 to 16 years. However, none of the proposed technical leads were in attendance at the interview. The proposed personnel are well qualified with technical expertise across the areas within the scope of work and the written proposal demonstrated relevant experience working with stakeholders.

RailPros proposed a team of qualified staff. The proposed PM has over ten years of experience in railroad program and project management, engineering design and coordination. Relevant experience includes developing the plans, specifications and estimate package for safety improvements at five multi-track at grade crossings and program management support of SANDAG's LOSSAN rail corridor projects. Overall, RailPros proposed a qualified team of subconsultants with experience across many disciplines and relevant experience working with stakeholders.

Work Plan

All three firms provided detailed work plans addressing all elements of the scope of work, demonstrating an understanding of the required services and elements necessary for successful design and environmental services. The firms emphasized the importance of effective communication between LOSSAN Agency staff, the consultant team, Union Pacific Railroad, Amtrak, and all other stakeholders. Each firm identified potential challenges and solutions.

HDR's work plan was inclusive of all elements identified in the scope of work. Responsibility for each task was designated by key personnel and technical groups. A specific approach for the delivery of each task was provided, supported by specific project details where the HDR team successfully implemented each approach. The proposal included a good discussion on potential issues critical to the project with proposed solutions. The other necessary work plan elements were sufficiently addressed, such as stakeholder coordination and environmental requirements. HDR's proposal was supported by an excellent interview where the team provided well organized, specific and thorough responses to interview questions, and demonstrated a cohesive, well-structured team approach.

STV's work plan included all elements identified in the scope of work. Responsibility for each task was designated by key personnel and technical groups in a good process flowchart. The proposal includes conceptual plans. The work plan demonstrated good knowledge of the preliminary engineering and environmental document process and application of lessons learned. The other required elements were sufficiently addressed, such as stakeholder coordination and environmental requirements. STV's interview responses were not as detailed or organized as those of the recommended firm.

RailPros' work plan provided a good approach to all elements of the scope of work. The plan addressed alternative locations and preliminary assessments of their advantages. However, the environmental approach was not thorough. Other work plan elements were addressed. Interview responses were not as detailed as those of the recommended firm.

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 HDR as the top-ranked firm to prepare the project report and environmental document for the Project. HDR presented a comprehensive proposal, a highly qualified team of key personnel, resources to provide all required services and demonstrated a thorough understanding of the overall project requirements.

Fiscal Impact

Funding for the Project was approved in the LOSSAN Agency's Fiscal Year 2018-19 Business Plan and is provided through the STIP. This funding from the STIP was allocated to the LOSSAN Agency by the California Transportation Commission at their October 2018 meeting in Stockton, California.

Board Resolution

To facilitate the usage of STIP funding, Caltrans guidelines require a formal resolution of the Board authorizing the Managing Director, or their designee, to accept state funding allocated to this project by the CTC. Resolution No. 2019-L005 is included as Attachment A. Following Board approval of the required resolution, LOSSAN Agency staff will work with Caltrans to execute any necessary agreements and/or program supplements with Caltrans. This is a necessity if preliminary engineering and environmental clearance of the Central Coast Layover Facility Expansion Project is to begin.

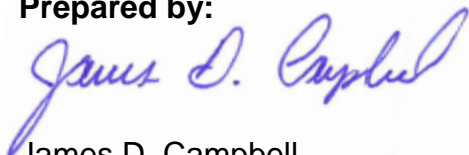
Summary

Based on the information provided, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency staff recommends the Board of Directors authorize the Managing Director to negotiate and execute Agreement No. L-8-1897 with HDR Engineering, Inc., to prepare a project report and environmental document for the Central Coast Layover Facility Expansion Project.

Attachments

- A. Resolution of the Board of Directors of the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, Authorization for the Execution of Agreements for State-Funded Transportation Projects
- B. Review of Proposals, RFP 8-1897 Consultant Services to Prepare Project Report and Environmental Document of the Central Coast Layover Facility
- C. Proposal Evaluation Criteria Matrix, RFP 8-1897: Consultant Services to Prepare Project Report and Environmental Document of the Central Coast Layover Facility
- D. Contract History for the Past Two Years, RFP 8-1897 Consultant Services to Prepare Project Report and Environmental Document of the Central Coast Layover Facility

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