ITEM NO. DRPA-12-019 SUBJECT: Glassboro-Camden Line Environmental Impact Study

COMMITTEE: Finance

COMMITTEE MEETING DATE: February 1, 2012

BOARD ACTION DATE: February 15, 2012

PROPOSAL: That the Board authorizes DRPA staff to cooperate with and assist New Jersey Transit in its effort to advance the Glassboro-Camden Line by negotiating an agreement among DRPA, New Jersey Transit and STV Incorporated to perform an Environmental Evaluation for the expansion of transit services in Southern New Jersey.

Amount: $0 (New Jersey Transit to be solely responsible for payment)

Consultant: STV Incorporated

Other Consultants: AECOM Technical Services, Inc.
Jacobs Engineering Group
The Louis Berger Group
McCormick Taylor, Inc.
SYSTRA Consulting, Inc.

Engineers Estimate: $8,300,000.00

PURPOSE: To permit the DRPA, on behalf of New Jersey Transit, to oversee the environmental evaluation and conceptual engineering for the Glassboro-Camden Line. The cost of this engineering agreement will be paid directly by New Jersey Transit.

BACKGROUND: The PATCO High Speed Line (PATCO) has provided transit services between Southern New Jersey and the City of Philadelphia since 1969. New Jersey Transit, DRPA, and others interested in public transportation have been evaluating ways to enhance and expand public transportation within the region. The Glassboro-Camden Line has been enthusiastically received by most residents of the affected region due to its positive impact on traffic congestion, environmental degradation, and economic growth. The work is a continuation of previous oversight by the DRPA for the Glassboro-Camden Line during the Feasibility Study and the Alternatives Analysis phases. This next phase, which is a
requirement for federal funding, includes an environmental evaluation of the recommended alternative light rail transit route identified in the Alternatives Analysis phase, transportation planning, agency/public outreach, and conceptual engineering for the light rail transit route between Glassboro and Camden, NJ along the existing Conrail right of way. This Resolution will provide DRPA staff the authority to enter into an agreement with New Jersey Transit and STV Incorporated under which STV will perform the Environmental Impact Study, DRPA will provide oversight, and New Jersey Transit will be responsible for payment of the STV invoices when these are approved by DRPA and submitted to New Jersey Transit.

The Authority publicly advertised its intent to retain a consultant and invited interested firms to submit Statements of Qualifications. Six (6) firms responded with Statements of Qualifications on June 25, 2010. The six (6) firms were deemed qualified and were sent a formal Request for Proposal. All six (6) firms responded with Proposals. A review committee of three (3) staff engineers, two (2) PATCO staff members, and one (1) representative from New Jersey Transit evaluated the Proposals on the basis of Technical merit. Due to the close scoring of the top firms on technical merit, the review committee recommended that the top three (3) firms participate in the oral interview process. All three (3) firms participated in the oral interviews. Based on the Technical Proposal and oral presentation evaluations, STV Incorporated was deemed by the review committee to be the most technically qualified firm.

To ensure that this project remains eligible for Federal Transit Administration (FTA) funds, the federally approved Brooks method of consultant selection, which is qualifications based, was used.

It is recommended that an engineering services agreement be negotiated among DRPA, New Jersey Transit and STV Incorporated for costs and associated fees not to exceed $8,145,400.00 to provide engineering services in accordance with the Request for Proposal.

SUMMARY:  Amount:  $0 (New Jersey Transit to be solely responsible for payment)
<table>
<thead>
<tr>
<th>Source of Funds:</th>
<th>New Jersey Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Project #:</td>
<td>N/A</td>
</tr>
<tr>
<td>Operating Budget:</td>
<td>N/A</td>
</tr>
<tr>
<td>Master Plan Status:</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Fund Sources:</td>
<td>N/A</td>
</tr>
<tr>
<td>Duration of Contract:</td>
<td>24 months</td>
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<tr>
<td>Other Parties Involved:</td>
<td>New Jersey Transit; STV Incorporated</td>
</tr>
<tr>
<td>Estimated Number of Jobs Supported:</td>
<td>27</td>
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RESOLUTION

RESOLVED: That the Board of Commissioners of the Delaware River Port Authority authorizes and directs that staff negotiate a three party contract among DRPA, New Jersey Transit, and STV Incorporated under which New Jersey Transit will pay STV to perform an Environmental Impact Study for the proposed Glassboro-Camden Line on terms consistent with the terms set forth in the attached Summary Statement, and in particular providing that DRPA’s portion of the payment for this project will be $0; and be it further

RESOLVED: The Chairman, Vice Chairman and the Chief Executive Officer must approve and are hereby authorized to approve and execute all necessary agreements, contracts, or other documents on behalf of the DRPA. If such agreements, contracts, or other documents have been approved by the Chairman, Vice Chairman and Chief Executive Officer and if thereafter either the Chairman or Vice Chairman is absent or unavailable, the remaining Officer may execute the said document(s) on behalf of DRPA along with the Chief Executive Officer. If both the Chairman and Vice Chairman are absent or unavailable, and if it is necessary to execute the said document(s) while they are absent or unavailable, then the Chief Executive Officer shall execute such documents on behalf of DRPA.

SUMMARY: Amount: $0 (New Jersey Transit to be solely responsible for payment)
Source of Funds: New Jersey Transit
Capital Project #: N/A
Operating Budget: N/A
Master Plan Status: N/A
Other Fund Sources: N/A
Duration of Contract: 24 months
Other Parties Involved: New Jersey Transit; STV Incorporated
Estimated Number of Jobs Supported: 27
MEMORANDUM

TO: O&M Committee Members
FROM: Michael P. Venuto, Director of Engineering/Chief Engineer, Engineering
DATE: August 2, 2011

The Request for Qualifications (RFQs), which was posted on the Authority’s web-site, invited consultants to submit Statements of Qualifications (SOQs). Six (6) firms submitted SOQs on June 25, 2010.

To ensure that this project remains eligible for Federal Transit Administration (FTA) funds, the federally approved Brooks method of consultant selection, which is qualifications based, was used. The SOQ evaluation serves as a method for developing a “short list” of firms to receive a Request for Proposal (RFP). The Review Committee evaluated the SOQ’s and recommended soliciting Technical from the top ranked firms:

AECOM Technical Services, Inc.
Jacobs Engineering Group
The Louis Berger Group
McCormick Taylor, Inc.
STV Incorporated
SYSTRA Consulting, Inc.

The short listed firms were sent a RFP on October 15, 2010. The Technical Proposals were received on November 16, 2010 from AECOM Technical Services, Inc.; Jacobs Engineering Group; The Louis Berger Group; McCormick Taylor, Inc.; STV Incorporated; and SYSTRA Consulting, Inc. The Review Committee, consisting of three (3) staff engineers, two (2) representatives from PATCO, and one (1) representative from New Jersey Transit reviewed and evaluated the Technical Proposals. Due to the close scoring of the top firms on technical merit, the review committee recommended that the top three (3) firms AECOM Technical Services, Inc.; STV Incorporated; and SYSTRA Consulting, Inc. participate in the oral interview process. All three (3) firms participated in the oral interviews. Based on the Technical Proposal and oral presentation evaluations, STV Incorporated was deemed by the review committee to be the most technically qualified firm.

STV Incorporated was the highest technically ranked firm. The proposed Project Manager has
previous experience with new public transit projects and has been very responsive on the previous Glassboro Camden Line Alternatives Analysis phase. The proposed Project Manager has over 11 years experience in similar transit projects. STV’s Team has many years experience new transit projects involving EIS requirement such as the Schuylkill Valley Metro, Maryland MTA Purple Line Corridor Study, and the Perris Valley Line in Riverside, California. Overall, the team assembled by STV Incorporated was found to possess the necessary experience and qualifications to successfully complete the project.

The Review Committee recommended that the Price Proposal be requested from STV Incorporated and negotiations commence using the Engineer’s Estimate in the amount of $8,300,000.00, as a guide. The Price Proposal was opened on June 15, 2011.

Below are the Technical Proposal rankings, proposed hours and fees of the firm, along with the Engineer’s estimate of hours.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Firm</th>
<th>Hours</th>
<th>Original Price Proposal</th>
<th>Negotiated Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>STV Incorporated</td>
<td>59,100</td>
<td>$8,445,200.00</td>
<td>$8,145,400.00</td>
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<td>2</td>
<td>AECOM Technical Services, Inc.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>SYSTRA Consulting, Inc.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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The Price Proposal from the highest technically ranked firm, STV Incorporated, submitted June 15, 2011 was reviewed by Engineering Department staff. Negotiations commenced which resulted in a final Price Proposal in an amount of $8,145,400.00. Based on the Review Committee’s findings, the Price Proposal of STV Incorporated has been determined to be fair and reasonable and therefore the committee recommends that an Engineering Services Agreement be issued to the highest technically ranked firm, STV Incorporated.

Based on a review of the Review Committee’s evaluation and supporting documentation, I concur with the recommendation to engage STV Incorporated of Philadelphia, Pennsylvania, in the amount of $8,145,400.00 for this Agreement.

MPH:ala