



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

Andrew Do, Chairman  
Gregory T. Winterbottom, Vice Chairman  
Laurie Davies  
Steve Jones  
Jose F. Moreno  
Miguel Pulido  
Tim Shaw

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California

**Thursday, November 14, 2019 at 9:00 a.m.**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **Call to Order**

### **Pledge of Allegiance**

Director Jones

### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.



## **Consent Calendar (Items 2 through 7)**

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

### **2. Approval of Minutes**

Approval of the minutes of the Transit Committee meeting of October 10, 2019.

### **3. Innovation Update**

Kurt Brotcke/Kia Mortazavi

#### **Overview**

The Orange County Transportation Authority continues to explore innovative transportation services and projects for Orange County residents, workers, and visitors. Given past successes, staff is exploring avenues to foster innovation opportunities through team efforts. A status report is provided for review.

#### **Recommendation**

Receive and file as an information item.

### **4. Agreement for the Purchase of Bus Operations Support Vehicles**

Cliff Thorne/Jennifer L. Bergener

#### **Overview**

The Orange County Transportation Authority uses a variety of vehicles to support bus operations and field supervision. Nine vehicles used in this capacity have reached their useful life and are recommended for replacement in accordance with the Orange County Transportation Authority's non-revenue vehicle fleet policy.

#### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1646 between the Orange County Transportation Authority and FFBH Motors, LLC, doing business as Frontier Ford, in the amount of \$373,703, for the purchase of nine model year 2020 Ford Explorer Hybrid vehicles.



- 5. Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the Orange County Maintenance Facility**  
Lora Cross/James G. Beil

### **Overview**

On April 22, 2019, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-9-1127 with the Southern California Regional Rail Authority to define roles and responsibilities for the Orange County Maintenance Facility project. An amendment to the cooperative agreement is requested to allow for the Orange County Transportation Authority to reimburse the Southern California Regional Rail Authority for its effort in performing oversight and plan approval related to the project.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No.1 to Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$703,000, for its efforts for the preliminary engineering and environmental documentation of the Orange County Maintenance Facility project. This will increase the maximum obligation for the cooperative agreement to a total contract value of \$703,000.

- 6. Contract Change Order for Utility Conflicts for the Construction of the OC Streetcar Project**  
Mary Shavaliel/James G. Beil

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the work to address utility conflicts.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$833,300, for work to address utility conflicts for the construction of the OC Streetcar project.



**7. Consultant Selection for On-Call Materials Testing and Inspection Services for Facilities Projects**

George Olivo/James G. Beil

**Overview**

On July 25, 2019, the Orange County Transportation Authority issued a request for proposals for on-call materials testing and inspection services for facilities projects. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of the firm to perform the required work.

**Recommendations**

- A. Approve the selection of Ninyo & Moore Geotechnical & Environmental Science Consultants as the firm to provide on-call materials testing and inspection services for facilities projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1356 between the Orange County Transportation Authority and Ninyo & Moore Geotechnical & Environmental Science Consultants, in the amount of \$461,465, for a three year initial term, with one, two-year option term, to provide on-call materials testing and inspection services for facilities projects.

**Regular Calendar**

**8. Consultant Selection for Preparation of Plans, Specifications, and Estimates for Transit Security and Operations Center**

George Olivo/James G. Beil

**Overview**

On May 24, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for preparation of plans, specifications, and estimates for the Transit Security and Operations Center. Board of Directors' approval is requested for the selection of a firm to perform the required work.





**8. (Continued)**

**Recommendations**

- A. Approve the selection of Stantec, Inc., as the firm to prepare plans, specifications, and estimates for the Transit Security and Operations Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-0965 between the Orange County Transportation Authority and Stantec, Inc., for preparation of plans, specifications, and estimates for the Transit Security and Operations Center.

**9. OC Streetcar Project Quarterly Update**

Mary Shavaliar/James G. Beil

**Overview**

The Orange County Transportation Authority is currently implementing the OC Streetcar project. Project updates are provided to the Board of Directors on a quarterly basis. This report provides a project update for the first quarter of fiscal year 2019-20 (July-September).

**Recommendation**

Receive and file as an information item.

**Discussion Items**

**10. ACCESS Vehicle Replacement**

Cliff Thorne/Jennifer L. Bergener

Staff will present an overview of the fuel options available for paratransit vehicles.

**11. Operator Relief Vehicle Replacement**

Cliff Thorne/Jennifer L. Bergener

Staff will provide an overview of options available for operator relief vehicles.

**12. Chief Executive Officer's Report**

**13. Committee Members' Reports**



**14. Closed Session**

There are no Closed Session items scheduled.

**15. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, December 12, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# **MINUTES**

## ***Transit Committee Meeting***

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### **Committee Members Present**

Andrew Do, Chairman  
Gregory T. Winterbottom, Vice Chairman  
Laurie Davies  
Steve Jones  
Jose F. Moreno  
Miguel Pulido  
Tim Shaw

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Ken Phipps, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Gina Ramirez, Deputy Clerk of the Board  
James Donich, Assistant General Counsel  
OCTA Staff and members of the General Public

### **Committee Members Absent**

None

## **Call to Order**

The October 10, 2019, regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:03 a.m.

## **Pledge of Allegiance**

Director Moreno led in the Pledge of Allegiance.

### **1. Public Comments**

## **Special Calendar**

There were no Special Calendar matters.

## **Consent Calendar (Items 2 through 12)**

### **2. Approval of Minutes - September 12, 2019**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to approve the minutes of the Transit Committee meeting of September 12, 2019.

Director Moreno abstained from voting on this item, having not been present at the September 12, 2019 meeting.

Directors Jones and Pulido were not present to vote on this item.



**3. Approval of Minutes - August 8, 2019**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to approve the minutes of the Transit Committee meeting of August 8, 2019.

Directors Jones and Pulido were not present to vote on this item.

**4. Amendment to Cooperative Agreement with the City of Anaheim for the Anaheim Canyon Metrolink Rail Station Improvement Project**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim, to reimburse the Orange County Transportation Authority in the amount of \$40,840, for work to be included in the Anaheim Canyon Metrolink rail station improvement project, and to increase the amount the Orange County Transportation Authority will reimburse the City of Anaheim by an additional \$100,000 for administrative and inspection costs. This will increase the maximum obligation of the cooperative agreement to a total value of \$273,000.

Directors Jones and Pulido were not present to vote on this item.

**5. Consultant Selection to Provide Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve the selection of Gannett Fleming, Inc., as the firm to provide preliminary engineering and environmental services for the Orange County Maintenance Facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1143 between the Orange County Transportation Authority and Gannett Fleming, Inc., for preliminary engineering and environmental services for the Orange County Maintenance Facility.

Directors Jones and Pulido were not present to vote on this item.

**6. Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 2 to Agreement No. C-7-2018 with Reyes Construction, Inc., in the amount of \$2,300,000, to increase the allowance budget for railroad flagging for the Laguna Niguel to San Juan Capistrano Passing Siding Project.
- B. Authorize the use of \$2,300,000 in federal Congestion Mitigation and Air Quality Improvement Program funds.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements and/or amendments to facilitate associated programming actions.

Directors Jones and Pulido were not present to vote on this item.

**7. Amendment to Agreement for the Design of the OC Streetcar Project**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$1,500,000, and to extend the agreement term by 26 months through February 28, 2022, for continuation of OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$20,683,841.

Directors Jones and Pulido were not present to vote on this item.

**8. 2020 Project V Community-Based Transit Circulators Program Guidelines and Call for Projects**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve revisions to the Comprehensive Transportation Funding Programs Guidelines for the Project V Community-Based Transit Circulators Program.
- B. Authorize staff to issue the 2020 Measure M2 Project V Community-Based Transit Circulators call for projects.

Directors Jones and Pulido were not present to vote on this item.

**9. Programming Recommendation for the City of Laguna Niguel Project V Service**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve Project V funding in the amount of \$886,082 for the City of Laguna Niguel's Trolley.
- B. Authorize the Chief Executive Officer to negotiate and execute a cooperative funding agreement with the City of Laguna Niguel to support implementation of its proposed new Project V service.

Directors Jones and Pulido were not present to vote on this item.

**10. Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2019-20**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
- B. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.

**10. (Continued)**

- C. Authorize the use of \$1.275 million in federal proceeds from the sale of the Santa Ana Transit Terminal for the Anaheim Canyon Station Project.
- D. Authorize the use of up to \$1.191 million in federal Congestion Mitigation and Air Quality Improvement Program funds from cost savings on the Orange Transportation Center Parking Structure Project for the following projects: \$0.719 million for the Anaheim Canyon Station; and up to \$0.472 million for the San Juan Creek Bridge replacement.
- E. Authorize the use of \$1.689 million in Federal Transit Administration Section 5337 for the San Juan Creek Bridge Replacement Project to provide a full funding plan for the project based upon current estimates.
- F. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- G. Authorize the Chief Executive Officer to submit the federal fiscal year 2019-20 Federal Transit Administration grant applications to the Federal Transit Administration.
- H. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Directors Jones and Pulido were not present to vote on this item.

**11. Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the Orange County Transportation Authority and Gillig LLC, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty compressed natural gas-powered buses, with an option to purchase five additional buses, for iShuttle service.

Directors Jones and Pulido were not present to vote on this item.

**12. Agreement for Federal Strategic Regulatory and Funding Consulting Services**

A motion was made by Director Davies, seconded by Chairman Shaw, and declared passed by those present, to:

- A. Approve the selection of Cardinal Infrastructure, LLC, as the firm to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1360 between the Orange County Transportation Authority and Cardinal Infrastructure, LLC, in the amount of \$318,000, for a two-year term, to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.

Directors Jones and Pulido were not present to vote on this item.

## **Regular Calendar**

**13. Bristol Street Transit Corridor Study - Draft Alternatives**

Kurt Brotcke, Director of Strategic Planning, provided opening comments and introduced Gary Hewitt, Manager of Transit Planning, who provided a PowerPoint presentation as follows:

- Schedule and Progress;
- Developing the Draft Alternatives;
- Agency, Stakeholder, and Public Participation;
- Online Survey Results;
- Improving Transit;
- Features by Mode;
- Draft Alternatives;
- Alternatives 1, 2, 3, 4, 5, and 6;
- Airport Access-Bus and Rail;
- Draft Evaluation Criteria, and
- Next Steps.



## **13. (Continued)**

Director Winterbottom inquired on the timeframe of the different alternatives before the project is completed.

Darrell E. Johnson, Chief Executive Officer (CEO), responded if the Orange County Transportation Authority (OCTA) was going forward with doing the most straightforward alternative, the timeframe is four to six years. Additionally, a more sophisticated option, with bridges over the Interstate 405 and elevated access into the airport, the timeframe is 12 to 15 years.

Director Davies inquired about bus versus streetcar travel time and taking into consideration Americans with Disabilities Act customers being able to go right up to the door.

Staff responded that the projects with more dedicated lanes have faster travel time and highlighted other advantages.

Committee Chairman Do stated the following:

- The cost differential is significant, and the alternative with the streetcar would exceed the Orange County (OC) Streetcar maintenance yard capacity.
- He expressed his concerns about the timing and permanence of this project. He also provided examples of why he supported the OC Streetcar knowing the higher cost. However, he objects to alternatives 5 and 6, of this study, since the data will be obsolete in four to six years.

Director Pulido stated the following:

- The north side of Bristol Street and Sunflower Avenue are in the City of Santa Ana and not the City of Costa Mesa. He said that Henry Segerstrom supported the streetcar before he passed away. He also suggested staff study MacArthur Boulevard and Bristol Street as an alternative.
- The streetcar alternative will induce growth, and suggested the Committee review what Los Angeles is doing.

Chairman Shaw stated the following:

- Referenced Alternative 5 and has heard very significant concerns from South Coast Plaza stakeholders about rail options at Bristol Street and Sunflower Avenue.
- Recommended modifying Alternative 5 so the alignment avoids Bristol Street and Sunflower Avenue.

## **13. (Continued)**

Director Jones stated the following:

- OCTA is in the early stages of the study, and this item is only to direct staff to solicit community outreach.
- Important for OCTA to go through the process and obtain input from the community.

Director Moreno stated the following:

- He also met with Justin McCusker, Senior Executive, C.J. Segerstrom & Sons (Segerstrom), and South Coast Plaza, who shared concerns on whether transportation should drive development or the opposite.
- South Coast Plaza is going through a development process on how the property is planned for the next five to ten years.
- Inquired if the City of Costa Mesa representative aligns with the primary stakeholder's concerns.
- Segerstrom is not objecting to enhance transportation to the property. The issue is taking a lane away and how will South Coast Plaza plan property development if OCTA takes four to six years to implement a project.
- Asked that the study be based on ridership.

Mr. Johnson, CEO, stated at a staff level, the six alternatives were accepted by all the stakeholders from the cities. In addition, OCTA had two private meetings with Segerstrom in February and August 2019, and no serious objections were raised to complete a study.

Director Davies expressed concerns regarding money, development, and working with the cities.

A substitute motion was made by Director Davies, seconded by Director Moreno, to delay alternatives 5 and 6 and go forward with alternatives 1 to 4.

Mr. Johnson, CEO, suggested that the Transit Committee (Committee) remove alternatives 3 through 6 and complete a bus study. He explained that a Bus Rapid Transit (BRT) service is expensive with a dedicated line, and the enhanced bus mode is not permanent.

Committee Chairman Do suggested that staff should study the BRT.

**13. (Continued)**

Committee Chairman Do requested a roll call vote be taken on the substitute motion, made by Director Davies, seconded by Director Moreno, and declared passed 4-3 to:

- A. Direct staff to offer presentations of the draft conceptual alternatives 1 to 4 to the cities and external agencies participating in the study and conduct a second round of outreach to solicit input from stakeholders and the public.
- B. Direct staff to update the conceptual alternatives 1 to 4 based on the input received, perform the technical evaluations, and return to the Board of Directors in spring 2020.
- C. Direct staff to delay further study of alternatives 5 and 6 to a future date as determined by the Board of Directors.

Directors Jones, Pulido, and Winterbottom voted in opposition.

**14. OC Bus 360° Update**

Gary Hewitt, Section Manager of Transit Planning, provided a verbal report and referenced Attachment B of the Staff Report shown on the screen;

- Ridership;
- Mobile Ticketing;
- College Pass Program;
- Ridership Marketing Campaign; and
- Seasonal & Special Event Service.

No action was taken on this receive and file information item.

**15. Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2018-19**

Johnny Dunning, Jr., Department Manager, Scheduling and Bus Operations Support, provided a PowerPoint on the following:

- Performance Measurements;
- Safety;
- Courtesy;
- Reliability-On Time Performance;
- Reliability-Miles Between Road Calls;

**15. (Continued)**

- Fixed Route-Ridership and Productivity;
- Orange County Access-Ridership and Productivity;
- Farebox Recovery Ratio;
- Cost per Revenue Vehicle Hour;
- Performance: Local Routes;
- Performance: Community Routes;
- Performance: Express/Stationlink Routes;
- Performance: Systemwide Trends;
- Performance: Orange County Bus 360° Improvements;
- Performance: Orange County Bus 360° Reductions; and
- Future Reports.

No action was taken on this receive and file information item.

**16. Metrolink Fiscal Year 2018-19 Performance Report**

Megan LeMaster, Senior Transportation Analyst, provided a PowerPoint presentation on the following:

- Background;
- Orange County Line;
- Inland Empire-Orange County (IEOC) Line;
- 91/Perris Valley Line;
- Average Weekly Ridership;
- On-Time Performance;
- Initiatives;
- Special Trains; and
- Metrolink Weekends-Daycations.

Chairman Shaw inquired, on Page 3 of the Staff Report, where systemwide ridership is up 2.1 percent.

Ms. LeMaster responded ridership totaled 11.9 million riders last fiscal year.

Director Moreno inquired on the decrease in the IEOC line.

Ms. LeMaster stated reliability issues are the reason for a decline in ridership on the IEOC line that line runs on a shared route with Burlington Northern Santa Fe (BNSF) Railway. In addition, there have been issues with delayed trains, and Metrolink has since met with BNSF Railway to improve time slots and reliability.

**16. (Continued)**

Mr. Johnson, CEO, stated Metrolink riders all have access to a car and choose to take the train.

Director Moreno acknowledged staff for increasing ridership.

Following the discussion, no action was taken on this receive and file information item.

## **Discussion Items**

**17. Chief Executive Officer's Report**

Mr. Johnson, CEO, reported on the following:

- In 1993, Amtrak Pacific Surfliner was the only rail system with about 1.6 million riders annually. Now, the Pacific Surfliner is approaching the 10 million ridership mark over the last 25 years.

High-Speed Rail Funds:

- You may have seen news reports about a Metrolink report to the California High-Speed Rail Authority that proposed funds be spent on improving passenger rail service between Anaheim and Burbank.
- The report was requested by the California High-Speed Rail Authority includes information about potential investments and benefits to train service in Southern California.
- OCTA has invested significantly in Metrolink service in Orange County, and any additional state funding to allow for more frequent and more reliable service in Southern California would be welcome.
- Staff will continue to monitor this and keep the Committee apprised of any new developments.

Orange County Public Relations Society of America (OC-PRSA) Awards:

The OC-PRSA recently held its annual awards event, and report that OCTA received three awards. One for the OC Streetcar groundbreaking event, Metrolink Weekends "Featured Station" campaign, and OCTA's 2018 Rideshare Week event received the highest honor, which is known as a Protos Award. The Committee was thanked for its continued support on outreach activities, and congratulations to staff that worked on these initiatives.

**17. (Continued)**

Beach Boulevard Corridor Study:

The Beach Boulevard Corridor study continues to move forward. OCTA has partnered with the corridor cities to promote the survey. There is an online survey available, and closes October 26th, and the study should be completed and brought forward to the Board in February of 2020.

State Route 55 Open House/Public Hearing:

On Wednesday, October 16th, OCTA is hosting a Public Hearing, along with the California Department of Transportation, to get feedback on the proposed State Route 55 improvements between the Interstate 5 and the State Route 91.

**18. Committee Members' Reports**

Chairman Shaw reported on his participation in the International Walk to School Day that took place on October 9<sup>th</sup>.

Director Moreno reported abstaining from the September 12th, Transit Committee meeting minutes due to not being in attendance.

Director Moreno expressed thanks to Kia Mortazavi, Executive Director of Planning, and staff who met with him and Councilwoman Denise Barnes, to provide a briefing on the Anaheim portion of the Beach Boulevard Corridor.

**19. Closed Session**

There were no Closed Session items scheduled.



**20. Adjournment**

The meeting adjourned at 10:32 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, November 14, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Andrew Do  
Committee Chairman

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Gina Ramirez  
Deputy Clerk of the Board



**November 14, 2019**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Innovation Update

### **Overview**

The Orange County Transportation Authority continues to explore innovative transportation services and projects for Orange County residents, workers, and visitors. Given past successes, staff is exploring avenues to foster innovation opportunities through team efforts. A status report is provided for review.

### **Recommendation**

Receive and file as an information item.

### **Background**

Recent Orange County Transportation Authority (OCTA) innovation efforts have focused on leveraging technology to spur transformation. Recent examples include creating systems to provide real-time bus arrival information to passengers, deployment of mobile ticketing to reduce transaction time when purchasing bus passes, and exploration of new transit services, such as micro-transit and partnerships with transportation network companies. Many of these new approaches have provided beneficial outcomes to date.

Deploying new technologies is just one path to innovation. However, innovation is also about developing better solutions for OCTA-related projects and services. Better solutions may include making a process more efficient (e.g., reducing time and/or cost) by technology or other means. Alternatively, innovation may include developing effective strategies to address existing or emerging issues (e.g., new transit service to address changing markets).



Innovation requires a diverse set of skills to prove successful, and OCTA uses a team approach to ensure broad perspectives. At least one staff member from each division has been invited to participate on this team. The team goals include:

- Leverage internal and external expertise in a team environment,
- Decide on appropriate OCTA roles and revisit decisions periodically,
- Be transparent with lessons learned, and
- Invest public funds wisely as projects and programs move forward.

To provide focus for OCTA's innovation team, a qualitative framework was developed in fall 2018. This framework is used to consider whether OCTA should monitor, shape, test, or implement specific innovation concepts (Attachment A). Monitoring entails keeping abreast of new developments through industry forums and meetings. Shaping includes providing feedback and recommended best practices on specific innovation efforts. Testing involves pilot projects for potential future deployment on a broader scale. Implementation would take shelf-ready efforts to full deployment, considering costs, benefits, risks, and other factors.

To determine whether OCTA should simply monitor or fully deploy a specific innovation, the framework includes a qualitative process that is intended to help define relevance to OCTA. This will include consideration of benefits, costs, complexity, and readiness. For example, innovations with direct relevance to OCTA's authority and responsibilities, and that have high benefits and low costs, may be considered for implementation. Conversely, innovations with low benefits, high costs, complex technology, and unclear institutional arrangements may need more time to mature.

### ***Discussion***

Keeping with the goal of leveraging internal and external expertise, the team has interviewed over a dozen transportation technology providers in the last few months. These interviews were conducted to gain private sector insights into emerging technologies. The vendors include a combination of hardware and software companies with an interest in improving public sector innovation in the transportation space. Based on these interviews, as well as watching industry trends, the team is:

- Monitoring and exploring
  - Connected/autonomous vehicle benefits and impacts to the transportation system, and
  - Integrated transit route planning and payment apps to further streamline the customer experience.

- Testing
  - Real-time traffic signal performance measures in support of the Measure M Signal Synchronization Program,
  - Vehicle-to-infrastructure communications on portions of Anaheim Boulevard,
  - On-demand transit through OC Flex service,
  - New ways to collect public input on innovative ideas,
  - The accuracy of real-time bus arrival information based on customer feedback, and
  - Dynamic digital signage that displays real-time bus arrivals.

The innovation team will provide periodic updates, or separate status reports, for projects in the testing phase. As ideas mature, recommendations will be brought forward for testing through pilot projects or full deployment, contingent on the process discussed above.

**Summary**

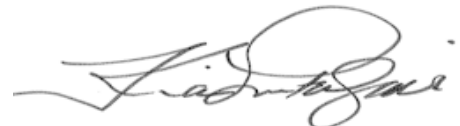
OCTA uses a team approach to innovation, and a key goal for the team is to explore innovation from a variety of perspectives. Various monitoring and testing efforts are currently underway.

**Attachment**

- A. Draft Innovation Framework

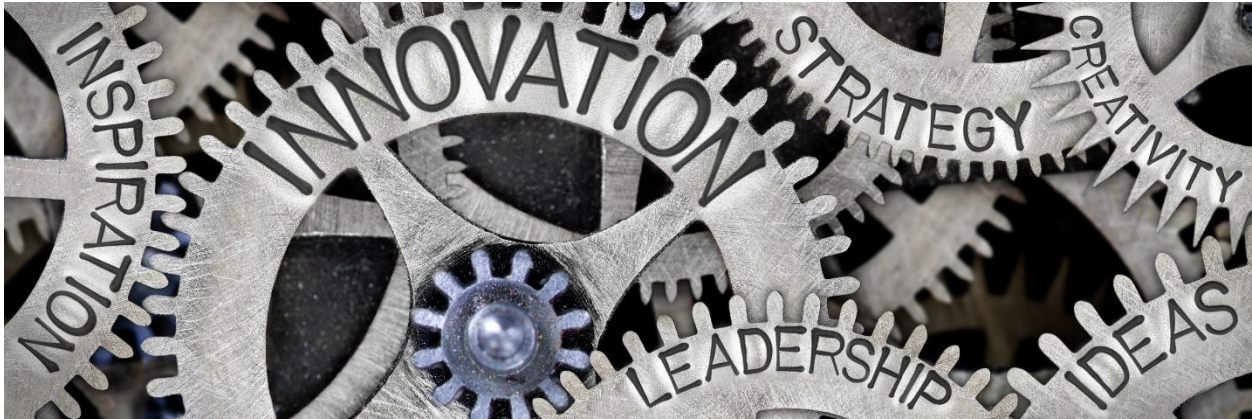
**Prepared by:**

Kurt Brotcke  
Director, Strategic Planning  
(714) 560-5742

**Approved by:**

Kia Mortazavi  
Executive Director, Planning  
(714) 560-5741

# DRAFT Innovation Framework



Innovation is about developing better solutions for Orange County Transportation Authority (OCTA)-related projects and services. Better solutions may include making a process more efficient (e.g., reducing time and/or cost) by technology or other means. Alternatively, innovation may include developing effective strategies to address old or new issues (e.g., new transit service to address changing markets). Innovation is both a process and a product that should occur in the context of public policies that consider efficiency, effectiveness, and equity (who pays and who benefits), among others.

This framework was developed for OCTA to consider whether the organization should monitor, shape, test, or implement specific innovation concepts. Monitoring would entail keeping abreast of new developments through industry forums and meetings. Shaping would include providing feedback and recommended best practices and policies on specific innovation efforts. Testing would involve pilot projects for potential future deployment at a broader scale. Implementation would take shelf-ready efforts to full deployment, contingent on funding availability and policy direction.

For each innovation, consider the questions below, and develop recommendations to monitor, shape, test or implement the concept, or elements of the concept, as well as how often these questions should be revisited.

## Relevance

1. What specific transportation problem is being addressed?
2. How does the concept align with OCTA's authority/responsibilities?

## Risks/Rewards

3. What are the risks/rewards and costs/benefits?
4. What does existing research indicate about the concept?
5. How can risks be mitigated?
6. Can it be tested through a pilot project?
7. Can it be scaled-up following a pilot project?
8. What are the measures/metrics of success?

# **DRAFT Innovation Framework**

## **Complexity**

9. How complex (technically, institutionally, etc.) is the concept to OCTA as an organization?
10. How complex is the concept to vendors, suppliers, or other partners (e.g., cities, etc.)?
11. How could the concept be integrated into OCTA functions?


## **Readiness**

12. What deliverables comprise the start, middle, and end?
13. How might the concept evolve over time? Will it be obsolete quickly?
14. Is the concept actionable now for implementation? If not, what are the barriers?
15. Who is the project sponsor (who will implement, operate or fund)?



**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Agreement for the Purchase of Bus Operations Support Vehicles

### **Overview**

The Orange County Transportation Authority uses a variety of vehicles to support bus operations and field supervision. Nine vehicles used in this capacity have reached their useful life and are recommended for replacement in accordance with the Orange County Transportation Authority's non-revenue vehicle fleet policy.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1646 between the Orange County Transportation Authority and FFBH Motors, LLC, doing business as Frontier Ford, in the amount of \$373,703, for the purchase of nine model year 2020 Ford Explorer Hybrid vehicles.

### **Discussion**

The Orange County Transportation Authority (OCTA) currently owns, operates, and maintains a fleet of vehicles used to support bus operations, transit police services, administrative staff pool vehicles, and department assigned vehicles. These vehicles are referred to as non-revenue vehicles.

Nine vehicles currently used by field supervisors to support bus operations and field supervision have reached their useful life and are recommended for replacement. These vehicles include eight bus operations Field Supervisor vehicles and one Central Communications vehicle. The Field Supervisor vehicles are used by bus operations to supervise and support bus operators while in service. These duties include checking bus route time and location adherence, accident response, minor bus mechanical support, and customer support. The Central Communications vehicle is used in a similar function, but is considered a 24-hour assigned vehicle as defined by the OCTA Twenty-Four



Hour Assignment of Non-Revenue Passenger Vehicles Policy. Six of the nine vehicles have already exceeded the useful life of 100,000 miles, the highest at 135,000 miles. The remaining three will reach their useful life miles by the time of replacement. The vehicles will be replaced with the same utility type vehicle designed for heavy duty. Field vehicles can operate up to 20 hours per weekday, with multiple drivers monitoring bus operations. The proposed vehicle is a model year 2020 Ford Explorer Hybrid, purposely built for this type of heavy duty cycle.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bid process.

On October 3, 2019, Invitation for Bids (IFB) 9-1646 was issued electronically on CAMM NET. The project was advertised on October 3 and 9, 2019, in a newspaper of general circulation. Two addenda were issued to provide clarification of the IFB. On October 21, 2019, two bids were received and publicly opened.

Both bids were reviewed by staff from Contracts Administration and Materials Management and Maintenance Resource Management departments to ensure compliance with the contract terms and conditions, as well as technical specifications. The list of bidders and bid amounts, which include delivery and sales tax, are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
FFBH Motors, LLC, doing business as Frontier Ford Santa Clara, California	\$373,703
Wondries Fleet Group Alhambra, California	\$379,581

The project manager's cost estimate for the project was \$402,280. The recommended firm's bid is about seven percent lower than the project manager's estimate. Frontier Ford met the requirements of the IFB, and staff considers the bid, based on current market pricing, to be fair and reasonable.

California state law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Frontier Ford, the lowest responsive, responsible bidder, in the amount of \$373,703.

**Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Maintenance Resource Management, Account 2159-D2113-0PP-9025.

**Summary**

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1646 with Frontier Ford, in the amount of \$373,703, for the purchase of nine model year 2020 Ford Explorer Hybrid vehicles.

**Attachment**

None.

**Prepared by:**

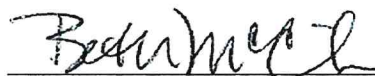


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**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the Orange County Maintenance Facility

### **Overview**

On April 22, 2019, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-9-1127 with the Southern California Regional Rail Authority to define roles and responsibilities for the Orange County Maintenance Facility project. An amendment to the cooperative agreement is requested to allow for the Orange County Transportation Authority to reimburse the Southern California Regional Rail Authority for its effort in performing oversight and plan approval related to the project.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No.1 to Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$703,000, for its efforts for the preliminary engineering and environmental documentation of the Orange County Maintenance Facility project. This will increase the maximum obligation for the cooperative agreement to a total contract value of \$703,000.

### **Discussion**

On January 19, 2019, a Project Study Report was completed for a Metrolink rail maintenance facility to be located on a 21-acre parcel of land owned by the Orange County Transportation Authority (OCTA) located in the City of Irvine. The Orange County Maintenance Facility (OCMF) will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular basis as required by federal mandate to comply with safety and operations standards.



The terms of Agreement No. C-9-1127 designate OCTA as the lead agency for the preliminary engineering and environmental documentation of the OCMF project (Project). The Southern California Regional Rail Authority's (SCRRA) role will be one of oversight and plan review. It was originally anticipated that SCRRA's efforts would be funded through a separate funding allocation. However, after the cooperative agreement was approved by the OCTA Board of Directors on April 22, 2019, the California Department of Transportation determined that OCTA would become the direct recipient of \$4,829,000 in Transit and Intercity Rail Capital Program funds granted by the California State Transportation Agency (CalSTA) through the Southern California Optimized Rail Enhancement Program (SCORE). OCTA will then reimburse SCRRA for its effort in the amount of \$703,000. On October 9, 2019, the California Transportation Commission approved an allocation of \$4,829,000 to OCTA for the Project. Staff is recommending authorization to execute Amendment No. 1 to Cooperative Agreement No. C-9-1127 to approve the use of \$703,000 of these funds for SCRRA's efforts.

#### **Fiscal Impact**

Funding for the Project is included in the OCTA Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-7831-TR2140-0TH, and is funded with Transit and Intercity Rail Capital Program funds granted by CalSTA through SCORE.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$703,000, to reimburse Southern California Regional Rail Authority for its efforts for the preliminary engineering and environmental documentation of the Orange County Maintenance Facility Project.

**Attachment**

- A. Southern California Regional Rail Authority, Cooperative Agreement No. C-9-1127 Fact Sheet

**Prepared by:**



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Project Manager  
(714) 560-5788

**Approved by:**



James G. Beil, P.E.  
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**Southern California Regional Rail Authority  
Cooperative Agreement No. C-9-1127 Fact Sheet**

1. April 22, 2019, Cooperative Agreement No. C-9-1127, approved by the Board of Directors (Board).
  - For Southern California Regional Rail Authority (SCRRA) to define roles, responsibilities, and scope for the preliminary engineering and environmental phase for the Orange County Maintenance Facility project, pending execution.
2. November 25, 2019, Amendment No. 1 to Cooperative Agreement No. C-9-1127, \$703,000, pending Board approval.
  - To reimburse SCRRA for work related to the preliminary engineering and environmental phase for the Orange County Maintenance Facility project.

Total committed to Southern California Regional Rail Authority after approval of Amendment No. 1 to Cooperative Agreement No. C-9-1127: \$703,000.



**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Contract Change Order for Utility Conflicts for the Construction of the OC Streetcar Project

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the work to address utility conflicts.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$833,300, for work to address utility conflicts for the construction of the OC Streetcar project.

### **Discussion**

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with Construction was issued to Walsh on March 4, 2019. Construction activities are underway, with the focus on construction of the Maintenance and Storage Facility and the underground storm drain, sewer, and water utility relocations within City of Santa Ana (City) streets. Installation of foundations and retained approaches for the new 350-foot long bridge across the Santa Ana River and the bridge over Westminster Avenue are also underway.

Walsh is encountering many unknown utility lines during the underground relocation work that are not shown on the contract plans or City and private utility record maps. Additionally, Walsh is encountering underground utilities that are not in the locations reflected in utility records and noted on the plans. The Project

is being constructed in one of the oldest developed areas of the City and contains old and abandoned utilities dating back at least 150 years. When unidentified utilities are encountered or when utilities are at a different location than shown on the plans, Walsh notifies OCTA and requests direction to resolve the conflict. Additional potholing is often necessary to confirm the utility type and location support design decisions. Work to alleviate the utility conflict can include cutting and capping the utility, or relocating the utility to a different location.

Significant efforts were undertaken during the design phase of the Project to identify existing utilities and develop plans for relocation or protection for those determined to conflict with the Project. It is not possible to positively locate all of the known and unknown existing underground utilities without actually trenching for the new installations and exposing the as-built condition to identify the unknown conflicts. Many of these old and abandoned utilities are not documented on City utility base maps or on utility company records. The type of potholing allowed by the City and performed during the design could only be used to verify the location and depth of critical utilities shown on record maps.

A change directive was issued to Walsh on April 15, 2019, and Contract Change Order (CCO) No. 4.0, in the amount of \$200,000, for the work on a time-and-expense basis was executed on August 27, 2019. CCO No. 4.0 includes potholing, cutting, capping, or relocating unidentified or mis-located utilities to different locations or elevations. Numerous additional unknown and existing mis-located utilities are being encountered which require additional efforts by Walsh to eliminate the conflicts, and the cost of the work is exceeding the approved CCO No. 4.0 budget.

An Independent Cost Estimate, which provides an order of magnitude cost for the continued work to address unknown utility conflicts, has been prepared by the construction management team. The cost of the additional work is estimated at \$833,300 and includes assumptions on the number of unknown utility conflicts that would be encountered and the associated work to address the conflict based upon what has been experienced to date with the completed sewer, waterline, and storm drain work. Before payment is made to the contractor, labor and equipment quantities will be confirmed through daily extra work reports prepared by the contractor and approved by the construction management team. Deductive change directives will be issued for any work included in the original contract that was not performed.

Proposed supplemental CCO No. 4.1, to augment CCO No. 4.0 by \$833,300, for the remaining work to address unknown utility conflicts requires Board approval.

Walsh has also requested time-related overhead be paid as part of the CCO because the Project schedule may be impacted. It was agreed that the request would be deferred until the required time impact evaluation is provided and

reviewed by OCTA. Staff will return to the Board for approval of any required supplemental costs related to the change when the final impacts have been agreed to by both OCTA and Walsh.

The cost of the work will be funded from the Project contingency because the work was unknown and not evident when the Project cost estimate was prepared. It will not increase the Project cost of \$407.7 million, as defined in the Full Funding Grant Agreement.

***Procurement Approach***

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,638,549, for construction of the Project.

Proposed CCO No. 4.1 in the amount of \$833,300, will increase the cumulative value of the contract to \$223,845,582, as shown in Attachment A. Board approval is required for CCO No. 4.1, pursuant to the State of California Public Contracting Code Section 20142.

**Fiscal Impact**

The additional work for this Project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0051-9017-TS010-Z42, and is funded with Federal Section 5309 New Starts and local Measure M2 funds.

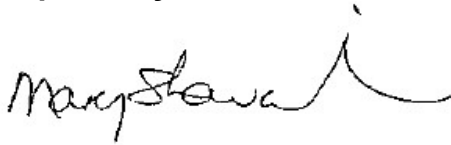
***Summary***

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$833,300, for work to address utility conflicts for the OC Streetcar Construction Project.

***Attachment***

- A. Walsh Construction Company II, LLC, Agreement No. C-7-1904,  
Contract Change Order (CCO) Log

**Prepared by:**



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**Approved by:**



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**Walsh Construction Company II, LLC  
Agreement No. C-7-1904  
Contract Change Order (CCO) Log**

CCO No.	Title	Status	Date Executed	Cost	Remarks
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6-20-19	\$199,749	
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6-25-19	\$113,884	
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6-25-19	\$200,000	
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8-15-19	\$160,000	
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District Owned Pacific Electric Right-of-Way	Approved	9-12-19	\$1,600,000	
4	Required Work to Address Utility Conflicts	Approved	8-27-19	\$200,000	
4.1	Required Work to Address Utility Conflicts Additional Funding	Pending		\$833,300	

Subtotal Executed CCOs	\$2,473,633
Subtotal Pending CCOs	<u>\$833,300</u>
TOTAL CCOs	\$3,306,933
ORIGINAL VALUE	\$220,538,649
PROPOSED REVISED VALUE	\$223,845,582





**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Consultant Selection for On-Call Materials Testing and Inspection Services for Facilities Projects

### **Overview**

On July 25, 2019, the Orange County Transportation Authority issued a request for proposals for on-call materials testing and inspection services for facilities projects. Proposals were solicited in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested for the selection of the firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Ninyo & Moore Geotechnical & Environmental Science Consultants as the firm to provide on-call materials testing and inspection services for facilities projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1356 between the Orange County Transportation Authority and Ninyo & Moore Geotechnical & Environmental Science Consultants, in the amount of \$461,465, for a three year initial term, with one, two-year option term, to provide on-call materials testing and inspection services for facilities projects.

### **Discussion**

The Orange County Transportation Authority (OCTA) owns, operates, and maintains five maintenance and operations bus bases, two park-and-ride facilities, and five transportation centers. The facilities are comprised of 56 buildings and structures totaling over 400,000 square feet. The structures are situated on approximately 89 acres of property throughout Orange County. During execution of capital improvement, maintenance, and facility modification projects at OCTA's facilities, quality is managed through quality assurance

activities, including routine testing and inspection of materials and tasks to verify that deliverables meet specified project requirements. Typical inspection and testing activities include performing testing of soils, concrete, asphalt concrete, masonry, structural steel, asbestos containing materials, and lead containing materials. In addition, special deputy inspection services (inspections) are utilized for welding, reinforcing steel, masonry, concrete placement, and roofing as required. This contract will replace services currently being provided by another consultant for which the contract expires on January 31, 2020.

### ***Procurement Approach***

This procurement was handled in accordance with Board of Directors-approved procedures for professional and technical services that conform to both federal and state laws. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing and project organization, prior experience with similar projects, work plan, as well as cost and price.

On July 25, 2019, Request for Proposals (RFP) 9-1356, was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on July 25 and August 1, 2019. A pre-proposal conference was held on August 8, 2019, with 13 attendees representing 13 firms. Two addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On August 27, 2019, ten proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Facilities Engineering, Maintenance-Specialty Shops, Project Controls, and Real Property departments met to review all submitted proposals. The proposals were evaluated on the following evaluation criteria and weights:

- |                                     |            |
|-------------------------------------|------------|
| • Qualifications of the Firm        | 30 percent |
| • Staffing and Project Organization | 20 percent |
| • Work Plan                         | 20 percent |
| • Cost and Price                    | 30 percent |

The evaluation criteria and weightings are consistent with those developed for the previous procurements for the same services. High importance was given to qualifications of the firm, as well as cost and price. Qualifications of the firm and experience in work of a similar nature are critical to the success of the consultant

performing the required services. Cost and price is weighted high as well to ensure OCTA receives value for the work provided. Staffing and project organization and work plan were each weighted at 20 percent as the firm must have an adequate pool of qualified and experienced staff to perform the required services. The work plan covers the various tests as required by OCTA.

The evaluation committee reviewed and discussed 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:

Firms and Location

MTGL, Inc. (MTGL)  
Anaheim, California

Ninyo & Moore Geotechnical & Environmental Science Consultants (Ninyo)  
Irvine, California

SCST, LLC (SCST)  
Newport Beach, California

On September 30, 2019, the evaluation committee interviewed the three short-listed firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, proposal, and respond to evaluation committee questions. Questions were asked relative to the team's experience, experience of key personnel, approach to work plan execution, quality assurance/quality control procedures, and tracking and reporting. Finally, each team was asked specific clarification questions related to its proposal.

After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for two firms. However, Ninyo remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of the written proposals, information obtained from the interviews, and proposed price, staff recommends Ninyo as the firm to provide on-call materials testing and inspection services for facilities projects. Ninyo ranked highest because the firm's proposal was the most responsive to the RFP requirements. Ninyo demonstrated the most extensive, relevant experience, presented the most qualified and experienced team, with experience working together, and provided a comprehensive work plan and competitive proposed price. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

All three firms are qualified to perform the services. Each firm received positive references.

Ninyo was established in 1986 and provides construction inspection, materials testing, and other related services. The firm has 500 employees in 19 offices in six states. Ninyo best demonstrated its overall experience providing material testing and inspection services. Under three previous OCTA on-call agreements, Ninyo has performed inspection and testing services for projects at numerous facilities, such as construction, renovation, and improvements at the Garden Grove Bus Base, Irvine Sand Canyon Bus Base, and Laguna Beach Transportation Center. As the on-call consultant for materials testing and inspection services for John Wayne Airport since 2003, Ninyo has completed over 120 task orders for more than 12 million dollars. Some of these services included testing and inspection for construction of Terminal C. Ninyo has also done work for the Port of Long Beach (Port) as the on-call consultant since 2004. Port projects have involved the demolition of existing facilities, such as buildings and utility systems, and construction and improvements to yards and industrial buildings, amongst other facilities. Ninyo's proposal includes two subconsultants to provide support in the areas of roofing and analytical testing.

SCST has been in operation since 1959 and provides special inspection and materials testing, along with other related services. The firm has seven offices and 192 employees in three states. SCST demonstrated experience on a majority of the inspection and testing services identified in the scope of work. Recent relevant firm experience includes testing and inspection services for the construction of the County of Riverside Economic Development Agency John J. Benoit Detention Center (Benoit Detention Center), construction of the San Diego International Airport Terminal 2 Parking Plaza, and demolition and construction project for the United States General Services Administration's San Ysidro Port of Entry Phase 2 (San Ysidro Port). SCST has been providing on-call materials testing and inspection services to the City of Carlsbad for ten years and the City of Del Mar for seven years for various construction, renovation, and improvement facilities projects. SCST did not propose the use of any subconsultants.

MTGL has provided material testing and inspection services, and other related services, since 1993. The firm has 55 employees with three offices in California. MTGL demonstrated experience on many of the inspection and testing services identified in the scope of work. MTGL is currently providing testing and inspection services to OCTA as a subconsultant on the Interstate 405 Improvement project. Previously MTGL provided services to OCTA on the Laguna Niguel/Mission Viejo

Metrolink Station Improvements project. The firm is currently providing materials testing and inspection services on Los Angeles Metropolitan Transportation Authority's Willowbrook Rosa Parks Station Improvement Project (Willowbrook), and the City of Brea for the renovation of a school yard. MTGL did not propose the use of any subconsultants.

#### Staffing and Project Organization

Each firm proposed qualified key personnel and support staff with relevant experience.

Ninyo proposed an experienced project team, including key personnel that have worked together at the firm in similar capacities for over 20 years. The proposed principal in charge is a licensed civil and geotechnical engineer and has overseen hundreds of soils and materials testing and inspection projects for public agencies in the past 24 years. The proposed project manager is a registered professional and geotechnical engineer with 33 years of experience. The proposed technical advisor and quality assurance/quality control (QA/QC) personnel is a registered civil engineer and licensed quality engineer with 50 years of experience. The proposed technical advisor/QA/QC's extensive experience relevant to the role for this project includes development of the firm's accredited quality systems manual and oversight of specialty laboratory testing services, and the proposed construction services manager has 33 years of experience. These proposed personnel are the same personnel that provided services on previous OCTA on-call materials testing and inspection agreements. Ninyo's key personnel have also worked on the firm's on-call contracts for materials testing and inspection services for California Department of Transportation, District 12, John Wayne Airport, Riverside Transit Authority, Riverside County Transportation Commission, and San Bernardino County Transportation Authority, amongst others. The team includes qualified task managers and certified field and laboratory technicians with a range of certifications and services. The team's availability is adequate for provision of services under an on-call agreement.

SCST's proposed key personnel have worked on some projects together. The proposed project manager/laboratory manager has over 20 years of experience in the geotechnical, and testing and inspection industry, including two years with SCST. Demonstrated project management experience includes the ongoing Anaheim Elementary School District's Roosevelt Elementary School construction project and the completed City of Hawthorne Municipal Airport North Side Development project. The proposed technical advisor/principal engineer has 25 years of experience, including as principal engineer during testing and inspection for the construction of the Benoit Detention Center and

various other public agency construction projects, and the proposed director of laboratory services has 14 years of experience, including testing and inspection for the construction of the Benoit Detention Center and San Ysidro Port. The director of field services has 35 years of experience in testing and inspection for the construction of the Benoit Detention Center and the County of San Diego Assessor/Recorder/County Clerk East County Branch Office and Archives. Key personnel also includes a registered roofing employee with 24 years of relevant experience. The team also includes field technicians and inspectors with a range of certifications and experience. Personnel would be committed to providing services as needed to meet project requirements.

MTGL's proposed principal/managing engineer has 33 years of experience as a geotechnical engineer, including three years with MTGL. Cited experience includes efforts as a material engineer providing testing and inspection on various projects, including the Willowbrook project. The proposed assistant project manager has 17 years of experience with the firm and would be responsible for overseeing materials testing and inspection services. Key personnel demonstrated limited experience working together on referenced projects. Qualifications and experience of the assistant project manager were general and non-project specific. The proposed laboratory manager has 13 years of experience, including two with MTGL. The proposed laboratory manager's most notable experience includes performance of dozens of third-party accreditation audits with relevant agencies and design and set up of onsite laboratories. The proposed lead inspector is multi-certified with eight years of experience, including three with the firm. Project experience includes the role of multi-certified inspector on a variety of facility improvement projects. The team includes field technicians and inspectors with a range of certifications and experience providing services on an extensive list of facility projects. Personnel would be committed to providing services as needed to meet project requirements.

### Work Plan

All three short-listed firms proposed a work plan that conformed to the scope of work identified in the RFP, including testing performed in accordance with the required test methods.

Ninyo's proposed work plan demonstrated an understanding of the on-call process. The proposal includes a typical scope of services for soils and materials testing and special inspection services with a logical sequence of events. Ninyo presented the sequential activities to be implemented for each assignment beginning with development of the scope of work upon receipt of OCTA's request through project closeout. Each activity included the firm's assigned personnel, a

description of the work to be performed, and the expected outcome. The proposed work plan included independent technical reviews by technical advisors as part of the quality assurance program. The proposal included a concise discussion of proposed methods for providing quality, budget, and schedule control for every project. Though Ninyo does not anticipate issues with regard to materials testing or inspection services, the work plan addressed unanticipated conditions and situations, and that the firm would provide recommendations for alternative options. Ninyo's proposed response timelines meet scope of work requirements. Ninyo's proposal was supported by a cohesive interview where the team provided well organized, detailed, and thorough responses to interview questions.

SCST's proposed work plan demonstrated an understanding of the on-call process. The plan emphasized communication with stakeholders and the development of a communication plan to share with all parties for use throughout the project. Some specific quality assurance and quality control practices were discussed, including the review of all test results by the proposed project manager and the review of all reports by a professionally licensed engineer. A sample budget tracking chart was presented to demonstrate SCST's ability to obtain real-time accounting of resources. A high-level overview was provided to address the approach to QA/QC and budget control. The firm's work plan includes providing recommendations on any special issues that occur. The firm's proposed response timelines meet scope of work requirements. SCST's proposal was supported by a cohesive interview where the team provided well-organized, detailed, and thorough responses to interview questions.

MTGL's proposed work plan also demonstrated an understanding of the on-call process. The plan met project requirements but was brief and general overall, repeating the requirements of the RFP without elaborating on the approach. The firm provided a scope of work for a number of the most common tests and inspections expected to be completed for the project. The team was responsive to all interview questions with most responses by the assistant project manager and limited input from the laboratory manager and lead inspector. MTGL's proposal included response times that were longer than project requirements. MTGL clarified that the firm would be able to submit final reports within one day if requested.

#### **Cost and Price**

Cost and Price was weighted at 30 percent. All firms proposed the required pricing for the various tests and labor pricing for all inspection personnel. Since there are two types of services covered, pricing scores were based on a formula which assigned the highest score to the firm with the lowest total price for all

services for the term of the contract, and scored the other proposals' total prices based on its relation to the lowest total price. While Ninyo's total evaluated price for services of \$461,465 is the highest amongst the short-listed firms, it is only slightly higher than the independent cost estimate of \$447,616, which is representative of similar testing and inspection services previously performed and thus is considered fair and reasonable. The actual test services and inspection services will be project specific.

#### **Procurement Summary**

Based on the evaluation of the written proposals, the firms' qualifications, staffing, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of Ninyo as the top-ranked firm to provide on-call materials testing and inspection services for facilities projects. Ninyo submitted a comprehensive proposal that was responsive to the requirements of the RFP and presented a cohesive interview highlighting the firm's experience, staffing, and the technical approach to the work plan.

#### **Fiscal Impact**

The project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 1722-7629-D3107-2BW, and will be funded through local transportation funds.

#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-1356 to Ninyo & Moore Geotechnical & Environmental Science Consultants, in the amount not to exceed \$461,465, for a three year initial term, with one, two-year option term, as the firm to provide on-call materials testing and inspection services for facilities projects.



***Attachments***

- A. Review of Proposals, RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects
- C. Contract History for the Past Two Years, RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects

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**Review of Proposals**  
**RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects**  
Presented to Transit Committee - November 14, 2019

10 proposals were received, 3 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments	Total Price
1	85	Ninyo & Moore Geotechnical & Environmental Science Consultants Irvine, California	Asset Laboratories Franklin Inspection Services	Highest-ranked firm overall. Firm has extensive experience providing materials testing and inspection services for public agency facilities projects of similar size and scope, including for the Orange County Transportation Authority (OCTA). Proposed key personnel, project manager (PM) and technical advisor/quality assurance/quality control, have over 20 years experience in the same/similar roles. Support personnel have relevant qualifications and experience on many public agency facilities projects. Work plan described sequential activities for implementation of services. Detailed discussion regarding quality, budget, and schedule control. Discussion of awareness of unforeseen issues and recommended solutions. Proposed response timelines meet scope of work requirements.  Responsive, cohesive interview with organized, detailed, and thorough responses to all interview questions.  Positive references. Proposed competitive price.	\$461,465
2	81	SCST, LLC Newport Beach, California	None	Firm has extensive experience providing materials testing and inspection services for public agency facilities projects of similar size and scope. Proposed key personnel are qualified and have relevant experience providing services on public agency facilities projects. PM has provided project management services on two projects. Support personnel have relevant qualifications and experience on many public agency facilities projects. Discussion of awareness of unforeseen issues and recommended solutions. Proposed response timelines meet scope of work requirements.  Responsive, cohesive interview with organized, detailed, and thorough responses to all interview questions.  Positive references. Proposed competitive price.	\$453,147
3	78	MTGL, Inc. Anaheim, California	None	Firm has relevant experience providing materials testing and inspection services for public agency projects, including two with OCTA. Proposed qualified and experienced key and support personnel. Support personnel have relevant qualifications and experience on many public agency facilities projects. Work plan was generic in some areas though did include a scope of work for potential project tests and inspections. Proposal included typical response time that were longer than project requirements. Proposer clarified at interview that timelines will be met upon request. Firm was responsive to interview questions though limited input by some key personnel.  Positive references. Proposed lowest price.	\$370,596

**Evaluation Panel (5 members)**

Internal:  
Contracts Administration and Materials Management (1)  
Facilities Engineering (1)  
Transit Maintenance-Specialty Shops (1)  
Project Controls (1)  
Real Property (1)

**Evaluation Criteria**

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan  
Cost and Price

**Weight Factors**

30 percent  
20 percent  
20 percent  
30 percent

**PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED FIRMS)**  
**RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects**

<b>FIRM: Ninyo &amp; Moore Geotechnical &amp; Environmental Science Consultants</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.5	6	25.8
Staffing/Project							
Organization	4.0	4.5	4.5	4.0	4.5	4	17.2
Work Plan	4.0	4.5	4.5	4.5	4.5	4	17.6
Cost and Price	4.0	4.0	4.0	4.0	4.0	6	24.0
<b>Overall Score</b>	<b>80.0</b>	<b>87.0</b>	<b>84.0</b>	<b>85.0</b>	<b>87.0</b>		<b>85</b>
<b>FIRM: SCST, LLC</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	3.5	4.5	4.0	6	24.0
Staffing/Project							
Organization	4.5	4.0	4.0	4.0	4.0	4	16.4
Work Plan	3.5	4.0	4.0	4.0	4.0	4	15.6
Cost and Price	4.1	4.1	4.1	4.1	4.1	6	24.6
<b>Overall Score</b>	<b>80.6</b>	<b>80.6</b>	<b>77.6</b>	<b>83.6</b>	<b>80.6</b>		<b>81</b>
<b>FIRM: MTGL, Inc.</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	3.5	3.5	3.5	3.5	4.0	6	21.6
Staffing/Project							
Organization	3.5	3.5	4.0	3.5	3.5	4	14.4
Work Plan	3.0	3.0	3.0	3.0	3.0	4	12.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
<b>Overall Score</b>	<b>77.0</b>	<b>77.0</b>	<b>79.0</b>	<b>77.0</b>	<b>80.0</b>		<b>78</b>

The range of scores for the non-short listed firms was 59-74.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 9-1356 On-Call Materials Testing and Inspection Services for Facilities Projects**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Ninyo &amp; Moore Geotechnical &amp; Environmental Science Consultants</b>						
Contract Type: Time and Expense <i>Subconsultants: None</i>	C-6-1033	On-Call Soils and Materials Testing and Inspection Services for Facilities Projects	August 25, 2016	July 31, 2019	-	\$ 300,468
					<b>Subtotal</b>	<b>\$ 300,468</b>
<b>SCST, LLC</b>						
Contract Type:		No contracts awarded				
					<b>Subtotal</b>	<b>\$ -</b>
<b>MTGL, Inc.</b>						
Contract Type: Time and Expense <i>Subconsultants: None</i>	C-9-1386	On-Call Materials Testing and Inspection Services for Facilities Projects	July 29, 2019	January 31, 2020	-	\$ 49,000
					<b>Subtotal</b>	<b>\$ 49,000</b>



**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Consultant Selection for Preparation of Plans, Specifications, and Estimates for Transit Security and Operations Center

### **Overview**

On May 24, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals for preparation of plans, specifications, and estimates for the Transit Security and Operations Center. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Stantec, Inc., as the firm to prepare plans, specifications, and estimates for the Transit Security and Operations Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-0965 between the Orange County Transportation Authority and Stantec, Inc., for preparation of plans, specifications, and estimates for the Transit Security and Operations Center.

### **Discussion**

The proposed Transit Security and Operations Center (TSOC) will be a new facility designed to State of California building standards for current and future operational needs and requirements of the Orange County Transportation Authority (OCTA). Planned uses for the TSOC include OCTA emergency operations center, central communications (dispatch), field operations, information systems (data center), security and emergency preparedness, transit police, and technical infrastructure and personnel to support OCTA operations.

The OCTA Planning Department completed the master planning and site selection for the TSOC. A site in the City of Anaheim (City) located at

1512-20 West Lincoln Avenue owned by OCTA was the preferred site recommended for the TSOC. In late 2015, the Board of Directors (Board) authorized staff to begin design and environmental work for the proposed TSOC at the preferred City site. On December 12, 2016, the Board approved an agreement for preliminary engineering and environmental clearance for the proposed TSOC, and this work effort commenced on June 13, 2016.

During the preliminary engineering phase in the first half of 2018, the TSOC went through a formal conceptual development review as required by the City to determine consistency with the City's zoning and general plan regulations. The City's response was received on May 30, 2018, concluding that the TSOC met all zoning and general plan requirements and no discretionary approvals, such as a variance or conditional use permit, were required. Future coordination with the City during the final design phase and construction phase will be required to comply with all City requirements.

Preliminary engineering and environmental work are near completion. Staff is currently coordinating with the Federal Transit Administration on Native American tribe consultation under Section 106 of the National Historic Preservation Act to complete work on the National Environmental Policy Act environmental document. The next phase of the TSOC is to complete the final design work scope. The final design will take 12 months to complete after the design consultant agreement is executed.

### ***Procurement Approach***

This procurement was handled in accordance with 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 is 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 Board-approved procurement policies.

On May 29, 2019, Request for Proposals (RFP) 9-0965 was electronically issued on CAMM NET. The RFP was advertised on May 29 and June 3, 2019, in a newspaper of general circulation. A pre-proposal conference was held on June 4, 2019, with 25 attendees representing 22 firms. Two 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 July 11, 2019, four proposals were received. An evaluation committee consisting of OCTA's Contracts Administration and Materials Management, Facilities Engineering, Metrolink Expansion, Security and Emergency Preparedness, Transit Service Planning, and Facilities Maintenance departments, as well as an external representative from the California Department of Transportation (Caltrans) met to review the submitted proposals. The representative from Caltrans was part of the evaluation committee that implemented a similar type facility. The proposals were evaluated utilizing the following evaluation criteria and weights:

- |                                     |            |
|-------------------------------------|------------|
| • Qualifications of Firms           | 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. In developing these weights, several factors were considered, giving the greatest importance to staffing and project organization of the firm, as the qualifications of the project manager 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 to complete final design, engineering, and architectural services. The technical approach to the project is critical to the successful completion of the project. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of a similar scope and size.

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

Owen Group, Limited Partnership (Owen)  
Irvine, California

Stantec, Inc. (Stantec)  
Los Angeles, California

STV Incorporated (STV)  
Irvine, California

On October 2, 2019, the evaluation committee interviewed the three firms. The interviews provided an opportunity for each firm's project manager and key team members to present the firms' qualifications and respond to evaluation committee questions. In general, each team's presentation addressed the requirements of the RFP, the firm's experience in performing similar work, and stressed the firm's commitment to the success of the project. Each firm was asked questions regarding its understanding of the project, staffing availability, commitment levels, and the firm's experience in performing similar work. After considering responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores for two of the firms. However, Stantec remained 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 Stantec as the firm to develop and prepare the plans, specifications, and estimates for the TSOC. This firm ranked highest among proposing firms because the firm proposed qualified key personnel that have relevant experience with similar projects, the project manager and staff have extensive knowledge of these types of projects, demonstrated a thorough understanding of the project challenges, and presented a comprehensive interview and team.

The three firms submitted comprehensive proposals and presented detailed interviews. Brief summaries of the evaluation results follow.

#### **Qualifications of the Firm**

The three firms are established firms with relevant experience and resources. The firms demonstrated familiarity with the steps involved to prepare final engineering plans and specifications, as well as tasks that range from project stakeholder coordination and public outreach activities to construction bid phase and support services.

Stantec is a qualified national firm that offers a comprehensive range of services in support of federal, state, and private clients. The firm specializes in engineering, architectural, environmental, planning, and construction management services. The Los Angeles office has successfully delivered several projects of similar size and scope that include the Southern California Regional Rail Authority Train Controls Operation Support Facility, the City of Seattle Command Center, the Sacramento Municipal Utility District East Campus Emergency Operations Center, and the Kaiser Permanente Cyber Defense Center in Denver, Colorado. The Stantec team demonstrated extensive experience with emergency operations-type projects and a clear understanding



of the project's technical requirements, process, challenges, and community impacts.

STV is an established firm specializing in architectural design and construction management. STV's level of detail in the proposal and interview demonstrated the company's breadth and depth of experience in developing engineering design documentation and an understanding of the project requirements and limitations. Some recent relevant experience includes projects completed for OCTA such as preliminary engineering and environmental services for the Transit Security and Operations Center and the Anaheim Canyon Metrolink Station. STV also provided plans, specifications, and estimates for the maintenance and storage facility for the OC Streetcar project. Much of STV's cited experience is in preliminary design projects.

Owen is a full-service infrastructure firm that provides engineering, design, transportation planning, construction, and environmental support services to several public and private clients. Owen demonstrated detailed overall qualifications and understanding of the project and has several relevant on-call architectural and engineering agreements with various transit agencies that include OCTA, Los Angeles Metropolitan Transit Authority, Riverside County Transportation Commission, and Caltrans. Most of Owen's experience is in facility modifications with limited experience in the design of emergency operations type projects.

#### **Staffing and Project Organization**

The three firms proposed qualified project managers, key personnel, and subconsultants with relevant experience.

Stantec presented a detailed staffing plan that proposed key personnel and subconsultants with extensive experience in delivering projects through all phases of project development. Stantec's proposed project team brings a long working history and extensive knowledge of similar projects. The proposed project manager has relevant experience managing many transportation and infrastructure projects and has demonstrated technical expertise and management skills. The proposed subconsultants demonstrated significant experience with projects of similar size and scope, particularly in the areas of engineering, environmental regulations, data communications systems, and security. Stantec provided detailed answers to interview questions regarding its specific approach to project issues and plans to coordinate efforts with stakeholders. The project manager led the team in a detailed team presentation and interview with participation from all key personnel present. The team provided detailed responses to the interview questions.

STV also presented a detailed staffing plan that proposed key personnel and subconsultants with extensive experience in delivering projects through all phases of project development. STV's proposed project team brings a long working history and extensive knowledge of the projects for OCTA. The proposed subconsultants demonstrated experience with projects of similar size and scope. The team responded well to the interview questions.

Owen proposed a qualified team of staff and subconsultants demonstrating recent experience with engineering and design. Owen's project team has worked together in the past to deliver projects that involved multiple project stakeholders. The project manager and other key personnel have relevant experience primarily in the preparation of preliminary design engineering. The entire team provided detailed responses to the interview questions.

#### **Work Plan**

The three firms met the requirements of the RFP, and each firm adequately discussed its approach to the project, identified potential challenges, and presented solutions.

Stantec provided a comprehensive work plan and a detailed schedule that demonstrated understanding of the project needs, as well as technical issues. The firm's work plan identified an efficient project delivery approach through the development of a project management plan that the firm has used successfully in other projects. Stantec's work plan also addressed a detailed quality control/quality assurance process, environmental and community impacts, design standards, and process and engineering limitations. The team also emphasized the importance of communicating and engaging early with project stakeholders and the public.

STV's work plan demonstrated an understanding and an approach to the project that addressed major areas of the scope of work. The plan was very detailed in its description of the tasks and included a comprehensive breakdown of the design elements that would ensure the most efficient design of the facility. STV's work plan also included the importance of engaging project stakeholders and support in public outreach activities.

Owen's work plan was organized and demonstrated a clear understanding of the project that specifically included the use of Crime Prevention Through Environmental Design principles. Owen's selected subconsultants demonstrated an understanding of the requirements of the project during the interview.

### **Procurement Summary**

Based on the evaluation of written proposals, the firms' qualifications, staffing, work plan, and information obtained from the interviews, the evaluation committee recommends the selection of Stantec as the top-ranked firm to prepare the plans, specifications, and estimates for TSOC. Stantec submitted a comprehensive proposal that was responsive to the requirements of the RFP and presented an interview that highlighted the firm's experience, staffing, and the technical approach to the work plan.

### **Fiscal Impact**

The project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs, Account 0051-9017-D3143-0LG, and is funded through Federal Transit Administration and Local Transportation Grant funds.

### ***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-0965 with Stantec, Inc., as the firm to prepare plans, specifications, and estimates for the Transit Security and Operations Center.

***Attachments***

- A. Review of Proposals, RFP 9-0965 Preparation of Plans, Specifications, and Estimates for the Transit Security and Operations Center
- B. Proposal Evaluation Criteria Matrix ("Short-Listed Firms"), RFP 9-0965 Preparation of Plans, Specifications, and Estimates for the Transit Security and Operations Center
- C. Contract History for the Past Two Years, RFP 9-0965 Preparation of Plans, Specifications, and Estimates for the Transit Security and Operations Center

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**Review of Proposals**  
**RFP 9-0965 Preparation of Plans, Specifications, and Estimates for the Transit Security and Operations Center**  
Presented to Transit Committee - November 14, 2019

**4 proposals were received, 3 firms were short-listed, 1 firm is being recommended**

Overall Ranking	Proposal Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	77	<b>Stantec Inc</b> Los Angeles, California	Fuel Solutions Coast Surveying Inc. Diaz-Yourman & Associates Jacobus & Yuang, Inc. Lynn Capouya, Inc. Miyamoto International Inc. PacRim Engineering	Highest-ranked overall firm with 60 years experience in planning and design. Most experienced firm with final design emergency operations type projects. The proposed project manager has relevant education credentials and professional licensing certification. Experienced prime-subconsultant team with long-term partnerships. Provided a comprehensive work plan with a detailed schedule and project management plan. Provided an organized presentation at the interview.
2	73	<b>STV, Inc</b> Irvine, California	Coast Surveying Inc. Earth Mechanics, Inc. FPL & Associates, Inc. Jacobus & Yuang, Inc. LSA Associates, Inc. Lynn Capouya, Inc. Rincon Consultants, Inc. Spectrum ITC Group	Qualified firm with detailed technical proposal and work plan. Firm has relevant experience managing similar type projects. Qualified team with expertise to deliver all tasks required in the scope of work. The proposed project manager is a licensed professional architect in the State of California. Work plan addressed scope of work and elements to ensure an efficient facility design. Responded well to interview questions.
3	70	<b>Owen Group LLP</b> Irvine, California	Cal Vada Surveying Carrier Johnson Cornerstone Studios Faith Group, LLC FPL & Associates, Inc. JR Conkey & Associates MTGL, Inc.  User Centered Design Center RGI Utility Consultants Rigsbee Engineering TAIT & Associates	Professional firm with related design experience. Qualified staff with relevant project experience. Proposed project manager has been with the firm for 15 years. Large number of subconsultants was a concern to evaluation committee. Work plan included Crime Prevention Through Environmental Design principles. Responded to interview questions with a well prepared team.

**Evaluation Panel: (7 members)**

CAMM (1)  
Facilities Engineering (1)  
Metrolink Expansion (1)  
Facilities Maintenance (1)  
Transit Service Planning (1)  
Security & Emergency Preparedness (1)  
California Department of Transportation (1)

**Evaluation Criteria**

Qualifications of Firm  
Staffing And Project Organization  
Work Plan

**Weight Factor**

25%  
40%  
35%

**PROPOSAL EVALUATION CRITERIA MATRIX ("SHORT-LISTED FIRMS")**  
**RFP 9-0965 PREPARATION FOR PLANS, SPECIFICATIONS, AND ESTIMATES FOR THE**  
**TRANSIT SECURITY AND OPERATIONS CENTER**

FIRM: Stantec, Inc.			Weights							Overall Score
Evaluator Number	1	2	3	4	5	6	7			
Qualifications of Firm	4.5	4.5	4.0	3.5	4.0	4.5	4.0	5	20.7	
Staffing/Project Organization	3.5	3.5	4.0	3.5	3.5	3.5	3.5	8	28.6	
Work Plan	4.0	4.0	4.0	3.5	4.0	4.0	4.0	7	27.5	
Overall Score	78.5	78.5	80.0	70.0	76.0	78.5	76.0		77	
FIRM: STV, Inc.			Weights							Overall Score
Evaluator Number	1	2	3	4	5	6	7			
Qualifications of Firm	3.5	4.0	4.0	3.5	4.0	4.0	4.0	5	19.3	
Staffing/Project Organization	3.5	3.5	3.5	3.0	3.5	3.5	3.5	8	27.4	
Work Plan	4.0	4.0	3.5	3.5	3.5	4.0	3.5	7	26.0	
Overall Score	73.5	76.0	72.5	66.0	72.5	76.0	72.5		73	
FIRM: Owen Group LLP			Weights							Overall Score
Evaluator Number	1	2	3	4	5	6	7			
Qualifications of Firm	3.5	4.0	3.0	4.0	3.5	4.0	3.5	5	18.2	
Staffing/Project Organization	3.0	3.5	3.5	4.0	3.5	3.0	3.0	8	26.9	
Work Plan	3.5	3.5	3.0	3.5	3.5	4.0	3.5	7	24.5	
Overall Score	66.0	72.5	64.0	76.5	70.0	72.0	66.0		70	
The Range of Scores for the Non-Short listed Firm was 46 to 57.5										

## CONTRACT HISTORY FOR THE PAST TWO YEARS

### RFP 9-0965 PREPARATION FOR PLANS, SPECIFICATIONS, AND ESTIMATES FOR THE TRANSIT SECURITY AND OPERATIONS CENTER

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Stantec, Inc.</b>						
Contract Type: Contract Task Order	A26006	Rancho Santa Margarita Parkway Traffic Signal Synchronization Project	June 18, 2013	December 31, 2018		\$ 351,749.00
<i>Subconsultants: none</i>						
Contract Type: Contract Task Order	A29009	Bake Parkway Traffic Signal Synchronization Project	June 18, 2013	June 30, 2019		\$ 623,847.42
<i>Subconsultants: none</i>						
Contract Type: Time and Expense	C-1-2601	Construction Management Services for The Orangethorpe Avenue Railroad Grade Separation Project	April 10, 2012	December 31, 2017		\$ 7,466,005.00
<i>Subconsultants:</i>						
<i>Aesco Technologies, Inc.</i>						
<i>Hill International</i>						
<i>Jaconds Engineering Group Inc.</i>						
<i>Simplex Construction Management Inc.</i>						
<i>Ultrasystems Environmental</i>						
Contract Type: Contract Task Order	C-3-1522	Consultant Services to Provide On-Call Transportation Planning and Support Services	September 29, 2013	June 30, 2018		\$ -
<i>Subconsultants:</i>						
<i>Group Delta Consultants, Inc.</i>						
<i>ICF</i>						
<i>Ovenland, Pacific, Cutler, Inc.</i>						
<i>Psomas</i>						
<i>Warner Transportation Consulting</i>						
Contract Type: Contract Task Order	C-5-3228	On-Call Architectural and Engineering Services for Facilities Modification Projects	February 2, 2016	December 31, 2020		\$ 553,563.47
<i>Subconsultants</i>						
<i>Maintenance Design Group</i>						
<i>Miyamoto International</i>						
<i>Glumac</i>						
<i>Jacobus &amp; Young</i>						
<i>Fuel Solutions</i>						
<i>Psomas</i>						
<i>AVS Engineers</i>						
Contract Type: Time and Expense	C-6-1375	Review of Comprehensive Transportation Funding Program Applications	October 4, 2016	January 31, 2019		\$ 50,000.00
<i>Subconsultants: none</i>						
Contract Type: Contract Task Order	C-7-2023	91 Express Lanes Traffic and Revenue Consultants	January 1, 2018	December 31, 2018		\$ 250,000.00
<i>Subconsultants</i>						
<i>WSP</i>						
Contract Type: Firm Fixed Price	C-8-1409	Updates to I-5 Frequency Operational Models	March 22, 2018	December 31, 2018		\$ 47,000.00
<i>Subconsultants</i>						
<i>Counts Unlimited</i>					\$ 2,300.00	

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Contract Type: Time and Expense	C-9-1100	Zero Emmission Bus Rollout Plan	October 16, 2019	June 30, 2020		\$ 150,000.00
<i>Fuel Solutions, Inc</i>						
<i>Jacobus &amp; Young</i>						
<b>Sub Total</b>						<b>\$9,492,164.89</b>
<b>STV, Inc.</b>						
Contract Type: Contract Task Order	C-4-1927	On-Call Architectural and Engineering Services for Facilities Modification Projects	December 9, 2015	November 30, 2020		\$ 537,082.76
<i>Subconsultants:</i>						
<i>Coast Surveying, Inc.</i>						
<i>Diaz Yourman &amp; Associates</i>						
<i>Jacobus &amp; Young, Inc.</i>						
<i>Raymundo Engineering Company, Inc.</i>						
<i>Rincon Consultants, Inc.</i>						
Contract Type: Firm-Fixed Price	C-5-3027	Central Harbor Boulevard Transit Corridor Study	December 5, 2016	January 31, 2018		\$ 640,620.00
<i>Subconsultants:</i>						
<i>Cityworks Design</i>					\$ 46,100.00	
<i>Green Grass Communications</i>					\$ 35,700.00	
<i>HNTB Companies</i>					\$ 55,100.00	
<i>Kittleson &amp; Associates, Inc.</i>					\$ 169,350.00	
<i>VMA Communications, Inc.</i>					\$ 50,860.00	
Contract Type: Firm-Fixed Price	C-6-1108	Preliminary Engineering and Environmental Services for the Transit Security and Operational Center in Anaheim	June 13, 2018	December 31, 2019		\$ 1,085,222.86
<i>Subconsultants:</i>						
<i>Arellano &amp; Associates</i>					\$ 38,524.00	
<i>Coast Surveying, Inc.</i>					\$ 17,452.00	
<i>Hinman Consulting Engineers</i>					\$ 88,043.00	
<i>Jacobus &amp; Yuang, Inc.</i>					\$ 37,761.00	
<i>LIN Consulting, Inc.</i>					\$ 33,315.00	
<i>LSA Associates, Inc.</i>					\$ 299,879.00	
<i>Ninyo &amp; Moore</i>					\$ 26,410.00	
<i>Rincon Consultants, Inc.</i>					\$ 60,290.00	
Contract Type: Firm-Fixed Price	C-9-0969	Consultant Services for Public Transportation Agency Safety Plan	April 4, 2019	July 31, 2020		\$ 149,325.47
<i>Subconsultants: None</i>						
<b>Sub Total</b>						<b>\$ 2,412,251.09</b>
<b>Owen Group LLP</b>						
Contract Type: Contract Task Order	C-5-3227	On-Call Architectural and Engineering Services for Facilities Modification Projects	January 1, 2016	November 30, 2020		\$ 324,029.70
<i>Subconsultants:</i>						
<i>FMG Architects</i>						
<i>Leighton Consulting, Inc.</i>						
<i>Lenax Construction Services Inc.</i>						
<b>Sub Total</b>						<b>\$ 324,029.70</b>





**November 14, 2019**

**To:** Transit Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** OC Streetcar Project Quarterly Update

### **Overview**

The Orange County Transportation Authority is currently implementing the OC Streetcar project. Project updates are provided to the Board of Directors on a quarterly basis. This report provides a project update for the first quarter of fiscal year 2019-20 (July-September).

### **Recommendation**

Receive and file as an information item.

### **Background**

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) and the Harbor Boulevard/Westminster Boulevard intersection in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-route-mile OC Streetcar line involves complex and specialized work, including the installation of embedded track in streets, overhead catenary system to supply power to the vehicles, stops with canopies, bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, changeable message signs, video cameras, a public address system, and ticket vending

machines which will be procured separately. Platforms will be 14 inches high to enable level boarding. Also included are the installations of new traffic signals and transit signal priority at intersections.

The MSF can accommodate up to 15 modern streetcar vehicles and includes Project administration, operations, vehicle maintenance, parts storage, and maintenance-of-way. Secured exterior vehicle storage, including a wye-track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access will also be included.

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the OCTA Board awarded the Project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), which was a significant milestone as it secured \$149 million in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was awarded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. As of the reporting quarter, \$16.36 million dollars has been drawn down on the FFGA.

### ***Discussion***

The following is a status of ongoing OC Streetcar activities.

#### **Construction Activities**

The Notice to Proceed (NTP) with Construction was issued to Walsh on March 4, 2019. Construction activities have commenced throughout the Project, with the focus on construction of the Santa Ana River and Westminster Avenue bridges, the MSF, and relocation of storm drain, sewer, and water systems within the City streets.

Foundations and pier walls for the new 350-foot long bridge across the Santa Ana River were completed, and other major work across the river channel will begin after the rainy season. Bridge approach abutments are being installed outside of the river banks. Foundations for the bridge abutments for the bridge over Westminster Avenue have been installed. Drainage systems are also being installed in preparation for the installation of ballasted track in the Pacific Electric Right-of-Way (PE ROW). On August 12, 2019, the OCTA Board approved a contract change order (CCO) for the removal and disposal of contaminated materials within the Orange County Transit District-Owned PE ROW.

The CCO was necessary in order for Walsh to segregate the contaminated soil from the non-contaminated soil, prepare documentation for the contaminated soil, and haul it to the nearest disposal facilities able to accept that particular hazardous waste.

## **MSF**

Construction of the MSF is critical to the Project schedule as the MSF is needed to accept delivery and conduct final acceptance testing for the eight vehicles being manufactured by Siemens. Grading for the building foundation is ongoing, foundations are being poured, and utility duct work for the plumbing, drainage, and electrical systems is being installed.

## **Utility Relocation**

There are numerous overhead and underground utilities that require relocation to accommodate the Project. Wet utilities (sewer, water, and storm drains) are being relocated by Walsh as part of the construction contract. Sewer relocation on Santa Ana Boulevard from Raitt Street to Bristol Street is complete and is progressing between downtown and the Santa Ana Regional Transportation Center. Trenchless sewer replacement work on 4th Street was completed in September 2019. Water line and storm drain relocations for all of the street-running portions of the Project are also underway.

There are challenges installing storm drains and sewers due to the discovery of utilities that were either not shown on any of the record drawings or shown at different locations or elevations than on the plans. These unforeseen utility conflicts will be addressed under a separate report to be presented to the November 14, 2019 Transit Committee and November 25, 2019 Board Meeting.

Dry utilities (electric, communications, and gas) are being relocated by the owners of these systems. Most of these third-party utility relocations are complete at this time. Remaining work includes Southern California Gas working downtown and east of downtown on Santa Ana Boulevard, a few communications facilities, Southern California Edison removal of underground vaults on Santa Ana Boulevard, and AT&T with one final relocation to be scheduled in January 2020 after a sewer line has been relocated.

## **Vehicle Manufacturing and Delivery**

Final design review commenced for the vehicles in preparation for the start of production. During final design review, comments and revisions are incorporated into a final design review package for OCTA's final review and approval.

In September 2019, vehicle production commenced. The vehicle girders and car shells are the first components to be fabricated for the streetcars. Staff receives weekly reports from OCTA's on-site vehicle inspector to detail production progress, pictures of the work completed, and upcoming production milestones. OCTA and Siemens also conducted all-day workshops to review spare parts, special tools, and vehicle manuals.

On July 22, 2019, the Board awarded a contract to Conduent for integration and engineering services of OCTA's Intelligent Transportation Management System with the streetcar vehicles. After the NTP, coordination commenced between Conduent, OCTA, and Siemens in identifying the space requirements of the Computer Aided Dispatch and Automated Vehicle Location equipment on the vehicle.

Coordination also continued between OCTA, Siemens, and Walsh in the development of the Wheel to Rail Interface Plan that details the integration of the vehicle with the infrastructure, including the tracks, platforms, MSF, and wayside equipment and systems.

#### FTA Update

During the reporting period, OCTA received a letter from Representative Peter DeFazio (D-OR), Chairman of the House Transportation and Infrastructure Committee (Committee) regarding the implementation of the Section 5309 Capital Investment Grant (CIG) Program by FTA. The Committee has been conducting oversight of FTA to "ensure that the FTA is implementing the Section 5309 Program in accordance with congressional intent." At the request of the Committee, OCTA had provided documentation on the Project's application for a FFGA, submitted May 2017, as well as the approval and execution of the FFGA in November 2018. This data, along with information provided by other transit agencies in varying phases of the CIG program, resulted in a memo that summarized the findings of the Committee's oversight of FTA. A key finding in the memo is that "the CIG project approval times more than doubled for projects approved in 2017 and later". The Committee's observation on project delay is consistent with the delay that the Project experienced in getting the FFGA executed with FTA. Representative DeFazio's letter to OCTA and the accompanying memo are provided in Attachment A.

Other key Project updates include:

- Proposals were received in response to the operations and maintenance request for proposals.
- Ongoing coordination with FTA, the City, City of Garden Grove, Orange County Fire Authority, Orange County Flood Control District, and OC Parks.

#### Public Outreach

Outreach activities continue to focus on keeping the community and project stakeholders aware of ongoing construction activities and that all businesses remain open during construction with emails and social media updates.

The biweekly Construction News email looks ahead to general activities along the alignment, as well as segment-by-segment details. In addition to an email to the project database, individual notifications are provided with a door hanger describing the activity in more detail in multiple languages. The emails are available on the project website, and social media channels are used to broaden its availability and awareness.

During this reporting period, the construction on 4<sup>th</sup> Street included trenchless sewer replacement. In order to expedite work in the downtown area, crews worked both daytime and nighttime shifts. Two-block road closures were installed beginning with work between Ross Street and Broadway Street. A two-step notification process was implemented with an initial bi-lingual flyer describing the work activities and a follow-up bi-lingual door hanger with advance notification for the evenings when the new sewer pipe was installed. In addition, outreach staff was available on site during the initial hours of pipe installation to answer any questions or address concerns that the public had. Due to these efforts, no adverse comments were received in person, online, or at the City.

Additionally, OCTA provided twenty posters installed on A-frames placed at the entrances to the downtown parking structures alerting drivers and pedestrians that businesses are open during construction and alternate parking is available.

OCTA outreach staff works proactively with City representatives to monitor community events in the downtown area to assure the contractor is aware and can coordinate activities accordingly.

### Cost and Contingency

The Project cost, as included in the FFGA, remains at \$407.7 million. This includes \$37.96 million in contingency. As of the end of the reporting quarter, \$4,176,045 in contingency has been expended.

### Schedule

Upon issuance of NTP, OCTA issued Walsh two CCOs to perform demolition and removal of contaminated soil, authorized the removal of an undocumented underground storage tank and abandonment of an undocumented water well at the MSF site under a contract allowance. All this work was not anticipated prior to construction. This additional work has impacted the construction schedule to complete the MSF, which is a critical path to accommodate vehicle delivery. The construction management team is performing a time-impact evaluation of all changes to date, along with concurrent Walsh delays on other activities to determine the impact, responsibility, and forward-looking strategies to mitigate the schedule delays.

The current construction schedule status, incorporating these known early delays to date along with modeled future potential risks, indicate the revenue service date could extend to July 2022. The construction management team continues to assess Walsh's progress, track and manage schedule risks, and is actively working with Walsh to identify opportunities to reduce construction time frames on future activities.

### Next Steps

Construction activities in the next quarter are scheduled to include: on-site utilities for the MSF and building foundations; completing abutments and approach fills for the Santa Ana River Bridge; the center pier foundation and abutments for the Westminster Avenue Bridge; preparation for ballasted track installation in the PE ROW; and preparation for the start of in-street embedded tracks. Next steps for vehicles include finalizing remaining design components and continued production of the girder. Upcoming outreach activities include coordination with the construction team and the City regarding sewer and water line replacement in several segments

### ***Summary***

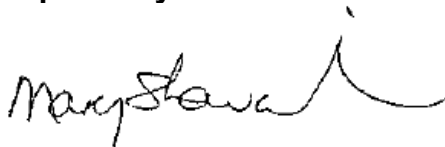
The fiscal year 2019-20 first quarter update on the OC Streetcar project is provided for the Orange County Transportation Authority Board of Directors' review.

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**Attachment**

- A. Letter from Representative Peter DeFazio to Darrell E. Johnson, Chief Executive Officer, Dated August 8, 2019

**Prepared by:**

A handwritten signature in black ink, appearing to read "Mary Shavalier".

Mary Shavalier  
Program Manager  
(714) 560-5856

**Approved by:**

A handwritten signature in blue ink, appearing to read "James G. Beil".

James G. Beil, P.E.  
Executive Director, Capital Programs  
(714) 560-5646



**Committee on Transportation and Infrastructure  
U.S. House of Representatives**

**Washington, DC 20515**

**Peter A. DeFazio**  
**Chairman**

**Sam Graves, MO**  
**Ranking Member**

**Katherine W. Dedrick, Staff Director**

**Paul J. Sass, Republican Staff Director**

August 8, 2019

Darrell E. Johnson  
Chief Executive Officer  
Orange County Transportation Authority  
P.O. Box 14184  
Orange, CA 92863

Dear Mr. Johnson:

As you may recall, the Committee on Transportation and Infrastructure wrote to you earlier this year requesting information on the Capital Investment Grants (CIG) program (Section 5309 of Title 49), most recently reauthorized in the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-94). The Committee has been conducting oversight to ensure that the Federal Transit Administration is implementing Section 5309 in accordance with congressional intent.

On July 16, 2019, the Subcommittee on Highways and Transit held a hearing entitled "Oversight of the Federal Transit Administration's Capital Investment Grant Program." The committee received testimony from the Federal Transit Administration (FTA) Acting Administrator Jane Williams, the President and CEO of the American Public Transportation Association, the Executive Director of the Kansas City Streetcar Authority, and the President and Chief Executive Officer of Lane Construction Corporation on behalf of the American Road & Transportation Builders Association.

The Committee released a memo at the hearing (see enclosure) that summarizes the results of the data provided by FTA and many transit agencies. Your cooperation in providing the data was instrumental in demonstrating challenges in the implementation of the CIG program. The data shows that CIG project approval times more than doubled for projects approved in 2017 and later. The data also showed FTA's changes in the risk assessment process and delays in approving projects have resulted in at least \$845 million in extra costs for transit agencies. These additional costs were generally covered by local dollars, forcing local governments to scramble to pay for federal inaction.

The Committee has also been made aware that transit agencies have felt pressure from FTA staff to seek lower federal shares in order to be approved for a CIG grant. The data provided



Darrell E. Johnson  
August 8, 2019  
Page 2

demonstrates the effect of this pressure; the CIG cost share for New Start projects has dropped over 10 percent in the last two years. At the hearing, I sought to provide clarity to transit agencies and pressed FTA to follow the law on cost share. I asked Acting Administrator Williams to confirm she would sign a New Starts Full Funding Grant Agreement above a 40 percent CIG cost share, which she did.

Thank you for your cooperation in this matter. I hope FTA is a better partner in expanding transit going forward.

Sincerely,



PETER A. DeFAZIO  
Chairman



**Committee on Transportation and Infrastructure**  
**U.S. House of Representatives**  
**Washington, DC 20515**

**Peter A. DeFazio**  
Chairman  
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Katherine W. Dedrick, Staff Director

**Sam Graves**  
Ranking Member  
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Paul J. Sass, Republican Staff Director

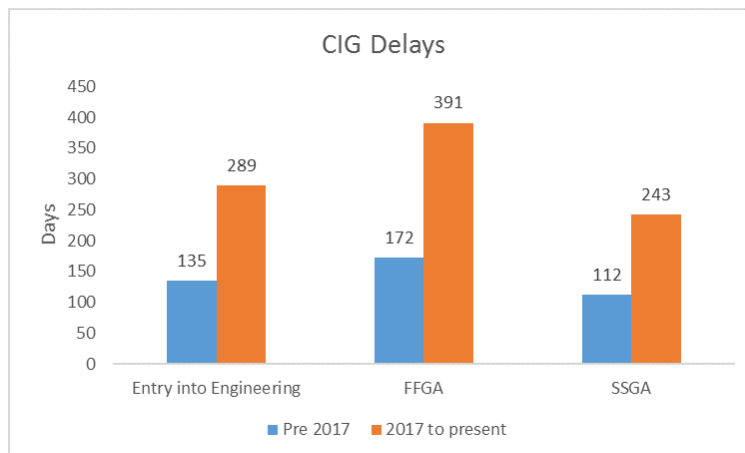
July 16, 2019

**TO:** Members, Subcommittee on Highways and Transit  
**FROM:** Majority Staff, Subcommittee on Highways and Transit  
**RE:** Oversight of the Federal Transit Administration's Capital Investment Grant Program

Transit industry stakeholders have raised concerns about the implementation of the Capital Investment Grant Program (CIG) in recent years, including the slow pace of decision-making and new policy guidance leading to costlier projects and a higher required local cost share. In order to further examine concerns raised with the Committee and to ensure compliance with the law, Chairman DeFazio and Ranking Member Graves sent a bipartisan letter to the Federal Transit Administration (FTA) and dozens of transit agencies on March 8, 2019, seeking “data that will allow us to conduct a quantitative analysis of the CIG program and its operations under the FAST Act.”

The findings below are based on a majority staff review of data provided to the Committee. Results have been consolidated to ensure the identity of individual projects or agencies remain confidential. Analysis of certain project data under the CIG program and the findings, detailed below, corroborate the concerns raised by transit agencies.

**Finding 1: Transit agencies face significantly longer timeframes for decision-making by FTA under this Administration**



Transit agencies have continued to express frustration over the long wait times for project approvals and the lack of clear and timely communication from FTA on the causes of a delay or a timeline for approval. A review of the data confirms significantly longer approval times for decisions under the CIG program by this Administration. The analysis examined the number of days to get approval into Engineering and to execute Full Funding Grant

Agreements (FFGAs) for New Starts projects and Small Starts Grant Agreements (SSGAs) for Small Starts projects.<sup>1</sup>

**The number of days for approval more than doubled under this administration, demonstrating a significant delay in project approval.** These delays affected projects regardless of their size, indicating that the delays had nothing to do with the complexity of projects.

### **Finding 2: FTA actions have resulted in at least \$845 million in extra costs for transit agencies**

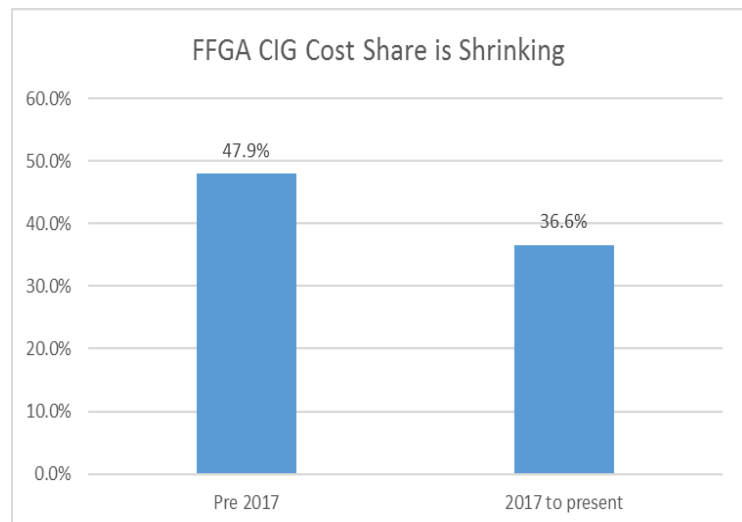
The risk assessment is a third party assessment of the project risks and their effects on the project's timeline and cost estimate. It also calculates the amount of contingency funding that FTA will require the project sponsor to have in order to cover potential cost overruns.

The Committee requested information from transit agencies documenting higher project costs resulting from changes in the risk assessment process and delays in approving projects, and reviewed aggregated data provided by a subset of transit agencies willing to report data. Changing the probability threshold in the risk assessment process from 50 percent to 65 percent added an additional \$650 million to total project costs for these projects. In addition, the data also revealed \$195 million in additional project costs from delays in the approval process.

**In total, the data revealed approximately \$845 million in additional project costs created unnecessarily by FTA actions.** These additional costs were generally covered by local dollars, forcing local governments to scramble to pay for federal inaction. The identified cost overruns do not represent costs for all agencies, only a subset from those willing to report them, and therefore is an incomplete figure.

### **Finding 3: The federal cost share for New Starts projects is shrinking**

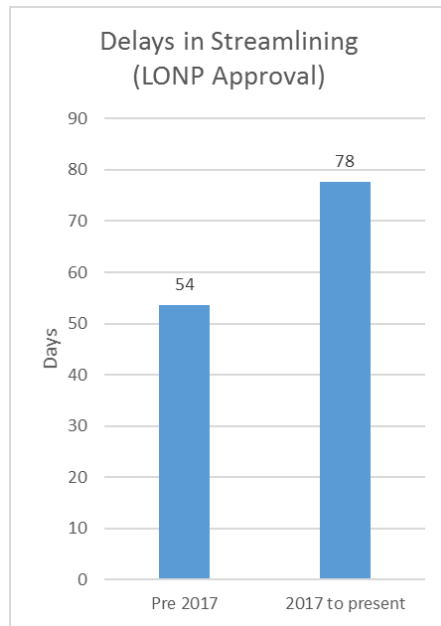
The Committee has also been made aware that transit agencies have felt pressured by FTA staff to seek lower federal shares in order to be approved for a CIG grant. The data provided demonstrates the effect of this pressure; **the CIG cost share for New Start projects has dropped over 10 percent in the last two years.** The data reveals that currently, the average CIG cost share for New Starts projects is 36.6 percent. This is below the arbitrary 40 percent cap that FTA has unofficially communicated to transit agencies should be their cost share goal. This unofficial



<sup>1</sup> Full Funding Grant Agreement, (FFGA) is a multiyear agreement between the federal government and a transit agency that establishes the terms and conditions for federal financial participation, including the maximum amount of federal funding that is committed. A Small Starts Grant Agreement (SSGA), is similar to an FFGA but for a transit project seeking less than \$100 million in a CIG grant and typically commits the funding in a single year.

policy is directly contrary to 49 U.S.C. § 5309(l)(5), which states: “[n]othing in this section [49 U.S.C. § 5309] shall be construed as authorizing the Secretary to require a non-Federal financial commitment for a project that is more than 20 percent of the net capital project cost.”

#### **Finding 4: Project sponsors are waiting longer for approval to use streamlining tools**



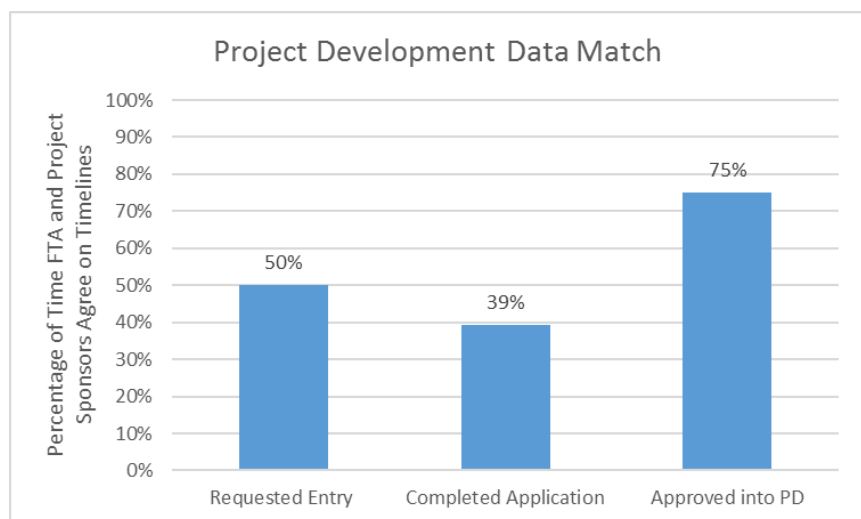
CIG projects move through a lengthy and strenuous process. Upon nearing final project approval, project sponsors may request a Letter of No Prejudice (LONP) to allow them to begin work before final approval on the most time sensitive components of the project. LONPs can lead to significant cost savings and may reduce the potential for schedule delays later in the project.

LONPs are not a commitment of funds, but a cost saving measure and streamlining tool. Given the importance the Administration has placed on streamlining project approvals, expediting LONPs would be logical. **However, committee data shows that the number of days required to approve a LONP rose by 44 percent in the current Administration.**

#### **Finding 5: Transit agencies and FTA are working from different timelines**

A comparison of the data FTA submitted and the data transit agencies submitted revealed large disparities in terms of timelines in the Project Development phase. **The dates provided by FTA and transit agencies matched as little as 39 percent of the time.**

The data shows that FTA and project sponsors are frequently not in agreement on the date a project moves from one phase to the next. This finding raises concerns about a lack of coordination, understanding, and bureaucratic complexities in the CIG program. This finding also supports calls for a CIG program dashboard.



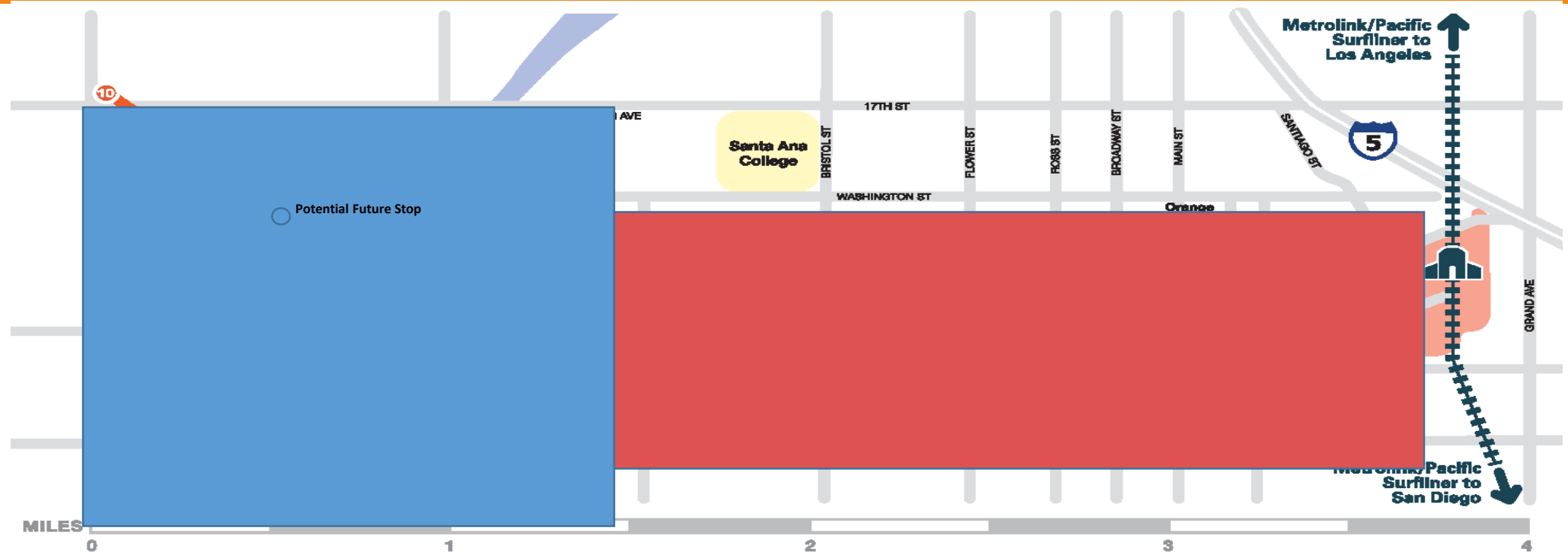
# **OC Streetcar Project Update**

# Background

- Measure M2 Project S – Transit Extensions to Metrolink approved by the Orange County voters in November 2006
- Key Project implementation dates:

Key Milestone	Date	Contract Execution Amount ( in Millions)
Vehicle Contract Award	March 2018	\$51.52
Construction Contract Award	September 2018	\$220.53
Full Funding Grant Agreement Executed	November 2018	\$148.96

# OC Streetcar Features



## Pacific Electric Right-of-Way (ROW)

- Dedicated ROW owned by the Orange County Transportation Authority (OCTA)
- Double-Track, Ties, and Ballast
- Two Bridges-Westminster and Santa Ana River
- Two Gated Crossings-Fairview and 5<sup>th</sup> Street
- Maintenance facility for eight cars west of Raitt Street
- Center Platforms
- Two-Wire Overhead Catenary System (OCS)

## STREET RUNNING

- Traffic Signal Priority
- One-way couplet downtown
  - 4<sup>th</sup> Street Eastbound, Santa Ana Boulevard Westbound
- Embedded Track (Block Rail)
- Side Platforms (except Santa Ana Regional Transportation Center)
- Protected bike lane on Santa Ana Boulevard
- One-Wire OCS with underground feeder



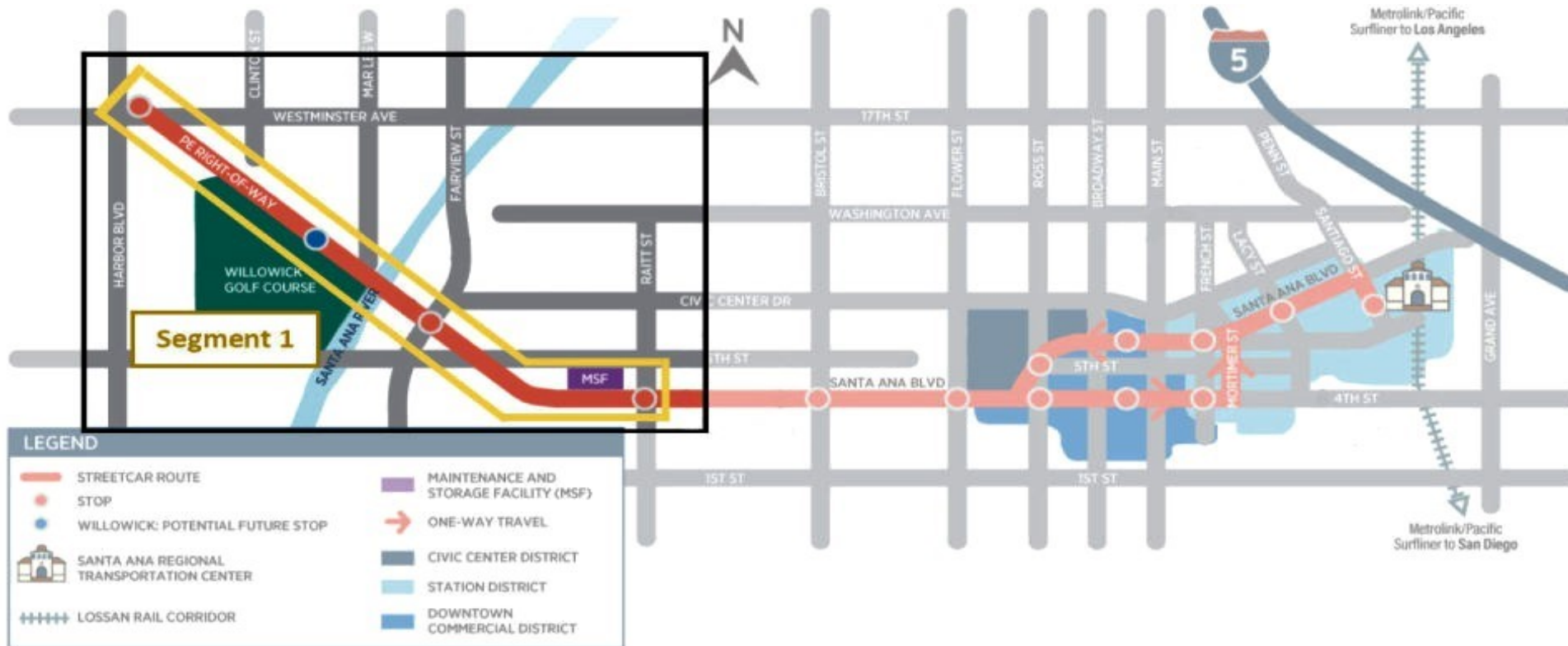
# Santa Ana River Bridge



- Foundations and pier walls for the new bridge across the Santa Ana River were completed



# Construction—Segment 1



- Foundations for the bridge abutments for the bridge over Westminster Avenue have been installed
- Drainage systems are being installed in preparation for the installation of ballasted track in the Pacific Electric Right-of-Way (PE ROW)
- Removal and disposal of contaminated materials within the PE ROW is underway

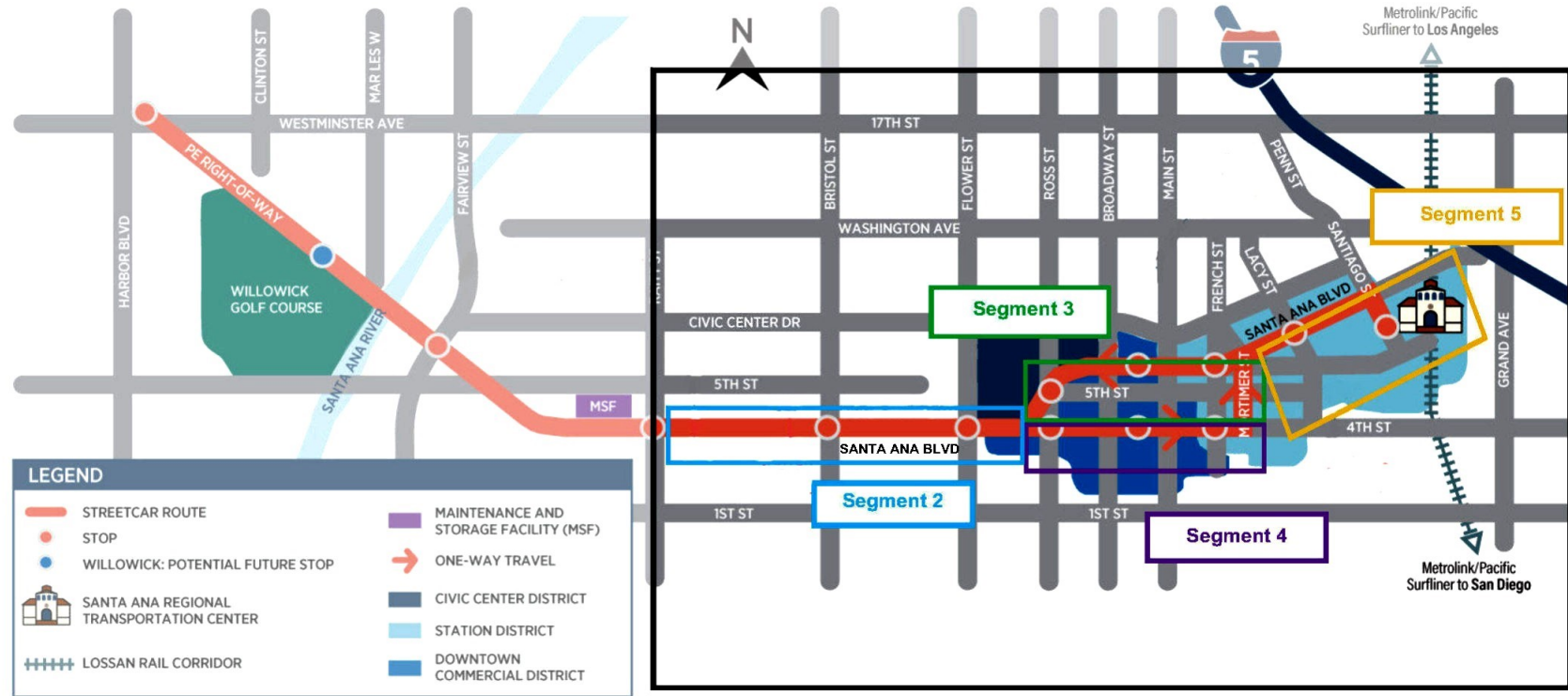
# Maintenance and Storage Facility (MSF)



- Grading for the MSF building foundation is ongoing, foundations are being poured, and utility duct work for the plumbing, drainage, and electrical systems is being installed



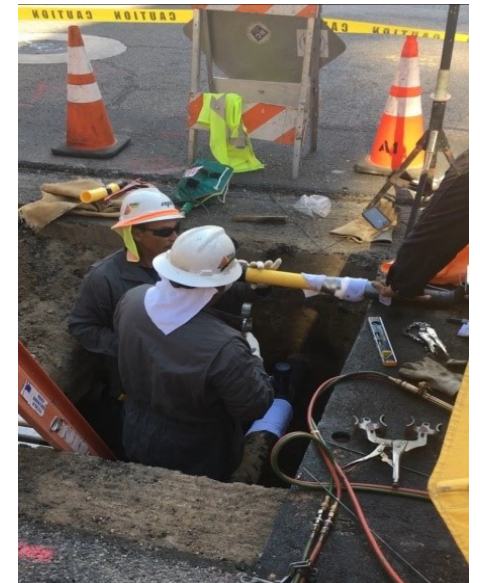
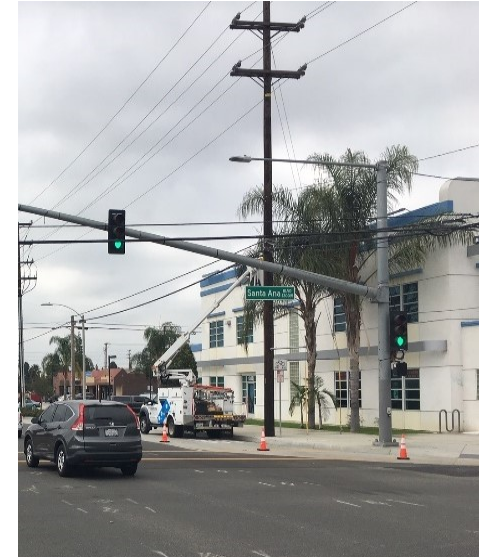
# Construction—Segments 2 through 5



- Wet utilities are being relocated by the streetcar construction contractor: water, sewer, and storm drain
  - Sewer relocation on Santa Ana Boulevard from Raitt Street to Bristol Street is complete
  - Trenchless sewer replacement work on 4th Street is complete
  - Installing sewer lines, waterlines, and storm drains in preparation for track installation late this year

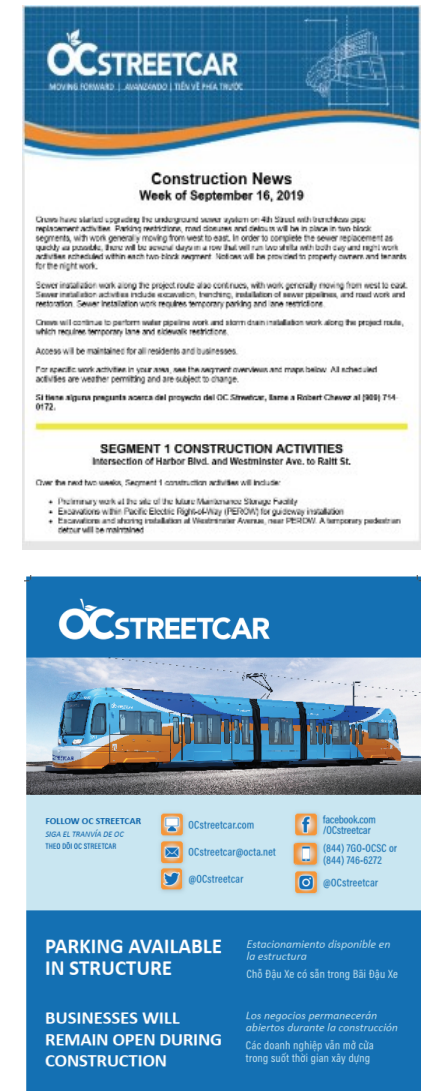
# Third-Party Utility Relocations

- Most third-party utility relocations are complete
- Remaining work includes:
  - Southern California Gas working downtown and east of downtown on Santa Ana Boulevard
  - A few communications facilities requiring relocation
  - Southern California Edison removal of underground vaults on Santa Ana Boulevard
  - AT&T has one final relocation to be scheduled in January 2020 after a sewer line has been relocated



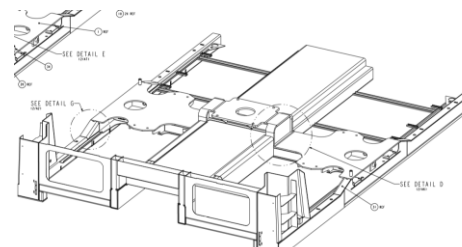
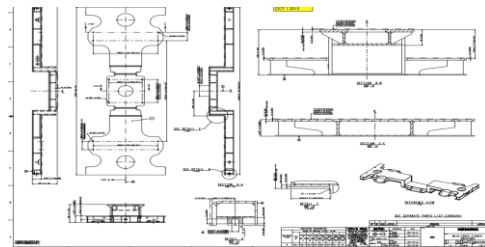
# Outreach

- OCTA installed 20 A-frame posters alerting the public that businesses are open during construction
- Biweekly Construction News emails
  - Segment by Segment details of construction activities
  - Distributed 2,000+ recipients
- Trenchless Sewer Replacement on 4th Street
  - Bilingual door hanger
  - Outreach staff on-site during initial hours of pipe installation to answer questions and concerns
- OCTA outreach staff works proactively with City of Santa Ana representatives to monitor community events in the downtown area to assure the contractor is aware and can coordinate activities accordingly



# Vehicles

- Final design review commenced for the vehicles
- Vehicle production began in September 2019
  - The vehicle girder and car shell are the first components to be fabricated for the streetcars and will be completed for the first vehicle in December 2019
- Coordination was initiated between Conduent, OCTA, and Siemens in identifying the space requirements of the Computer Aided Dispatch and Automated Vehicle Location equipment on the vehicle
- Coordination continues between OCTA, Siemens, and Walsh Construction Company II, LLC in the development of the Wheel to Rail Interface Plan that details the integration of the vehicle with the project infrastructure and track tolerance





# Other key OC Streetcar updates

- Receipt of letter from Representative Peter DeFazio (D-OR), Chairman of the House Transportation and Infrastructure Committee (Committee) regarding implementation of Capital Investment Grant Program
- Operations and Maintenance (O&M) request for proposals. Proposals received July 24, 2019 and currently under review
- Award of O&M contract is anticipated for first quarter 2020
- Ongoing coordination with the Federal Transit Administration, City of Santa Ana, City of Garden Grove, Orange County Fire Authority, Orange County Flood Control District, and OC Parks



# ACCESS

## Vehicle Replacement



# Current Fleet Profile

- 248 22-foot cutaway buses
- 116 due for replacement



Overall Length	22'
Operating Range	275 miles
Seating Capacity	12 seated passengers or 5 wheelchairs
Bumper to Bumper Warranty	1 year / Unlimited - Chassis
Drivetrain Warranty	5 years / 100k miles
Fuel type	Gasoline
Estimated Cost	\$110,000

# GreenPower – EV Star Min-eBus



- Based in Vancouver, Canada; Porterville, California
  - Chassis and Drivetrain made in China
- Deployments
  - Sacramento Regional Transit: 3 + 3 on order
  - City of Porterville: 10
  - San Diego Airport: 2

Overall Length	22' to 24'
Operating Range	Up to 120 miles
Seating Capacity	14 seated passengers 9 seated + 2 wheelchairs
B2B Warranty	1 year / Unlimited - Chassis 5 years / 100k miles
Drivetrain Warranty	5 years / 100k miles
Charge Time (refuel)	Up to 7.5 hours
Estimated Cost	\$247,738

# Lightning Systems – Electric Bus



 Repower  
Available

- Based in Loveland, Colorado
- No transit shuttle bus sales
- Orders for transit vans - Amazon



Overall Length	22' to 24'
Operating Range	Up to 110 miles
Seating Capacity	22 seated passengers or 16 seated + 2 wheelchairs
B2B Warranty	3 years / 36k miles
Drivetrain Warranty	5 years / 60k miles
Charge Time (refuel)	Up to 16.75 hours
Estimated Cost	\$200,000

# Motiv – Epic E-450 Electric Bus



- Based in Foster City, California
- Deployments
  - Google Mountain View, California: 4
  - University of California, Los Angeles: 1
  - School buses: 20

Overall Length	25'
Operating Range	Up to 100 miles
Seating Capacity	22 seated passengers or 16 seated + 2 wheelchairs
B2B Warranty	5 years
Drivetrain Warranty	5 years
Charge Time (refuel)	8 hours
Estimated Cost	\$247,900

# Phoenix Motorcars – Zeus Electric Bus



- Based in Ontario, California
- Deployments
  - City of Redlands, California: 1
  - Austin-Bergstrom Airport: 3 + 3 on order
  - John Hancock/LAZ Parking: 3
  - Procore Campus: 1

Overall Length	22' – 24'
Operating Range	110 miles
Seating Capacity	16 seated passengers or 12 seated + 2 wheelchairs
B2B Warranty	3 years / 36k miles
Drivetrain Warranty	5 years / 60k miles
Charge Time (refuel)	Up to 8.5 hours
Estimated Cost	\$246,493

# Vehicle Specification Comparison - Fleet

Energy Type	Electric	Gasoline	CNG	Propane
Drivetrain conversion	Yes - complete drivetrain	No	Yes - Fuel System	Yes - Fuel System
<b>Operating Range</b>	<b>130 miles</b>	<b>275 miles</b>	<b>195 miles</b>	<b>205 miles</b>
<b>Refueling Time</b>	<b>8-9 hours</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>
Altoona Tested? / Warranty	In-progress / 5 Year	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000
New Infrastructure Needed	Yes	No	Yes	Yes
New Infrastructure Cost	\$3.0 - 5.5M	\$0	\$3.7M 3 year (2007)	\$2.0M
Estimated Vehicle Cost (Base)	\$246,493	\$110,000	\$139,500	\$128,000
Incentives	\$80,000	N/A	N/A	N/A
<b>Vehicles Needed</b>	<b>432</b>	<b>248</b>	<b>248</b>	<b>248</b>
Vehicle Cost				
Infrastructure Estimate				
<b>Total</b>				

# Vehicle Specification Comparison - Fleet

Energy Type	Electric	Gasoline	CNG	Propane
Drivetrain conversion	Yes - complete drivetrain	No	Yes - Fuel System	Yes - Fuel System
<b>Operating Range</b>	<b>130 miles</b>	<b>275 miles</b>	<b>195 miles</b>	<b>205 miles</b>
<b>Refueling Time</b>	<b>8-9 hours</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>
Altoona Tested? / Warranty	In-progress / 5 Year	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000
New Infrastructure Needed	Yes	No	Yes	Yes
New Infrastructure Cost	\$3.0 - 5.5M	\$0	\$3.7M 3 year (2007)	\$2.0M
Estimated Vehicle Cost (Base)	\$246,493	\$110,000	\$139,500	\$128,000
Incentives (HVIP)	\$80,000	N/A	N/A	N/A
<b>Vehicles Needed</b>	<b>432</b>	<b>248</b>	<b>248</b>	<b>248</b>
Vehicle Cost	\$106,484,976	\$27,280,000	\$34,596,000	\$31,744,000
Infrastructure Estimate	\$4,000,000	\$0	\$4,000,000	\$2,000,000
<b>Total</b>	<b>\$110,484,976</b>	<b>\$27,280,000</b>	<b>\$38,596,000</b>	<b>\$33,744,000</b>



# Vehicle Specification Comparison - 116

Energy Type	Electric	Gasoline	CNG	Propane
Drivetrain conversion	Yes - complete drivetrain	No	Yes - Fuel System	Yes - Fuel System
<b>Operating Range</b>	<b>130 miles</b>	<b>275 miles</b>	<b>195 miles</b>	<b>205 miles</b>
<b>Refueling Time</b>	<b>8-9 hours</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>	<b>6-10 minutes</b>
Altoona Tested? / Warranty	In-progress / 5 Year	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000	Yes - 7 Year / 200,000
New Infrastructure Needed	Yes	No	Yes	Yes
New Infrastructure Cost	\$3.0 - 5.5M	\$0	\$3.7M 3 year (2007)	\$2.0M
Estimated Vehicle Cost (Base)	\$246,493	\$110,000	\$139,500	\$128,000
Incentives (HVIP)	\$80,000	N/A	N/A	N/A
<b>Vehicles Needed</b>	<b>253</b>	<b>116</b>	<b>116</b>	<b>116</b>
Vehicle Cost	\$62,362,729	\$12,760,000	\$16,182,000	\$14,848,000
Infrastructure Estimate	\$4,000,000	\$0	\$4,000,000	\$2,000,000
<b>Total</b>	<b>\$66,362,729</b>	<b>\$12,760,000</b>	<b>\$20,182,000</b>	<b>\$16,848,000</b>



# ACCESS Vehicle Replacement

- Conclusion

- Electric vehicle cutaway vehicle market is not mature enough for large orders
- Electric vehicle cutaway vehicles are not Altoona tested
- California Air Resources Board, Innovative Clean Transit Rule - Zero Emission vehicles for paratransit not required until 2026
- Converting to compressed natural gas or propane will require infrastructure upgrades


- Recommendation

- Procure 116 replacement vehicles using current configuration

# Operator Relief Vehicle Replacement



# Current Operator Relief Vehicles (ORVs)

- Operational Need
  - ORVs are used for bus operator relief
  - 55 Vehicles required for 2 bases
- Vehicle Configuration
  - 2012 Honda Civic compressed natural gas (CNG) powered
  - Operating range 190 miles
  - Combined City/Hwy 32 miles per gallon (mpg) 
  - Emissions rating – Partial Zero Emission Vehicle (PZEV)
  - Useful life (UL) 7 years or 100,000 miles
    - UL years met
    - UL miles estimated to be reached mid 2020



# Replacement ORV

- Minimum Specifications
  - Compact 4-door sedan
  - Accommodate 4 adults
  - 200-mile operating range
  - Combined city/highway 32 mpg
- Preferred Specifications
  - Emissions rating PZEV or better
- Analysis Considerations
  - Fuel type
    - Gasoline
    - Electric
    - Hybrid
  - Capital cost
  - Total cost of ownership
  - Basic and powertrain warranties
  - Cost reduction incentives

# 2020 Honda Civic - Gasoline

- ✓ Compact 4-door sedan
- ✓ Accommodates 4 adults
- ✓ 200-mile operating range
- ✓ 32 Combined mpg
  - ✓ 32 mpg
- × Emissions rating PZEV or better
  - × LEV-III SULEV30 (Super Ultra Low)
  - × Environmental Protection Agency (EPA) Smog Rating



# 2020 Toyota Corolla - Gasoline Hybrid





















- ✓ Compact 4-door sedan
- ✓ Accommodates 4 adults
- ✓ 200-mile operating range
- ✓ 32 Combined mpg
  - ✓ 52 mpg
- × Emissions rating PZEV or better
  - × LEV-III SULEV30 (Super Ultra Low)
  - × EPA Smog Rating



# 2019 Chevrolet Bolt – All Electric

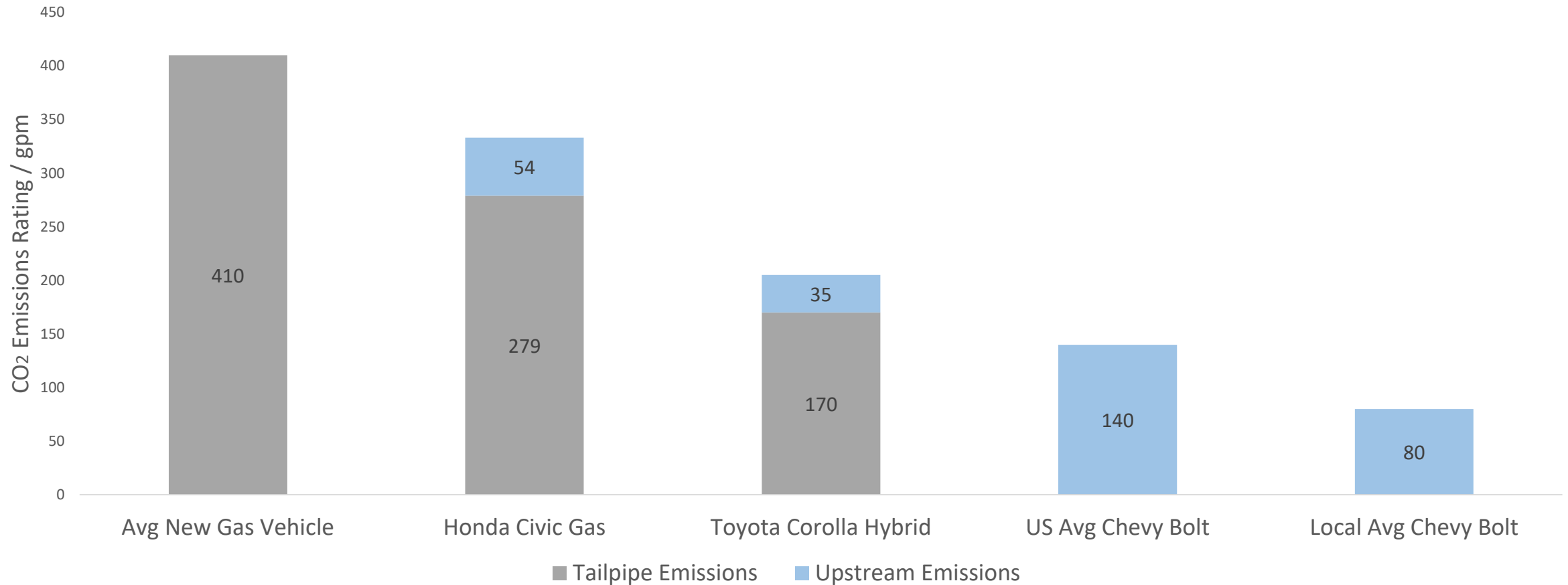
- ✓ Compact 4-door sedan
- ✓ Accommodates 4 adults
- ✓ 200-mile operating range
- ✓ 32 Combined mpg
  - ✓ 119 mpge
- ✓ Emissions rating PZEV or better
  - ✓ ZEV (zero emission vehicle)
  - ✓ EPA Smog Rating



 Compressed Natural Gas Vehicle	 Electric Vehicle	 Hybrid Vehicle Gasoline	 Gasoline Vehicle
			
2012 Honda Civic Natural Gas	2019 Chevrolet Bolt Electric	2020 Toyota Corolla Hybrid	2020 Honda Civic Gasoline
MSRP: \$26,155	MSRP: \$36,620 (\$32,572)	MSRP: \$23,100	MSRP: \$21,650
 <b>31</b> MPGe combined city highway city/highway 3.2 gal/100mi	 <b>119</b> MPGe combined city highway city/highway 28 kWh/100 mi	 <b>52</b> MPG combined city highway city/highway 1.9 gal/100mi	 <b>32</b> MPG combined city highway city/highway 3.1 gal/100mi
<b>Natural Gas</b>  190 miles Total Range	<b>Electricity</b>  238 miles Total Range	<b>Gasoline</b>  593 miles Total Range	<b>Gasoline</b>  397 miles Total Range
Rebates - NO	Rebates - YES (up to \$4500)	Rebates - NO	Rebates - NO
<b>Smog Rating</b>			
			
<b>Emissions Rating</b>			
<b>PZEV</b>	<b>ZEV</b>	<b>LEV-III SULEV30</b>	<b>LEV-III SULEV30</b>









# Greenhouse Gas Emissions



CO<sub>2</sub> – Carbon Dioxide  
Avg – Average  
US – United States  
GPM – grams per mile

# Total Cost of Ownership

	 Electric Vehicle	 Hybrid Vehicle Gasoline	 Gasoline Vehicle
			
	2019 Chevrolet Bolt Electric	2020 Toyota Corolla Hybrid	2020 Honda Civic Gasoline
Total Fleet Capital Cost	\$2,006,435	\$1,422,960	\$1,333,640
Total Fleet Capital Cost After Rebates	-\$187,500	\$0	\$0
	\$1,818,935	\$1,422,960	\$1,333,640
Total Fleet Fuel and Maintenance Cost	\$161,765	\$571,859	\$748,229
<b>Total Cost of Ownership</b>	<b>\$1,980,700</b>	<b>\$1,994,819</b>	<b>\$2,081,869</b>
Basic Warranty	3 years / 36,000 miles	3 years / 36,000 miles	3 years / 36,000 miles
Powertrain Warranty	8 years / 100,000 miles	5 years / 60,000 miles	5 years / 60,000 miles

# Electric Vehicle Infrastructure



## Chargers

- 30 Access Controlled Chargers at each Base for ORVs
- 1 Access Controlled Fast Charger at each Base for ORVs
- 4 Pay Chargers at each Base for employees and visitors

\$80k-100k

## Utility

- Design for 2 Bases
- Electrical Equipment and piping
- Separate Meter

\$500k

## Installation

- 18 Charging Stations
- Wiring to Utility
- Access Controls
- Pay Controls

\$50k-100k

## Estimated Total

\$600k-  
\$700k

SCE Charge Ready Program

VW Settlement



# Recommendation / Next Steps

## Recommendation

- Staff recommends electric vehicle for ORV replacement

## Next Steps

- Transit Committee input
- Initiate Board of Directors approval to release invitation for bids