



**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

**Prepared by:**



George Olivo, P.E.  
Program Manager, Capital Programs  
(714) 560-5872

**Approved by:**



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



Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
(714) 560-5623