



February 6, 2023

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the top right portion of the document.

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for 91 Express Lanes Pavement Management Services

Overview

On September 29, 2022, the Orange County Transportation Authority released a request for proposals for pavement management services, including analysis of the existing pavement conditions and development of a pavement management report with recommendations for pavement preservation on the 91 Express Lanes. Proposals were received and evaluated in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Infrastructure Management Services, LP, as the firm to provide pavement management services on the 91 Express Lanes.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2704 between the Orange County Transportation Authority and Infrastructure Management Services, LP, in the amount of \$349,950, for a five-year term to provide pavement management services for the 91 Express Lanes.

Discussion

The 91 Express Lanes is primarily a four-lane, 18-mile tolled facility located in the median of State Route 91 (SR-91) between State Route 55 (SR-55) in the City of Anaheim and the Interstate 15 (I-15) interchange in Riverside County. The Orange County Transportation Authority (OCTA) owns and operates the 91 Express Lanes from SR-55 to the Orange County/Riverside County Line. Pavement rehabilitation of the 91 Express Lanes within Orange County was last performed in 2016-2017. The pavement condition of the 91 Express Lanes

needs to be evaluated for future pavement maintenance and rehabilitation by qualified pavement personnel that can perform a technical pavement analysis. The analysis will allow OCTA to make appropriate financial and sound engineering decisions concerning pavement life versus rehabilitation options in view of forecasted traffic volumes.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors' (Board)-approved procedures for professional and technical services. Various 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, approach to work plan, as well as cost and price.

On September 29, 2022, Request for Proposals (RFP) 2-2704 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on September 29 and October 3, 2022. A pre-proposal conference was held on October 5, 2022, with three attendees representing two firms. Two addenda were issued to make available the pre-proposal conference presentation and registration sheets, and handle administrative issues related to the RFP.

On October 27, 2022, two proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management, Highway Programs, 91 Express Lanes, Strategic Planning, and Project Development departments met to review the proposals. The proposals were evaluated based on the following evaluation criteria and weightings:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 25 percent
- Work Plan 30 percent
- Cost and Price 20 percent

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 25 percent as the firm should demonstrate experience in performing work of a similar nature. Staffing and project organization was also weighted at 25 percent as the proposed project team will need to demonstrate previous relevant experience in the areas identified in the scope of work, stability with the firm, and sufficient allocation of resources to perform the work. Staff assigned the greatest level of importance at 30 percent to work plan as the proposing firm must demonstrate its understanding of the project requirements and outline its technical approach.

Cost is weighted at 20 percent to ensure OCTA receives value for the services provided.

The evaluation committee reviewed and discussed both proposals based on the evaluation criteria. Both firms are listed below in alphabetical order:

Applied Research Associates, Inc. (ARA)
Ventura, California

Infrastructure Management Services, LP (IMS)
Tempe, Arizona

On December 13, 2022, the evaluation committee conducted interviews with both firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of the project requirements. The firms' key team members presented team qualifications and responded to the evaluation committee's questions. Questions were asked related to critical elements of the project, quality control, and quality assurance processes as well as specific clarification questions related to each firm's proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and adjusted individual scores. IMS remained the top-ranked firm with the higher cumulative score.

Based on the evaluation of the written technical proposals, information obtained from the interviews as well as cost and price, the evaluation committee recommends IMS for consideration of award to provide pavement management services for the 91 Express Lanes. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Both firms demonstrated relevant experience providing pavement management services for various public agencies, including tolling facilities.

IMS was founded in 1985 and has an office located in Tempe, Arizona with 48 employees. IMS is a municipal pavement and right-of-way asset management firm utilizing state of the art data collection and processing technology. The firm's recent experience includes performing pavement condition assessments for Virginia's Department of Transportation (DOT) and Transurban 495 Express Lanes, in addition to performing pavement condition testing on the Illinois Skyway. IMS has also conducted pavement condition surveys on arterial street systems for the cities of Garden Grove, Irvine, Lake Forest, and Santee. IMS will utilize one subconsultant, Quality Engineering Solutions, Inc., (QES) based in the City of Glendale for additional testing

capabilities. IMS noted the firms have recently partnered for projects with the Seattle DOT and the City of Santee.

ARA was founded in 1979 with over 1,500 employees in 50 offices nationwide with a local office in the City of Ventura. ARA works with local, county, state, and federal clients on pavement inspection, testing, and design. The firm's recent experience includes serving as the Illinois Tollway's infrastructure management consultant. Additionally, ARA created a pavement management system for the City of Palm Desert and Riverside County and conducted a pavement condition survey and developed a pavement management system for the Merced County Association of Governments. While ARA does have a range of experience, its proposal lacked detail regarding the proposed key personnel's experience performing work on the projects listed under its previous experience. ARA did not propose to utilize any subconsultants for this project.

Staffing and Project Organization

IMS proposed a project team with extensive experience. IMS' team includes pavement engineers with advanced degrees in addition to other specialty certifications. The proposed project manager has over 12 years of related experience, including managing pavement condition surveys and various testing for the Virginia DOT, Transurban 495 Express Lanes, and the Illinois Skyway. During the interview, the project team's presentation demonstrated an understanding of the 91 Express Lanes and provided an overview of the different aspects of the project. The IMS team highlighted its experience working together on past projects and provided detailed responses to the evaluation committee's questions further demonstrating its understanding of the project. IMS received positive feedback from its references.

ARA proposed an experienced and knowledgeable project team. The proposed project manager has over 27 years of experience and has served as project manager for multiple pavement management projects that include elements of pavement structural testing and friction testing in addition to maintaining project scope, budget, and schedule. The assistant project manager has 15 years of experience in transportation engineering and was proposed to lead completion of the pavement condition impact survey. ARA's organization chart showed the proposed project manager also listed under the quality control and quality assurance (QC/QA) team. Generally, the QC/QA team is independent of other tasks to ensure quality review of data and documentation. During the interview, the team discussed its qualifications and provided an overview of the methodology for completing the project during the presentation. The team members participated in responding to the evaluation committee's questions with detailed responses. ARA received positive feedback from its references.

Work Plan

IMS presented a comprehensive work plan that addressed all the elements of the scope of work. The firm detailed its approach to the different aspects of the project including, project management, data collection and analysis which involves a pavement condition survey, the draft pavement management report (PMR) and pavement management plan (PMP), preparation of the final PMR, and biennial updates to the PMR. IMS detailed a multi-step approach to QC/QA focused in the three major phases of project: planning, project execution, and data delivery. During the interview, IMS described its approach to completing the project and highlighted the capabilities of its fleet of motor vehicles utilized for on-site testing. IMS emphasized that its breadth of resources would allow the project to continue should mobilization be delayed for unforeseen reasons and reiterated its commitment to the project.

ARA presented a work plan that provided a thorough discussion of the required pavement testing and overall process. In addition, ARA discussed its QC/QA process related to data quality and data acquisition. ARA's workplan did not follow the tasks as presented in the scope of work. Additionally, ARA's proposal did not discuss the biennial updates to the pavement management report. During the interview, clarification questions were asked regarding the project organization in relation to QC/QA and scope of work. Although the firm provided clarification, ARA's quality control process specific to document control was not clarified.

Cost and Price

Pricing scores were based on a formula which assigned the higher score to the firm with the lower overall cost, and scored the other proposal based on its relation to the lower cost. IMS' proposed cost was lower than the OCTA project manager's independent cost estimate of \$373,000 and was the lower overall price. IMS' total price is therefore considered fair and reasonable.

Procurement Summary

Based on the evaluation of written proposals, the firms' qualifications, the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of IMS as the top-ranked firm to provide pavement management services for the 91 Express Lanes. IMS delivered a comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2022-23 Budget, 91 Express Lanes, Account No. 0036-7519-B3250-11L, and is funded through 91 Express Lane Revenue.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-2-2704 between the Orange County Transportation Authority and Infrastructure Management Services, LP, in the amount of \$349,950, for a five-year term, for pavement management services for the 91 Express Lanes.

Attachments

- A. Review of Proposals, RFP 2-2704, 91 Express Lanes Pavement Management Services
- B. Proposal Evaluation Criteria Matrix, RFP 2-2704, 91 Express Lanes Pavement Management Services
- C. Contract History for the Past Two Years, RFP 2-2704, 91 Express Lanes Pavement Management Services

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