



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Shawn Nelson
Miguel Pulido
Todd Spitzer
Michelle Steel

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Monday, May 7, 2018 at 10:30 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 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 Steel

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 4)

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 Regional Planning and Highways Committee meeting of April 2, 2018.



3. Cooperative Agreement with the California Department of Transportation for the Transforming Beach Boulevard Study

Carolyn Mamaradlo/Kia Mortazavi

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to provide professional services for the Transforming Beach Boulevard Study.

Recommendation

Authorize the Chief Executive Officer or his designee to negotiate and execute Cooperative Agreement No. C-8-1648, in the amount of \$345,000, in reimbursements from the California Department of Transportation to the Orange County Transportation Authority for professional services for the Transforming Beach Boulevard Study.

4. Cooperative Agreement with the California Highway Patrol for Services Related to the Freeway Service Patrol Program

Patrick Sampson/Beth McCormick

Overview

The Orange County Freeway Service Patrol program is supervised by the California Highway Patrol, in accordance with state law. To ensure adequate supervision and provide dispatch services during hours of operation, approval of a cooperative agreement with the California Highway Patrol is requested to pay for the cost of officer overtime and a full-time dispatcher position.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1553 between the Orange County Transportation Authority and the California Highway Patrol, in the amount of \$476,376, for overtime related to supervision of the Freeway Service Patrol program and to provide for a full-time non-uniformed Public Safety Dispatcher.



Regular Calendar

5. Agreements for Freeway Service Patrol Services

Patrick Sampson/Beth McCormick

Overview

On February 12, 2018, the Board of Directors approved the release of a Request for Proposals for Freeway Service Patrol services for four service areas consisting of 14 peak-hour beats, four midday beats, one weekend beat, and one construction support beat. Offers were received in accordance with Orange County Transportation Authority procurement procedures for professional and technical services. Approval is requested to execute agreements for these service areas.

Recommendations

- A. Approve the selection of California Coach Orange, Inc., to provide Freeway Service Patrol services for Service Areas 2, 4, and 9.
- B. Approve the selection of Beach Town Towing, LLC, doing business as Orange County Motor Club, to provide Freeway Service Patrol services for Service Area 7.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2155 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$13,785,532, to provide Freeway Service Patrol services for Service Areas 2, 4, and 9 from December 1, 2018 through November 30, 2023.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1620 between the Orange County Transportation Authority and Beach Town Towing, LLC, doing business as Orange County Motor Club, in the amount of \$3,146,425, to provide Freeway Service Patrol services for Service Area 7 from December 1, 2018 through November 30, 2023.

Discussion Items

6. Update on Interstate 5 Improvement Project from Interstate 405 to State Route 55

Jeannie Lee/James G. Beil

Staff will provide a project update.



7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, June 4, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Shawn Nelson
Michelle Steel

Staff Present

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

Committee Members Absent

Miguel Pulido
Todd Spitzer

Call to Order

The April 2, 2018 regular meeting of the Regional Planning and Highways Committee was called to order by Committee Chairman M. Murphy at 10:30 a.m.

Pledge of Allegiance

Director Nelson led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 9)

2. Approval of Minutes

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to approve the minutes of the Regional Planning and Highways Committee meeting of March 5, 2018.

Board Chairwoman Bartlett abstained due to not being present at the March 5, 2018 Regional Planning and Highways Committee meeting.



MINUTES

Regional Planning and Highways Committee Meeting

3. Amendment to Agreement for Additional Design Services for Interstate 5 Improvement Project from South of Alicia Parkway to El Toro Road

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-4-1426 between the Orange County Transportation Authority and TRC Solutions, Inc., in the amount of \$949,605, for additional design services for the Interstate 5 Improvement Project from south of Alicia Parkway to El Toro Road. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$8,569,287.

4. Agreement for Right-of-Way Clearance Services for the Interstate 5 Far North Widening Project in the City of Anaheim

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2115 between the Orange County Transportation Authority and OFRS, Inc., the lowest responsive, responsible bidder, in the amount of \$62,475, for right-of-way clearance services for the Interstate 5 Far North Widening Project in the City of Anaheim.

5. Interstate 5 (Avenida Pico to San Diego County Line) Project Status Update

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to receive and file as an information item.

6. Fiscal Year 2018-19 Measure M2 Eligibility and Countywide Pavement Management Plan Guidelines and City of Placentia's Maintenance of Effort Benchmark

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Approve the fiscal year 2018-19 Measure M2 Eligibility Guidelines.
- B. Approve the proposed revisions to the Countywide Pavement Management Plan Guidelines.
- C. Approve the City of Placentia's maintenance of effort benchmark adjustment for the fiscal year 2017-18 eligibility cycle.



7. 2018 State Transportation Improvement Program Update

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Authorize the use of up to \$7.372 million in Surface Transportation Block Grant funds for the Interstate 5 improvements from Interstate 405 to State Route 55.
- B. Authorize an exchange of Measure M2 funds between three segments of the Interstate 5 Improvement Project.
 - Decrease Measure M2 funds by \$11 million for the Interstate 5 improvements from Alicia Parkway to El Toro Road,
 - Increase Measure M2 funds by \$9.1 million for Interstate 5 improvements from State Route 73 to Oso Parkway, and
 - Add Measure M2 funds for \$1.9 million for the Interstate 5 improvements from State Route 73 to El Toro Road Landscaping.
- C. Direct staff to work with the California Transportation Commission to deliver projects based on the existing project schedules.
- D. 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.

8. Amendment to the Master Plan of Arterial Highways

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to:

- A. Approve an amendment to the Master Plan of Arterial Highways for the following:
 - Reclassify Esperanza Road, between Imperial Highway and the Fairmont Boulevard Connector, from a major (six-lane, divided) to a primary (four-lane, divided) arterial;
 - Reclassify Fairmont Boulevard Connector, between Esperanza Road and Fairmont Boulevard, from a major (six-lane, divided) to a primary (four-lane, divided) arterial;
 - Reclassify Los Patrones Parkway, between Chiquita Canyon Road to Cow Camp Road, from a primary (four-lane, divided) to secondary (four-lane, undivided) arterial; and



MINUTES

Regional Planning and Highways Committee Meeting

8. (Continued)

- Add Los Patrones Parkway, south of Oso Parkway to Chiquita Canyon Road, as a secondary (four-lane, undivided) arterial.

The proposed amendment will become final, contingent upon the Orange County Transportation Authority receiving documentation that the County of Orange and City of Yorba Linda have amended their respective general plans and have complied with the requirements of the California Environmental Quality Act.

If the original proposed Master Plan of Arterial Highways amendment is modified as a result of the California Environmental Quality Act and/or general plan amendments processes, the modified Master Plan of Arterial Highways amendment shall be returned to the Orange County Transportation Authority's Board of Directors for consideration.

- B. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act in support of the amendment to the Master Plan of Arterial Highways.
- C. Receive and file a status report on active Master Plan of Arterial Highways amendments.

9. SB 1 (Chapter 5, Statutes of 2017) Programs Update

A motion was made by Director Nelson, seconded by Board Chairwoman Bartlett, and declared passed by those present, to receive and file as an information item.

Regular Calendar

10. Interstate 405 Improvement Project Update

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Jeff Mills, Program Manager, Capital Programs, who provided a PowerPoint presentation for this item as follows:

- Project Location and Key Features;
- Project Travel Time Benefits;
- Background;



10. (Continued)

- Groundbreaking Ceremony;
- Construction Update;
- Additional Updates;
- Preliminary Bridge Construction Timeline;
- Ongoing Community Outreach;
- New Project Videos; and
- Recent and Next Steps.

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

11. 2018 Long-Range Transportation Plan Update

Darrell E. Johnson, CEO, provided opening comments and reported that initial model results were presented to the Committee in February 2018, and at that time, staff committed to return in April with an update. He reported that today's update is specifically related to express lanes and high-occupancy vehicle (HOV) performance.

Mr. Johnson, CEO, introduced Kurt Brotcke, Director of Strategic Planning, and Greg Nord, Principal Transportation Analyst, Strategic Planning, and Manager for the Long-Range Transportation Plan. Mr. Brotcke provided a PowerPoint presentation for this item as follows:

- Trend 2040 – Results;
- Federal Performance Standards;
- Trend 2040 – HOV 2+ vs HOV 3+;
- Southern California Existing Express Lanes;
- Planned Regional Express Lanes;
- Planned California Department of Transportation (Caltrans) Express Lanes;
- Planned Express Lanes – Orange County Focus;
- Managed Lanes Analysis;
- Managed Lanes Analysis – Summary; and
- Next Steps.



11. (Continued)

A discussion ensued regarding:

- Los Angeles County and Caltrans are currently pursuing the proposed regional express lanes projects (as reflected on Slide 6 of the PowerPoint).
- The Los Angeles County Metropolitan Transportation Authority, along with Caltrans, is advancing high-occupancy toll lanes along Interstate 105.
- Travel demand model used has very detailed demographic projects, and California State University, Fullerton (CSUF), is Orange County Transportation Authority's (OCTA) historic producer of these projections.
- OCTA has not engaged with Chapman University or other universities to this level of model detail.
- Demographic projections are adopted by the Orange County Council of Governments to ensure consensus on the projections.
- Need for further public input and outreach as part of any future transportation planning process was emphasized.
- Numerous discussions regarding pricing on the system have taken place, today's recommendation was drafted to focus on understanding that the assumptions are not project-related in the long term,
- Robust discussions will take place in the summer when the public review of the plan takes place.

A motion was made by Committee Vice Chair Delgleize, seconded by Board Chairwoman Bartlett, and declared passed by those present, to direct staff to assume priced managed lanes within the Trend 2040 scenario, recognizing that further study, interagency coordination, and public outreach are required as part of future planning efforts.

Discussion Items

12. Executive Officer's Report

Darrell E. Johnson, CEO, reported that:

- Last Thursday, OCTA hosted a completion event for the Interstate 5 South Improvement Project and he, along with Board Chairwoman Bartlett, Board Vice Chairman Shaw, and Director Donchak were in attendance. This concluded four years of construction on a Measure M2 project. OCTA has now completed 12 of the 27 segments promised under Measure M2. Mr. Johnson, CEO, expressed his thanks to the cities that were most affected (San Juan Capistrano, Dana Point, and San Clemente) for their patience during the last four years.



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12. (Continued)

- Today kicks-off the home baseball season for the Angels, and OCTA is proud to partner with Metrolink and the Angels baseball team for the Angels Express. The Angels Express train will be in service this evening, and a planned celebration and kickoff event will be held this Friday, at 4:00 p.m., at the Laguna Niguel/Mission Viejo Metrolink Station. Trains will be departing at 4:07 p.m. and 5:55 p.m., and there will be representatives from the Angels Strike Force team, as well as former Angels team players.

13. Committee Members' Reports

Board Chairwoman Bartlett reported that she took the Interstate 5 carpool lane to Avenida Pico in San Clemente and the traffic moved much faster. She is looking forward to the difference the Interstate 405 Improvement Project will make with the additional general purpose lane and two express lanes. She believes this will make a significant improvement for commuters.

14. Closed Session

A Closed Session was not conducted at this meeting.

15. Adjournment

The meeting adjourned at 11:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, May 7, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Olga Prado
Assistant Clerk of the Board

Mark A. Murphy
Committee Chairman



May 7, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the Transforming Beach Boulevard Study

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to provide professional services for the Transforming Beach Boulevard Study.

Recommendation

Authorize the Chief Executive Officer or his designee to negotiate and execute Cooperative Agreement No. C-8-1648, in the amount of \$345,000, in reimbursements from the California Department of Transportation to the Orange County Transportation Authority for professional services for the Transforming Beach Boulevard Study.

Background

Beach Boulevard is a key north-south state highway operated by the California Department of Transportation (Caltrans). It generally carries daily traffic volumes between 26,000 and 83,000. The corridor is approximately 21 miles in length and traverses ten distinct local jurisdictions in Orange County and Los Angeles County. The 2010 Central County Corridor Major Investment Study recommended the Beach Boulevard corridor be further studied as part of the locally-preferred strategy (LPS). This was in recognition that additional widening and intersection grade separations may prove to be challenging to implement. Therefore, the LPS included an arterial corridor feasibility study for Beach Boulevard to further evaluate potential improvements to north/south mobility.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with Caltrans, is conducting the Transforming Beach Boulevard Corridor Study (Study).

The Study will identify multi-modal transportation options to enhance regional mobility and complement existing and planned land use along the corridor. Examples of preliminary objectives will include, but not be limited to:

- Improve multi-modal accessibility for existing and emerging major trip generators;
- Improve connectivity between existing and planned transportation hubs (e.g., transit stations, regional bikeways, etc.) and major trip generators;
- Add or enhance pedestrian, bicycle, and transit infrastructure, including enhanced safety features for pedestrians and bicyclists, improved access and facilities for non-vehicular facility users, and enhanced bus movement and amenities;
- Add or enhance intelligent transportation systems treatments, including traffic management strategies and traveler information strategies, etc.;
- Optimize the utilization and capacity of parallel arterial roadway facilities; and
- Provide for regional mobility and assess capacity needs along the corridor.

The Study will be based on a collaborative corridor planning process in coordination with Caltrans and the following local jurisdictions: Anaheim, Buena Park, Fullerton, Garden Grove, Huntington Beach, La Habra, Stanton, Westminster, and the County of Orange. Current transportation deficiencies will be evaluated, as well as barriers that restrict multimodal use of the corridor. Refined alternative strategies will be molded into a long-range strategic vision that can be carried forward into subsequent project development processes.

There are also concurrent efforts to revitalize the corridor being led by the Renew Beach Boulevard Coalition (Coalition). The Coalition is comprised of elected officials and technical staff from agencies along the corridor. The focus of the Coalition has been on encouragement and educational activities to promote livable and healthy communities. The Study will complement these efforts by focusing on mobility planning for a comprehensive multi-modal transportation vision.

OCTA and Caltrans will be administering the Study in partnership. Caltrans has been awarded state planning and research grant funds for the Study and will reimburse OCTA to provide project management services that include procuring consultant services and managing the consultant contract. OCTA and Caltrans propose to enter into a cooperative agreement to define the specific roles and funding responsibilities for each agency with regard to conducting the Study.

Caltrans will be providing \$345,000 in grant funds. OCTA will match these funds with up to \$100,000 in state planning, programming, and monitoring (PPM) funds towards conceptual design, transportation analyses, and reporting. Additionally, through separate contracts, OCTA will lead the community outreach and traffic modeling efforts.

Fiscal Impact

The Study is included in OCTA's Fiscal Year 2018-19 Proposed Budget, Strategic Planning Division, Account 1531-7519-A4461-10X, and is funded with \$445,000 in local and state PPM funds. Caltrans will reimburse OCTA for these funds with state planning and research grant funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer or his designee to negotiate and execute Cooperative Agreement No. C-8-1648, in the amount of \$345,000, in reimbursements from Caltrans to OCTA for professional services for the Study.

Attachment


None.

Prepared by:



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Approved by:



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



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



May 7, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Highway Patrol for Services Related to the Freeway Service Patrol Program

Overview

The Orange County Freeway Service Patrol program is supervised by the California Highway Patrol, in accordance with state law. To ensure adequate supervision and provide dispatch services during hours of operation, approval of a cooperative agreement with the California Highway Patrol is requested to pay for the cost of officer overtime and a full-time dispatcher position.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1553 between the Orange County Transportation Authority and the California Highway Patrol, in the amount of \$476,376, for overtime related to supervision of the Freeway Service Patrol program and to provide for a full-time non-uniformed Public Safety Dispatcher.

Discussion

The Orange County Service Authority for Freeway Emergencies (SAFE) operates Freeway Service Patrol (FSP) in coordination with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP).

Caltrans' role includes:

- Developing and administering state annual funding for FSP
- Conducting special studies in support of cost-effective operations
- Collection of statewide performance measure data

CHP's role includes:

- Supervising FSP field operations
- Training FSP personnel as necessary
- Conducting background investigations
- Performing real-time dispatching for FSP
- Developing standard operating procedures for FSP

Caltrans provides funding to CHP through the State Highway Account (SHA) for FSP supervision and training. The amount of funding is limited and currently funds three CHP officers in Orange County. To ensure adequate supervision and the provision of mandatory training, the Orange County Transportation Authority (OCTA) has regularly entered into agreements with CHP to pay for officer overtime related to activities during operational hours of FSP. These operational hours are Monday through Friday from 6:00 a.m. to 10:00 p.m., and Saturday and Sunday from 9:00 a.m. to 5:30 p.m. The proposed cooperative agreement includes 800 hours of overtime per year for fiscal years (FY) 2018-19, 2019-20, and 2020-21. CHP will provide OCTA with reports of overtime worked, including the reason for the overtime. OCTA will reimburse CHP for actual overtime worked by CHP officers necessary to provide supervision during FSP operating hours. Overtime cost is estimated to be \$205,432 for the three-year period.

On May 14, 2012, the OCTA Board of Directors authorized funding a full-time non-uniformed public safety dispatcher in accordance with guidelines for Measure M2 (M2) Project N funding as presented in Attachment A. Public safety dispatchers are non-uniformed personnel who transmit calls to FSP operators, serve as the link between FSP operation and CHP traffic officers, and monitor FSP operator location during assists and breaks. As new FSP programs began in other areas of the state and SHA funding stayed at the same level, Orange County's CHP support decreased from three full-time officers and one full-time public safety dispatcher to three full-time officers and one 20-hour per week public safety dispatcher. As a result, the Orange County FSP program no longer has a dedicated dispatcher during peak-hour service to facilitate efficient operations. All FSP radio calls are answered as a third priority behind 911 and CHP patrol officer calls.

During peak-hour service, 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., there are 34 FSP vehicles providing service. To ensure that FSP operators have the dispatch support needed to provide efficient congestion relief service during the most congested commute hours, staff proposes to continue to fund a full-time dedicated public safety dispatcher with M2 Project N funds. This position will

give priority to FSP dispatch duties. The cost of a full-time public safety dispatcher is estimated to be \$270,944 for the three-year period.

The costs for CHP overtime and a public safety dispatcher are consistent with the Comprehensive Business Plan, and funding is available for these services.

Fiscal Impact

The costs for the public safety dispatcher and CHP officer overtime are included in the OCTA Proposed FY 2018-19 Budget, Motorist Services Department – Service Authority for Freeway Emergencies Fund, Account 0013-7629-FN001-AVW and is funded through M2 Local Transportation Authority.

Future year costs will be included in the FY 2019-20 and 2020-21 budgets.

Summary

Based on the information provided, staff recommends execution of Cooperative Agreement No. C-8-1553 with CHP, in the amount of \$476,376, for overtime related to supervision of the FSP program and to provide for a full-time non-uniformed public safety dispatcher.

Attachment

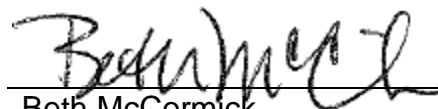
- A. Renewed Measure M Project N Guidelines, Freeway Service Patrol Project

Prepared by:



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Renewed Measure M Project N Guidelines

Freeway Service Patrol Project

Overview

The Renewed Measure M (M2) Freeway Program includes funding for Freeway Service Patrol (FSP) as Project N. FSP is a traffic congestion management program designed for the rapid removal of motorists' disabled vehicles from traffic lanes and shoulders, as well as timely response to accidents and other incidents that require removal of debris on the freeways. When M2 was presented to the voters, FSP operated during peak commute hours Monday through Friday. Project N provides \$150 million (in 2006 dollars) to assure this basic level of service through 2041 and permits service hours to be extended as demand and congestion levels increase.

Objectives

- Maintain basic levels of service through 2041
- Increase service levels throughout the week days and on weekends as demand and congestion levels increase

Eligible Expenditures

- Maintain existing service levels. As other revenue sources decline and operating costs increase, Project N funds may be used to maintain the current level of FSP service, including the operation of 34 peak hour service beats, five midday service beats, and two weekend service beats.
- Operate new FSP service beats. Project N funds may be used for contracted towing service; radio and mobile data devices, maintenance supplied by the Orange County Transportation Authority; and supplies associated with the new service. New peak hour, midday, late evening, and weekend service may only be added following a benefit cost analysis resulting in a minimum three to one ratio, meaning that for every dollar invested into FSP service, three dollars of congestion relief is realized.
- Provide FSP service for M2 freeway program of projects. Project N funds may be used, as needed, to pay for the cost of FSP service, on freeway construction projects within the M2 freeway program.
- California Highway Patrol (CHP) supervision. Three CHP officers currently supervise FSP operations, conduct background checks, and train FSP operators. FSP operates from 6:00 a.m. to 10:00 p.m., Monday through Friday, and from 9:00 a.m. to 5:30 p.m., Saturday and Sunday. Project N funds can be used to contract for services of an additional officer and/or pay for overtime to assure that all service hours are appropriately supervised.
- CHP dispatch. Currently, the State of California funds a dispatch position at 20 hours per week for FSP. This level of service is supplemented by dispatchers responsible for 911 calls resulting in FSP being the last priority. Consequently, these delays affect FSP's efficiency. Project N funds can be used to contract for services of an additional dispatcher to assure that FSP calls are prioritized during the hours of heaviest congestion.



May 7, 2018

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreements for Freeway Service Patrol Services

Overview

On February 12, 2018, the Board of Directors approved the release of a Request for Proposals for Freeway Service Patrol services for four service areas consisting of 14 peak-hour beats, four midday beats, one weekend beat, and one construction support beat. Offers were received in accordance with Orange County Transportation Authority procurement procedures for professional and technical services. Approval is requested to execute agreements for these service areas.

Recommendations

- A. Approve the selection of California Coach Orange, Inc., to provide Freeway Service Patrol services for Service Areas 2, 4, and 9.
- B. Approve the selection of Beach Town Towing, LLC, doing business as Orange County Motor Club, to provide Freeway Service Patrol services for Service Area 7.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2155 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$13,785,532, to provide Freeway Service Patrol services for Service Areas 2, 4, and 9 from December 1, 2018 through November 30, 2023.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1620 between the Orange County Transportation Authority and Beach Town Towing, LLC, doing business as Orange County Motor Club, in the amount of \$3,146,425, to provide Freeway Service Patrol services for Service Area 7 from December 1, 2018 through November 30, 2023.

Discussion

The Orange County Freeway Service Patrol (FSP) is a traffic congestion management program designed for the rapid removal of disabled vehicles from traffic lanes and shoulders, as well as timely response to accidents and other incidents that require removal of debris on the freeways. FSP began providing peak-hour service (6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.) along Orange County freeways in November 1992.

FSP service on Orange County's freeway system is divided into ten areas (excluding construction zones), which are called service areas. Service areas are further divided into beats. There are three to five peak-hour beats per service area, for a total of 34 beats that are covered during the peak service hours. Two extended-hour beats will be added as part of this procurement using funds that are available through Senate Bill 1 (SB1) for new service. The extended-hour beats will provide overlapping peak hour service and midday service on State Route 57 (SR-57) and on State Route 91 (SR-91) from SR-57 to Green River Drive from 5:30 a.m. to 7:30 p.m.

Five midday beats (10:30 a.m. to 2:30 p.m.) were added in 2007, two additional midday beats were added in 2012 to cover congested areas of the freeway and major interchanges, and one midday beat was added in 2015 to cover the West County Connector interchange area. One midday beat will be converted to an extended-hours beat to provide overlapping peak hour service and midday service on SR-57 from 5:30 a.m. until 7:30 p.m. using SB1 funds that are available for new service.

Weekend service (10:30 a.m. to 7:00 p.m.) is operated on Interstate 5 (I-5) in south Orange County, on SR-91 through Anaheim Canyon, and on State Route 22 through the I-5 and SR-57 interchanges. FSP service is also provided during non-peak hours (10:00 a.m. to 3:00 p.m. and 7:00 p.m. to 10:00 p.m.) in certain construction zone areas. Service areas and hours of operation are detailed in Attachment A.

In Orange County, FSP is a partnership between the California Department of Transportation (Caltrans), California Highway Patrol (CHP), and the Orange County Transportation Authority (OCTA). Private tow truck companies operate the service under contract with OCTA. Each tow truck operator patrols an assigned beat during service hours, stopping to assist motorists. The operator offers assistance such as changing a flat tire, a free gallon of gas, or taping a coolant hose. Any such assistance is to be completed within ten minutes. If assistance cannot be completed within the allotted time, the tow truck operator will tow the vehicle off the freeway to a CHP-designated drop zone. All FSP service is provided without charge to the motorist, with an average of 5,500 assists provided monthly. The FSP is funded through a combination of state and

local funds, consisting of funding from the State Highway Account through Caltrans, a \$1 fee on registered vehicles that supports the call box program and other motorist aid services, and Measure M2. Additional funding for FSP service became available in fiscal year (FY) 2017-18 through the passage of SB1. SB1 funds provide additional (inflation relief) funding for existing service and new-start funds for new or expanded service. This award includes two additional service beats funded with SB1 new-start funds. With the addition of the new SB1-funded service beats, the agreements include four service areas consisting of 16 peak-hour beats, five midday beats, one weekend beat, and one construction support beat.

Contracts for the ten FSP service areas are generally staggered such that no more than half of the service areas are awarded at one time. Information on which firms currently provide service on the different FSP service areas is included in Attachment A.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for professional and technical services. 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, and a fair and reasonable price structure.

On February 12, 2018, the Board authorized the release of Request for Proposals (RFP) 7-2155, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on February 13 and 19, 2018. A pre-proposal conference was held on February 20, 2018 and was attended by eight firms. One addendum was issued to post the pre-proposal conference registration sheets and for administrative changes to the RFP.

On March 12, 2018, five proposals were received. Two firms submitted proposals for all service areas; other firms submitted for one or two service areas. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Motorist Services, and Maintenance departments, as well as external representatives from CHP and San Bernardino County Transportation Authority, met to review all proposals received. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

-
- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 30 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 15 percent |
| • Cost and Price | 30 percent |

Several factors were considered in developing the evaluation criteria weights. FSP contractors must meet stringent state and local guidelines in order to operate as an FSP provider. To ensure these standards are met, qualifications of the firm are weighted at 30 percent. Cost and price are also weighted at 30 percent, as it is important for the proposing firms to show their competitiveness in pricing to accomplish the requested services. Staffing and project organization was assigned 25 percent because the service patrol operator's ability to comply with state and local guidelines and remain in good standing are critical to successfully fulfilling the requirements set forth for the FSP program. The service being sought is so highly regulated by Caltrans and the CHP, that there is little to no ability for an FSP provider to deviate from the scope of services. As a result, the work plan has been assigned the lowest weight at 15 percent.

On March 22, 2018, the evaluation committee evaluated all five proposals, first evaluating the technical proposals by reviewing the (1) qualifications of firms; (2) staffing and project organization; and (3) work plan. Based on the total scores of the technical evaluation criteria for each proposal, a short-list of firms was developed. The evaluation committee conducted interviews with the following short-listed firms specified in alphabetical order:

Firm and Location

California Coach Orange, Inc. (Cal Coach)
Orange, California

Beach Town Towing, LLC, doing business as Orange County Motor Club
(OCMC)
Irvine, California

Team A&B, Inc., doing business as A&B Towing (A&B)
Costa Mesa, California

Interviews were conducted at each firm's facility and consisted of a facility tour followed by a presentation to demonstrate the firms' knowledge and understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. After the interviews, the evaluation committee met to complete the evaluation. The sealed envelopes

submitted with proposals containing each firm's proposed pricing were then opened and revenue vehicle hour (RVH) rates were scored. All firms were evaluated based on technical merit, information gathered during interviews and site visits, and proposed RVH rates.

After considering the responses to the questions asked during the interviews and site visits, and the proposed RVH rates, the evaluation committee reviewed the preliminary ranking for all firms. The ranking of the firms for all service areas remained the same.

Based on the evaluation of the written proposals, information obtained from interviews and site visits, and the proposed RVH rates, the evaluation committee recommends the selection of the following firms to provide FSP services in the service areas listed below:

Service Areas 2, 4, 9:	Cal Coach
Service Area 7:	OCMC

Following is a brief summary of the evaluation results:

Qualifications of the Firm

All three short-listed firms have the necessary experience to perform FSP services.

Cal Coach has extensive experience in the towing industry. Cal Coach has been in the towing industry over 25 years and currently provides rotation tow services for the CHP, City of Orange, Los Angeles County Sheriff's Department, and OCTA FSP programs. Cal Coach has provided services for the Orange County FSP program since 1998 and has a track record of zero missed shifts. Cal Coach's proposal demonstrated a thorough knowledge and understanding of the service requirements. The firm's presentation and comprehensive responses to the interview questions reflected a high level of experience to provide the services. Cal Coach is located in close proximity to Service Areas 2, 4, and 9. The vehicles displayed during the site visit were in excellent condition, with enhanced features such as Forward Collision Warning System and Driver Drowsy Safety Alert System.

OCMC, formerly known as Sea Country Towing and Recovery, Inc., clearly demonstrated its abilities and experience in the towing industry through the written proposal and interview. OCMC has been in the towing industry since 1989 and currently provides tow services for Automobile Club of Southern California (AAA), the CHP rotation tow program, OCTA's FSP program, and the Orange County Sheriff's Department. OCMC's extensive relevant experience in the towing industry and proven track record of effectively managing FSP projects

to consistently meet or exceed program requirements was clearly demonstrated through its proposal and during the interview. OCMC is located in close proximity to Service Area 7. OCMC proposed the use of Hino Diesel/Electric Hybrid trucks for FSP service, which will be the first such vehicles proposed for use in the Orange County FSP service.

A&B has been in the towing industry since 1990 and currently provides service for the AAA, the CHP rotation tow program, Fountain Valley Police Department, and OCTA FSP programs. A&B has provided services that are in compliance with the CHP Standard Operating Procedure guidelines. While the firm's proposal and interview demonstrated a thorough knowledge and understanding of the service requirements, its responses to the interview questions presented uncertainties to suggest that the firm may encounter challenges on resources in terms of labor and equipment required in the scope of services.

Staffing and Project Organization

Cal Coach's proposed key personnel have extensive FSP technical and administrative experience and demonstrated a high level of competence and commitment to the success of this project during the interview. Cal Coach will recruit and train staff if awarded extra service areas. It also has seven cross-trained drivers, all of whom maintain a valid FSP certification. Cal Coach proposed to have two to three certified drivers available on site to make sure that shifts are covered should a driver not report to work or not have met the required rest time prior to shift start.

OCMC's proposed project team has extensive experience in the towing industry and with the FSP program. OCMC is the current provider for Service Area 7 and proposed to manage the FSP program with the same experienced project team. Key personnel in attendance during the interview responded to all questions professionally and effectively. The proposed project organizational plan also effectively demonstrated their approach to meeting the program requirements.

A&B proposed an experienced project team with FSP experience. A&B's proposed project manager has extensive experience in the towing industry. The proposed assistant project manager had not yet completed the required FSP Initial Driver's Training at the time of interview. As a result, the evaluation committee expressed concerns about the ability of this individual to successfully manage and assist with this project.

Work Plan

The work plan proposed by Cal Coach thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge and understanding of OCTA's requirements. Cal Coach's proposed scheduling methodology is

reasonable assurance that operators will be in service by their scheduled time and be able to easily comply with CHP driver hour requirements.

The work plan proposed by OCMC demonstrated an in-depth understanding of the requirements for the requested services. OCMC's proposed scheduling methodology reasonably assures that operators will be in service by their scheduled time, as well as be able to easily comply with CHP's driver hour requirements.

A&B's work plan conformed to the scope of services identified in the RFP. A&B also addressed and responded to elements mentioned in the scope of services in its work plan. A&B's proposed scheduling methodology did not provide reasonable assurance that operators would be in service by their scheduled time. As a result of the discussion that occurred during the interview, the evaluation committee was concerned about how well the firm might manage FSP drivers to cover all beats in time and comply with CHP mandated limits on driver hours.

Cost and Price

The firms were asked to provide RVH rates based on various fuel price ranges. The proposed RVH rates were scored based on the current market value of the fuel rate range of \$3.01 - \$4.00 per gallon. Pricing scores were based on a formula, which assigns the highest score to the lowest RVH rate and scores the other proposal RVH rates based on their relation to the lowest RVH rate.

Procurement Summary

Based on the evaluation of written proposals, qualifications of the firms, information obtained from the interviews and site visits, and the proposed RVH rates in the cost and price proposals, the evaluation committee recommends the selection of Cal Coach to provide FSP services for Service Areas 2, 4, and 9, and OCMC to provide FSP services for Service Area 7. Cal Coach and OCMC demonstrated a comprehensive knowledge and understanding of OCTA's requirements and expectation in providing the requested services in their proposals and during the interviews. Both firms' proposed staff will ensure OCTA receives a high level of commitment and support. In addition, both firms' work plans show a thorough approach to the scope of services and demonstrated the ability to meet or exceed all aspects of the service requirements addressed in the RFP.

Fiscal Impact

The project is included in OCTA's proposed FY 2018-19 Budget, Motorist Services Department - Service Authority for Freeway Emergencies Fund,

Account 0013-7629-S1002-AVX, funded through the State Highway Account, and Account 0013-6109-FN001-1GF, funded through SB1 Inflation Relief Funding with at least a 25 percent match provided by OCTA from the local Department of Motor Vehicles (DMV) registration funding. Future funding will be included in each FY budget.

Measure M2 funded midday and weekend service is included in OCTA's proposed FY 2018-19 budget, Motorist Services Department Service Authority for Freeway Emergencies (SAFE), Account 0013-7629-FN001-AVX. Future funding will be included in each FY budget.

The SB1 New-Start funded expansion service is included in OCTA's proposed FY 2018-19 budget, Motorist Services Department SAFE, Account 0013-6109-FN001-1G4 with at least a 25 percent match provided by OCTA from the local DMV registration funding. Future funding will be included in each FY budget.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2155 with Cal Coach, in the amount of \$13,785,532, for FSP services in Service Areas 2, 4, and 9, and Agreement No. C-8-1620 with OCMC, in the amount of \$3,146,425, for FSP services in Service Area 7, from December 1, 2018 through November 30, 2023.

Attachments

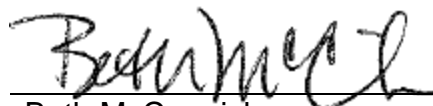
- A. Orange County Freeway Service Patrol Service Areas
- B. Review of Proposals, RFP 7-2155 Freeway Service Patrol Services
- C. Proposal Evaluation Criteria Matrix, RFP 7-2155 Freeway Service Patrol Services
- D. Contract History for the Past Two Years, RFP 7-2155 Freeway Service Patrol Services

Prepared by:

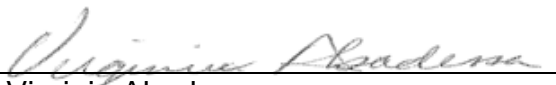


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Orange County Freeway Service Patrol Service Areas

ATTACHMENT A

Effective 12/01/2018

Provider / Contract #	Service Area	Beat #	Location	Tow	Backup	Hours of Operation
State Route 91 (SR-91)						
Cal Coach C5-3109 Exp 11/20/20	1	910	Los Angeles County Line - Beach Boulevard	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		911	Beach Boulevard - Brookhurst Street	1		
		912	Brookhurst Street - State College Boulevard	1		
		913	State College Boulevard - Tustin Avenue	1		
TBD Exp 12/01/23	2	914	Tustin Avenue - Imperial Highway	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday * Until 11/21/20 (Then Backup Truck)
		915	Imperial Highway - Gypsum Canyon Road	1	1	
		916	Gypsum Canyon Road - Green River Drive	1		5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks Construction Support Service Mon - Fri 19:30 to 22:00, Saturday and Sunday 10:30 to 19:00, Anticipate Start after 1/1/2021
		551	SR-55 From SR-91 - Chapman Avenue *	1		
		TBD 1 (SB1)	Tustin Avenue - Green River Drive (SB1 Rover)	1		
		925 (SB1/M)	SR-91 State College - Lakeview St. (Pending construction start, anticipated 2/1/2021)	Existing Tow		
555 M	Interchange Area - SR-91 and SR-55	Existing Tow		Midday Service 10:30 to 14:30		
922 M	SR-91 Tustin Ave / SR-55 - Green River Drive	Existing Tow		Saturday and Sunday 10:30 to 19:00		
State Route 22 (SR-22)						
Cal Coach C5-3109 Exp 11/20/20	3	220	Valley View Street - Brookhurst Street	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		221	Brookhurst Street - Bristol Street/La Veta Avenue	1	1	
		222	Bristol Street/La Veta Avenue - SR-55	1		
		223 M	Interchange Area - I-5, SR-57 and SR-22	Existing Tow		Midday Service 10:30 to 14:30
		224 M	Interchange Area - I-5, SR-55 and SR-22	Existing Tow		Midday Service 10:30 to 14:30
225 M	SR-22 Through SR-57, I-5, and SR-55 Interchange Area	Existing Tow		Saturday and Sunday 10:30 to 19:00		
Interstate 405 (I-405)						
TBD Exp 12/01/23	4	405	Los Angeles County Line - Seal Beach Boulevard	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		406	Seal Beach Boulevard - Goldenwest Street	1		
		407	Goldenwest Street - Brookhurst Street	1		
		401 M	Interchange Area - SR-22, I-405 and I-605	Existing Tow		Midday Service 10:30 to 14:30
Cal Coach C5-3787 Exp 12/3/21	5	408	Brookhurst Street - Fairview Road	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		409	Fairview Road - MacArthur Boulevard	1		
		410	MacArthur Boulevard - Jeffrey Road	1		
		411	Jeffrey Road - I-5	1		Construction Support Service Mon - Fri 10:30 to 14:30 & 19:30 to 22:00 Saturday and Sunday 10:30 to 19:00 Starts after 3/1/2017
		402 (SB1/M)	I-605 to Beach Boulevard	Existing Tow		
403 (SB1/M)	Beach Boulevard to SR-73	Existing Tow				
Interstate 5 (I-5)						
Cal Coach C5-3109 Exp 11/20/20	6	501	Los Angeles County Line - Brookhurst Street	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		502	Brookhurst Street - Harbor Boulevard	1		
		503	Harbor Boulevard - 17th Street * Beat 503 Start 12/1/2018	1		
		500 M	Interchange Area - I-5 and SR-91	Existing Tow		Midday Service 10:30 to 14:30
TBD Exp 12/01/23	7	504	17th Street - Red Hill Avenue	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		505	Red Hill Avenue - Jeffrey Road	1		
		506	Jeffrey Road - El Toro Road	1		
		513 M	Red Hill Ave - Bake Parkway through I-405 Interchange	Existing Tow		Midday Service 10:30 to 14:30
OCMC C6-1029 Exp 12/03/21	8	507	El Toro Road - Crown Valley Parkway	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		508	Crown Valley Parkway - Ortega Highway	1		
		509	Ortega Highway - Vista Hermosa	1		
		510	Vista Hermosa - San Diego County Line	1		Weekend Service 10:30 to 19:00 (To Area 8/9 Effective 12/1/2018)
		511 M	Alicia Parkway. - Ortega Highway	Existing Tow		
		512 M	Ortega Highway - San Diego County Line	Existing Tow		
State Route 57 (SR-57)						
TBD Exp 12/01/23	9	570	Los Angeles County Line - Yorba Linda Boulevard	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		571	Yorba Linda Boulevard - Lincoln Avenue	1		
		572	Lincoln Avenue - I-5/SR-22	1		
		552	SR-55 From Chapman Avenue - Warner Avenue *	1		
		573 (SB1)	Los Angeles County Line - I-5/SR-22 (SB1 Rover)	1		5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
State Route 55 (SR-55)						
A&B C5-3374 Exp 11/20/20	10	553	Warner Avenue - Paularino Avenue	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00 Monday through Friday
		554	Paularino Avenue - End of Freeway	1		
		550 M	Interchange Area - I-405 and State Route 73	Existing Tow		Midday Service 10:30 to 14:30

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Cal Coach = Cal Coach Orange, Inc.
A&B = Team A&B Towing, Inc. - DBA A&B Towing
OCMC = Beach Town Towing, LLC - DBA Orange County Motor Club

M = Measure M2 Funded.
SB1 = SB1 New Service Funds

Review of Proposals
RFP 7-2155 Freeway Service Patrol Services
Presented to Regional Planning and Highways Committee - May 7, 2018
3 proposals were received, 2 firms were interviewed, 1 firm is being recommended.
Service Area 2

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	85.0	California Coach Orange, Inc. (Cal Coach) Orange, California	None	<p>Extensive experience in the towing industry and Freeway Service Patrol (FSP) programs.</p> <p>Facility is in close proximity to service area.</p> <p>Proposed key personnel have extensive FSP technical and administrative experience, and demonstrated a high level of competence and commitment to the project during the interview.</p> <p>Firm's proposal illustrated a thorough knowledge and understanding of the service requirements.</p> <p>The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements.</p> <p>The vehicles presented during the site visits were in excellent condition with enhanced features.</p>	\$81.21
2	80.0	Team A&B, Inc. doing business as A&B Towing (A&B) Costa Mesa, California	None	<p>Good experience in providing towing services.</p> <p>Proposed key personnel have good experience in the towing industry. One proposed key personnel had not yet completed the required FSP training at the time of interview.</p> <p>Facility is far from the service area.</p> <p>Proposed scheduling methodology did not reasonably assure the firm will manage FSP drivers to cover all beats in time and comply with California Highway Patrol (CHP) mandated limits on driver hours.</p> <p>Proposal and interview demonstrated a thorough knowledge and understanding of the service requirements; however, responses to interview questions presented uncertainties to meet all requirements specified in the scope of services.</p> <p>Proposed lowest revenue vehicle hour (RVH) rates to all areas.</p>	\$67.42

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1)	Qualifications of the Firm	30%
Motorist Services (1)	Staffing and Project Organization	25%
Maintenance (1)	Work Plan	15%

External:

California Highway Patrol (1)	Cost and Price	30%
San Bernardino County Transportation Authority (1)		

**Review of Proposals
RFP 7-2155 Freeway Service Patrol Services**

Presented to Regional Planning and Highways Committee - May 7, 2018

3 proposals were received, 2 firms were interviewed, 1 firm is being recommended.

Service Area 4

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	83.0	Cal Coach Orange, California	None	<p>Extensive experience in the towing industry and FSP programs.</p> <p>Facility is in close proximity to service area.</p> <p>Firm proposed to recruit and train staff for the added service area and have two to three certified drivers available on site to make sure that shifts are covered.</p> <p>Proposed key personnel that have extensive FSP technical and administrative experience, and demonstrated a high level of competence and commitment to the project during the interview.</p> <p>Firm's proposal demonstrated a thorough knowledge and understanding of the service requirements.</p> <p>The work plan thoroughly addressed every aspect of the scope of services and demonstrated exceptional knowledge of OCTA's requirements.</p> <p>The vehicles presented during the site visits were in excellent condition with enhanced features.</p>	\$83.32
2	80.0	A&B Costa Mesa, California	None	<p>Good experience in providing towing services.</p> <p>Proposed key personnel have good experience in the towing industry. One proposed key personnel had not yet completed the required FSP training at the time of interview.</p> <p>Facility is in close proximity to service area.</p> <p>Proposed scheduling methodology did not reasonably assure the firm will manage FSP drivers to cover all beats in time and comply with CHP mandated limits on driver hours.</p> <p>Proposal and interview demonstrated a thorough knowledge and understanding of the service requirements; however, responses to interview questions presented uncertainties to meet all requirements specified in the scope of services.</p> <p>Proposed lowest RVH rates to all areas.</p>	\$67.42

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1)	Qualifications of the Firm	30%
Motorist Services (1)	Staffing and Project Organization	25%
Maintenance (1)	Work Plan	15%

External:

Cost and Price	30%
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California Highway Patrol (1)

San Bernardino County Transportation Authority (1)

Review of Proposals
RFP 7-2155 Freeway Service Patrol Services
Presented to Regional Planning and Highways Committee - May 7, 2018
4 proposals were received, 2 firms were interviewed, 1 firm is being recommended.

Service Area 9

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	84.0	Cal Coach Orange, California	None	<p>Extensive experience in the towing industry and FSP programs.</p> <p>Facility is in close proximity to service area.</p> <p>Firm proposed to recruit and train staff for the added service area and have two to three certified drivers available on site to make sure that shifts are covered.</p> <p>Proposed key personnel that have extensive FSP technical and administrative experience, and demonstrated a high level of competence and commitment to the project during the interview.</p> <p>Firm's proposal illustrated a thorough knowledge and understanding of the service requirements.</p> <p>The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements.</p> <p>The vehicles presented during the site visits were in excellent condition with enhanced features.</p>	\$82.62
2	80.0	A&B Costa Mesa, California	None	<p>Good experience in providing towing services.</p> <p>Proposed key personnel have good experience in the towing industry. One proposed key personnel had not yet completed the required FSP training at the time of interview.</p> <p>Facility is in close proximity to service area.</p> <p>Proposed scheduling methodology did not reasonably assure the firm will manage FSP drivers to cover all beats in time and comply with CHP mandated limits on driver hours.</p> <p>Proposal and interview demonstrated a thorough knowledge and understanding of the service requirements; however, responses to interview questions presented uncertainties to meet all requirements specified in the scope of services.</p> <p>Proposed lowest RVH rates to all areas.</p>	\$67.42

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1)	Qualifications of the Firm	30%
Motorist Services (1)	Staffing and Project Organization	25%
Maintenance (1)	Work Plan	15%

External:

	Cost and Price	30%
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California Highway Patrol (1)

San Bernardino County Transportation Authority (1)

Review of Proposals
RFP 7-2155 Freeway Service Patrol Services
Presented to Regional Planning and Highways Committee - May 7, 2018
3 proposals were received, 2 firms were interviewed, 1 firm is being recommended.

Service Area 7

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	86.0	Beach Town Towing, LLC, doing business as Orange County Motor Club Irvine, California	None	Firm's extensive relevant experience in the towing industry was clearly demonstrated through its proposal and during interview. Key personnel in attendance during the interview responded to all questions professionally and effectively and has comprehensive FSP experience. Proposed work plan demonstrated an in-depth and excellent understanding of the requirements for the requested services. Proposed the use of Hino Diesel/Electric Hybrid trucks with enhanced features for FSP service. Facility is in close proximity to the service area.	\$86.95
2	83.0	Cal Coach Orange, California	None	Extensive experience in the towing industry and FSP programs. Proposed key personnel that have extensive FSP experience and demonstrated a high level of competence the during the interview. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements. The vehicles presented during the site visits were in excellent condition with enhanced features.	\$82.83
2	80.0	A&B Costa Mesa, California	None	Good experience in providing towing services. Proposed key personnel have good experience in the towing industry. One proposed key personnel had not yet completed the required FSP training at the time of interview. Proposed scheduling methodology did not reasonably assure the firm will manage FSP drivers to cover all beats in time and comply with CHP mandated limits on driver hours. Proposal and interview demonstrated a thorough knowledge and understanding of the service requirements; however, responses to interview questions presented uncertainties to meet all requirements specified in the scope of services. Proposed lowest RVH rates to all areas.	\$67.42

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1)	Qualifications of the Firm	30%
Motorist Services (1)	Staffing and Project Organization	25%
Maintenance (1)	Work Plan	15%

External:

	Cost and Price	30%
California Highway Patrol (1)		
San Bernardino County Transportation Authority (1)		

**PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-2155: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 2**

FIRM: California Coach Orange, Inc. (Cal Coach)						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	6	25.2
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.0	5	21.0
Work Plan	4.5	4.5	4.0	4.5	4.5	3	13.2
Cost and Price	4.2	4.2	4.2	4.2	4.2	6	25.2
Overall Score	82.7	88.2	81.2	88.2	82.7		85
FIRM: Team A&B, Inc. doing business as A&B Towing (A&B)						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	3.5	6	23.4
Staffing/Project Organization	3.0	3.5	3.5	3.5	3.0	5	16.5
Work Plan	3.5	3.5	3.0	3.0	3.0	3	9.6
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
Overall Score	79.5	82.0	80.5	80.5	75.0		80

The score for the non-shortlisted firm is 56.

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-2155: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 4

FIRM: Cal Coach						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	6	25.2
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.0	5	21.0
Work Plan	4.5	4.5	4.0	4.5	4.5	3	13.2
Cost and Price	4.0	4.0	4.0	4.0	4.0	6	24.0
Overall Score	81.5	87.0	80.0	87.0	81.5		83
FIRM: A&B						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	3.5	6	23.4
Staffing/Project Organization	3.0	3.5	3.5	3.5	3.0	5	16.5
Work Plan	3.5	3.5	3.0	3.0	3.0	3	9.6
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
Overall Score	79.5	82.0	80.5	80.5	75.0		80

The score for the non-shortlisted firm is 61.

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-2155: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 9

FIRM: Cal Coach						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.0	4.5	4.0	6	25.8
Staffing/Project Organization	4.0	4.5	4.0	4.5	3.5	5	20.5
Work Plan	4.5	4.5	4.0	4.5	4.0	3	12.9
Cost and Price	4.1	4.1	4.1	4.1	4.1	6	24.6
Overall Score	85.1	87.6	80.6	87.6	78.1		84
FIRM: A&B						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	3.5	6	23.4
Staffing/Project Organization	3.0	3.5	3.5	3.5	3.0	5	16.5
Work Plan	3.5	3.5	3.0	3.5	3.0	3	9.9
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
Overall Score	79.5	82.0	80.5	82.0	75.0		80

Scores for non-shortlisted firms are 55 and 61.

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-2155: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 7

FIRM: Beach Town Towing, LLC doing business as Orange County Motor Club							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	6		27.0
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	5		22.5
Work Plan	4.5	4.5	4.5	4.5	4.5	3		13.5
Cost and Price	3.9	3.9	3.9	3.9	3.9	6		23.4
Overall Score	86.4	86.4	86.4	86.4	86.4			86
FIRM: Cal Coach							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm	4.0	4.5	4.0	4.5	4.0	6		25.2
Staffing/Project Organization	4.0	4.5	4.0	4.5	4.5	5		21.5
Work Plan	4.0	4.0	4.0	4.0	4.0	3		12.0
Cost and Price	4.1	4.1	4.1	4.1	4.1	6		24.6
Overall Score	80.6	86.1	80.6	86.1	83.1			83
FIRM: A&B							Weights	Overall Score
Evaluator Number	1	2	3	4	5			
Qualifications of Firm	4.0	4.0	4.0	4.0	3.5	6		23.4
Staffing/Project Organization	3.0	3.5	3.5	3.5	3.0	5		16.5
Work Plan	3.5	3.5	3.0	3.5	3.0	3		9.9
Cost and Price	5.0	5.0	5.0	5.0	5.0	6		30.0
Overall Score	79.5	82.0	80.5	82.0	75.0			80

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 7-2155 FREEWAY SERVICE PATROL SERVICES

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
California Coach Orange, Inc.						
Contract Type: Time and Expense Subconsultants: None	C-0-1986	Freeway Service Patrol	June 15, 2011	December 3, 2016		\$ 4,740,785
Contract Type: Time and Expense Subconsultants: None	C-3-1825	Freeway Service Patrol	December 20, 2013	November 30, 2018		\$ 4,024,088
Contract Type: Time and Expense Subconsultants: None	C-5-3109	Freeway Service Patrol	November 1, 2015	November 20, 2020		\$ 8,418,543
Contract Type: Time and Expense Subconsultants: None	C-5-3787	Freeway Service Patrol	December 4, 2016	December 3, 2021		\$ 4,549,384
Sub Total						\$21,732,800
Beach Town Towing, LLC, Doing business as Orange County Motor Club						
Contract Type: Time and Expense Subconsultants: None	C-3-1714	Freeway Service Patrol	December 1, 2013	November 30, 2018		\$ 2,267,616
Contract Type: Time and Expense Subconsultants: None	C-6-1029	Freeway Service Patrol	December 4, 2016	December 3, 2021		\$ 3,754,410
Sub Total						\$ 6,022,026
Team A&B Inc.,doing business as A&B Towing						
Contract Type: Time and Expense Subconsultants: None	C-3-1449	Freeway Service Patrol	December 1, 2013	November 30, 2018		\$ 4,579,428
Contract Type: Time and Expense Subconsultants: None	C-5-3374	Freeway Service Patrol	November 21, 2015	November 20, 2020		\$ 1,643,812
Sub Total						\$ 6,223,240



Agreements for Freeway Service Patrol Services

Background

- On February 12, 2018, OCTA Board of Directors approved release of request for proposals for four service areas
- Advertised February 13 and 19, 2018
- Pre-Proposal Conference February 20, 2018

Freeway Service Patrol Service Areas

RFP 7-2155 Service Areas



Includes Senate Bill 1 Funded Service

- Senate Bill 1 (SB1) provides an additional \$25 million annually to the Freeway Service Patrol (FSP) program
- OCTA Fiscal Year 2017-18 Fund Eligibility
 - \$1,184,380 for inflationary adjustment
 - \$885,507 for new or expanded service
 - Funds may be used over a three-year period

SB1 Funded Beats

New SB1 Funded Beats



Procurement

- Proposals received March 12, 2018
- Procurement procedures for professional and technical services followed
- Criteria and Weighting
 - Qualification of Firm – 30%
 - Staffing and Project Organization – 25%
 - Work Plan – 15%
 - Cost and Price – 30%

Evaluation

- Five firms submitted proposals
- Using technical proposal scores, three firms were short-listed and interviewed
 - California Coach Orange, Inc. (Cal Coach)
 - Orange County Motor Club (OCMC)
 - Team A&B, Inc. (A&B Towing)
- Pricing based on the proposed vehicle service hour rate for each service area
- Two firms stood out based on scoring

Cal Coach

- Extensive FSP program experience
- Detailed work plan
- Proximity to service area
- Proposed safety enhancements
 - Rear view camera
 - Forward collision warning system
 - Drowsy / distracted driver alert system
 - Blinking tail lights

- Five years FSP program experience
- Detailed work plan
- Proximity to service area
- Proposed enhancements
 - Hybrid Diesel-Electric Vehicles
 - Hino Insight truck performance monitoring
 - Aisee 360 degree view cameras and hazard warning system

Staff Recommendation

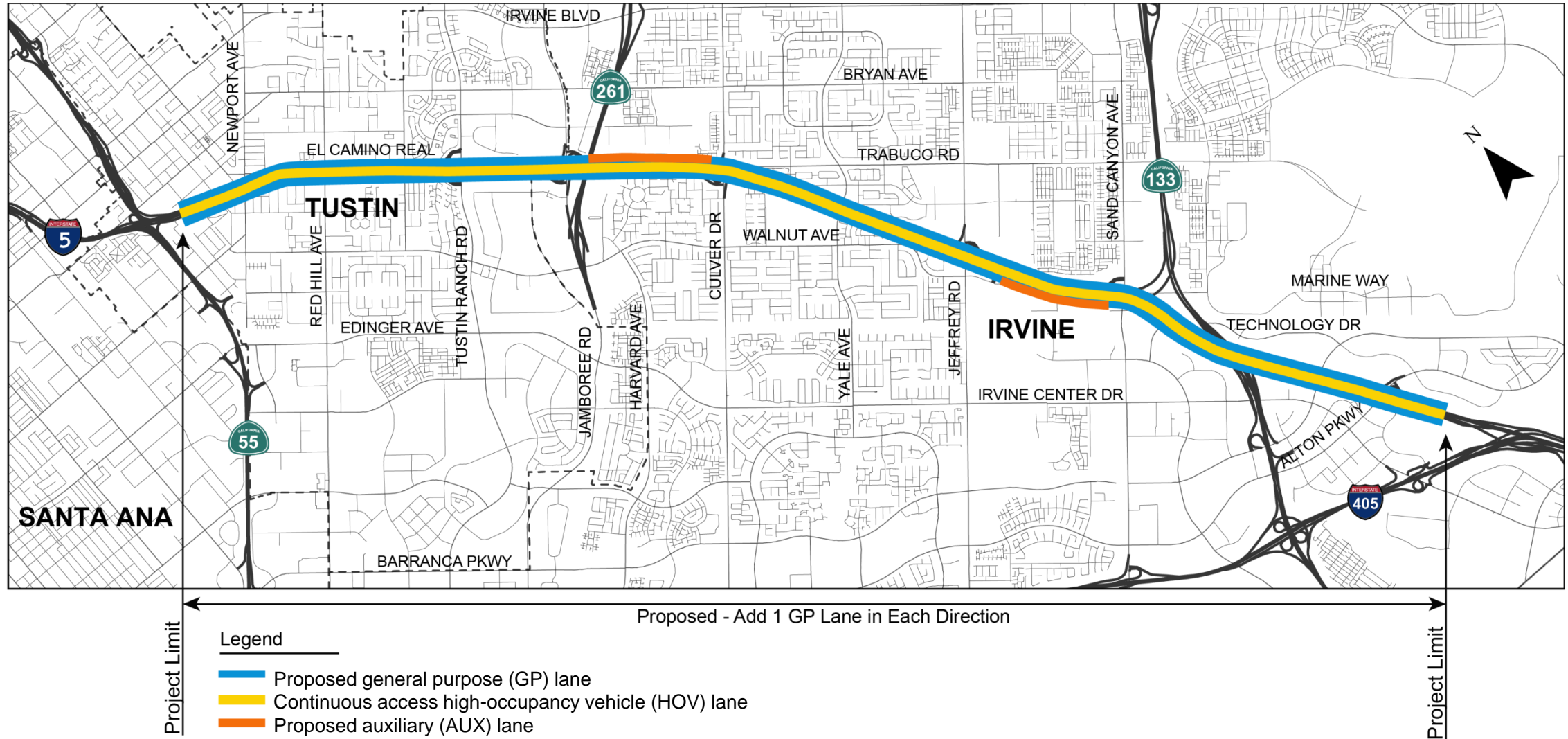
- Award Service Areas 2, 4, and 9 to Cal Coach, in the amount of \$13,785,532
- Award Service Area 7 to OCMC, in the amount of \$3,146,425
- Contracts terms are December 1, 2018 through November 30, 2023



Update on Interstate 5 Improvement Project from Interstate 405 to State Route 55

Project Limits and Area of Improvements

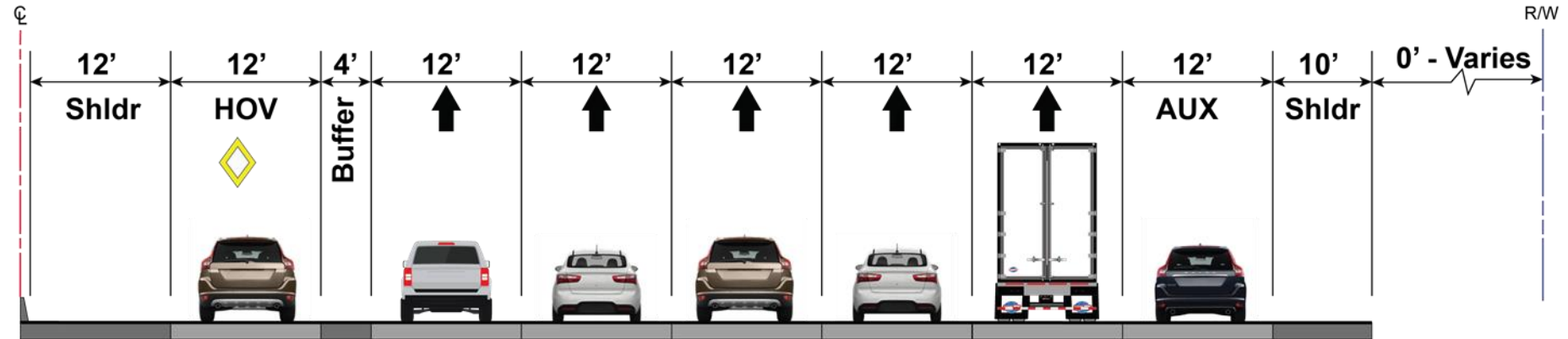
Interstate 5 (I-5) Improvement Project from Interstate 405 to State Route 55



Comparison of Alternatives

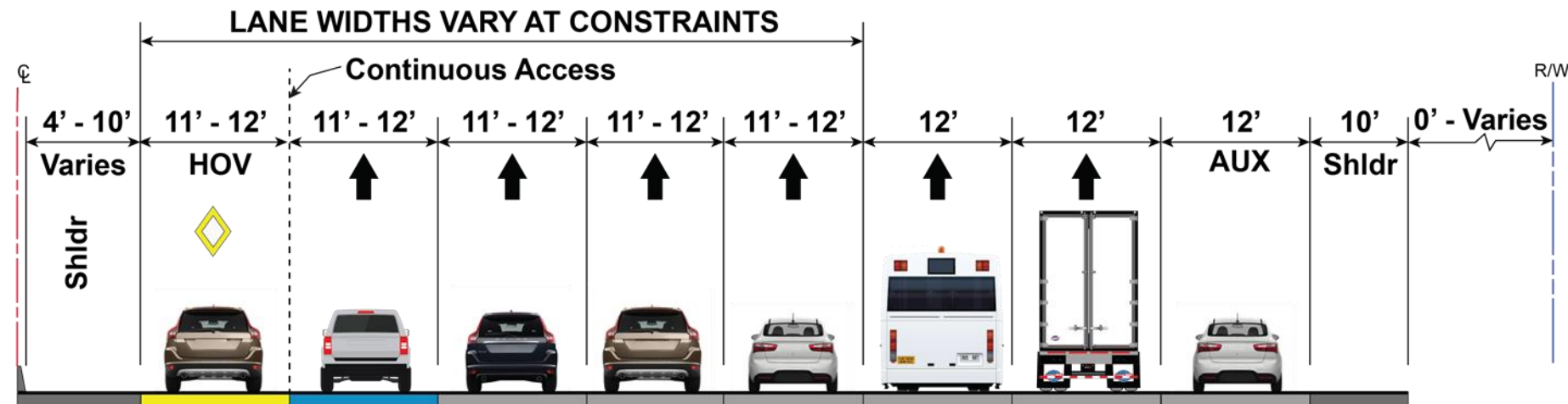
Alternative 1 (Alt 1) – No Build (Existing)

No capital or operational improvements



Alternative 2 (Alt 2) – Build

- Adds one GP lane in each direction
- Adds AUX lanes at certain locations
- Restripes HOV lanes for continuous access



Traffic Benefits

Average Daily Traffic Volumes

I-5	Existing	2050 – Alt 1 (No Build)	2050 – Alt 2
Northbound	130,200	215,800	228,700
Southbound	145,400	213,200	233,400
Total	275,600	429,000	462,100

I-5 Freeway Mainline Average Speed (mph)

Peak Hour – 2050		Alt 1 – No Build	Alt 2
Northbound	AM	39	44
	PM	34	38
Southbound	AM	43	45
	PM	44	47

Average Annual Vehicle Hours Saved

Northbound	1,906,000
Southbound	1,945,000



The map illustrates the project study area, showing the proposed transit line (indicated by a thick blue line) running from the University City area (top) to the Airport (bottom). Key landmarks and roads are labeled, including I-15, I-805, SR-52, and the University City and Airport. A north arrow is located in the center of the map.



OVERVIEW

Interstate 5 is essential to Orange County's mobility, economy and quality of life.

Every day, more than 350,000 motorists drive this segment of I-5 through the cities of Irvine and Tustin. I-5 is much more than a freeway, educational and employment destinations. Also, at capacity, traffic projections show that nearly 1.5 million motorists will travel this stretch of I-5 by 2040.

To address this current and future traffic demand, OCTA and Caltrans are conducting the Project Approval and Environmental Document (PAED) phase to determine the feasibility, sustainability and potential environmental effects of adding one additional northbound and southbound lane, as well as other capacity and operational improvements, to Interstate 5 from north of Interstate 405 to State Route 55, through the cities of Irvine and Tustin.

Funded by Measure M, Orange County's voter-approved Transportation Investment Plan, the project began in mid-2017 and is scheduled to be completed in mid-2027. During this time, Build Alternatives and a No Build Alternative will be studied to assess their relative benefits, costs and impacts.

FACILITY LAYOUT

The diagram illustrates the layout of the project segment along Interstate 5. Key features include:

- Stations and Components:**
 - Station 3:** Project Improvements
 - Station 4:** Environmental Review Process
 - Station 5:** Key Milestones & Next Steps
 - Station 6:** Day Construction (Outcasts)
 - Station 7:** Public Comments
 - Station 8:** Project Presentation
 - Station 9:** Project Map
 - Station 10:** Project Area Map
 - Station 11:** Overview & Purpose
 - Station 12:** Entrance
 - Station 13:** Refurbishment
- Geographic Markers:** Project Limit, TUSTIN, I-405, I-5, I-205, IRVINE, and Project Limit.
- Infrastructure:** Various icons representing bridges, overpasses, and other infrastructure elements.

The map shows the project area for the Irvine & Tustin project. The project limit is indicated by a dashed line. The map includes labels for TUSTIN, IRVINE, and the project area. A legend on the left side of the map indicates the project presentation. A scale bar at the bottom right shows the project area in miles.

Environmental Phase Schedule

