



AGENDA

Regional Planning and Highways Committee Meeting

Committee Members

Mark A. Murphy, Chairman
Barbara Delgleize, Vice Chair
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Joe Muller
Vicente Sarmiento

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Monday, March 1, 2021 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 Orange County Transportation 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.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the OCTA Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



Guidance for Public Access to the Board of Directors/Committee Meeting (Continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to ClerkOffice@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Committee Vice Chair Delgleize

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 8)

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 February 1, 2021.



- 3. Cooperative Agreement with Southern California Regional Rail Authority for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5**
Ross Lew/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority for construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3290 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$542,850, to provide construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

- 4. Agreements for Freeway Service Patrol Services**
Patrick Sampson/Jennifer L. Bergener

Overview

On October 12, 2020, the Board of Directors approved the release of a request for proposals for freeway service patrol services for six service areas consisting of six all-day beats, 12 peak-hour beats, three weekend beats, and one construction support beat. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute agreements for these service areas.

Recommendations

- A. Approve the selection of Veterans Towing, LLC, to provide freeway service patrol services for service area 1.
- B. Approve the selection of California Coach Orange, Inc., to provide freeway service patrol services for service areas 3, 5, and 10.
- C. Approve the selection of California Roadside Service, LLC, to provide freeway service patrol services for service area 6.



4. (Continued)

- D. Approve the selection of Beach Town Towing, LLC, doing business as Orange County Motor Club, to provide freeway service patrol services for service area 8.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2721 between the Orange County Transportation Authority and Veterans Towing, LLC, in the amount of \$3,984,992, to provide freeway service patrol services for service area 1 from October 2, 2021 through October 2, 2027.
- F. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3311 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$16,170,275, to provide freeway service patrol services for service areas 3 and 10 from October 2, 2021 through October 2, 2027, and service area 5 from December 4, 2021 through October 2, 2027.
- G. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3312 between the Orange County Transportation Authority and California Roadside Service, LLC, in the amount of \$4,868,234, to provide freeway service patrol services for service area 6 from October 2, 2021 through October 2, 2027.
- H. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3313 between the Orange County Transportation Authority and Beach Town Towing, LLC, doing business as Orange County Motor Club, in the amount of \$5,431,156, to provide freeway service patrol services for service area 8 from December 4, 2021 through October 2, 2027.

5. Agreement for Call Box Maintenance Services

Patrick Sampson/Jennifer L. Bergener

Overview

On December 14, 2020, the Board of Directors approved the release of a request for proposals for call box maintenance services to maintain call boxes operated under the Orange County Service Authority for Freeway Emergencies program. Proposals were received 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 call box maintenance services.



5. (Continued)

Recommendations

- A. Approve the selection of CASE Emergency Systems, as the firm to provide call box maintenance services to maintain call boxes operated under the Orange County Service Authority for Freeway Emergencies program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2632 between the Orange County Transportation Authority and CASE Emergency Systems, in the amount of \$2,432,315, to provide call box maintenance services for a six-year initial term, with one, two-year option term.

6. Consultant Selection for the Development of Orange County Mobility Hubs Strategy

Sam Sharvini/Kia Mortazavi

Overview

Consultant services are required to develop the Orange County Mobility Hubs Strategy. Mobility hubs connect walking, biking, transit, and shared mobility options in convenient locations, resulting in an integrated suite of transportation services. This study will result in a strategy that identifies mobility hubs best practices, establishes criteria for siting mobility hubs in Orange County, and develops conceptual mobility hubs designs at priority locations recommended for further study. Proposals have been 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 for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Steer Davies & Gleave, Inc., as the firm to develop the Orange County Mobility Hubs Strategy.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2646 between the Orange County Transportation Authority and Steer Davies & Gleave, Inc., in the amount of \$297,371, to develop the Orange County Mobility Hubs Strategy.



**7. Agreement for Measure M2 Environmental Mitigation Program
Regulatory Support Services**

Lesley Hill/Kia Mortazavi

Overview

Consultant services are needed to provide professional environmental mitigation support with a focus on regulatory permitting services associated with the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Glenn Lukos Associates, Inc., as the firm to provide regulatory support of the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2701 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, for a five-year term to provide regulatory permitting services associated with the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program.

**8. Cooperative Agreement with the California Department of
Transportation for the State Route 57 Northbound Improvement Project
Between Orangewood Avenue and Katella Avenue**

Niall Barrett/James G. Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.



8. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3300 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$450,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Regular Calendar

There are no Regular Calendar items scheduled.

Discussion Items

9. Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road

Niall Barrett/James G. Beil

Staff will provide a project update.

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, April 5, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Regional Planning and Highways Committee Meeting

Committee Members Present via Teleconference

Mark A. Murphy, Chairman
Lisa A. Bartlett
Doug Chaffee
Patrick Harper
Gene Hernandez
Vicente Sarmiento

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Sara Meisenheimer, Deputy Clerk of the Board
Allison Cheshire, Interim Deputy Clerk of the Board

Committee Members Absent

Barbara Delgleize, Vice Chair

Via Teleconference:

Darrell E. Johnson, Chief Executive Officer
James Donich, General Counsel

Call to Order

The February 1, 2021 regular meeting of the Regional Planning and Highways (RP&H) Committee was called to order by Committee Chairman Murphy at 10:32 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was quorum of the RP&H Committee.

Pledge of Allegiance

Committee Chairman Murphy led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Committee Meeting 2021 Schedule

Committee Chairman Murphy led a discussion regarding the 2021 Regional Planning and Highways Committee schedule and noted the two holidays that land on the first Monday of the month. Those meetings will be scheduled to Thursday, July 1, 2021 and Thursday, September 2, 2021.

Darrell E. Johnson, Chief Executive Officer (CEO), recommended to adopt the proposed schedule and to meet on the first Monday of each month at 10:30 a.m.



2. (Continued)

A motion was made by Director Hernandez, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to approve the 2021 Regional Planning and Highways Committee meetings calendar.

3. Roles and Responsibilities of the Regional Planning and Highways Committee

Darrell E. Johnson, Chief Executive Officer (CEO), stated that the roles and responsibilities are a tool to make sure items are being agenized correctly under the jurisdiction of each committee. Mr. Johnson, CEO, noted that Attachment A is essentially the same as last year except for one minor exception in the first bullet.

A motion was made by Director Hernandez, seconded by Director Chaffee, and following a roll call vote, declared passed 6-0, to approve the 2021 Regional Planning and Highways Committee Roles and Responsibilities.

Consent Calendar (Items 4 through 8)

4. Approval of Minutes

A motion was made by Director Chaffee, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to approve the minutes of the Regional Planning and Highways Committee meeting of January 4, 2021.

Director Sarmiento abstained due to not being present at the January 4, 2021 RP&H Committee meeting.

5. Amendment to Agreement for Program Management Consultant Services for Highway Programs

A motion was made by Director Chaffee, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3767 between the Orange County Transportation Authority and Mott MacDonald, LLC, to exercise the two-year option term for program management consultant services for the Highway Programs Department, in the amount of \$14,900,000, and extend the term of the agreement through August 23, 2023. This will increase the maximum obligation of the agreement to a total contract value of \$39,680,661.

6. Capital Programming Update

A motion was made by Director Chaffee, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to:

- A. Authorize the use of \$10.579 million in Measure M2 funds for the Interstate 5 improvements from Interstate 405 to Yale Avenue (Segment 1).
- B. Authorize the use of \$3.240 million in Highway Infrastructure Program funds for the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.
- C. Authorize the use of \$4.766 million in Federal Surface Transportation Block Grant or Congestion Mitigation and Air Quality Improvement funds for the following transit projects:
 - \$4.500 million in Congestion Mitigation and Air Quality Improvement funds for the rideshare and vanpool programs.
 - \$0.266 million in Surface Transportation Block Grant funds for the Orange County Mobility Hub Strategy.
- 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.

7. Award of Agreement for Regional Modeling Traffic Operations On-Call Support Staffing

A motion was made by Director Chaffee, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of W.G. Zimmerman Engineering, Inc., as the firm to provide on-call support staffing services for the Regional Modeling Traffic Operations section.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2608 between the Orange County Transportation Authority and W.G. Zimmerman Engineering, Inc., in the amount of \$400,000, for a two-year initial term with two, two-year option terms.



8. Measure M2 Environmental Cleanup Program - Project X Tier 1 Grant Program Call for Projects

A motion was made by Director Chaffee, seconded by Director Bartlett, and following a roll call vote, declared passed 6-0, to:

- A. Approve the proposed revisions to the Comprehensive Transportation Funding Programs Guidelines for the Environmental Cleanup Program Tier 1 Program.
- B. Authorize staff to issue the fiscal year 2021 Environmental Cleanup Program Tier 1 call for projects.

Regular Calendar

9. South Orange County Multimodal Transportation Study Update

Darrell E. Johnson, CEO, provided opening comments and introduced Warren Whitaker, Principal Transportation Analyst, who presented a PowerPoint presentation as follows:

- Study Objectives;
- Study Background;
- Study Scope Highlights;
- Public Partner Agency Engagement;
- Transportation Issues and Opportunities;
- Purpose and Need Statement;
- Conceptual Strategies;
- Initial Alternatives Strategies – Scenarios; and
- Next Steps.

A discussion ensued regarding:

- For outreach purposes, an elected officials' roundtable was conducted in the fall and staff is targeting dates to do a follow-up in the spring and focus on elected officials in south Orange County.
- Highlighted conceptual strategies and the screening process being important, which includes public and partner agency input.
- Director Bartlett complimented the presentation and commented on the traffic in south county, "densifying" the project sites, and how south county only has one freeway. She stated that options like OC Flex are viable enhancements to getting people picked up and connected to areas of transit.

9. (Continued)

- The next steps of this item include:
 - The item will go the Board of Directors' (Board) meeting on February 8, 2021.
 - The screening will involve technical committees who will conduct the modeling and evaluation.
 - Once the results are received, the committee will continue to be engaged in the technical working groups.
 - Have a first round which is similar to what was conducted in the Staff Report and attachments.
 - Come back to this Committee and Board later this year with the results of that screening.
- Committee Chairman Murphy extended his thanks to staff for their efforts and the collaboration among agencies which is required to conduct this study. He added that those efforts will pay dividends for years to come in terms of mobility in Orange County.

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

Discussion Items

10. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

- Last week, the California Transportation Commission hosted its monthly meeting and kicked off the 2022 State Transportation Improvement Programs cycle. It is anticipated that OCTA could receive up to approximately \$60 million in new revenue in early 2022. Those numbers may change as the gas tax funds the state transportation improvement program.
- Cypress College has been added to the student bus pass program this spring semester. The program first launched in 2017 at Santa Ana College and since then has been expanded to local colleges. Although Cypress College is currently doing remote learning, the students can still ride on every OC Bus route through this program.
- The new Biden Administration has announced that it is now a federal mandate to wear a mask while using public transit. Yesterday, the Transportation Security Administration issued a directive to inform passengers. Mr. Johnson, CEO, believes OCTA has been in compliance with the new guidelines since it has been a requirement since May 2020.
- Welcomes Directors Hernandez and Sarmiento to the RP&H Committee and looks forward to working with them.



11. Committee Members' Reports

There were no Committee Members' reports.

12. Closed Session

There were no Closed Session items scheduled.

13. Adjournment

The meeting adjourned at 11:02 a.m.

The next regularly scheduled meeting of this Committee will be held at **10:30 a.m. on Monday, March 1, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Mark A. Murphy
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



March 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with Southern California Regional Rail Authority for the State Route 55 Improvement Project Between Interstate 405 and Interstate 5

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority for construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3290 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, in the amount of \$542,850, to provide construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Discussion

The Orange County Transportation Authority (OCTA), in partnership with the California Department of Transportation (Caltrans), is implementing the State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5) (Project). The Project is part of Project F in the Measure M2 freeway program and is being advanced through the updated Next 10 Delivery Plan approved by the OCTA Board of Directors (Board) in November 2019. The four-mile long Project will add general purpose and high-occupancy vehicle lanes in each direction between I-405 and I-5, and auxiliary lanes between interchanges. The SR-55 also spans over the Los Angeles – San Diego – San Luis Obispo rail corridor at the South Tustin Overhead bridge, just north of Edinger Avenue, in the City of Santa Ana. The lane additions for the Project will require widening of the bridge structure and coordination with the Southern California Regional Rail Authority (SCRRA).

On January 11, 2021, the Board authorized Cooperative Agreement No. C-0-2726 between OCTA and Caltrans for Caltrans to be the implementing agency for construction of the Project. Under the cooperative agreement, Caltrans and OCTA will also share in the construction management (CM) support services for the Project. Bid documents for the Project will be prepared for the construction contract and are expected to be advertised by late 2021.

As the implementing agency for construction, Caltrans will enter into a construction and maintenance (C&M) agreement with SCRRA to define the specific roles and responsibilities of each agency during and post construction for the South Tustin Overhead bridge widening. SCRRA will provide construction support services, including coordination with the contractor and CM personnel, permit issuance, reviews of work plans and bridge-related submittals, track inspection, safety training for construction workers and CM personnel, safety flagging due to active train operations, and construction oversight. SCRRA's services will be reimbursed by Caltrans as described in the C&M agreement.

SCRRA is a five-county joint powers authority that includes OCTA and is an important partner for the delivery of the Project. SCRRA works with other agencies to implement agency projects that are within or adjacent to the SCRRA owned or maintained right-of-way. Because SCRRA does not receive any funding through its budget process to support these projects, SCRRA must enter into an agreement for funds to cover the expenses of its staff, consultants, and contractors which are required to support the projects. The C&M agreement between SCRRA and Caltrans does not allow for an advancement of funds to SCRRA. As a result, OCTA and SCRRA are proposing to enter into a cooperative agreement to provide for the advancement of funds to SCRRA, and define the specific roles and funding responsibilities of each agency for the Project construction phase. As the primary funding agency for the Project, OCTA will assist SCRRA by providing an advance deposit amount of \$542,850, which was estimated by SCRRA, and will be used by SCRRA for construction support services. SCRRA agrees to return the \$542,850 to OCTA within 60 days of completion of SCRRA's construction support services, and after SCRRA obtains reimbursement from Caltrans through the C&M agreement.

Fiscal Impact

The Project will be included in OCTA's Fiscal Year (FY) 2021-22 Budget and subsequent FY budgets, Capital Programs Division, Account 0017-9084-FF101-NA4, and will be funded with local funds.

Summary

Staff requests the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3290 with the Southern California Regional Rail Authority, in the amount of \$542,850, to provide construction support services for the State Route 55 Improvement Project between Interstate 405 and Interstate 5.

Attachment

None.

Prepared by:



Ross Lew, P.E.
Program Manager
(714) 560-5775

Approved by:



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



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



March 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreements for Freeway Service Patrol Services

Overview

On October 12, 2020, the Board of Directors approved the release of a request for proposals for freeway service patrol services for six service areas consisting of six all-day beats, 12 peak-hour beats, three weekend beats, and one construction support beat. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute agreements for these service areas.

Recommendations

- A. Approve the selection of Veterans Towing, LLC, to provide freeway service patrol services for service area 1.
- B. Approve the selection of California Coach Orange, Inc., to provide freeway service patrol services for service areas 3, 5, and 10.
- C. Approve the selection of California Roadside Service, LLC, to provide freeway service patrol services for service area 6.
- D. Approve the selection of Beach Town Towing, LLC, doing business as Orange County Motor Club, to provide freeway service patrol services for service area 8.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2721 between the Orange County Transportation Authority and Veterans Towing, LLC, in the amount of \$3,984,992, to provide freeway service patrol services for service area 1 from October 2, 2021 through October 2, 2027.

- F. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3311 between the Orange County Transportation Authority and California Coach Orange, Inc., in the amount of \$16,170,275, to provide freeway service patrol services for service areas 3 and 10 from October 2, 2021 through October 2, 2027, and service area 5 from December 4, 2021 through October 2, 2027.
- G. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3312 between the Orange County Transportation Authority and California Roadside Service, LLC, in the amount of \$4,868,234, to provide freeway service patrol services for service area 6 from October 2, 2021 through October 2, 2027.
- H. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3313 between the Orange County Transportation Authority and Beach Town Towing, LLC, doing business as Orange County Motor Club, in the amount of \$5,431,156, to provide freeway service patrol services for service area 8 from December 4, 2021 through October 2, 2027.

Discussion

The Orange County Transportation Authority (OCTA) contracts with private tow service firms to provide freeway service patrol (FSP) services that comply with standard operating guidelines developed by the California Highway Patrol (CHP) and OCTA. Through these contracts, the tow service firms provide all necessary tow trucks, personnel, uniforms, equipment, and fuel for assisting motorists. The private tow service firms retain the title and physical ownership of the tow trucks purchased at the inception of the contract. OCTA pays a flat revenue vehicle hour (RVH) rate during actual hours of FSP service. The RVH rate includes FSP operator initial training and certification, daily vehicle inspections, travel time to and from the beats, required safety meetings, required quarterly training, and vehicle maintenance in addition to other costs of providing these services.

The FSP tow contracts are competitively procured following OCTA procurement policies. OCTA currently has six agreements with three different tow service firms to provide the FSP. Procurement for new agreements are completed for approximately half of the service areas every three years. The overall number of service areas and agreements change over time to reflect changes in the program and actual contract awards. At present, there are ten service areas operated through six agreements, with contract terms expiring in October and December 2021 and in December 2023.

Since FSP service is significantly different than typical towing services, contractors that have never operated FSP service are limited to one service area

comprised of no more than four beats in the initial award. If the contractor is in good standing, the contractor will then be eligible to compete and potentially be awarded additional service areas when subsequent procurements are released.

In February 2020, the Board of Directors (Board) approved a ten-month extension to two FSP agreements to realign procurement dates and allow staff to more effectively group and distribute work among the FSP agreements. The current procurement includes the reconfiguration of existing beat boundaries and the creation of all-day roving beats that patrol across beat boundaries to provide coverage when an operator is on break or busy assisting a motorist, expands the provision of midday service throughout the county, and allow for additional early morning and later evening sweeps through specific service areas. All-day roving patrols will be accomplished through a combination of service beat realignments and funds that are available through SB 1 (Chapter 5, Statutes of 2017), which added funding through Chapter 2, Section 2032d of the California Streets and Highway Code. Although the recommended reconfiguration provides increased service levels during certain hours of the day, the net result is an 11 percent reduction in weekday FSP hours. Staff intends to continue to reconfigure service beats in a similar manner for future procurements as we continue to monitor the effects of the coronavirus pandemic and other factors that impact traffic in Orange County.

This project is for FSP services in six service areas, consisting of six all-day beats, 12 peak-hour beats, three weekend beats, and one construction support beat. These services are currently being provided under separate agreements that expire on October 2, 2021 and December 3, 2021. Attachment A lists the FSP beats for this procurement.

Procurement Approach

This procurement was handled in accordance with OCTA's 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 firms offering the most comprehensive overall proposal considering such factors as staffing and project organization, prior experience with similar projects, work plan, as well as a fair and reasonable price structure.

On October 12, 2020, the Board authorized the release of Request for Proposals (RFP) 0-2574, which was issued electronically on CAMM NET. This RFP was subsequently cancelled due to unclear CHP guidelines for suspending or terminating a firm from a California FSP program or CHP Rotation Tow program, which inadvertently resulted in exclusion of some firms being able to submit a proposal to the RFP.

On December 3, 2020, a new RFP was issued, RF 0-2721, with updated and well-defined guidelines for the eligibility to participate in the FSP program. The RFP was advertised in a newspaper of general circulation on December 4 and 7, 2020. A pre-proposal conference was held on December 10, 2020 via Skype conference, with six firms attending. One addendum was issued to make available the pre-proposal conference registration sheet and presentation, as well as to respond to questions.

On December 29, 2020, five proposals were received. Two firms submitted proposals for all six service areas; the other firms submitted for one or more service areas. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management and Motorist Services departments, as well as external representatives from CHP, Riverside County Transportation Commission, and San Bernardino Associated Governments met to review all proposals received. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

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

Several factors were considered in developing the evaluation criteria weightings. 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 was weighted at 30 percent. Staffing and project organization was also assigned 30 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 no ability for an FSP provider to deviate from the scope of services; therefore, the work plan was assigned the lowest weight at 15 percent. Cost and price was weighted at 25 percent to ensure that OCTA receives value for the services provided by obtaining competitive pricing to accomplish the requested services.

On January 12, 2021, the evaluation committee used a two-step evaluation approach by first evaluating the technical proposals, reviewing the qualifications of firms, staffing and project organization, and 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

Beach Town Towing, LLC,
Doing business as Orange County Motor Club (OCMC)
Lake Forest, California

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

California Roadside Service, LLC (CRS)
Anaheim, California

Veterans Towing, LLC (Veterans)
Fullerton, California

On January 14, 2021, the evaluation committee conducted interviews via Skype conference with the four short-listed firms. During the interview, each firm had the opportunity to demonstrate its knowledge and understanding of OCTA's requirements, as well as present its approach for accomplishing the requested services, project team qualifications, and respond to evaluation committee questions. Firms were asked to discuss their pre-employment processes, including operator background checks, driving record checks, and drug and alcohol testing, as well as how each service area will be monitored on an ongoing basis. Firms were also required to describe the key elements of the Orange County FSP program and identify areas that would be critical for success. All firms also answered specific questions to each firm's proposal relative to OCTA's requirements specified in the scope of work.

After interviews, the evaluation committee met to complete the evaluation. The pricing submitted as a separate file by the short-listed firms were then opened and RVH rates were scored. All firms were evaluated based on technical merit, information gathered during interviews, and proposed RVH rates. In addition, all short-listed firms were requested to submit a best and final offer (BAFO) to provide more competitive RVH rates.

After considering the responses to the questions asked during the interviews and BAFOs, the evaluation committee reconvened and adjusted the individual scores of the short-listed firms. The overall ranking of the firms remained unchanged.

Based on the evaluation of the written proposals, information obtained from the interviews, and the BAFOs, the evaluation committee recommends the selection of the following firms to provide FSP services in the service areas listed as follows:

Service Area 1:	Veterans
Service Area 3:	Cal Coach
Service Area 5:	Cal Coach
Service Area 6:	CRS
Service Area 8:	OCMC
Service Area 10:	Cal Coach

Following is a brief summary of the evaluation results:

Qualifications of the Firm

All short-listed firms have at least three years of towing experience as required in the RFP. Two of the firms have previous Orange County FSP experience, and two firms will be new to the FSP program but demonstrated experience providing similar towing services.

Cal Coach has extensive experience in the towing industry. Cal Coach has been in the towing industry over 20 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. 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 3, 5, and 10.

OCMC has been in the towing industry since 1989 and currently provides tow services for OCTA's FSP program, the CHP rotation tow, Orange County Sheriff's Department, and the Automobile Club of Southern California (AAA). 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 8.

Veterans was established in 2016 with the purpose of providing towing service and creating employment opportunities for transitioning veterans. Veterans' customers include CHP and Orange County Public Works, as well as local businesses in the Orange County area, such as roadside assistance companies and insurance companies. Veterans provides light duty, medium duty, heavy duty roadside assistance, and equipment transportation and hauling. The firm's proposal and interview demonstrated a thorough knowledge and understanding of the service requirements. Although Veterans has never participated in OCTA's FSP program, it demonstrated capability to perform these services. Veterans is located in close proximity to service area 1. Veterans is new to FSP

program and based on the program's guidelines, is eligible to be awarded one service area.

CRS demonstrated its abilities and experience in the towing industry through the written proposal and interview. CRS was founded in 2012 and demonstrated experience providing government agencies, as well as private companies, with towing and roadside services similar to the requested FSP program specified in the scope of services. The firm has an established track record providing rotational towing services to CHP and County of Orange Sheriff's Department. CRS is also a primary contractor with AAA. Although CRS has never participated in OCTA's FSP program, it demonstrated capability to perform these services. CRS is located in close proximity to service area 6. CRS is new to the FSP program and based on the program's guidelines, is eligible to be awarded one service area.

Staffing and Project Organization

The short-listed firms proposed knowledgeable project teams with demonstrated experience in towing services.

Cal Coach proposed key personnel that 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. As the current provider for several service areas, Cal Coach currently has FSP program certified staff that will be available to perform the required services. Cal Coach also has cross-trained drivers, all of whom maintain a valid FSP certification.

OCMC's proposed project team has demonstrated experience in the towing industry and well-rounded experience in the FSP program. OCMC currently has FSP program certified staff that will be available to perform the required services. OCMC proposed to manage the FSP program with the same experienced project team. Key personnel in attendance during the interview responded to all questions competently and effectively demonstrated their approach to meeting the program requirements.

Veterans proposed a project team with relevant experience in towing services. The key personnel present during the interview responded to all questions thoroughly and in a professional manner and will oversee all aspects of running a successful FSP program, ranging from scheduling beats to maintenance of vehicles, payroll, training, safety, quality assurance, and contract compliance.

CRS proposed key personnel have extensive experience in the towing service with thorough knowledge of FSP program requirements. The project organization plan proposed by CRS detailed the level of commitment for the team members for this project. Furthermore, information discussed during the

interview regarding key elements of the Orange County FSP program was adequately and clearly addressed.

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. The work plan includes a detailed acquisition plan for purchase of vehicles and equipment, daily task outline, project schedule, and hiring process. Cal Coach uses a maintenance software program that provides alerts to important maintenance information to reduce vehicle downtime.

The work plan proposed by OCMC demonstrated an in-depth and excellent understanding of the requirements for the requested services. OCMC's approach for meeting regulatory requirements and their employee pay and benefit structure were thoroughly addressed in the work plan and described during the interview. OCMC's work plan also includes elements in the scope of work, such as vehicle procurement plan, daily schedule and hiring process.

Veterans' work plan displayed knowledge and understanding of the services specified in the scope of work. The firm's approach to meeting regulatory requirements was thoroughly addressed in the written proposal and further described during the interview. Veteran's work plan also includes details on week-by-week project scheduling plan, as well as methods to ensure safety and standard operating guidelines are met.

CRS' work plan conformed to the scope of services identified in the RFP, and addressed and responded to elements mentioned in the scope of services, such as recruitment process, equipment maintenance, and service compliance. It also provides details on employee selection and training. CRS proposed tracking devices to monitor location and speed with real time data for their vehicles.

Cost and Price

The firms were asked to provide RVH rates based on various fuel price ranges. The proposed RVH rates were scored using an average cost at the fuel rate range of \$3.01 - \$4.00 per gallon. Pricing scores were based on a formula, which assigned the highest score to the lowest RVH rate and scored the other proposed RVH rates based on their relation to the lowest RVH rate.

The short-listed firms submitted pricing that was competitive and within the OCTA's project manager's independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, the qualifications of the firms, the information obtained from the interviews, and the BAFOs, the evaluation committee recommends the selection of Veterans, Cal Coach, CRS, and OCMC to provide FSP services.

All firms demonstrated a comprehensive knowledge and understanding of OCTA's requirements and expectation in providing the requested services in their proposals and during the interviews. All firms' work plans show a thorough approach 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 the OCTA Fiscal Year 2020-21 Budget, Motorist Services Department - Service Authority for Freeway Emergencies Fund, Account No. 0013-7629-S1002-AVX, and funded through the State Highway Account and Road Repair and Recovery Act of 2017 Account, with at least a 25 percent match provided by OCTA through local Service Authority for Freeway Emergencies and Measure M2 funding. Future year funding will be included in each year's operating budget.

Summary

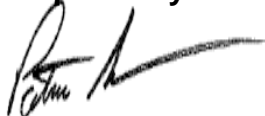
Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute the following agreements with the Orange County Transportation Authority:

- Agreement No. C-0-2721 with Veterans Towing, LLC, in the amount of \$3,984,992, for FSP services in service area 1 from October 2, 2021 through October 2, 2027;
- Agreement No. C-1-3311 with California Coach Orange, Inc., in the amount of \$16,170,275, for FSP services in service areas 3 and 10 from October 2, 2021 through October 2, 2027 and service area 5 from December 4, 2021 through October 2, 2027;
- Agreement No. C-1-3312 with California Roadside Service, LLC, in the amount of \$4,868,234, for FSP services in service area 6 from October 2, 2021 through October 2, 2027; and
- Agreement No. C-1-3313 with Beach Town Towing, LLC, doing business as Orange County Motor Club, in the amount of \$5,431,156, for FSP services in service area 8, from December 4, 2021 through October 2, 2027.

Attachments

- A. Orange County Freeway Service Patrol Service Areas
- B. Review of Proposals, RFP 0-2721 Freeway Service Patrol Services
- C. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2721: Freeway Service Patrol Services
- D. Contract History for the Past Two Years, RFP 0-2721 Freeway Service Patrol Services

Prepared by:



Patrick Sampson
Manager, Motorist Services
714-560-5425

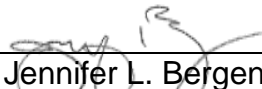
Approved by:



Cliff Thorne
Director, Maintenance and Motorist
Services
714-560-5975



Pia Veasap
Director, Contracts Administration and
Materials Management
714-560-5619



Jennifer L. Bergener
Chief Operating Officer, Operations/
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714-560-5462

Orange County Freeway Service Patrol Service Areas

ATTACHMENT A

Effective 10/2/2021

Agreement Term	Service Area	Beat #	Location	Tow Trucks	Backup Trucks	Hours of Operation
State Route 91 (SR-91)						
Service Starts 10/2/21 through 10/2/2027	1	910	Carmenita Road - SR-57 (Rover) W/ Patrols through I-5 and SR-57 Interchange	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		911	Carmenita Road - Euclid Street	1		Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		912	Euclid Street - Tustin Avenue	1		Monday through Friday
State Route 22 (SR-22)						
Service Starts 10/2/21 through 10/2/2027	3	220	Valley View Street - SR-55 (Rover) W/ Patrols through I-5 / SR-57 and SR-55 Interchanges	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		221	Valley View Street - Euclid Street	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		222	Euclid Street - SR-55	1		Monday through Friday
		225	SR-22 Through SR-57, I-5, & SR-55 Interchange Area	Existing Tow		Saturday and Sunday 10:30 to 19:00
Interstate 405 (I-405)						
Service Starts 12/4/21 through 10/2/2027	5	408	Fairview Road - Bake Parkway W/ I-5 Interchange (Rover)	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		409	Fairview Road - Culver Road	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		410	Culver Road - Bake Parkway	1		Monday through Friday
		402*	I-605 to SR-73 (Construction Support) * * Service may be moved or discontinued at any time	Existing Tow		Construction Support Service Mon - Fri 20:00 to 00:00 Saturday and Sunday 10:30 to 19:00
Interstate 5 (I-5)						
Service Starts 10/2/21 through 10/2/2027	6	500	Artesia Boulevard - 17th Street (Rover) W/ Patrols through SR-91 and SR-22 Interchange	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		501	Artesia Boulevard - Euclid Street	1		Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		502	Euclid Street - 17th Street	1		Monday through Friday
Service Starts 12/4/21 through 10/2/2027	8	506	El Toro Road - Christianitos Road (Rover)	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		507	El Toro Road - Ortega Highway	1	1	Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		508	Ortega Highway - Christianitos Road	1		Monday through Friday
		511	El Toro Road. - Ortega Highway	Existing Tow		Saturday and Sunday 10:30 to 19:00
		512	Ortega Highway - Christianitos Road	Existing Tow		
State Route 55 (SR-55)						
Service Starts 10/2/21 through 10/2/2027	10	550	SR-55 From SR-91 - Mesa Drive (Rover)	1	1	5:30 to 19:30 Mon - Fri With Two 30 Minute Lunch Breaks
		551	SR-55 From SR-91 - 4th Street / Irvine Boulevard W/ Patrols through SR-22 Interchange	1		Peak Hour Service 6:00 to 10:00 and 15:00 to 19:00
		552	4th Street / Irvine Boulevard - Mesa Drive W/ Patrols through I-405 and SR-73 Interchanges	1		Monday through Friday

I-605 = Interstate 605
SR-57 = State Route 57
SR-73 = State Route 73

**Review of Proposals, RFP 0-2721 Freeway Service Patrol Services
Service Area 1**

Presented to Regional Planning and Highways Committee - March 1, 2021

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	89.0	Veterans Towing, LLC Fullerton, California	None	<p>Relevant experience in providing towing services.</p> <p>Proposed key personnel have good experience in the towing industry.</p> <p>Facility is in close proximity to the service area.</p> <p>The work plan addressed every aspect in the scope of services and demonstrated good knowledge of OCTA's requirements.</p> <p>Proposal and interview demonstrated a full knowledge and understanding of the service requirements; responses to interview questions presented confidence to meet all requirements specified in the scope of services.</p> <p>Proposed lowest RVH rates to all areas.</p>	\$89.00
2	88.0	California Coach Orange, Inc. Orange, California	None	<p>Extensive experience in the towing industry and FSP programs.</p> <p>Facility is in close proximity to the service area.</p> <p>Well-rounded, experienced project team with FSP experience.</p> <p>Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan.</p> <p>The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview.</p> <p>Proposed higher RVH rates.</p> <p>Cal Coach has 75 percent of service beats in the FSP program currently.</p>	\$109.80

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Motorist Services (1)

External:

California Highway Patrol (1)
Riverside Transportation Commission (1)
San Bernardino Associated Governments (1)

Proposal Criteria

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

Weight Factors

30%
30%
15%
25%

Review of Proposals, RFP 0-2721 Freeway Service Patrol Services

Service Area 3

Presented to Regional Planning and Highways Committee - March 1, 2021

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	89.0	California Coach Orange, Inc. Orange, California	None	Extensive experience in the towing industry and FSP programs. Facility is in close proximity to service area. Well-rounded, experienced project team with FSP experience. Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview. Proposed higher RVH rates. Cal Coach has 75 percent of service beats in the FSP program currently.	\$109.80
2	88.0	Veterans Towing, LLC Fullerton, California	None	Good experience in providing towing services. Proposed key personnel have good experience in the towing industry. The work plan addressed every aspect in the scope of services and demonstrated good knowledge of OCTA's requirements. Proposal and interview demonstrated a full knowledge and understanding of the service requirements; responses to interview questions presented confidence to meet all requirements specified in the scope of services. Firm is new to FSP program and only eligible to be awarded one service area. Proposed lowest RVH rates to all areas. Veterans is new to FSP program and only eligible to be awarded one service area.	\$89.00

Evaluation Panel:

Proposal Criteria

Weight Factors

Contracts Administration and Materials Management (1)	Qualifications of the Firm	30%
Motorist Services (1)	Staffing and Project Organization	30%
External:	Work Plan	15%
California Highway Patrol (1)	Cost and Price	25%
Riverside Transportation Commission (1)		
San Bernardino Associated Governments (1)		

**Review of Proposals, RFP 0-2721 Freeway Service Patrol Services
Service Area 5**

Presented to Regional Planning and Highways Committee - March 1, 2021
2 proposals were received, 1 firm was interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	91.0	California Coach Orange, Inc. Orange, California	None	Extensive experience in the towing industry and FSP programs. Facility is in close proximity to service area. Well-rounded, experienced project team with FSP experience. Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview.	\$110.45

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	30%

External:

	Work Plan	15%
California Highway Patrol (1)	Cost and Price	25%
Riverside Transportation Commission (1)		
San Bernardino Associated Governments (1)		

Review of Proposals, RFP 0-2721 Freeway Service Patrol Services

Service Area 6

Presented to Regional Planning and Highways Committee - March 1, 2021

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	89.0	California Roadside Service, LLC Orange, California	None	Extensive experience in providing towing and roadside services to CHP and AAA in this service area. Facility is in closer proximity to service area. Project organization plan detailed key personnel's experience and high level of commitment to the successful of the project. Firm's proposal includes details on employee selection, training and maintenance of trucks. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview. Proposed lower RVH rates.	\$107.96
2	88.0	California Coach Orange, Inc. Orange, California	None	Extensive experience in the towing industry and FSP programs. Well-rounded, experienced project team with FSP experience. Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview. Cal Coach has 75 percent of service beats in the FSP program currently. Proposed higher RVH rates.	\$109.95
2	88.0	Veterans Towing, LLC Fullerton, California	None	Good experience in providing towing services. Proposed key personnel have good experience in the towing industry. Facility is closer in proximity to service Area. The work plan addressed every aspect in the scope of services and demonstrated good knowledge of OCTA's requirements. Proposal and interview demonstrated a full knowledge and understanding of the service requirements; responses to interview questions presented confidence to meet all requirements specified in the scope of services. Firm is new to FSP program and only eligible to be awarded one service area. Proposed lowest RVH rates to all areas. Veterans is new to FSP program and only eligible to be awarded one service area.	\$95.00

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1)
Motorist Services (1)

Qualifications of the Firm
Staffing and Project Organization

30%
30%

External:

California Highway Patrol (1)
Riverside Transportation Commission (1)
San Bernardino Associated Governments (1)

Work Plan
Cost and Price

15%
25%

**Review of Proposals, RFP 0-2721 Freeway Service Patrol Services
Service Area 8**

Presented to Regional Planning and Highways Committee - March 1, 2021

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	92.0	Beach Town Towing, LLC, dba Orange County Motor Club Lake Forest, 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. Facility is in close proximity to the service area. Proposed lower RVH rates.	\$101.79
2	91.0	California Coach Orange, Inc. Orange, California	None	Extensive experience in the towing industry and FSP programs. Well-rounded, experienced project team with FSP experience. Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview. Proposed higher RVH rates. Cal Coach has 75 percent of service beats in the FSP program currently.	\$112.95

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	30%

External:

California Highway Patrol (1)	Work Plan	15%
Riverside Transportation Commission (1)	Cost and Price	25%
San Bernardino Associated Governments (1)		

Review of Proposals, RFP 0-2721 Freeway Service Patrol Services

Service Area 10

Presented to Regional Planning and Highways Committee - March 1, 2021

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

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average RVH Rate
1	89.0	California Coach Orange, Inc. Orange, California	None	Extensive experience in the towing industry and FSP programs. Facility is in close proximity to service area. Well-rounded, experienced project team with FSP experience. Firm's proposal includes comprehensive Drug & Alcohol policy and thorough maintenance plan. The work plan thoroughly addressed every aspect in the scope of services and demonstrated exceptional knowledge of OCTA's requirements during interview. Proposed higher RVH rates. Cal Coach has 75 percent of service beats in the FSP program currently.	\$109.95
2	88.0	Veterans Towing, LLC Fullerton, California	None	Relevant experience in providing towing services. Proposed key personnel have good experience in the towing industry. Facility is closer in proximity to service area. The work plan addressed every aspect in the scope of services and demonstrated good knowledge of OCTA's requirements. Proposal and interview demonstrated a full knowledge and understanding of the service requirements; responses to interview questions presented confidence to meet all requirements specified in the scope of services. Proposed lowest RVH rates to all areas. Veterans is new to FSP program and only eligible to be awarded one service area.	\$89.00

Evaluation Panel:

Proposal Criteria

Weight Factors

Internal:

Contracts Administration and Materials Management (1 Qualifications of the Firm

30%

Motorist Services (1)

Staffing and Project Organizatio

30%

External:

Work Plan

15%

California Highway Patrol (1)

Cost and Price

25%

Riverside Transportation Commission (1)

San Bernardino Associated Governments (1)

Acronym List

AAA - Automobile Club of Southern California

CHP - California Highway Patrol

FSP = Freeway Service Patrol

OCTA = Orange County Transportation Authority

RVH = Revehue Vehicle Hour

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 1**

FIRM: Veterans Towing, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.00	4.00	6	25.8
Staffing/Project Organization	4.00	4.00	4.50	4.50	4.00	6	25.2
Work Plan	4.00	4.00	4.50	4.50	4.00	3	12.6
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	88.0	88.0	92.5	89.5	85.0		89

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	4.50	5.00	4.50	4.50	3	14.1
Cost and Price	4.05	4.05	4.05	4.05	4.05	5	20.3
Overall Score	89.3	87.8	89.3	87.8	87.8		88

The score for the non-shortlisted firm is 60.

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 3

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	5.00	5.00	4.50	4.50	3	14.4
Cost and Price	4.05	4.05	4.05	4.05	4.05	5	20.3
Overall Score	89.3	89.3	89.3	87.8	87.8		89

FIRM: Veterans Towing, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.00	4.50	4.00	4.00	6	25.2
Staffing/Project Organization	4.00	4.00	4.50	4.50	4.00	6	25.2
Work Plan	4.00	4.00	4.50	4.50	4.00	3	12.6
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	88.0	85.0	92.5	89.5	85.0		88

The score for the non-shortlisted firm is 60.

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firm)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 5

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	4.50	5.00	4.50	4.50	3	14.1
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	94.0	92.5	94.0	92.5	92.5		93

The score for the non-shortlisted firm is 60.

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 6

FIRM: California Roadside Service, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	5.00	4.50	4.50	4.50	6	27.6
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	4.50	4.50	4.50	4.50	4.50	3	13.5
Cost and Price	4.12	4.12	4.12	4.12	4.12	5	20.6
Overall Score	88.1	91.1	88.1	88.1	88.1		89

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	4.50	5.00	4.50	4.50	3	14.1
Cost and Price	4.05	4.05	4.05	4.05	4.05	5	20.3
Overall Score	89.3	87.8	89.3	87.8	87.8		88

FIRM: Veterans Towing, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.00	4.50	4.00	4.00	6	25.2
Staffing/Project Organization	4.00	4.00	4.50	4.50	4.00	6	25.2
Work Plan	4.00	4.00	4.50	4.50	4.00	3	12.6
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	88.0	85.0	92.5	89.5	85.0		88

The score for the non-shortlisted firm is 60.

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 8

FIRM: Orange County Motor Club						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	4.50	4.00	4.00	4.00	4.50	3	12.6
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	92.5	91.0	91.0	91.0	92.5		92

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.50	4.50	4.50	4.50	6	27.0
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	4.50	5.00	4.50	4.50	3	14.1
Cost and Price	4.50	4.50	4.50	4.50	4.50	5	22.5
Overall Score	91.5	90.0	91.5	90.0	90.0		91

The score for the non-shortlisted firm is 60.

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2721: FREEWAY SERVICE PATROL SERVICES
SERVICE AREA 10

FIRM: California Coach Orange, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	5.00	4.50	4.50	4.50	6	27.6
Staffing/Project Organization	4.50	4.50	4.50	4.50	4.50	6	27.0
Work Plan	5.00	4.50	5.00	4.50	4.50	3	14.1
Cost and Price	4.05	4.05	4.05	4.05	4.05	5	20.3
Overall Score	89.3	90.8	89.3	87.8	87.8		89

FIRM: Veterans Towing, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.50	4.00	4.50	4.00	4.00	6	25.2
Staffing/Project Organization	4.00	4.00	4.50	4.50	4.00	6	25.2
Work Plan	4.00	4.00	4.50	4.50	4.00	3	12.6
Cost and Price	5.00	5.00	5.00	5.00	5.00	5	25.0
Overall Score	88.0	85.0	92.5	89.5	85.0		88

The score for the non-shortlisted firm is 60.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2721 FREEWAY SERVICE PATROL SERVICES

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Beach Town Towing, LLC. dba Orange County Motor Club						
Contract Type: Time and Expense	C-6-1029	Freeway Service Patrol	December 4, 2016	December 3, 2021		\$ 3,754,410
Subconsultants: None						
Contract Type: Time and Expense	C-8-1620	Freeway Service Patrol	December 1, 2018	December 1, 2023		\$ 3,146,425
Subconsultants: None						
Sub Total						\$6,900,835
California Coach Orange, Inc.						
Contract Type: Time and Expense	C-5-3109	Freeway Service Patrol	November 1, 2015	October 1, 2021		\$ 8,418,543
Subconsultants: None						
Contract Type: Time and Expense	C-5-3787	Freeway Service Patrol	December 4, 2016	December 3, 2021		\$ 4,549,384
Subconsultants: None						
Contract Type: Time and Expense	C-7-2155	Freeway Service Patrol	December 1, 2018	December 1, 2023		\$ 13,785,532
Subconsultants: None						
Sub Total						\$26,753,459
California Roadside Service, LLC						
Contract Type: Time and Expense	None	N/A	N/A	N/A	N/A	N/A
Subconsultants: None						
Sub Total						\$ -
Veterans Towing, LLC						
Contract Type: Time and Expense	None	N/A	N/A	N/A	N/A	N/A
Subconsultants: None						
Sub Total						\$ -



March 1, 2021

To: Regional Planning and Highways Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for Call Box Maintenance Services

Overview

On December 14, 2020, the Board of Directors approved the release of a request for proposals for call box maintenance services to maintain call boxes operated under the Orange County Service Authority for Freeway Emergencies program. Proposals were received 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 call box maintenance services.

Recommendations

- A. Approve the selection of CASE Emergency Systems, as the firm to provide call box maintenance services to maintain call boxes operated under the Orange County Service Authority for Freeway Emergencies program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2632 between the Orange County Transportation Authority and CASE Emergency Systems, in the amount of \$2,432,315, to provide call box maintenance services for a six-year initial term, with one, two-year option term.

Discussion

In 1988, as a result of legislation that is now a part of California Streets and Highways Code Chapter 14, Sections 2550 to 2559, the Orange County Transportation Commission was designated as Orange County's Service Authority for Freeway Emergencies (SAFE). In 1991, the Orange County SAFE, along with several other entities, became part of the Orange County Transportation Authority (OCTA). In 1992, the Orange County SAFE was expanded to include the Freeway Service Patrol (FSP) program. In 2009, the

SAFE was expanded to include regional participation in the Southern California 511 Motorist Assistance and Traveler Information (511) Program.

The Orange County SAFE currently operates approximately 300 solar powered cellular telephone call boxes located on Orange County freeways, toll roads, and select state highways. All call boxes are equipped with teletypewriter capabilities that allow users to type and read rather than speak and hear while in communication with the call box call center and with California Highway Patrol (CHP) dispatchers. All call box sites are also configured for Americans with Disabilities Act accessibility and are accessible to individuals with disabilities. Contracted call center operators, depending on the nature of the aid requested, may forward the information to the CHP to dispatch an FSP unit, forward the call to an automobile association, the motorist's family, another appropriate party, may transfer the call to the CHP who may dispatch a CHP field unit, or notify an emergency response provider.

Funding for operating the call boxes comes from a \$1 registration fee on vehicles registered in Orange County. This revenue stream generated \$2.9 million in fiscal year (FY) 2019-20. Approximately \$1.1 million of the \$2.9 million was spent on the call box program for call box maintenance, call center services, and cellular phone services in FY 2019-20. Remaining funds from the registration fee are used for OCTA's participating cost in the regional 511 Program and provides a portion of the required local match funding for the FSP program.

Call box maintenance services are currently provided under an agreement that expires June 30, 2021. A new maintenance agreement is necessary to ensure continuity of call box maintenance services.

The pricing structure of the new maintenance agreement includes a monthly flat rate for one full-time equivalent technician and the support equipment necessary to perform all corrective maintenance, preventive maintenance, construction removals, reinstallations, upgrades, knockdown repairs, damage repairs, and other periodic maintenance determined to be necessary. If necessary, to expedite a specific project or campaign, additional field labor may be provided upon the approval of the OCTA project manager at an hourly rate defined in the agreement. Parts and materials will be provided by OCTA through surplus inventory from removed call boxes. Once OCTA surplus inventory is exhausted, parts and materials will be provided by the contracted maintenance provider at pricing negotiated through this procurement.

The proposed agreement also includes refurbishing faded call box housings and call box signs in year five of the agreement, and costs associated with a potential cellular radio upgrade that may be necessary as a result of network technology migrations that have been required about every five years.

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 qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On December 15, 2020, Request for Proposals (RFP) 0-2632 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on December 16 and 21, 2020. A pre-proposal conference was held virtually on December 22, 2020, with one attendee representing one firm. One addendum was issued to make available the pre-proposal conference registration sheets and presentation, as well as respond to written questions.

On January 6, 2021, one proposal was received from CASE Emergency Systems (CASE). In accordance with OCTA's procurement policies and procedures, a single proposal received for a procurement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct an agreed-upon procedures review to determine whether the Contracts Administration and Materials Management Department (CAMM) complied with procedures to ensure adequate outreach to stimulate competition. The review found CAMM complied with these procedures. In addition, CAMM contacted registered vendors that received the RFP through OCTA's solicitation system and firms on the planholder's list indicating interest in submitting a proposal to inquire why they did not submit proposals. The responses from the firms varied, such as not being able to submit due to inventory and warehouse factors, the length of the commitment, inability to pursue the opportunity at this time, and lack of capabilities or experience required.

An evaluation committee consisting of OCTA staff from CAMM, Facilities Maintenance, and Motorist Services departments, as well as external representatives from Riverside County Transportation Commission (RCTC), and San Bernardino County Transportation Authority met to review the proposal.

The proposal was evaluated based on the following Board-approved evaluation criteria and weightings:

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

Several factors were considered in developing the evaluation criteria weightings. To ensure the firms are qualified to perform this service, qualifications of the firms was weighted at 20 percent. Staffing and project organization was also weighted at 20 percent as it is necessary for the firm to propose qualified staff and resources available to perform call box maintenance services. Work plan, as well as cost and price, were weighted equally at 30 percent to ensure the firms demonstrated a comprehensive understanding of the project scope through their proposed work plan and that OCTA receives value for the services provided.

The evaluation committee conducted an interview with CASE. The firm had the opportunity to present its approach for accomplishing the requested services, project team qualifications, and respond to evaluation committee questions. The firm was also asked specific clarification questions related to OCTA's requirements specified in the scope of work.

The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

CASE is the original developer of the wireless Lexan Call Box solution, which is currently used on Orange County freeways and is headquartered in the City of Irvine with a 6,000-square foot office and warehouse facility. CASE supports a number of emergency and non-emergency wired and wireless communication solutions. The Lexan Wireless Call Box solution is utilized by the Orange County SAFE program, as well as the wireless Emergency Call Towers recently installed at 12 OCTA-operated transit facilities. During the interview, CASE demonstrated its extensive experience maintaining call box systems in the State of California and is well qualified to perform the work outlined in OCTA's scope of work.

Staffing and Project Organization

As the original manufacturer of the Lexan wireless and Teletype (TTY) call boxes, CASE proposed staff and field technicians that have thorough knowledge and extensive experience in the required maintenance services. Their experience includes system-wide upgrades for San Bernardino Associated Governments and RCTC, such as analog to digital conversion, TTY upgrade, and installation of call boxes in the counties of Riverside and San Bernardino. The proposed key staff possesses a broad technical background that includes extensive knowledge of the Lexan Call Box product, installations, removals, corrective and preventive maintenance requirements, and cellular trouble shooting techniques. Other proposed key staff have about 20 years of project management experience in the electronic security industry, ensuring customer satisfaction and various aspects of call box business management.

Work Plan

CASE's proposal demonstrated a thorough understanding of the scope of work and adequately addressed OCTA's requirements in its work plan, detailing how they will continue to maintain the required 300 units of freeway call box systems. CASE's work plan presented its experience, person power, tools, and facilities to perform the scope of work to meet and exceed Orange County SAFE's needs and requirements. CASE's work plan includes a complete implementation and transitional plan such as moving existing OCTA-owned material required to perform maintenance tasks and transitioning the reporting of call boxes from the current contractor maintenance server to the CASE maintenance system (hardware and software) that will be tasked with reporting the near-real-time health and status of each call box in the system.

Cost and Price

CAMM also conducted a price review. The hourly labor rates proposed by CASE are deemed fair and reasonable as they are lower than rates paid by peer agencies that have a SAFE program. Additionally, the proposed monthly fixed fee is also lower than the current monthly fixed fee OCTA pays for these services.

Procurement Summary

Based on the evaluation of the written proposal, the firm's qualifications, and the information obtained from the interview, the evaluation committee recommends the selection of CASE to provide call box maintenance services. The CASE team demonstrated relevant experience and submitted a comprehensive proposal that was responsive to the requirements of the RFP.

The agreement will be a time-and-expense agreement with a six-year initial term and one, two-year option. The amount of the initial term is \$2,432,315.

Fiscal Impact

The project is included in OCTA's Proposed FY 2021-22 Budget, Motorist Services Department - Service Authority for Freeway Emergencies Fund, Account No. 0013-7612-S1001-ASM, and is funded by a \$1 per vehicle registration fee. Future year funding will be included in each annual operating budget.

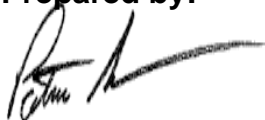
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2632 with CASE Emergency Systems, in the amount of \$2,432,315, to provide call box maintenance services for a six-year initial term effective through June 30, 2027, with one, two-year option term.

Attachment

None.

Prepared by:



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Manager, Motorist Services
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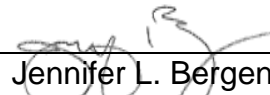
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March 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for the Development of Orange County Mobility Hubs Strategy

Overview

Consultant services are required to develop the Orange County Mobility Hubs Strategy. Mobility hubs connect walking, biking, transit, and shared mobility options in convenient locations, resulting in an integrated suite of transportation services. This study will result in a strategy that identifies mobility hubs best practices, establishes criteria for siting mobility hubs in Orange County, and develops conceptual mobility hubs designs at priority locations recommended for further study. Proposals have been 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 for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Steer Davies & Gleave, Inc., as the firm to develop the Orange County Mobility Hubs Strategy.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2646 between the Orange County Transportation Authority and Steer Davies & Gleave, Inc., in the amount of \$297,371, to develop the Orange County Mobility Hubs Strategy.

Discussion

The objectives of this study are to 1) increase transit ridership, 2) reduce automobile dependence, 3) promote rideshare, 4) reduce air pollution, and 5) provide equity. Providing alternatives to single-occupancy vehicle (SOV) trips within regional activity centers enable mobility hubs to reduce vehicle dependency by improving access to transit, active transportation, and ridesharing. These mobility hubs can be situated at activity centers with

concentrations of employment, housing, shopping, and/or recreation. The improved multimodal access enhances the investments in transit service, transportation centers, park-and-ride facilities, and commuter/interregional rail stations. This in turn helps reduce congestion and vehicle-miles traveled while also improving air quality and equity within the transportation system.

The proposed study will develop an Orange County Mobility Hubs Strategy. The selected consultant will consider stakeholder input, best practices, lessons learned from peer agencies, and other relevant research to establish and apply criteria for siting and configuring effective mobility hubs in Orange County. This will include development of mobility hubs concepts that recommend services to improve travel options in high-priority locations identified through the study. The Orange County Mobility Hubs Strategy will also outline the next steps that are needed to support future considerations for implementation.

The Orange County Mobility Hubs Strategy will create a vision to guide future projects and help to establish performance expectations for those efforts. The concepts identified will require more detailed planning, engineering, coordination, and partnerships prior to implementation. Therefore, the Orange County Mobility Hubs Strategy is just the first step toward considering innovative strategies designed to better connect travelers to efficient mobility options serving Orange County's activity centers.

Procurement Approach

This procurement was handled in accordance with Orange County Transportation Authority (OCTA) 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 project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On November 9, 2020, Request for Proposals (RFP) 0-2646 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on November 9 and 16, 2020. A pre-proposal teleconference was on November 17, 2020, with seven attendees representing seven firms. Two addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On December 2, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Planning and Analysis, Local Programs, and Transit Service Planning departments met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 25 percent as the firms had to demonstrate experience on similar projects, preferably involvement in the development of mobility hubs and/or related assignments. Staffing and project organization was weighted at 25 percent as the project team had to demonstrate expertise with project management and planning skills in the development of mobility hubs. Work plan was weighted highest at 30 percent to emphasize the importance of the firm demonstrating an effective approach to locating and designing mobility hubs, as well as any supporting services, amenities, and technologies that increase multimodal mobility. Cost and price was weighted at 20 percent to ensure OCTA receives competitive pricing for the proposed services.

On December 16, 2020, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the two most qualified firms. The two short-listed firms are as follows in alphabetical order:

Firm and Location

Alta Planning + Design, Inc. (Alta Planning)
Portland, Oregon

Steer Davies & Gleave, Inc. (Steer)
Los Angeles, California

On December 22, 2020, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services involving mobility hubs strategy projects, enhancements to the scope of work, and quality control procedures. Specifically, the firms were requested to discuss the work plan for completing the project within the anticipated 12-month project schedule. Additionally, the firms were asked to identify tasks where they may encounter delays and how the firm would propose to address those issues impacting the project timeline. Finally, firms were asked 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 rankings and made adjustments to individual scores. The overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of the written proposals, information obtained from the interviews, as well as cost and price, the evaluation committee recommends Steer for consideration for award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The short-listed firms are qualified and demonstrated experience providing related mobility hubs strategies locally and internationally.

Steer's main office is located in the City of Los Angeles and has provided mobility hubs planning services since 1989. The firm employs 15 employees in the Los Angeles office and 450 professionals globally. Steer has experience working on projects such as the Orange County Complete Streets Initiative for the Orange County Council of Governments, OCTA's Transit Supportive Design Guidelines, and Safe Routes to School Action Plan. Steer also demonstrated international experience on mobility hubs strategy and design. Recent work includes developing a mobility hubs strategy for South-East Scotland Transportation (SESTran), delivering a mobility hubs strategy and design for Vallecas in Spain, and was commissioned by the Calderdale Council in the United Kingdom to undertake demographic analysis to understand the potential for mobility hubs in Calderdale.

Alta Planning's project office is also located in the City of Los Angeles and was founded in 1996 with 172 employees throughout North America. The firm worked with Portland Bureau of Transportation to develop a kit of parts to guide mobility hubs planning and implementation and provided a study for the University of Utah that included location, land requirements, and programming needs for developing new campus mobility hubs. Alta Planning was also part of a team that provided land use and transportation technical analysis to identify potential corridors and operational plans linking multiple transit programs in Charlotte, North Carolina for the Charlotte Area Transportation System, and completed a transportation study that identified potential mobility hubs opportunities for Research Triangle Park in North Carolina.

Staffing and Project Organization

Both firms proposed experienced and knowledgeable project teams that met personnel requirements specified for this project.

Steer proposed a qualified team with experience related to mobility hubs strategies. The proposed project manager has more than eight years of experience and worked as an expert advisor for SEStran on the strategic study for the development of mobility hubs in the region. The project manager is also concluding the development of a Next Generation Transit Vision for the Sacramento Area Council of Governments. The goal of this effort is to understand how integrated transportation systems, including mobility hubs, could fit within the transit vision. The proposed principal-in-charge brings over 15 years of experience in the new mobility space and specializes in strategic design, stakeholder and organizational management, and business development and is currently working on Los Angeles Department of Transportation's mobility hubs project as well as Caltrain, San Francisco's mobility hubs project. During the interview, the project team provided comprehensive responses to the evaluation committee's questions.

Alta Planning proposed an experienced team. The proposed project manager has ten years of experience, as well as demonstrated knowledge and experience in shared mobility, micro-mobility, and transportation technology research. The project manager has worked on related projects including Salt Lake City North Temple, mobility hubs study design, Research Triangle mobility hubs design, and the City of Tucson mobility master plan. The principal-in-charge has 22 years of experience as a transportation planner and has worked on several related projects such as the Orange County Active Transportation Plan, Southern California Association of Government's Disadvantaged Communities Planning Initiative, and the Mountain View Comprehensive modal plan. The project team responded to all questions during the interview; however, labor-hour allocation to the project remained unclear.

Work Plan

Steer presented a work plan that addressed all elements of the scope of work, its requirements, and presented a clear plan to accomplish necessary tasks and flexibility in scheduling based on specific tasks in the scope of work. The firm also discussed additional accommodations and enhancements for the proposed action plan. This included an OC Mobility Hubs Permit Playbook, a hands-on document that articulates key recommendations for mobility hubs permitting program, the approach to the recommended program, data rights consideration, foreseen site-specific pitfalls, and contingencies to work around them. The firm also proposed to have an additional enhancement activity focused on development of a business case as part of the firm's action plan for the mobility hubs strategy. The interview presentation demonstrated an understanding of the project requirements, and the firm discussed the enhancements and recommendations relevant to the mobility hubs strategy project.

Alta Planning's work plan demonstrated understanding of the project requirements. The firm discussed its general approach to completing the tasks that included enhancements to the scope of work, such as creating an interactive web-based data dashboard to communicate the results necessary for the mobility hubs strategy. The firm presented an optional task that included artificial intelligence (AI) to provide sidewalk and crosswalk inventory, and gap analysis of existing micro-mobility and pedestrian facilities based on AI derived database. Alta's proposal specified a budget that does not provide for multiple edits to the administrative draft. The scheduling was also broad and not clarified clearly during the interview.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest firm-fixed price and scored the other proposals' firm-fixed price based on their relation to the lowest firm-fixed price. Steer's firm-fixed price was lower than the price proposed by Alta Planning and was also lower than the OCTA project manager's independent cost estimate. Therefore, Steer's proposed firm-fixed price is deemed fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Steer as the top-ranked firm to provide the Orange County mobility hubs strategy. Steer delivered a comprehensive proposal and an interview that was responsive to the requirements of the RFP.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2020-21 Budget, Planning Division, Account No.1531-7519-A4461-0YV, and is funded by a combination of Federal Surface Transportation Block Grants, as well as State Transportation Improvement Program funds.

Summary

Staff is recommending that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2646 with Steer Davies & Gleave, Inc., in the amount of \$297,371, to develop the Orange County Mobility Hubs Strategy.

Attachments


- A. Review of Proposals, RFP 0-2646 Development of Orange County Mobility Hubs Strategy
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2646 Development of Orange County Mobility Hubs Strategy
- C. Contract History for the Past Two Years, RFP 0-2646 Development of Orange County Mobility Hubs Strategy

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Approved by:



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Review of Proposals
RFP 0-2646 Development of Orange County Mobility Hubs Strategy

Presented to the Regional Planning and Highways Committee on March 1, 2021

Six proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price Total
1	86	Steer Davies & Gleave, Inc. Los Angeles, California	Tranzito Fehr & Peers Leslie Scott	The firm was established in 1978 and has provided mobility hubs planning services since 1989. Proposal meets all the requirements of the scope of work. Worked within Orange County on projects, such as the Orange County Complete Streets Initiative, OCTA's Transit Supportive Design Guidelines, and Safe Routes to School Action. Mobility hubs projects include South-East Scotland Transportation, Vallecas in Spain, and Calderdale in the United Kingdom. The proposed project manager has more than eight years of experience. Principal-in-charge brings over 15 years of experience and is currently working on the Los Angeles Department of Transportation's mobility hubs project. Enhancements include virtual workshops to validate and confirm mobility hub assessment and added an additional activity focused on development of a business case as part of the action plan. Steer provided lowest pricing of the short-listed firms. The project team responded to all questions at the interview.	\$297,371
2	82	Alta Planning + Design, Inc. Portland, Oregon	Here Design Studio, LLC	Firm has an office located in the City of Los Angeles. Proposal meets all the requirements of the scope of work. Experience with Portland Bureau of Transportation to develop a kit of parts to guide mobility hubs planning. Provided a study for University of Utah for developing new campus mobility hubs. Provided transportation study identifying potential mobility opportunities for Research Park in North Carolina. The proposed project manager has ten years of experience with firm and worked on related projects, such as Salt Lake North Temple and Research Triangle mobility hubs design. The principle-in-charge has five years of experience with firm and 22 years as a transportation planner. Enhancements include artificial intelligence to provide sidewalk and crosswalk inventory. The firm provided competitive pricing. The firm responded to all questions during the interview.	\$299,966

Contracts Administration and Materials Management (1)
 Planning and Analysis (2)
 Local Programs (1)
 Transit Service Planning (1)

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

25 percent
 25 percent
 30 percent
 20 percent

Acronyms
 RFP - Request for proposals
 OCTA - Orange County Transportation Authority

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2646 Development of Orange County Mobility Hubs Strategy

Steer Davies & Gleave, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	5	20.00
Organization	4.00	4.00	4.00	4.00	4.00	5	20.00
Work Plan	4.00	4.50	4.50	4.50	4.00	6	25.80
Cost and Price	4.96	4.96	4.96	4.96	4.96	4	19.84
Overall Score	83.84	86.84	86.84	86.84	83.84		86
Alta Planning + Design, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.00	4.50	4.00	4.00	5	20.50
Organization	4.00	4.00	4.00	4.00	3.50	5	19.50
Work Plan	4.00	3.50	3.50	4.00	4.00	6	22.80
Cost and Price	4.92	4.92	4.92	4.92	4.92	4	19.68
Overall Score	83.68	80.68	83.18	83.68	81.18		82

Range of scores for Non-Short-Listed firms is 75 to 79

Acronym
RFP - Request for proposals

Contract History for the Past Two Years
RFP 0-2646 Development of Orange County Mobility Hubs Strategy

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Steer Davies & Gleave, Inc. Contract Type: Subconsultants:		None				
Sub Total						
\$0						
Alta Planning + Design, Inc. Contract Type: Firm-Fixed-Price Subconsultants: Walk 'N Rollers C&R Consultants Latino Health Consultants						
	C91433	Campaign	January 1, 2020	June 1, 2022		\$500,000
Contract Type: Time and Expense Subconsultants: Fehr & Peers T. Y. Lin International Corwin Bales, dba C&R Consultants	C81759	Active Transportation Consultant	November 27, 2018	August 31, 2021		\$225,000
Sub Total						\$725,000

Acronyms

RFP - Request for proposals



March 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Measure M2 Environmental Mitigation Program
Regulatory Support Services

Overview

Consultant services are needed to provide professional environmental mitigation support with a focus on regulatory permitting services associated with the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Glenn Lukos Associates, Inc., as the firm to provide regulatory support of the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2701 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, for a five-year term to provide regulatory permitting services associated with the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program.

Discussion

In 2006, Orange County voters approved the renewal of Measure M, the half-cent sales tax to support continued investments in transportation projects and programs in Orange County through 2041. As part of the Measure M2 (M2) Program, a portion of the M2 Freeway Program revenues was set aside for the M2 Environmental Mitigation Program (EMP). The EMP provides funding for coordinated mitigation to offset impacts from the 13 freeway projects covered by M2 and ensures a streamlined permitting process.

The Orange County Transportation Authority (OCTA) prepared the Natural Community Conservation Plan/Habitat Conservation Plan (Conservation Plan) as a mechanism to offset potential project-related impacts on threatened and endangered species and their habitats in a comprehensive manner. A key component of the Conservation Plan has included the identification and acquisition of open space properties to offset habitat impacts. To date, seven OCTA properties (Preserves), totaling approximately 1,300 acres, have been successfully acquired (Attachment A). In addition, 12 different habitat restoration projects have been funded throughout Orange County and are also displayed in this same attachment.

The selected consultant will be a resource during the contract term to support the EMP with various tasks in relation to freeway project permitting, the Preserves, and the restoration projects. The M2 freeway projects are anticipated to impact jurisdictional waters, or waters that are subject to regulation by the United States Army Corps of Engineers (Corps), the State Water Resources Control Board (SWRCB), and the California Department of Fish and Wildlife (CDFW). These same types of impacts may also occur at the Preserves due to ongoing management or emergency projects. Regulatory permits may be required to cover each of these activities. The range of tasks the selected consultant may perform includes regulatory agency coordination, freeway project permitting consistency checks, assistance with Preserve permitting, conducting technical field assessments, providing cultural support services for EMP compliance, assistance with the development of land protection documents, and support for the transfer of management of the Preserves.

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 project organization and staffing, prior experience with similar projects, work plan, as well as cost and price.

On December 8, 2020, Request for Proposals (RFP) 0-2701 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on December 8 and 14, 2020. A pre-proposal conference was held on December 14, 2020, with three attendees representing three firms. Two addenda were issued to provide a copy of the pre-proposal registration sheet and communicate administrative information related to the RFP.

On January 6, 2021, three proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Project Development, Project Management, and Public Outreach departments met to review all proposals received.

The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the criteria weightings. Qualifications of the firm was weighted at 30 percent. The higher weighting in this category emphasized the importance for the firm to demonstrate relevant experience supporting the EMP with various tasks in relation to the Preserves, restoration projects, and freeway project permitting. Staffing and project organization was also weighted at 30 percent to ensure the proposed project team had the required skills and expertise needed to perform the work. The work plan was weighted at 20 percent as the proposing firm had to demonstrate its understanding of the range of tasks and its approach to providing the services included in the scope of work. Cost and price were also weighted at 20 percent to ensure the services would be provided at competitive rates and that OCTA receives the best value for the services provided.

On January 13, 2021, the evaluation committee reviewed all proposals received based on the evaluation criteria and short-listed the two most qualified firms. The two short-listed firms are listed below in alphabetical order:

Firm and Location

Chambers Group, Inc. (Chambers)
Santa Ana, California

Glenn Lukos Associates, Inc. (Glenn Lukos)
Santa Ana, California

On January 19, 2021, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. Specifically, the firms were requested to describe their approach to providing regulatory support including experience developing and implementing programmatic permits and innovations that could be applied to this project.

The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' experience performing similar services, enhancements to the scope of work, and cost-saving measures for this project. In addition, each firm was asked specific clarification questions related to their proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary rankings and made adjustments to individual scores. However, Glenn Lukos remained the higher ranked firm with the higher overall score.

Based on the evaluation of the written proposals, information obtained from the interviews, as well as cost and price, the evaluation committee recommends Glenn Lukos for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Glenn Lukos is located in the City of Santa Ana and has been providing environmental services since 1989. The firm employs 21 environmental professionals. The firm has distinctive regulatory experience specifically within Orange County and has worked with public and private entities. This experience includes the Aliso Creek Restoration Project to obtain regulatory/resource agency approval for the Habitat Mitigation Monitoring Program and Property Analysis Report. Since 1994, the firm has performed various biological and regulatory services for the City of Laguna Beach and regulatory support for the Laguna Beach Fire Department. Glenn Lukos has also provided similar services for OCTA where it demonstrates in-depth understanding of the Corps Letter of Permission procedures and the SWRCB assurances. The firm has experience with coastal development permits for management tasks on the Preserves, as well as with the Corps to track the M2 project impacts to jurisdictional areas and mitigation as the M2 projects move forward.

Chambers is located in the City of Santa Ana and has been providing environmental expertise and technical documentation since 1978. The firm has 76 employees and four decades of support experience maintaining compliance with applicable federal, state, and/or local environmental laws, regulations, and guidelines. The firm demonstrated experience providing similar services on a project for the City of Newport Beach where the firm provided jurisdictional delineation reports and restoration plans for the Superior Avenue Pedestrian and Bicycle Bridge. Chambers also prepared renewal permits for the Lost Canyons, LLC, development project for Newport Pacific Land Company.

In addition, the firm provided environmental consulting services for Marblehead Development Partners for the Sea Summit at Marblehead Coastal Development Project in the City of San Clemente, and environmental project management for San Diego Gas & Electric Company. The firm did not list projects where they specifically performed regulatory services required by the scope of work.

Staffing and Project Organization

Glenn Lukos proposed a qualified team with over ten years of experience for each team member. Additionally, the project team includes task leads and support staff to provide flexible scheduling. The firm's proposal demonstrated staff's knowledge of sensitive wildlife, plant species, and vegetation communities in the foothills and coastline, as well as applicable technical skills. The proposed project team has managed restoration projects, sensitive species surveys, vegetation mapping, plant surveys, and other environmental services throughout Orange County. The proposed project manager and lead regulatory specialist each have 15 years of regulatory support experience throughout Southern California with proposed availability at 65 percent to commit to this project and have experience preparing permit applications and developing programmatic permitting framework for advanced mitigation approvals for OCTA and the Corps. During the interview, the project team provided comprehensive responses to the evaluation committee's questions.

Chambers proposed an experienced team. The proposed project manager has over 20 years of experience and proposed 80 percent availability to this project. The proposed project manager and regulatory specialist have worked within the County of Orange and demonstrated an understanding of basic regulatory permitting, mitigation, and habitat restoration process. The project team is comprised of task leads and support staff who have experience with environmental permitting and compliance processes, project management, business development, and agency consultation. Other proposed key personnel range from one to 17 years of experience performing similar work with the firm. The resumes did not demonstrate that proposed staff has experience with complex programs and projects within Southern California. The project team responded to questions during the interview except staff availability. Staff availability was provided via email after the interviews.

Work Plan

Glenn Lukos presented a work plan that addressed all elements of the scope of work, its requirements, and presented a clear plan to accomplish necessary services and flexibility in scheduling based on needs. In addition, the firm demonstrated an understanding and background of the OCTA Conservation Plan and goals of the EMP. The firm demonstrated knowledge of sensitive

cultural resources on the Preserves and provided examples of Preserve work that may need permitting. The firm demonstrated in-depth understanding of land protection documents needed for the project and described coordination efforts with regulatory agencies, such as CDFW and the Corps. The project team's presentation demonstrated an understanding of the project requirements, including developing and/or implementing programmatic permits specifically with the Corps as required by the scope of work. In addition, they demonstrated a knowledge and understanding of the Corps before and after mitigation impact checklist as required in the scope of work.

Chambers presented a work plan that addressed elements of the scope of work. The work plan demonstrated their understanding of the Preserve permitting and permitting processes, compensatory mitigation, jurisdictional delineations, but presented a generic work plan that was not specifically tailored to OCTA. The proposal also did not elaborate on development of land protection documents in the proposed work plan. The firm's quality assurance and quality control processes were well-defined and provided an avenue to proactively identify problems and solutions. The firm was responsive to the interview questions.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate and scored the other proposals' weighted average hourly rate based on its relation to the lowest weighted average hourly rate. Glenn Lukos' weighted average hourly rate was lower than Chambers' rates, as well as the OCTA project manager's independent cost estimate. Therefore, the firms' rates are deemed fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, as well as cost and price, the evaluation committee recommends the selection of Glenn Lukos as the top-ranked firm to provide professional environmental support with a focus on regulatory permitting services associated with OCTA's EMP. Glenn Lukos delivered a comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2020-21 Budget, Planning Division, Account No. 0017-7519-FX001-OYM, and is funded through the M2 sales tax revenues.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2701 between the Orange County Transportation Authority and Glenn Lukos Associates, Inc., in the amount of \$500,000, for a five-year term to provide professional environmental support with a focus on regulatory permitting services associated with the Orange County Transportation Authority's Measure M2 Environmental Mitigation Program.

Attachments

- A. OCTA Preserves and Funded Restoration Projects
- B. Review of Proposals, RFP 0-2701 Measure M2 Environmental Mitigation Program Regulatory Support Services
- C. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2701 Measure M2 Environmental Mitigation Program Regulatory Support Services
- D. Contract History for the Past Two Years, RFP 0-2701 Measure M2 Environmental Mitigation Program Regulatory Support Services

Prepared by:



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Approved by:

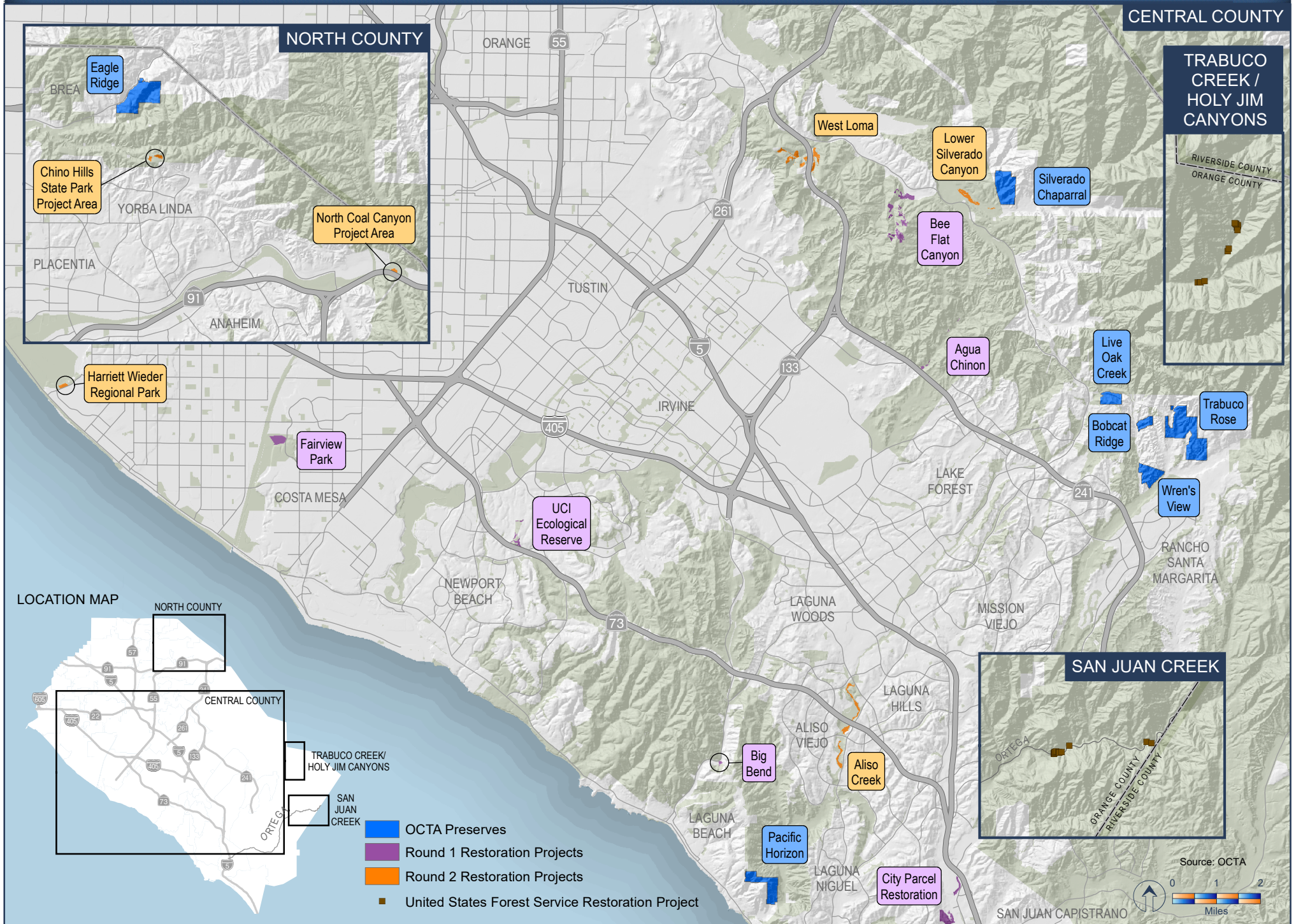


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OCTA Preserves and Funded Restoration Projects



Review of Proposals

RFP 0-2701 Measure M2 Environmental Mitigation Program Regulatory Support Services

Presented to the Regional Planning and Highways Committee on March 1, 2021

Three proposals were received, two firms were interviewed, one firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rates
1	86	Glenn Lukos Associates, Inc. Santa Ana, California	Brian F. Smith and Associates, Inc.	Has been providing environmental services since 1989 with 21 employees. Project manager has 15 years of similar experience and proposed 65 percent availability for the City of Laguna Niguel. Proposed a qualified team and each team member has over ten years of experience. Work plan addressed all elements of the scope of work. Worked with Aliso Creek Restoration Project to obtain regulatory/resource agency approval for the Habitat Mitigation Monitoring Program and Property Analysis Record. The firm demonstrated in-depth understanding of the United States Army Corps of Engineers Letter of Permission procedures and the State Water Resources Control Board assurances. Since 1994, the firm has performed various biological and regulatory services for the City of Laguna Beach and regulatory support for the Laguna Beach Fire Department. Proposed lowest hourly rates. The firm provided comprehensive responses to all questions during interviews.	\$149
2	74	Chambers Group, Inc. Santa Ana, California	Rincon Consultants, Inc.	Has been providing environmental expertise since 1978 with 76 employees. Project manager has 20 years of similar experience and proposed 80 percent availability. Proposed a qualified team and each team member has over 17 years of experience. The firm demonstrated similar experience on projects for the City of Newport Beach and Sea Summit at Marblehead Coastal Development Project in the City of San Clemente. The work plan demonstrated their understanding of the Preserve permitting and permitting processes, but did not necessarily tailor it more specifically to apply to OCTA. Proposed competitive hourly rates. The firm answered all questions during interviews.	\$152

Evaluation Panel

Contracts Administration and Materials Management (1)
Project Development (2)
Public Outreach (1)
Project Management (1)

Proposed Criteria

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

Weight Factors

30 percent
30 percent
20 percent
20 percent

Acronyms

RFP - Request for proposals
OCTA - Orange County Transportation Authority

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 0-2701 MEASURE M2 ENVIRONMENTAL MITIGATION PROGRAM
REGULATORY SUPPORT SERVICES

Glenn Lukos Associates, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.00	4.50	4.00	5.00	4.50	6	26.40
Staffing/Project Organization	4.00	4.50	4.00	4.00	4.00	6	24.60
Work Plan	3.50	4.00	4.00	4.00	3.50	4	15.20
Cost and Price	5.00	5.00	5.00	5.00	5.00	4	20.00
Overall Score	82.00	90.00	84.00	90.00	85.00		86
Chambers Group, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.50	3.50	3.50	3.50	3.50	6	21.00
Staffing/Project Organization	3.50	3.00	3.50	3.50	3.00	6	19.80
Work Plan	3.50	3.00	3.50	3.50	3.00	4	13.20
Cost and Price	4.90	4.90	4.90	4.90	4.90	4	19.60
Overall Score	75.60	70.60	75.60	75.60	70.60		74

Score for Non-Short Listed firm is 69

Acronym
RFP - Request for proposals

Contract History for the Past Two Years

RFP 0-2701 Measure M2 Environmental Mitigation Program Regulatory Support Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Glenn Lukos Associates, Inc.						
Contract Type: Time-and-expense Subconsultants: <i>Dudek and Associates</i>	C-5-3687	Biological Monitoring Support	February 3, 2016	July 31, 2020		\$240,000
Contract Type: Time-and-expense Subconsultants: <i>Dudek and Associates</i>	C-6-1039	Biological Monitoring Services	August 30, 2016	August 31, 2021		\$420,000
Contract Type: Time-and-expense Subconsultants: <i>Dudek and Associates</i>	C-0-2479	Biological Preserve Monitoring	December 1, 2020	November 30, 2023		\$350,000
Sub Total					\$1,010,000	
Chambers Group, Inc.						
Contract Type: None Subconsultants: <i>None</i>						
Sub Total						\$0.00



March 1, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the California Department of Transportation to define roles, responsibilities, and funding obligations for the preparation of plans, specifications, and estimates, and advertisement and award of the construction contract for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3300 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$450,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Discussion

The State Route 57 (SR-57) Northbound Improvement Project between Orangewood Avenue and Katella Avenue (Project) is part of Project G in the Measure M2 (M2) freeway program, and is included in the updated Next 10 Delivery Plan adopted by the Orange County Transportation Authority (OCTA) Board of Directors (Board) in November 2019. The Project is scheduled to move into the design phase using previously approved M2 and federal funding.

The Project will add one general purpose (GP) lane in the northbound direction on the SR-57 freeway between Orangewood Avenue and Katella Avenue. The

Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue **Page 2**

Project will construct the missing section of the fifth GP lane, extend the existing auxiliary lane from the Orangewood Avenue off-ramp to the Katella Avenue off-ramp, improve the Katella Avenue off-ramp to provide additional storage capacity, and extend the merge length between the existing freeway on-/off-ramps to improve weaving distance. The final environmental document was signed on March 29, 2019, and build alternative 2 was identified as the preferred alternative by the Project development team.

OCTA proposes to enter into a cooperative agreement with the California Department of Transportation (Caltrans) to define the roles and responsibilities of both agencies. OCTA is the implementing agency for the plans, specifications, and estimates (PS&E), and Caltrans will provide oversight and independent quality assurance of the PS&E production to ensure the Project meets Federal Highway Administration and Caltrans standards. Caltrans' oversight of the PS&E will be at no cost to OCTA.

Caltrans will be responsible for the advertisement and award of the construction contract. As part of the PS&E phase, OCTA will reimburse Caltrans, in the amount of \$450,000, for the direct support costs associated with the final contract document packaging, advertisement, and award of the construction contract for the Project. The construction phase roles, responsibilities, and funding will be the subject of a separate future cooperative agreement.

Staff will return to the Board with a separate item to seek approval to release a request for proposals to procure a consultant for the PS&E services for the Project.

Fiscal Impact

Funding for the Project is included in the proposed OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, Account 0017-7519-FG104-02K, and will be funded with a combination of federal Highway Infrastructure Program, Local Partnership Program formula, and local M2 funds.

Summary

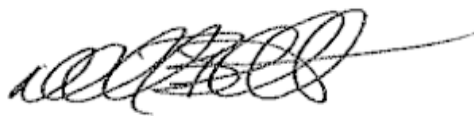
Staff requests the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3300 with the California Department of Transportation, in the amount of \$450,000, to provide oversight of the plans, specifications, and estimates, and to advertise and award the construction contract for the State Route 57 Northbound Improvement Project between Orangewood Avenue and Katella Avenue.

Cooperative Agreement with the California Department of Transportation for the State Route 57 Northbound Improvement Project Between Orangewood Avenue and Katella Avenue *Page 3*

Attachment

None.

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Update on Interstate 5 Widening Project Between State Route 73 and El Toro Road



Project Area



Project Segments

Segment 1

State Route 73 to Oso Parkway

Segment 2

Oso Parkway to Alicia Parkway

Segment 3

Alicia Parkway to El Toro Road

Total length: 6.5 miles

Total estimated cost: \$580m
(all projects and phases)

Local Cities

Mission Viejo, Laguna Niguel

Mission Viejo, Laguna Hills

Laguna Hills, Laguna Woods,
Lake Forest

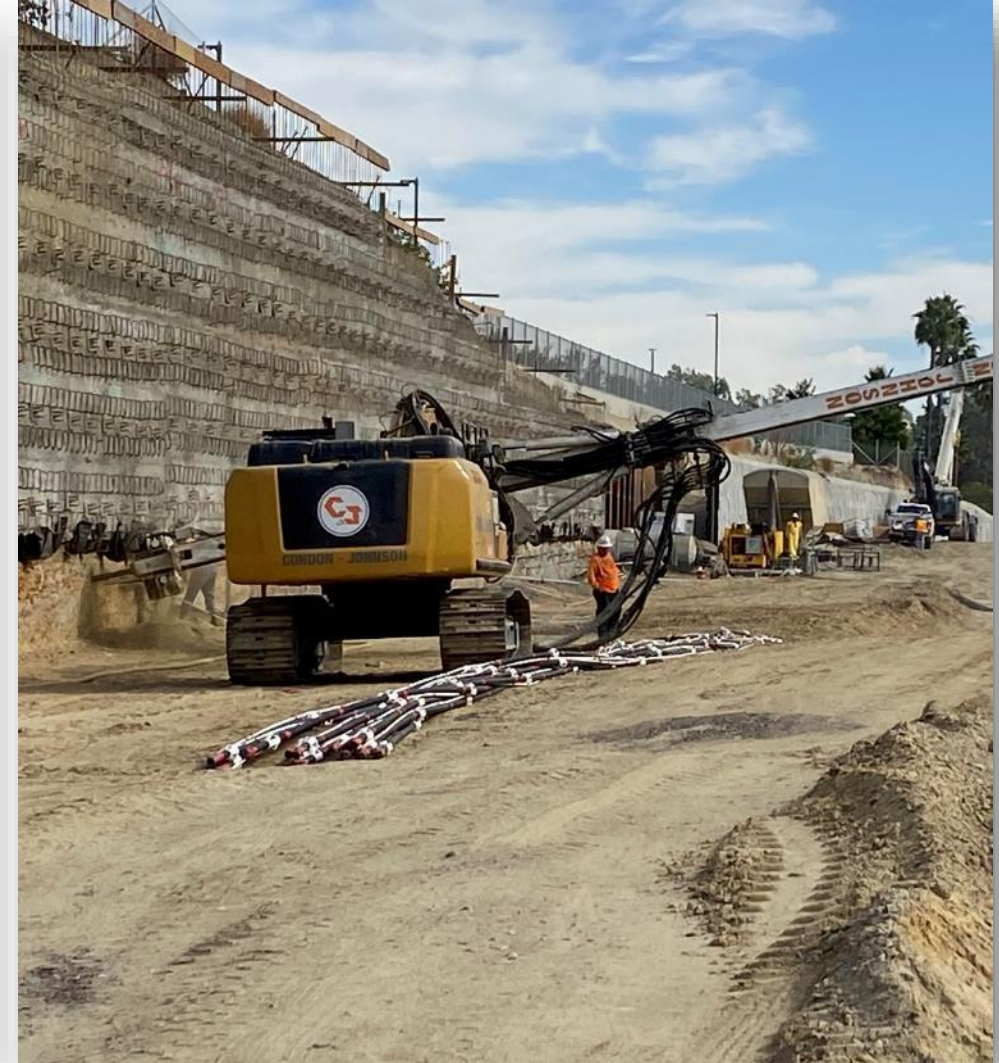
Project Improvements

- 1** Add one general purpose lane in both directions from Avery Parkway to Alicia Parkway
- 2** Extend second high-occupancy vehicle (HOV) lane in both directions from Alicia Parkway to El Toro Road
- 3** Reconstruct Avery Parkway and La Paz Road interchanges, and Los Alisos Boulevard overcrossing
- 4** Reconstruct and add auxiliary lanes
- 5** Realign and/or improve on- and off-ramps
- 6** Convert existing HOV lanes to continuous access throughout the project area

Estimated Construction Schedule

Segment	Estimated Schedule
Segment 2 Oso Parkway to Alicia Parkway	May 2019 – Late 2023 <i>Under Construction</i>
Segment 1 State Route 73 to Oso Parkway	February 2020 – Early 2025 <i>Under Construction</i>
Segment 3 Alicia Parkway to El Toro Road	January 2021 – Mid-2024 <i>Under Construction</i>

Segment 2 – Current Activities



La Paz Road Interchange



- Increase vertical clearance to 15 feet
- Total number of thru lanes
 - Three eastbound (EB) thru lanes
 - Three westbound (WB) thru lanes
- New five-foot bike lanes and widen existing sidewalks

Segment 1 – Current Activities



Avery Parkway Interchange

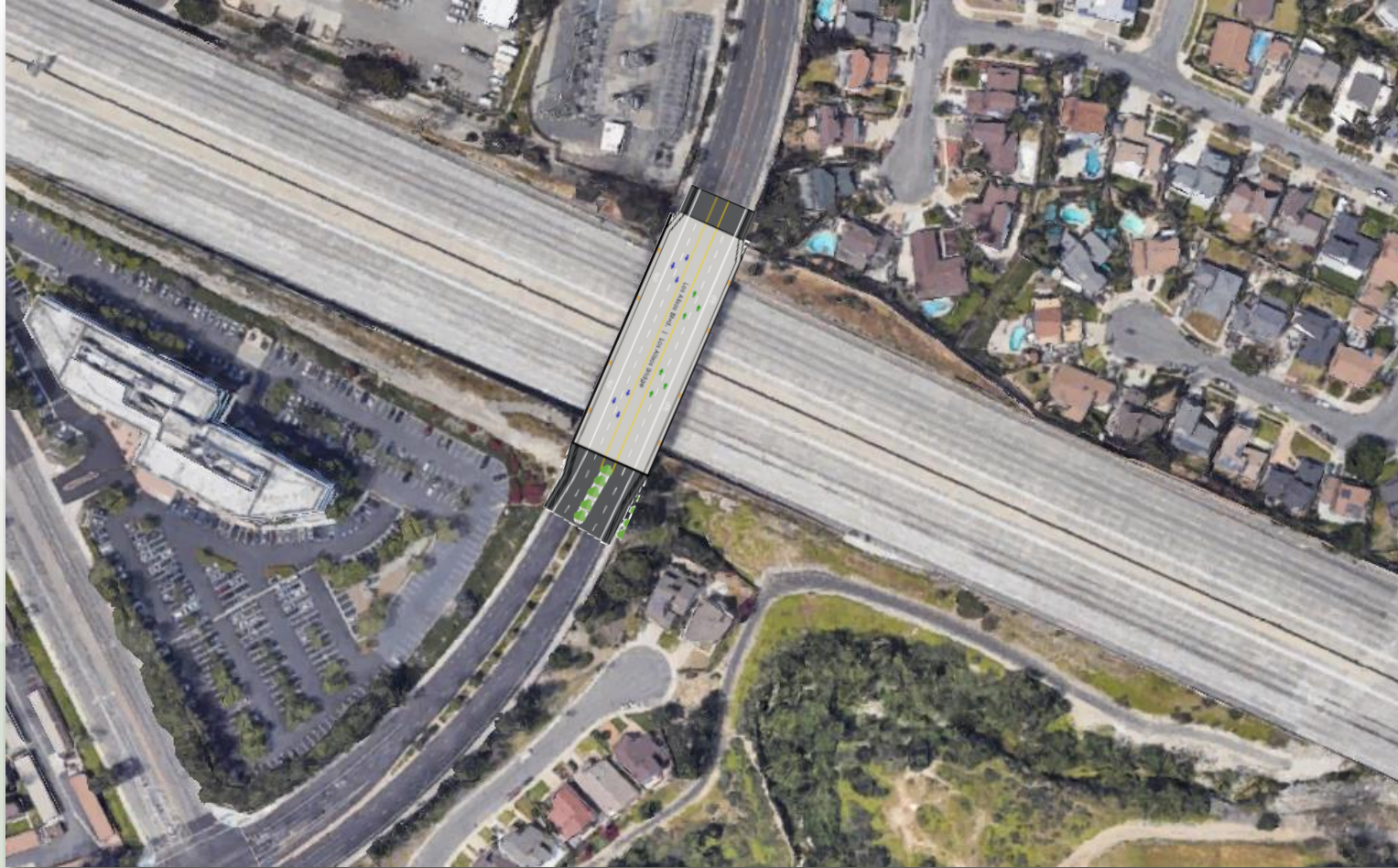


- Replace Interstate 5 bridge
- Ten lanes on Avery Parkway
- Three WB and three EB thru lanes
- Two WB and two EB left-turn lanes
- Eight-foot bike lanes in each direction
- Standard shoulders
- Sidewalks in each direction

Segment 3 – Current Activities



Los Alisos Boulevard Overcrossing

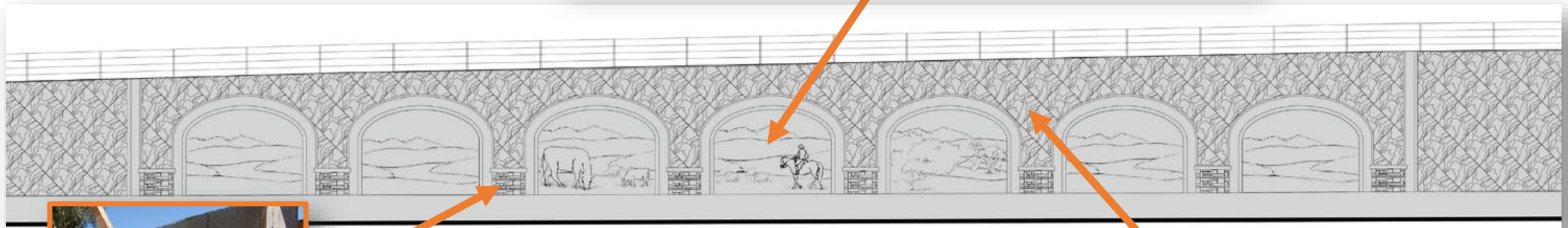


- Two EB and WB lanes
- Bike lanes and wider sidewalks

Retaining Wall Aesthetics

Major Retaining Walls

Pastoral Ranch Theme



Stacked Stone Texture

Slate Stone Texture



Essential Coordination

Segment 1

State Route 73 to Oso Parkway



Segment 2

Oso Parkway to Alicia Parkway



Segment 3

Alicia Parkway to El Toro Road



METROLINK



Traffic Management Plan



55 mph zone
K-rail
CHP-enforced
Closures



Off-peak
Overnight
2 lanes




Short-term
28 hour
55 hour



Caltrans
Cities
CHP

CONSTRUCTION UPDATE

A PROJECT OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND CALTRANS DISTRICT 12



WEEK OF JANUARY 25, 2021


PILE DRIVING AT AVERY PARKWAY

Crews will be performing pile driving activities along the northbound I-5 bridge at Avery Parkway starting as early as Monday, Feb. 1. This work will take place for up to three weeks. Pile driving is necessary for the foundation of the new Avery bridge as part of the freeway widening.

Please be advised, this work may be loud. Schedules are subject to change due to unforeseen operational factors or inclement weather.

WHAT IS PILE DRIVING?

Pile driving is a common method of constructing structure foundations. To



I-5 FREEWAY WIDENING PROJECT

Improvements Down the Road



I-5 South County Improvements Project will begin construction on Segment 3, from Alicia Pkwy. to El Toro Rd., on January 4, 2021. The total length of this segment is 1.8 miles and will allow for:

- Widening of the freeway in both northbound and southbound
- Extend the second carpool lane
- Reconstruct the Los Alisos Blvd. bridge
- Convert carpool lanes to continuous access
- Modify on- and off-ramps



Map is not to scale

Initial work activities will include the removal of trees and shrubs located along the I-5 within the Caltrans right of way. Please be advised this work may be loud. Crews will begin placing construction equipment, K-rail and signage in the area. Construction on all segments is expected to be completed in 2025.

949-614-0202 | octa.net/i5southcounty | @OCI5SouthCounty



Avery Parkway Interchange Construction: Stage 1





Estimated Start: Early 2021/1st Quarter
Estimated Duration: Nine to 12 months



Note:

oci5southcounty

Mission Viejo, California



19 likes

oci5southcounty Nighttime demolition along the northbound I-5 bridge at Avery Pkwy. has been completed. Access on Avery Pkwy. under the... more

December 18, 2020

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Project Help Line

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