



Orange County Transportation Authority

Transit Committee Agenda Thursday, March 14, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Ashleigh Aitken
Valerie Amezcua
Andrew Do
Patrick Harper
Stephanie Klopfenstein

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

Agenda Descriptions

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.

Public Availability of Agenda Materials

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.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

TRANSIT COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. 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.

Call to Order

Pledge of Allegiance

Director Amezcua

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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.

1. Approval of Minutes

Clerk of the Board

Recommendation

Approve the minutes of the February 8, 2024 Transit Committee meeting.

Attachments:

[Minutes](#)

2. Amendments to Agreements for Design Support Services and Construction Management Services for the OC Streetcar Project

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is currently underway with the implementation of the OC Streetcar project. Staff is seeking Board of Directors' approval for two contract amendments for design support services and construction management services needed to support the ongoing delivery of the OC Streetcar project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,000,000, and extend the agreement term through August 31, 2025, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$34,083,841.

TRANSIT COMMITTEE MEETING AGENDA

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 21 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of \$7,700,000, and extend the agreement term through February 28, 2025, for continued OC Streetcar project construction management services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$42,782,570.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

3. Amendment to Agreement for Mobile Ticketing Validators Extended Warranty Coverage Period

Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority implemented the use of mobile ticketing stand-beside validators to validate mobile fare media. Staff is requesting Board of Directors' approval to exercise the fourth option term to extend warranty coverage for the current mobile ticketing validators for a one-year period effective May 1, 2024 through April 30, 2025.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the fourth option term in the amount of \$158,769, for extended warranty coverage and annual maintenance for mobile ticketing validators effective May 1, 2024 through April 30, 2025. Amending this agreement will increase the maximum cumulative payment obligation to a total contract value of \$3,364,110.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Amendment to Agreement for Detail Bus Cleaning and Pesticide Application Services

Cliff Thorne/Johnny Dunning, Jr.

Overview

On April 12, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Gamboa Services, Inc. doing business as Corporate Image Maintenance, to provide detail bus cleaning and pesticide application services for a three-year initial term with one, two-year option term. The initial term expires April 30, 2024. Staff is requesting Board of Directors' approval to exercise the two-year option term.

TRANSIT COMMITTEE MEETING AGENDA

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2702 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$810,550, to exercise the two-year option term of the agreement effective May 1, 2024 through April 30, 2026, for continued detail bus cleaning and pesticide application services. This will increase the maximum obligation of the agreement to a total contract value of \$1,887,276.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. May 2024 OC Bus Service Change

Eric Hoch/Kia Mortazavi

Overview

The proposed May 2024 OC Bus service change consists of the implementation of minor adjustments in response to customer comments and operator feedback. These upcoming changes are consistent with the regular service change process.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

6. Consultant Selection for Real Property Management Services

Joe Gallardo/James G. Beil

Overview

On October 20, 2023, the Orange County Transportation Authority issued a request for proposals for consultant services to provide real property management services for Orange County Transportation Authority-owned properties. 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 the agreement for these services.

Recommendations

- A. Approve the selection of Cal Pacific Land Services, Inc., as the firm to provide real property management services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2807 between the Orange County Transportation Authority and Cal Pacific Land Services, Inc., as the firm to provide real property management services, in the amount of \$750,000, for a five-year term.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

7. OC Bus and OC ACCESS Services Update

Kim Tucker/Johnny Dunning, Jr.

Overview

Staff will provide an update on the OC Bus and OC ACCESS Services.

Attachments:

[Presentation](#)

8. Public Comments

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Adjournment

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, April 11, 2024

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Fred Jung, Chair
Ashleigh Aitken
Valerie Amezcua
Andrew Do
Stephanie Klopfenstein

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Vicente Sarmiento, Vice Chair
Patrick Harper

Call to Order

The February 8, 2024, regular meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

Special Calendar

1. Committee Meeting 2024 Schedule

A motion was made by Director Amezcua, seconded by Director Do, and declared passed by those present to approve the 2024 Transit Committee meeting calendar.

2. Roles and Responsibilities of the Transit Committee

A motion was made by Director Aitken, seconded by Director Amezcua, and declared passed by those present to approve the 2024 Transit Committee Roles and Responsibilities.

Consent Calendar (Items 3 and 4)

3. Approval of Minutes

A motion was made by Director Do, seconded by Director Klopfenstein, and declared passed by those present, to approve the minutes of the January 11, 2024 Transit Committee meeting.

4. Measure M2 Community Based Transit Circulators Program Project V Ridership Report

A motion was made by Director Do, seconded by Director Klopfenstein, and declared passed by those present, to receive and file as an information item.

Regular Calendar

5. Contract Change Order for Construction of the OC Streetcar Project

Ross Lew, Program Manager, OC Streetcar, provided a report on this item.

A motion was made by Director Amezcua, seconded by Director Do, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 28.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,425,000, for schedule impacts associated with time impact evaluation no. 07 for the OC Streetcar project.

6. Consultant Selection for On-Call Construction Management and Engineering Technical Support Services for Transit Facility Projects

George Olivo, Program Manager, Facilities Engineering, provided a report on this item.

A motion was made by Director Aitken, seconded by Director Do, and declared passed by those present, to:

- A. Approve the selection of Hout Construction Services, Inc., doing business as Hout Engineering, as the firm to provide on-call construction management and engineering technical support services for transit facility projects.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2754 between the Orange County Transportation Authority and Hout Construction Services, Inc., doing business as Hout Engineering, to provide on-call construction management and engineering technical support services for transit facility projects for a three-year term, with one, two-year option term.

7. Zero-Emission Bus Pilot Update

Cliff Thorne, Director, Maintenance, provided a presentation on this item.

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



Discussion Items

8. OC Streetcar Project Video Update

Ross Lew, Program Manager, OC Streetcar, provided a presentation on this item.

No action was taken on this item.

9. OC Bus and OC ACCESS Service Update

Kim Tucker, Department Manager Schedule and Bus Operations Support, and Ryan Maloney, Manager, Marketing and Data Analytics provided a presentation on this item.

No action was taken on this item

10. Public Comments

No public comments were received.

11. Chief Executive Officer's Report

Darrel E. Johnson, Chief Executive Officer, reported the following:

- Rail update
- Fair Share payments

12. Committee Members' Reports

Director Klopfenstein reported that former OCTA Director Steve Jones' mother passed away recently.

13. Adjournment

The meeting adjourned at 9:48 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, March 14, 2024

OCTA Headquarters

550 South Main Street, Orange, California



March 14, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendments to Agreements for Design Support Services and Construction Management Services for the OC Streetcar Project

Overview

The Orange County Transportation Authority is currently underway with the implementation of the OC Streetcar project. Staff is seeking Board of Directors' approval for two contract amendments for design support services and construction management services needed to support the ongoing delivery of the OC Streetcar project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,000,000, and extend the agreement term through August 31, 2025, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$34,083,841.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 21 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of \$7,700,000, and extend the agreement term through February 28, 2025, for continued OC Streetcar project construction management services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$42,782,570.

Discussion

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

Construction activities have been underway since the issuance of the Notice to Proceed to Walsh Construction Company II, LLC, (Walsh) on March 4, 2019. As of the end of February 2024, Construction is approximately 86 percent complete. Construction milestones include the completion of the Santa Ana River and Westminster bridges with the placement of handrails, installation of all tracks and overhead contact system (OCS) poles, placement of approximately 80 percent of the roadway final pavement and striping work, and the reopening of the Santa Ana Boulevard and Santiago Street intersection.

In the Pacific Electric Right-of-Way (PEROW) portion of the alignment, ballasted rail installation was completed, and fence installation is ongoing. The at-grade crossings at Fairview Street, Fifth Street, and Raitt Street are completed with train warning and gate systems installation efforts ongoing. At the maintenance and storage facility (MSF), key activities near completion include installation of exterior walls, conduit and piping, roofing material and skylights, interior painting, heating, ventilation, air conditioning, and bi-fold doors and windows. Given the significance of the MSF to vehicle testing, staff is continuing to coordinate with Walsh to ensure significant completion of the MSF for vehicle storage at the earliest possible date.

Other ongoing construction activities include preparation for the final pavement and striping work at the Santa Ana Boulevard and Ross Street intersection, and Segments 4 and 5, placement of new traffic signal poles at various street intersections, placement of decorative pavers and concrete at Sasscer Park, installation of OCS hardware and overhead wires, service connections for the four traction power substations, installation of canopy and equipment at all 16 stations, parking lot construction at the Harbor Boulevard and Santa Ana

Regional Transportation Center stations, and preparation for tree installation along Fourth Street.

Pursuant to Federal Transit Administration (FTA) requirements, staff will be conducting a project risk assessment consistent with achieving 90 percent construction completion. Staff will return to the Board of Directors (Board) to present the results of the risk analysis, including any adjustments to the project cost and schedule, in late 2024. Until the risk assessment process is complete, staff is seeking a 12-month extension for agreements with HNTB Corporation (HNTB) for continued design support during construction (DSDC) and with PGH Wong Engineering, Inc., (PGH Wong) for continued construction management support. This approach will allow the project team to manage the respective contract budgets most effectively until an adjusted project completion date can be determined. Additionally, staff continues to closely monitor consultant support costs to ensure all work efforts are efficient and aligned with managing the contractor to complete project construction. Staff will review these costs each month with the contractors and elevate those discussions as needed to confirm efficiency in their work products.

HNTB

As the engineer of record, HNTB is providing DSDC as required by the contract, and efforts are consistent with most major construction projects. The efforts include review and response to Walsh's requests for information (RFIs), and review and acceptance of required contractor drawings and specifications submittals. The high number of interrelated elements of this Project, including railroad communications, trackwork, and a 50,000 square-foot MSF, make the design and construction complex and require the technical expertise of multiple disciplines. This complexity, especially at the MSF with design elements for electrical, mechanical, structural, civil, communication, and security, has resulted in the high number of submittals, RFIs, and in some cases, design modifications to address unforeseen conditions.

A significant increase in the level of effort and an extended period of performance has been required of HNTB due to project challenges. As of mid-February 2024, Walsh has submitted 1,793 RFIs and 2,208 contract submittals, each of which require review and action by the designer. This level of effort is significantly higher than what was anticipated at the time of the original contract execution.

A continuation of services is required for review and acceptance of contractor submittals, review and response to RFIs, preparation of requested modifications

to plans and specifications to address unforeseen conditions discovered during construction and/or to enhance system operations and safety and participate in project meetings with the construction management team to ensure and facilitate configuration of remaining project elements being constructed.

Beginning in July 2022, the Board approved continued DSDC services for HNTB in 12-month increments. This approach allows the project team to better assess field conditions and more reasonably estimate the anticipated quantity of remaining submittals, RFIs, and design modifications that require HNTB's support. RFIs and submittals are anticipated to continue for project elements that are being finalized for start-up and testing, including communication systems, railroad signaling systems, traction power substations, the OCS, and the MSF. The current contract has remaining funds through August 2024, and staff is requesting Board approval to amend the contract to ensure continuity of services. Until the project completion date can be finalized, staff has developed a conservative assumption on the required level of effort needed through August 2025 based on prior utilization of resources.

Amendment No. 14, in the amount of \$2,000,000, is required for continuity of services to avoid construction delays and to extend the term of the agreement through August 31, 2025.

PGH Wong

On July 25, 2016, the Board approved an agreement with PGH Wong for a five-year term to provide construction management services (CMS) for the Project. As the construction manager on behalf of OCTA, PGH Wong has been administering and overseeing the construction contract. Some of the key tasks under this contract include:

- Coordination between Walsh and the project team
- Performing quality assurance, including inspections
- Oversight of safety and environmental compliance
- Change management and claims support
- Oversight of labor compliance
- Support services for testing, commissioning, and start-up
- Coordination with other third-party stakeholders (cities of Garden Grove and Santa Ana, County of Orange, and Orange County Fire Authority)
- Day-to-day construction management activities, including project reporting and documentation, review of payment applications, and document control

On December 13, 2021, the Board approved Amendment No. 14 to Agreement No. C-6-0926 with PGH Wong for continued CMS through March 2024, with a contract expiration to include closeout through November 2024. An increased level of effort and extended period of performance is required of PGH Wong due to project challenges. This continued level of effort is required to manage specific areas, including:

- Enhanced oversight of quality inspections, including some instances of repeat inspections to assure compliance.
- The number of RFIs submitted by Walsh, which require extensive time and effort to coordinate responses, provide clarifications, and issue construction change notices.
- The volume and complexity of Walsh's submittals for several project elements that require extensive coordination between various technical disciplines to review and approve. This effort also includes resubmittals and changes required by field conditions.
- The volume of change directives, contract change orders, and processing of time and materials payments.
- Reviewing schedules and coordination with Walsh, including an increased number of meetings with Walsh for attempting to resolve numerous schedule and cost disputes, as well as to provide an accurate reflection of progress.
- The number of project meetings with both Walsh and stakeholders to resolve ongoing, complex issues, and to ensure proper integration of project elements, as well as an increased number of construction partnering sessions.

Staff is requesting Board approval for the additional funds in the amount of \$7,700,000, for continued CMS and to extend the term of the agreement through February 28, 2025, to manage the contract budget most effectively until an adjusted project completion date can be determined.

Procurement Approach

Design Support Services During Construction

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both federal and state laws. The original agreement was issued on February 1, 2016, in the amount of \$16,434,022. This agreement has been previously amended as shown in Attachment A.

OCTA staff and HNTB have agreed upon the level of effort for the required services and staff found HNTB's price proposal, in the amount of \$2,000,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA program management team. Proposed Amendment No. 14 to Agreement No. C-5-3337, in the amount of \$2,000,000, will increase the total contract value to \$34,083,841 and extend the term of the agreement through August 31, 2025.

CMS

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both state and federal laws. Agreement No. C-6-0926 was issued on December 6, 2016, in the amount of \$10,752,136. This agreement has been previously amended as shown in Attachment B.

OCTA staff and PGH Wong have agreed upon the required level of effort for additional CMS through February 28, 2025. Staff found PGH Wong's cost proposal to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 21 to Agreement No. C-6-0926, in the amount of \$7,700,000, will increase the total contract value to \$42,782,570 and extend the term of the agreement through February 28, 2025.

Fiscal Impact

Funding for the PGH Wong contract amendment is included in OCTA's Fiscal Year (FY) 2023-2024 Budget, Capital Programs Division, Account No. 0051-9018-TS010-Z84 and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds. Funding for the HNTB contract amendment is included in OCTA's proposed FY 2024-25 Budget, Capital Programs Division, Account No. 0051-7519-TS010-Z84 and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds.

Next Steps

Staff will return to the Board in late 2024 to present the results of the FTA-required risk analysis, including any adjustments to the project cost and schedule and any required contract amendments needed as a result.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,000,000, and extend the agreement term through August 31, 2025, for continued design support services during construction for the OC Streetcar project. Staff also requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 21 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of \$7,700,000, and extend the agreement term through February 28, 2025, for continued construction management services for the OC Streetcar project.

Attachments

- A. HNTB Corporation, Agreement No. C-5-3337 Fact Sheet
- B. PGH Wong Engineering, Inc., Agreement No. C-6-0926 Fact Sheet

Prepared by:



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Senior Program Manager
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Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Pia Veasapen
Director, Contracts Administration and
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**HNTB Corporation
Agreement No. C-5-3337 Fact Sheet**

1. September 14, 2015, Agreement No. C-5-3337, \$16,434,022, approved by the Board of Directors (Board).
 - The agreement was executed on February 1, 2016, to provide design services to prepare the plans, specifications, and estimates for the OC Streetcar project.
2. December 15, 2016, Amendment No. 1 to Agreement No. C-5-3337, \$239,192, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Provide additional design services for field survey and potholing work.
3. February 27, 2017, Amendment No. 2 to Agreement No. C-5-3337, \$37,434, approved by the CAMM Department.
 - Provide additional design services required for relocation of the traction power substation (TPSS) and right-of-way (ROW) legal documentation.
4. April 28, 2017, Amendment No. 3 to Agreement No. C-5-3337, \$207,273, approved by the CAMM Department.
 - Provide additional design support services necessary for modifications to the maintenance and storage facility (MSF) and for additional potholing services necessary at various locations within the project alignment.
5. May 22, 2017, Amendment No. 4 to Agreement No. C-5-3337, \$864,491, approved by the Board.
 - Provide additional design services because of streetcar stop modifications, various governmental agency requests, and ROW studies.
6. March 20, 2018, Amendment No. 5 to Agreement No. C-5-3337, \$0, approved by the CAMM Department.
 - Modify California Public Utilities Commission Task 7, authorized by Amendment No. 4.

7. June 20, 2018, Amendment No. 6 to Agreement No. C-5-3337, \$249,217, approved by the CAMM Department.
 - Provide additional design services during the extended bid period, modify traffic signal plans, Orange County Sanitation District sewer, TPSS site designs, the northeast corner of Santa Ana Boulevard and Ross Street, and the pedestrian plaza adjacent to Sasser Park, and to review the construction schedule and engineer's estimate.
8. November 12, 2018, Amendment No. 7 to Agreement No. C-5-3337, \$1,152,212, approved by the Board.
 - Provide additional design services during the extended bid period, extended coordination with third-party utility relocations, addition of traffic signal interconnects, closed-circuit television (CCTV) cameras at Harbor Boulevard park-and-ride, modifications to the MSF, including moving CCTV servers into the facility and automatic operation of the rail gates into the yard, power isolation, TPSS revisions, and added effort to obtain the MSF building permit.
9. October 28, 2019, Amendment No. 8 to Agreement No. C-5-3337, \$1,500,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 27 months from December 31, 2019 through March 31, 2022.
10. June 22, 2020, Amendment No. 9 to Agreement No. C-5-3337, \$ 0, approved by the CAMM Department.
 - Transfer \$67,176 unspent design budget for preparation of procurement specifications for ticket vending machines to design support services during construction.
11. September 14, 2020, Amendment No. 10 to Agreement No. C-5-3337, \$2,900,000, approved by the Board.
 - Provide additional design support services during construction.
12. June 14, 2021, Amendment No. 11 to Agreement No. C-5-3337, \$2,500,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by six months from April 1, 2022 through September 30, 2022.

13. July 25, 2022, Amendment No. 12 to Agreement No. C-5-3337, \$3,000,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 12 months from September 30, 2022 through September 30, 2023.
14. April 24, 2023, Amendment No. 13 to Agreement No. C-5-3337, \$3,000,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 12 months from September 30, 2023 through September 30, 2024.
15. March 25, 2024, Amendment No. 14 Agreement No. C-5-3337, \$2,000,000, pending Board approval.
 - Provide additional design support services during construction and extend the contract term through August 31, 2025.

Total funds committed to HNTB Corporation after approval of Amendment No. 14 to Agreement No. C-5-3337: \$34,083,841.

**PGH Wong Engineering, Inc.
Agreement No. C-6-0926 Fact Sheet**

1. July 25, 2016, Agreement No. C-6-0926, in the amount of \$10,752,136, approved by the Board of Directors (Board).
 - The agreement was executed on December 6, 2016, for construction management services (CMS) to support the OC Streetcar project (Project) for a five-year term.
2. November 12, 2018, Amendment No. 1 to Agreement No. C-6-0926, \$153,972, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Increase maximum obligation to add subconsultant Gonzales-White Consulting Services to perform labor compliance support.
 - Modify the key personnel for prime consultant PGH Wong Engineering, Inc., (PGH Wong) and subconsultant MARRS Services, Inc. (MARRS).
 - Add subconsultant Safework, Inc. (Safework).
 - Modify hourly rate and other direct costs schedules for all firms.
 - Incorporate revised health, safety, and environmental specifications.
3. June 27, 2019, Amendment No. 2 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify payment article.
 - Modify hourly rate schedule for PGH Wong and subconsultants MARRS, Towill, Inc. (Towill), and UltraSystems Environmental, Inc. (UltraSystems).
 - Modify other direct costs schedule for PGH Wong.
4. February 10, 2020, Amendment No. 3 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for PGH Wong and subconsultants AP Engineering and Testing, Inc., (AP Engineering) and UltraSystems.
5. March 24, 2020, Amendment No. 4 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify other direct costs schedule for UltraSystems.

6. April 2, 2020, Amendment No. 5 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedules for PGH Wong and subconsultants Consultant Engineering, Inc., (CEI) and Inspection Services, Inc. (ISI).
 - Modify other direct costs schedule for subconsultant AP Engineering.
7. July 8, 2020, Amendment No. 6 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for PGH Wong.
8. September 18, 2020, Amendment No. 7 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for PGH Wong and subconsultants AP Engineering and UltraSystems.
9. October 21, 2020, Amendment No. 8 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Add subconsultant PaleoWest, LLC, to provide cultural support services.
10. November 6, 2020, Amendment No. 9 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify other direct costs schedule for subconsultants AP Engineering and UltraSystems.
11. February 3, 2021, Amendment No. 10 to Agreement No. C-6-0926, \$247,504, approved by the CAMM Department.
 - Provide additional tribal monitoring services.
 - Modify key personnel.
 - Modify hourly rate schedule for PGH Wong and subconsultants CEI, Safework, and Towill.
12. March 22, 2021, Amendment No. 11 to Agreement No. C-6-0926, \$6,828,164, approved by the Board.
 - Increase maximum cumulative obligation for additional CMS to support the Project and extend the contract term by five months to November 30, 2021.

13. June 29, 2021, Amendment No. 12 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Safework.
14. September 2, 2021, Amendment No. 13 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify key personnel.
 - Extend the contract term by six months through May 31, 2022.
 - Modify hourly rate schedule for PGH Wong and subconsultant Towill.
 - Modify other direct costs schedule for subconsultant Towill.
15. December 13, 2021, Amendment No. 14 to Agreement No. C-6-0926, \$17,100,794, approved by the Board.
 - Increase maximum cumulative obligation for additional CMS to support the Project through March 2024 and extend the contract term through November 30, 2024.
 - Modify payment article.
16. December 7, 2021, Amendment No. 15 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Add MTGL, Inc. as subconsultant.
17. August 3, 2022, Amendment No. 16 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for PGH Wong and subconsultant UltraSystems.
18. October 11, 2022, Amendment No. 17 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify key personnel.
 - Modify hourly rate schedule for PGH Wong and subconsultant Safework.
19. March 16, 2023, Amendment No. 18 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Update key personnel.
 - Modify hourly rates and other direct costs schedules for PGH Wong and subconsultants ISI and UltraSystems.

20. December 14, 2023, Amendment No. 19 to Agreement No. C-6-0926, \$0, pending approval by the CAMM Department.

- Update key personnel.
- Modify hourly rate schedule for PGH Wong and subconsultant UltraSystems.
- Modify other direct costs schedule for subconsultant UltraSystems.

21. February 15, 2024, Amendment No. 20 to Agreement No. C-6-0926, \$0, pending approval by the CAMM Department.

- Modify hourly rate schedule for subconsultant Towill.

22. March 25, 2024, Amendment No. 21 to Agreement No. C-6-0926, \$7,700,000, pending Board approval.

- Increase maximum cumulative obligation for additional CMS to support the Project and extend the contract term through February 28, 2025.

Total funds committed to PGH Wong Engineering, Inc. after approval of Amendment No. 21 to Agreement No. C-6-0926: \$42,782,570.



March 14, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Mobile Ticketing Validators
Extended Warranty Coverage Period

Overview

The Orange County Transportation Authority implemented the use of mobile ticketing stand-beside validators to validate mobile fare media. Staff is requesting Board of Directors' approval to exercise the fourth option term to extend warranty coverage for the current mobile ticketing validators for a one-year period effective May 1, 2024 through April 30, 2025.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the fourth option term in the amount of \$158,769, for extended warranty coverage and annual maintenance for mobile ticketing validators effective May 1, 2024 through April 30, 2025. Amending this agreement will increase the maximum cumulative payment obligation to a total contract value of \$3,364,110.

Discussion

On October 24, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to Init Innovations in Transportation, Inc., (INIT) to equip OCTA's fixed-route fleet with mobile ticketing validators to validate mobile fare media. Installation of the mobile ticketing validators began in early fall 2017 and the entire fixed-route fleet was equipped with validators in 2018. Since inception, more than 11 million mobile application tickets have been validated through the mobile ticketing validators.

OCTA currently has 557 validators installed on the existing fixed-route fleet and an additional 44 spares units. The warranty coverage includes maintenance of software, hardware, and central hosting services. The software warranty

coverage includes version updates, feature upgrades, enhanced fare table management, system error correction through remote virtual private network, and INIT's support line which also includes 24-hour services for errors. The hardware warranty coverage includes parts repair for defective hardware or providing a direct unit replacement. These warranty services have been critical to the continuity of operation of the mobile ticketing solution. In October 2019, INIT replaced 157 units requiring additional software and hardware support that is covered under the warranty. Since November 2019, 811 units have been repaired under the extended warranty.

In November 2021, OCTA transitioned to a new mobile ticketing solution that utilizes the existing validators to enforce the current fare policy by validating mobile tickets. This method of recording ridership and fare collections constitutes approximately 16 percent of OCTA's revenue for fixed-route service. OCTA is actively expanding the functionality of the existing validators through initiatives like the College Pass Program. Ongoing efforts include enhancing the value of these validators through software upgrades, facilitating a rider validation system with the introduction of reloadable smart cards, and enabling open payments. This strategic approach underscores OCTA's dedication to modernizing fare technologies and enhancing the overall customer experience while ensuring a more convenient transportation experience for passengers.

On February 13, 2023, the Board authorized OCTA to exercise the third option-term for extended warranty coverage of the fare collection mobile ticketing validators. With the warranty and annual maintenance coverage for the validators due to expire April 30, 2024, the proposed Amendment No. 7 is needed to exercise the fourth option-term for extended warranty coverage.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional services. On October 24, 2016, the Board approved the award of the agreement with INIT. The original agreement was awarded on a competitive basis and includes a four-year initial term with four, one-year option terms for extended warranty in the amount of \$2,525,632. The current third-year option-term expires April 30, 2024. The agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 7 is to exercise the fourth option-term for extended warranty of the agreement effective May 1, 2024 through April 30, 2025. Amending this agreement will increase the maximum obligation by \$158,769, bringing the total contract value to \$3,364,110. The warranty pricing

will remain as originally negotiated. Exercising the fourth option-term will allow INIT to continue providing warranty coverage for the existing fare collection mobile ticketing validators for an additional 12 months through April 30, 2025.

Fiscal Impact

This project was approved in OCTA's FY 2023-24 Budget, Information System Department, Account No. 1288-D3131-336-7612, and is funded through the Orange County Transit District Fund.

Summary

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-0942 between the Orange County Transportation Authority and Init Innovations in Transportation, Inc., to exercise the fourth option-term in the amount of \$158,769, for extended warranty coverage and annual maintenance of the fare collection mobile ticketing validators effective May 1, 2024 through April 30, 2025.

Attachment

- A. Init Innovations in Transportation, Inc., Agreement No. C-6-0942 Fact Sheet

Prepared by:



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Revenue Administration
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Approved by:



Andrew Oftelie
Chief Financial Officer
Finance and Administration
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Pia Veasapen
Director, Contracts Administration and
Materials Management
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**Init Innovations in Transportation, Inc.
Agreement No. C-6-0942 Fact Sheet**

1. October 24, 2016, Agreement No. C-6-0942, \$2,525,632, approved by the Board of Directors (Board).
 - Init Innovations in Transportation, Inc. to develop, host, license, and maintain a mobile ticketing application.
 - Four-year initial term effective November 21, 2016 through November 30, 2020 with four, one-year option terms for the purchase and installation of mobile ticket validators as well as extended warranty.
2. June 28, 2017, Amendment No. 1 to Agreement No. C-6-0942, \$27,853, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Amendment to add 550 custom horizontal mounts of PROXmobile devices.
3. December 11, 2017, Amendment No. 2 to Agreement No. C-6-0942, \$0.00, approved by CAMM.
 - Changed key personnel.
 - Amendment to add CDCE, Inc. as a subcontractor to provide installation services.
4. December 1, 2020, Amendment No. 3 to Agreement No. C-6-0942, \$208,994 approved by CAMM.
 - Included additional specifications to the scope of work for reader reconfigurations.
 - Revised term of the agreement to align with the extended warranty start and end dates.
5. February 22, 2021, Amendment No. 4 to Agreement No. C-6-0942, \$136,608, approved by the Board.
 - Exercised the first option term of the agreement for extended warranty. The first option-term is effective May 1, 2021 through April 30, 2022.
6. April 25, 2022, Amendment No. 5 to Agreement No. C-6-0942, \$151,307, approved by the Board.
 - Exercised the second option term of the agreement for extended warranty. The second option-term is effective May 1, 2022 through April 30, 2023.

7. February 13, 2023, Amendment No. 6 to Agreement No. C-6-0942, \$154,947, approved by the Board.

- Exercised the third option term of the agreement for extended warranty. The third option-term is effective May 1, 2023 through April 30, 2024.

8. March 25, 2024, Amendment No. 7 to Agreement No. C-6-0942, \$158,769, pending approval by the Board.

- To exercise the fourth option term of the agreement for extended warranty. The fourth option-term is effective May 1, 2024 through April 30, 2025.

Total commitment to Init Innovations in Transportation, Inc., Agreement No. C-6-0942, \$3,364,110.



March 14, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Detail Bus Cleaning and Pesticide Application Services

Overview

On April 12, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Gamboa Services, Inc. doing business as Corporate Image Maintenance, to provide detail bus cleaning and pesticide application services for a three-year initial term with one, two-year option term. The initial term expires April 30, 2024. Staff is requesting Board of Directors' approval to exercise the two-year option term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2702 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$810,550, to exercise the two-year option term of the agreement effective May 1, 2024 through April 30, 2026, for continued detail bus cleaning and pesticide application services. This will increase the maximum obligation of the agreement to a total contract value of \$1,887,276.

Discussion

Transit buses routinely require detail cleaning and pesticide application services to effectively control pests. The Orange County Transportation Authority (OCTA) pest management program consists of contracted services for licensed application of pesticides, placement of bait, and detail cleaning after baiting. Detail cleaning is an important element of the program, providing for pest prevention as well as removal of chemical residue that follows pesticide applications. OCTA has historically used a contractor with experience in detail bus cleaning and appropriately certified to handle the chemicals used for this service. Exercising the option term within the current contract for these services

will allow the contractor to continue providing the required scheduled pesticide and bait application, up to four times per year on buses, and a complete interior detail cleaning after pesticide application on these buses.

Procurement Approach

This procurement was handled in accordance with Board of Directors (Board)-approved policies and procedures for professional and technical services. On April 12, 2021, the Board approved award of the agreement with Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$1,076,726, for a three-year initial term with a two-year option term effective May 1, 2021 through April 30, 2024. The original agreement was awarded on a competitive basis and has been previously amended as described in Attachment A.

The proposed Amendment No. 2 is to exercise the option term of the agreement through April 30, 2026. Amending this agreement will increase the maximum cumulative payment obligation by \$810,550, bringing the total contract value to \$1,887,276 to continue services.

Pricing for the option term will remain the same through April 30, 2026, as negotiated in the original agreement.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2023-24 Budget, Operations Division, Maintenance Department, account nos. 2162-7613-D3107-2WP, 2168-7613-D3107-2WP, and 2194-7613-D3107-2WP. Operations Division, Contracted Services, account nos. 2136-7613-D1208-0B2, 2137-7613-D1244-0B1, 2138-7613-D2108-0GH, and 2148-7613-D2140-0JT and is funded through the Local Transportation Fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2702 with Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$810,550, to exercise the two-year option term effective May 1, 2024 through April 30, 2026, for detail bus cleaning and pesticide application services. This will increase the maximum obligation of the agreement to a total contract value of \$1,887,276.

Attachment

- A. Gamboa Services, Inc. doing business as Corporate Image Maintenance
Agreement No. C-0-2702 Fact Sheet

Prepared by:

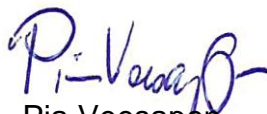


Cliff Thorne
Director, Maintenance Administration
714-560-5975

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer, Operations
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Pia Veasapen
Director, Contracts Administration
and Materials Management
714-560-5619

**Gamboa Services, Inc. doing business as Corporate Image Maintenance
Agreement No. C-0-2702 Fact Sheet**

1. April 12, 2021, Agreement No. C-0-2702, \$1,076,726, approved by the Board of Directors (Board).
 - Agreement to provide detail bus cleaning and pesticide application services for a three-year initial term effective May 1, 2021 through April 30, 2024, with a two-year option term.
2. October 5, 2021, Amendment No. 1 to Agreement No. C-0-2702, \$0, approved by the Contracts Administration and Materials Management Department.
 - Amendment to update Exhibit A, Scope of Work and Exhibit B, Price Summary Sheet defined in the agreement at no increase to the maximum cumulative payment obligation.
3. March 25, 2024, Amendment No. 2 to Agreement No. C-0-2702, \$810,550, pending approval by the Board.
 - Amendment to exercise a two-year option term of the agreement from May 1, 2024 through April 30, 2026.

Total committed to Gamboa Services, Inc., doing business as Corporate Image Maintenance, after approval of Amendment No. 2 to Agreement No. C-0-2702: \$1,887,276.



March 14, 2024

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: May 2024 OC Bus Service Change

Overview

The proposed May 2024 OC Bus service change consists of the implementation of minor adjustments in response to customer comments and operator feedback. These upcoming changes are consistent with the regular service change process.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) generally implements regular schedule and route revisions to selected OC Bus routes up to four times a year (February, May, August, and November). The proposed OC Bus service changes discussed herein are scheduled for implementation on May 12, 2024.

Discussion

OCTA continually monitors the performance of the bus transit service and adjusts to improve the service. The adjustments take into account changes in traffic conditions, changes in school schedules or land use, and customer comments as well as coach operator feedback. The changes also consider the performance of OC Bus routes and are intended to improve overall transit service.

The proposed changes for the May 2024 OC Bus service change will focus on improvements to service quality and reliability. This service change focuses on the following improvements:

- Schedule adjustments to improve on-time performance and/or time schedules with school bell times on Routes 30, 37, 43, 46, 50, 53, 59, 60, 64, 71, 79, 83, 167, 178, 529, and 543.

- Additional bus trips on Routes 37, 43, and 47.
- Minor schedule adjustments to address customer feedback on Route 70.
- Seasonal transition to summer schedules for Routes 1, 29, 47, and 89 due to an increase in beach traffic.

The May 2024 OC Bus service change does not recommend realignment or discontinuation of any routes. The recommendations are detailed in Attachment A and represented in Attachment B.

The proposed changes will result in a minor decrease in OC Bus service levels of about 56 fewer revenue vehicle hours annually. Overall, the decrease in annual revenue vehicle hours is due to service adjustments on OC Bus routes that operate year-round, which offset the temporary increases during the summer. System-wide service levels will remain at about 1.46 million annual revenue vehicle hours.

Summary

The proposed May 2024 OC Bus service change will result in minor adjustments to OC Bus service. These adjustments include improvements to service quality and reliability. Customers will be notified of the changes three weeks prior to implementation.

Attachments

- A. May 2024 Service Change: Bus Route Recommendations
- B. May 2024 Bus Service Change: Bus Routes Recommendations

Prepared by:



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Transportation Analyst, Sr.
(714) 560-5830

Approved by:



Kia Mortazavi
Executive Director, Planning
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May 2024 Service Change: Bus Route Recommendations

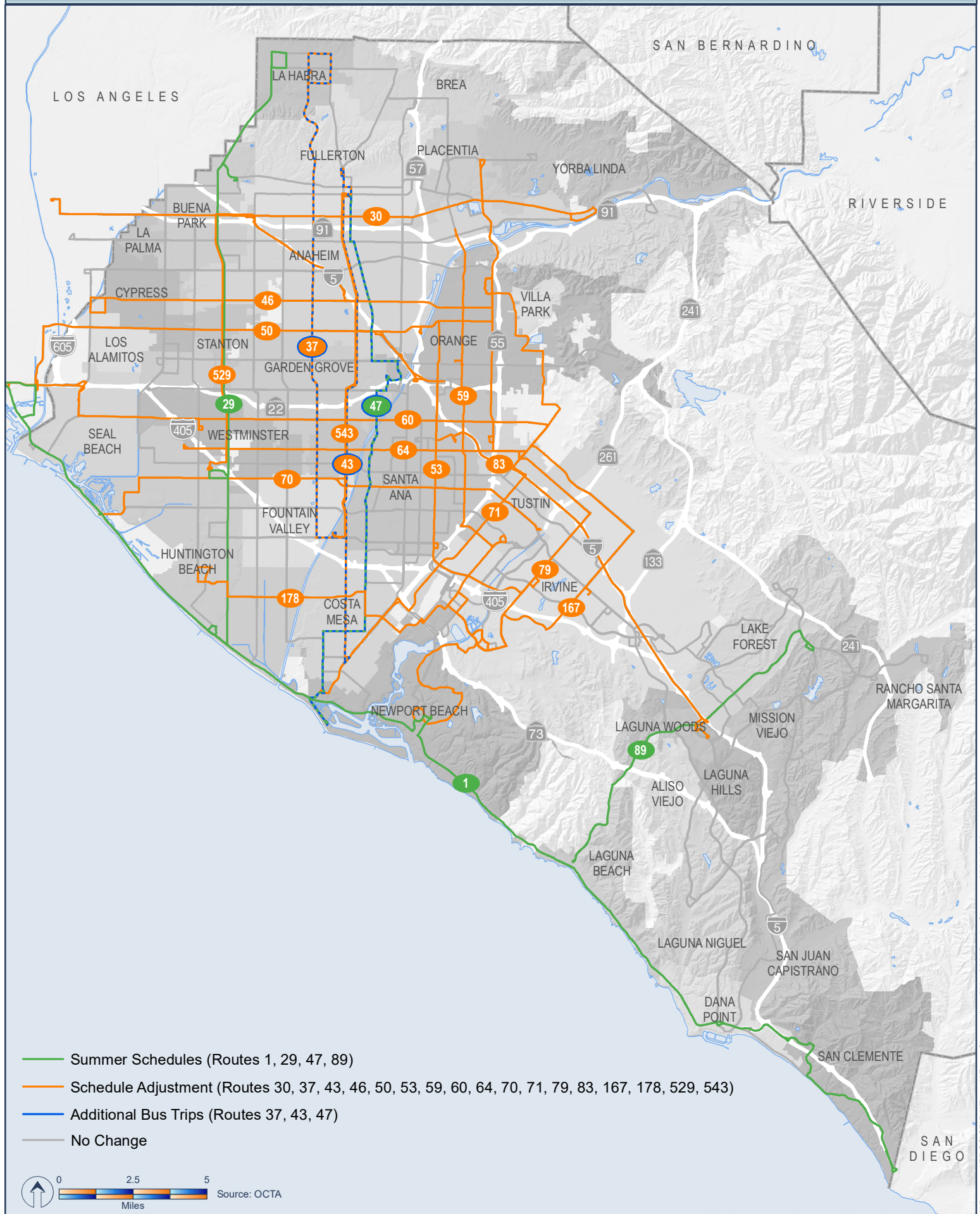
		CHANGE IN SERVICE LEVELS				
Route	Description	WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
Service Adjustments						
37	Add one NB afternoon WKD trip to mitigate overcrowding due to student ridership	(0.2)	-	-	(60)	1
43	Add one NB evening WKD trip to maintain 30-minute service until 11:00pm	1.8	-	-	459	-
46	Adjust WKD schedule to accommodate students at Gilbert High School	-	-	-	-	-
47	Adjust WKD schedule and add three new SB morning WKD trips to mitigate overcrowding due to student ridership at Godinez Fundamental High School and Costa Mesa High School	1.6	-	-	395	-
59	Adjust WKD schedule to accommodate students at Century High School	-	-	-	-	-
64	Adjust WKD schedule to transition to 12-minute peak frequency earlier in the afternoon to mitigate overcrowding at Santa Ana High School	-	-	-	-	-
70	Adjust WKD start time of one EB afternoon trips to connect with Metrolink train	-	-	-	-	-
76	Adjust WKD schedule to accommodate students at Segerstrom High School	0.1	-	-	21	-
79	Adjust WKD start time of one NB afternoon trip to accommodate students at C.E. Utt Middle School	0.1	-	-	21	-
167	Adjust WKD schedule to accommodate students at University High School and Foothill High School	0.1	-	-	21	-
On-Time Performance Schedule Adjustments						
1	WKD, SAT, SUN summer schedule	15.6	9.6	9.6	1,254	2
29	WKD, SAT, SUN summer schedule	2.5	17.4	12.0	563	2
30	WKD schedule adjustments to improve OTP	0.8	-	-	191	-
43	SAT, SUN schedule adjustments to improve OTP	-	0.3	0.3	28	-
47	WKD, SAT, SUN summer schedule	11.0	13.0	13.0	1,053	1
50	WKD schedule adjustments to improve OTP	(8.0)	(0.1)	(0.0)	(2,042)	(1)
53	WKD schedule adjustments to improve OTP	(1.1)	(0.0)	(0.0)	(293)	-
60	SAT schedule adjustments to improve OTP	-	(0.2)	-	(8)	-
64	WKD schedule adjustments to improve OTP	(5.2)	-	-	(1,334)	(1)
71	WKD schedule adjustments to improve OTP	(3.0)	-	-	(757)	-
83	WKD, SAT, SUN schedule adjustments to improve OTP	-	-	-	-	-
89	WKD, SAT, SUN summer schedule	2.1	3.2	4.4	240	1
178	WKD schedule adjustments to improve OTP	1.4	-	-	344	(1)
529	WKD schedule adjustments to improve OTP	(0.7)	-	-	(179)	-
543	WKD schedule adjustments to improve OTP	0.1	-	-	26	-
Total		18.7	43.1	39.1	(56)	4

Acronyms

EB - eastbound	SB - southbound
NB - northbound	SUN - Sunday
OTP - on-time performance	WB - westbound
RVH - revenue vehicle hour	WKD - weekday
SAT- Saturday	

May 2024 Service Change: Bus Route Recommendations

ATTACHMENT B





March 14, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Real Property Management Services

Overview

On October 20, 2023, the Orange County Transportation Authority issued a request for proposals for consultant services to provide real property management services for Orange County Transportation Authority-owned properties. 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 the agreement for these services.

Recommendations

- A. Approve the selection of Cal Pacific Land Services, Inc., as the firm to provide real property management services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2807 between the Orange County Transportation Authority and Cal Pacific Land Services, Inc., as the firm to provide real property management services, in the amount of \$750,000, for a five-year term.

Discussion

The Orange County Transportation Authority (OCTA) Real Property Department staff manages OCTA-owned properties such as the Orange/Olive railroad right-of-way (ROW), the abandoned Pacific Electric railroad ROW, multiple highway-widening projects, and other OCTA-owned properties acquired in support of highway and transit projects.

There are approximately 1,000 licenses related to these properties that require regular monitoring for rent increases, proof of insurance documentation, and property inspections. There is also a continuous need to amend existing licenses

and to negotiate new license terms. OCTA also needs to manage several occupied commercial properties in connection with the Capital Delivery Program. The current contract for these services expires on March 31, 2024. Board of Director's (Board) approval is requested to execute a new agreement to allow for real property management specialized services to continue.

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. The 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 October 20, 2023, Request for Proposals (RFP) 3-2807 was issued electronically on CAMM NET. The RFP was advertised in a newspaper of general circulation on October 21 and October 26, 2023. A pre-proposal conference was held on October 30, 2023, with four attendees representing three firms. Three addenda were issued to provide a copy of the pre-proposal registration sheet and presentation, provide responses to questions received, and handle administrative issues related to the RFP.

On November 20, 2023, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Real Property, and Rail Capital Programs departments, as well as an external representative from the Southern California Regional Rail Authority, met to review all proposals received. The proposals were evaluated based on the following evaluation criteria and weightings:

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

Several factors were considered in developing the criteria weights. Qualifications of the firm was weighted at 20 percent to ensure that the firm has the capability and experience to complete the project. Staffing and project organization was weighted at 30 percent as the firm must demonstrate the professional qualifications of the project manager and key personnel which are critical to ensure successful project completion. The work plan was weighted at 30 percent to emphasize the importance of the technical approach and understanding of the RFP's requirements in developing timely schedules and

work approach. Cost and price was weighted at 20 percent to ensure that OCTA receives value for the services provided.

On December 18, 2023, the evaluation committee reviewed all proposals based on the evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

Firm and Location

Cal Pacific Land Services, Inc. (CPLS)
Headquarters: Garden Grove, California
Project Office: Garden Grove, California

Epic Land Solutions, Inc. (Epic)
Headquarters: Torrance, California
Project Office: Torrance, California

Paragon Partners Consultants, Inc. (PPC)
Headquarters: Cypress, California
Project Office: Cypress, California

On January 3, 2024, the evaluation committee interviewed the short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm was asked general questions relative to qualifications, staffing, proposed project organization, and approach to the work plan, as well as specific clarification questions related to each firm's proposal.

After considering responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made no adjustments to the preliminary scores. CPLS remained the top-ranked firm with the highest cumulative score.

The short-listed firms were requested to submit a Best and Final Offer (BAFO) at the conclusion of the interviews to address missing price proposal information. Based on the evaluation of the written proposals, information obtained during the interviews, and the BAFO, the evaluation committee recommends CPLS as the top ranked firm to provide real property management services. CPLS ranked highest among the proposing firms because of the tenure and relevant experience in performing real property management services for railroad ROW. The firm demonstrated a clear understanding of the project requirements and presented a comprehensive work plan for tasks that are critical to the success of the project.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

All three short-listed firms demonstrated relevant experience providing real property management services for other agencies. Positive references were received for all three short-listed firms.

CPLS was founded in 2008. The firm consists of three personnel, including the founder. CPLS is a land services and ROW consulting firm specializing in railroad ROW property management services for public agencies. CPLS has experience providing relevant services, including reviewing licenses, property inspections, determining fair market rent, negotiations, document preparation, and reporting. CPLS currently provides railroad property management services for OCTA and for the ports of Los Angeles and Long Beach, encompassing over 1,500 licenses. Previously, CPLS provided tenant file review and audit services to OCTA for the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor ROW project, and property management to OCTA on an on-call basis as a subcontractor. CPLS proposed one subconsultant to provide title services.

Epic was founded in 2000 and has over 50 real estate and utility professionals at their headquarters in the City of Torrance. Epic is a full-service real property and utility coordination professional services firm. Epic provides program management consultant services for the Riverside County Transportation Commission (RCTC) for active and non-active railroad ROW and miscellaneous property and provided rail ROW property management services for the San Bernardino County Transportation Authority (SBCTA). Epic is responsible for managing over 100 licenses and nearly 300 insurance certifications for RCTC and SBCTA, combined. Some tasks being performed include reviewing licenses, performing site visits, determining market rent, negotiating leases, coordination with rail owners, collection of rent, mapping, and reporting.

Paragon was founded in 1993 and is headquartered in the City of Cypress and has over 100 ROW consultants and support personnel. The firm provides comprehensive ROW, land rights, and project management consulting services to public agencies and private clients. The firm has provided ROW, acquisition, and/or analysis services to OCTA on various projects. The firm currently provides on-call property management and ROW services to the Orange County Sanitation District, and lease management/property management services to the ports of Los Angeles and Long Beach.

Staffing and Project Organization

All short-listed firms proposed experienced project managers, key personnel, and subconsultants with relevant real property management experience.

CPLS proposed a project team that has relevant experience performing real property management activities similar to those required in the RFP. The proposed project manager (PM) has 25 years of experience providing property management services for public agencies, primarily for railroad ROW. The proposed ROW agent has several decades of ROW and real property experience, including eight years with CPLS, and is proposed as the personnel to fulfill the requirement for providing in-house services. The proposed ROW agent's relevant experience includes assessment of fair market rent, rent review and increases, negotiating and revising license agreements, collection of past due rent, tracking and obtaining current insurance certificates, property inspections, preparing notices, tracking rent, and report preparation. Both proposed personnel are currently providing railroad ROW property management services under OCTA's current agreement, and to the ports of Los Angeles and Long Beach. During the interview, the proposed team discussed roles and experience of each personnel and elaborated on the approach to the scope of work (SOW), as well as responding to the evaluation committee's questions regarding availability of personnel.

Epic proposed a team that demonstrated experience performing many of the real property management activities required in the SOW. The proposed PM has 11 years of experience providing property management of railway and rail corridors, including as a PM for on-call property management services for RCTC and railroad ROW property management for SBCTA. The firm's proposal indicated that a site inspector, rather than an ROW agent identified in the RFP, would be provided. The proposed site inspector was proposed as a dedicated field personnel for conducting property inspections and handling utility coordination tasks. The proposed site inspector has three years of relevant experience, including one year with Epic, with relevant experience on the RCTC project. The team has demonstrated experience with various responsibilities related to the services, including management of license agreements, quality control, budgeting, property inspections, and document administrative duties. During the interview, the team responded to the evaluation committee's questions, though some responses were high level and offering little clarity.

Paragon proposed a team that demonstrated experience performing many of the real property management activities required in the SOW. The proposed PM has 35 years of diverse real estate experience, including licenses, document preparation, management of excess land, and management of a real estate team while working at the Los Angeles County Metropolitan Transportation Authority (LA Metro). At LA Metro, the PM's role included management of a real

estate team that provided property management assistance in relation to various light rail projects. Paragon's proposed ROW agent has seven years of experience as a field contractor. The proposed ROW agent was designated as the in-house personnel. During the interview, the team responded to the evaluation committee's questions, with limited participation by the proposed ROW agent.

Work Plan

All short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to real property management services.

CPLS presented a comprehensive work plan to meet the requirements of the RFP. The proposal demonstrated the firm's understanding of the services, addressed the key responsibilities, and how each would be accomplished. Potential issues and challenges were identified with a description of effective solutions to those issues. CPLS discussed a solution to challenges encountered in establishing fair market rent for short-term licenses, with an added purpose of reducing OCTA's maintenance responsibilities and risk profile. The work plan also described the sometimes-contentious nature of prior rights and public utility use of the ROW along with the approach to deescalating conflict and resolving matters with these entities. The work plan describes tracking insurance certificates and reviewing those issued prior to a certain date for potentially updating the requirements prior to renewal. The firm's proposal described enhancements to the master agreement for utilities, additional conversion of old agreements into new ones with updated rates, and updating ROW maps as new properties are obtained. Quality assurance and quality control (QA/QC) practices were addressed. The schedule control discussion included long lead items and problem items first. Budget control was addressed and would focus efforts on the priorities. CPLS' work plan aligns with the SOW mandate for delivering a specified minimum number of hours for in-house support which will be fulfilled by the proposed ROW agent.

Epic presented a work plan that addressed the specific RFP requirements for the services. The firm's overall approach to meeting the requirements is accomplished through four main actions, including maximizing revenue, regular inspections to provide predictable property maintenance, minimizing liability, and the use of technology. The proposal identified potential special issues and solutions, such as determining fair market value through a comparative, across-the-fence methodology. The proposal also described how the firm successfully resolved a property ownership dispute with a railroad. Fair market rent and rent increases are proposed to be established through fair market evaluation and consumer price index adjustments. The work plan included a discussion on the automation of the tracking of tenant insurance documents and the process to ensure certificates of insurance remain current. The firm's QA/QC

process includes file audits, internal audits, and checklists. The schedule control discussion included critical path schedule items and communication with OCTA personnel. The firm proposed budget control approaches such as tracking expenses and efficient use of personnel. The minimum hours for the in-house personnel were not discussed in the proposal.

Paragon broadly presented a work plan that addressed the RFP requirements. The firm demonstrated a general understanding of the tasks required to manage OCTA property, going into depth for some tasks but not others. Proactive approaches to revenue review were presented. The firm provided a detailed plan of the means and methods they would use to conduct fair market valuations. The work plan indicated that the team would verify that proper insurance certificates were received without further elaboration. The firm's proposed QA/QC process includes a checklist and a specific plan. Schedule control would be addressed through regular status meetings with OCTA. The firm's budget control process referred to tracking estimated costs versus actual costs. The minimum hours for the in-house personnel were not discussed in the proposal.

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 rates based on their relation to the lowest weighted average hourly rate. While the weighted average hourly rate proposed by CPLS is the highest amongst the three short-listed firms, CPLS demonstrated its qualifications and tenure in providing real property management services. CPLS personnel possess extensive experience providing property management services for railroad ROW. Having CPLS' proposed ROW agent in-house enhances OCTA's operational efficiency. CPLS' proposed rates are within OCTA's independent cost estimate.

Procurement Summary

Based on the evaluation of the written proposals, information obtained during the interviews, and the BAFO, the evaluation committee recommends the selection of CPLS as the firm to provide real property management services. CPLS demonstrated relevant experience, proposed highly qualified key personnel, and delivered a comprehensive proposal and interview that was responsive to all the requirements of the RFP.

Fiscal Impact

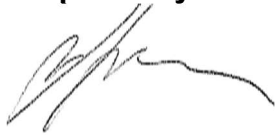
This project was approved in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, account nos. 0018-7514-D4803-DKM, 0018-7514-T1000-OJS, and 1722-7514-D2601-ODK, and is funded using Local Transportation and Commuter Rail Urban Endowment funds.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C-3-2807 with Cal Pacific Land Services, Inc., in the amount of \$750,000, for real property management services, for a five-year term.

Attachments

- A. Review of Proposals, RFP 3-2807 Real Property Management Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 3-2807 Real Property Management Services
- C. Contract History for the Past Two Years, RFP 3-2807 Real Property Management Services

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Review of Proposals

RFP 3-2807 Real Property Management Services

Presented to the Transit Committee - March 14, 2024

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

Overall Ranking	Overall Score	Firm & Location	Subconsultants	Evaluation Committee Comments	Weighted Average Hourly Rate
1	85	Cal Pacific Land Services, Inc. Garden Grove, California	Commonwealth National Commercial Services	<p>Firm has demonstrated experience providing railroad right-of-way (ROW) property management services for public agencies, including for the Orange County Transportation Authority (OCTA) and the ports of Los Angeles and Long Beach.</p> <p>The proposed project manager (PM) has 25 years of experience providing property management services for public agencies, primarily with railroad property management and currently provides services to OCTA.</p> <p>Firm presented a comprehensive work plan that addressed the specific request for proposals (RFP) requirements, including the minimum in-house hours.</p> <p>The proposed ROW agent has several decades of ROW and real property management experience and currently provides services to OCTA.</p> <p>One subconsultant proposed for title services.</p> <p>Positive references received.</p> <p>Firm provided detailed responses to interview questions, supporting the information in the proposal and confirmed the availability for each proposed personnel.</p>	\$121
2	79	Epic Land Solutions, Inc. Torrance, California	None	<p>Firm has demonstrated experience providing railroad ROW-related services to public agencies, including property management services for the Riverside County Transportation Commission and ROW property management services to the San Bernardino County Transportation Authority.</p> <p>The proposed PM has 11 years of experience providing property management services for railway and rail corridors.</p> <p>The proposed site inspector, in lieu of a ROW agent, has three years of relevant experience, including one year with the firm.</p> <p>Firm presented a work plan that addressed the specific RFP requirements.</p> <p>Firm proposed no subconsultants.</p> <p>Positive references received.</p> <p>Firm responded to all interview questions, though some were high level offering little clarity.</p>	\$108
3	73	Paragon Partners Consultants, Inc. Cypress, California	None	<p>Firm has demonstrated experience providing property management and ROW services to the Orange County Sanitation District, and lease management/property management services to the ports of Los Angeles and Long Beach.</p> <p>The proposed PM is licensed with 35 years of diverse real estate experience, document preparation, management of excess land, and management of a real estate team, including with the Los Angeles Metropolitan Transportation Authority.</p> <p>The proposed ROW agent has seven years of experience as a field contractor.</p> <p>Firm broadly presented a work plan that addressed the RFP requirements.</p> <p>Firm proposed no subconsultants.</p> <p>Positive references received.</p> <p>Firm provided responses to all interview questions with limited participation from the proposed ROW agent.</p>	\$107

Evaluation Panel: Five Members

Internal:

- Contracts Administration and Materials Management (1)
- Real Property (2)
- Rail Capital Programs (1)

External:

- Southern California Regional Rail Authority (1)

Evaluation Criteria:

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

Weight Factors

- 20 percent
- 30 percent
- 30 percent
- 20 percent

PROPOSAL EVALUATION CRITERIA MATRIX (SHORT-LISTED)
RFP 3-2807 Real Property Management Services

Cal Pacific Land Services, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	4	17.6
Staffing/Project Org	4.0	4.0	4.0	4.0	3.5	6	23.4
Work Plan	4.5	4.5	4.0	4.5	4.5	6	26.4
Cost and Price	4.42	4.42	4.42	4.42	4.42	4	17.7
Overall Score	86.7	86.7	83.7	86.7	81.7		85

Epic Land Solutions, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	4	17.6
Staffing/Project Org	3.0	3.0	3.0	3.0	3.0	6	18.0
Work Plan	4.0	3.5	4.0	4.0	4.0	6	23.4
Cost and Price	4.95	4.95	4.95	4.95	4.95	4	19.8
Overall Score	79.8	76.8	79.8	77.8	79.8		79

Paragon Partners Consultants, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	3.5	4.0	4.0	4.0	4.0	4	15.6
Staffing/Project Org	3.0	3.5	3.0	3.0	3.0	6	18.6
Work Plan	3.0	3.0	3.0	3.0	4.0	6	19.2
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	70.0	75.0	72.0	72.0	78.0		73

Range of scores for the non-short-listed firms was 29 to 47.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 3-2807 Real Property Management Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Cal Pacific Land Services, Inc.						
Contract Type: Time and Expense	C-8-1853	Real Property Management Services	March 19, 2019	March 30, 2024		\$675,000
<i>Subconsultants:</i>						
<i>Integra Realty Resources</i>						
Total						\$675,000
Epic Land Solutions, Inc.						
Contract Type: Time and Expense	C-9-1613	On-Call Right-of-Way Support Services for Capital Improvement Projects	July 31, 2020	July 31, 2024		\$3,500,000
<i>Subconsultants:</i>						
<i>Bess Testlab, Inc.</i>						
<i>Coast Surveying</i>						
<i>Commonwealth Land Title Company</i>						
<i>Desmond, Marcello & Amster</i>						
<i>Diaz Yourman & Associates</i>						
<i>Donna Desmond Associates</i>						
<i>Golden State Escrow, Inc.</i>						
<i>Guida Surveying Inc.</i>						
<i>Hodges Lacey & Associates LLC</i>						
<i>Integra Realty Resources- Orange County</i>						
<i>Integra Realty Resources - Los Angeles</i>						
<i>Keith Settle & Company, Inc.</i>						
<i>Psomas</i>						
<i>Santolucito Doré Group, Inc.</i>						
<i>TLC Interpreting & Translation Services, LLC</i>						
Total						\$3,500,000
Paragon Partners Consultants, Inc.						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
<i>Subconsultants:</i>						
N/A						
Total						\$0

OC Bus and OC ACCESS Services Update

Ridership

- Average weekday boardings and productivity as measured by boardings per revenue vehicle hour (B/RVH)

On-Time Performance

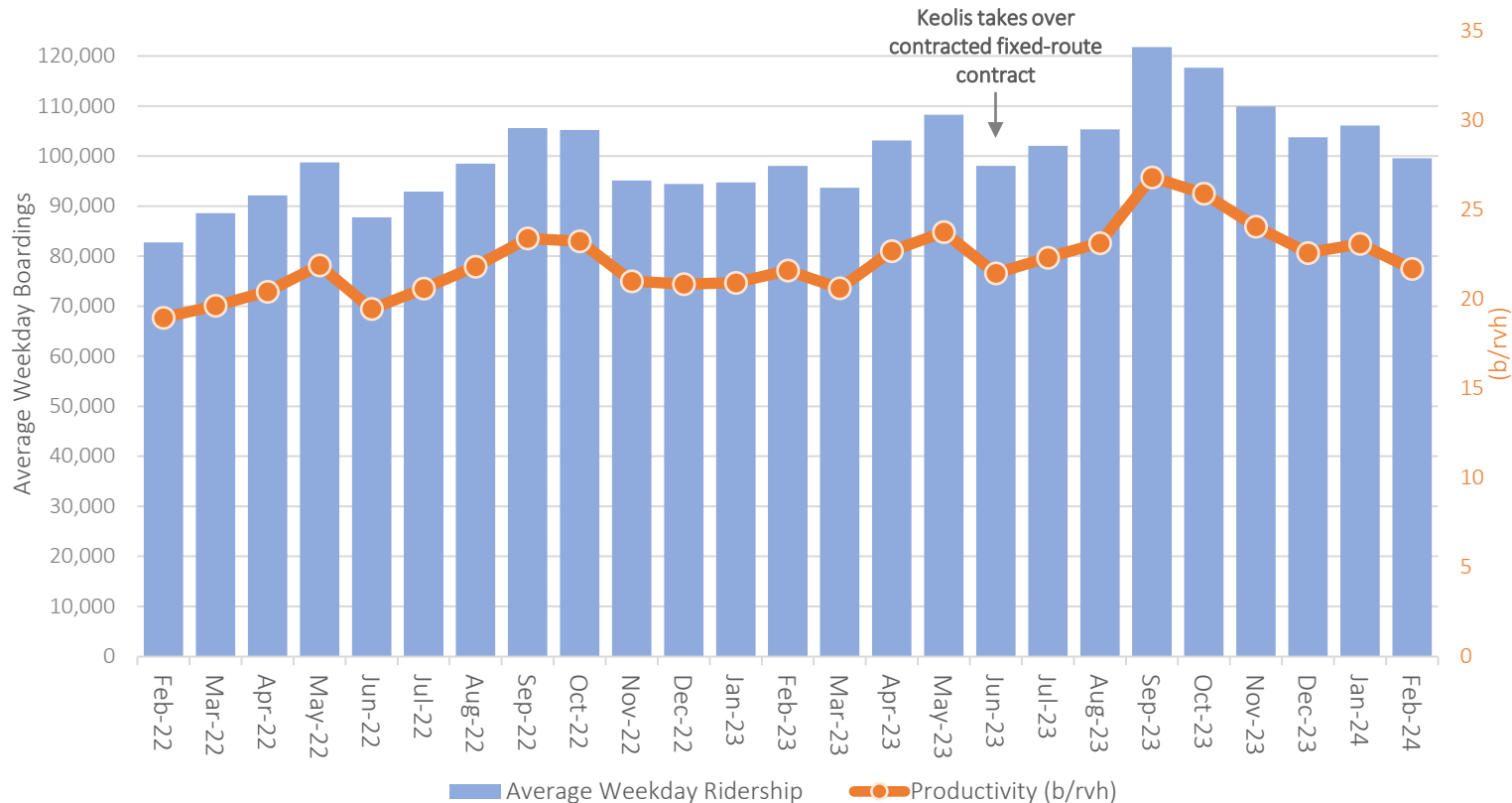
- Measuring service quality

Customer Comments

- Trends, feedback, and issues reported

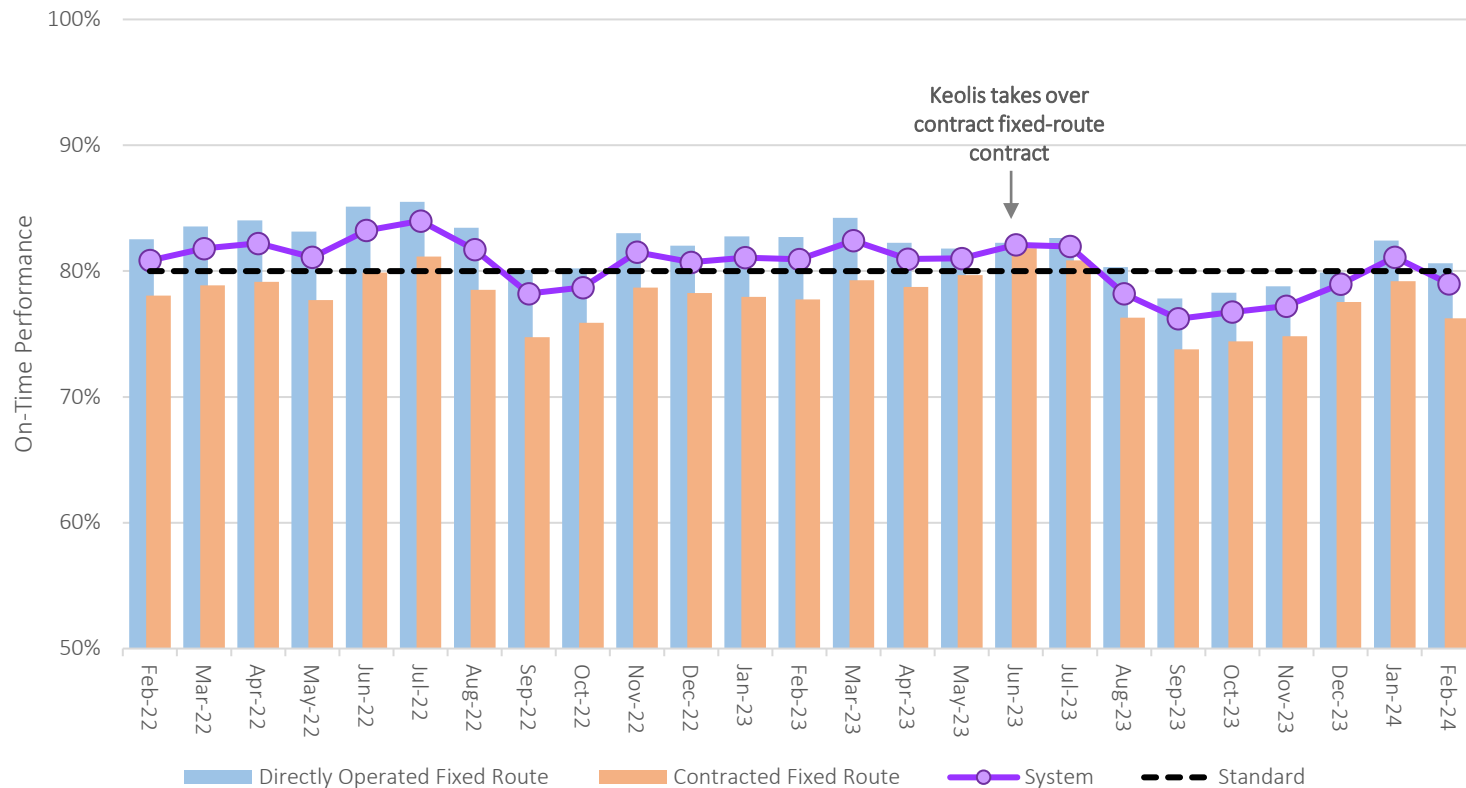
OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY – LAST TWO YEARS)



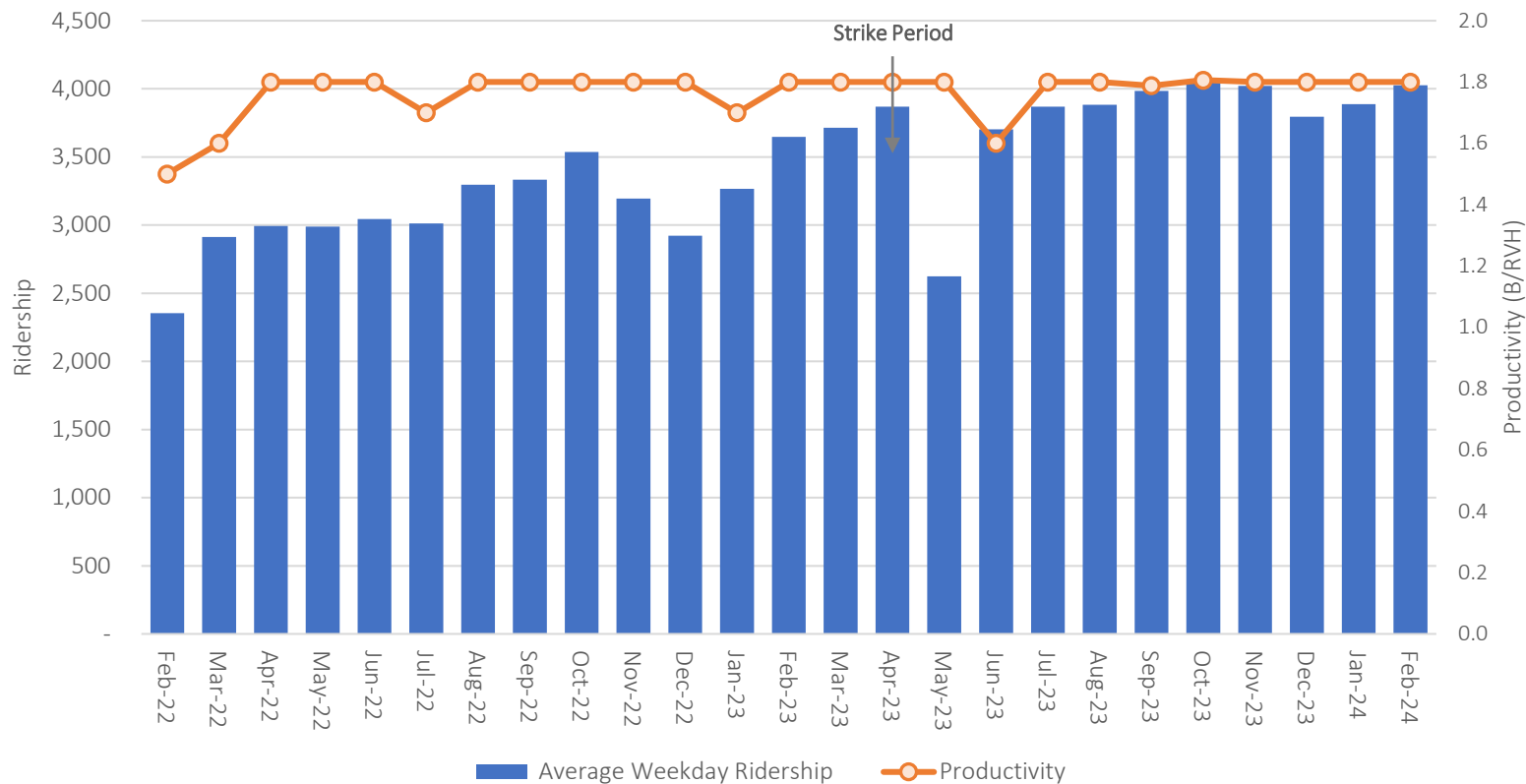
OC BUS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



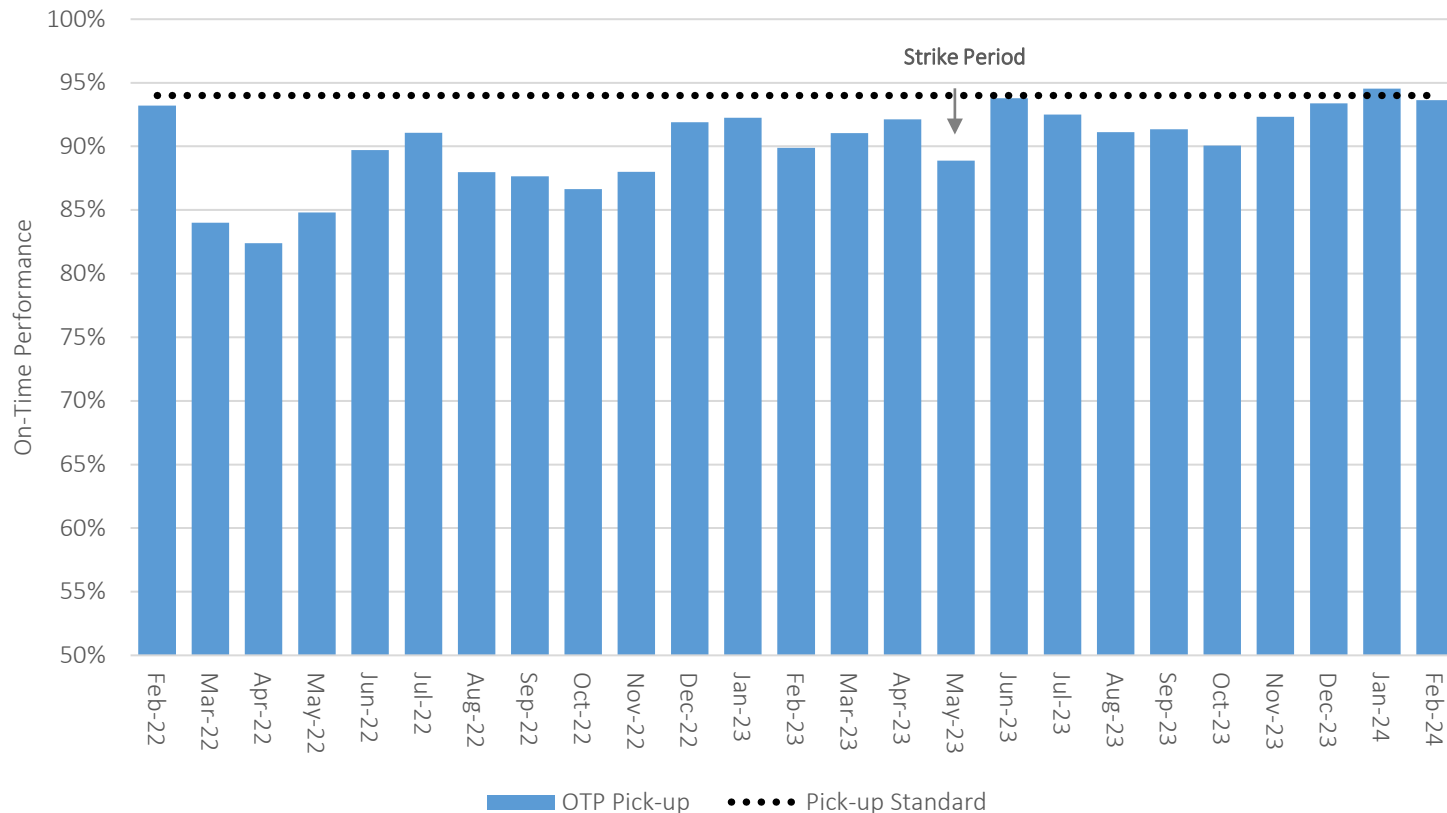
OC ACCESS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



OC ACCESS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)

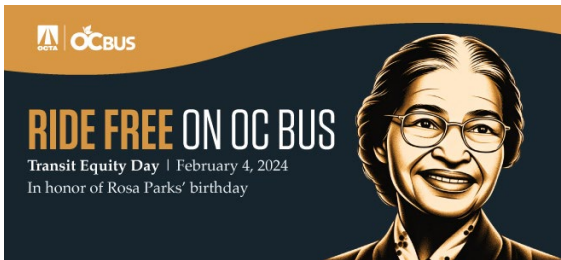


CUSTOMER COMMUNICATION AND FEEDBACK

Marketing and Customer Communications

Customer Communications

- Promoted Transit Equity Day and the February OC Bus Service Change with traditional and digital communications including outreach.



Customer Comments

Bus Pass-bys

- Complaints on pass-bys in February slightly decreased to an average of 11.1 complaints per week compared to an average of 11.5 complaints per week in January.

No Shows

- Complaints for “no show” routes in February increased to an average of 1.7 complaints per week from an average of 1.1 complaints per week in January.

Good News Story

The customer wanted to compliment the bus operator for route 55. She states that he has very good customer service, takes the time to lower the ramp for elderly passengers, he's not rude and very patient. She said she's been a long-time bus rider, and the operator has always provided good customer service.

– Customer Call

NEXT STEPS

Continue to Track Service Performance

- Ridership trends
- On-time performance
- Work with Keolis to improve performance



Next OC Bus Service Change

- May 12, 2024

