



June 18, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Technical Consulting Services for a Next-Generation Fare Collection System, OC Streetcar Ticket Vending Machines, and Farebox Replacement Project

Overview

On May 22, 2020, the Orange County Transportation Authority Board of Directors approved an agreement with Jacobs Engineering Group, Inc. to provide technical consulting services for the next generation fare collection system and ticket vending machines for the OC Streetcar for a three-year initial term with two, one-year option terms. The current contract expires July 31, 2025. Board of Directors' approval is requested to extend the contract term an additional two years effective August 1, 2025 through July 31, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide support for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project at no increase in the maximum obligation of the agreement.

Discussion

The Orange County Transportation Authority (OCTA) is in the process of implementing three Board of Directors (Board)-approved fare collection projects. These projects include the Rider Validation System (RVS), the OC Streetcar Ticket Vending Machines (TVM), and the Farebox Replacement Project. Each of these projects are at important junctures in their implementation cycle and technical support is necessary for successful implementation of the projects. Due to delays in the RVS project start date caused by the pandemic, delays in the OC Streetcar Project affecting the installation of the TVMs, and the anticipated schedule for implementation and integration of the fareboxes with the

RVS, a two-year time extension to the contract with Jacobs Engineering Group, Inc. (Jacobs) for technical consulting services is needed to complete these projects. This request is solely for a time extension and staff is not requesting to increase the maximum obligation of the agreement because of the extended period.

Staff is requesting the two-year extension with Jacobs due to their subject matter expertise in fare collections and their knowledge of the projects having supported OCTA from the inception of all three fare collection projects. Jacobs has been a key technical partner in the design, development, and implementation phases of all three projects. Their continued engagement is vital for several reasons:

1. Critical Role in Specification Development and Testing

Jacobs was instrumental in developing the specifications and functional requirements for the RVS and OC Streetcar TVMs. Their involvement from the inception of the projects uniquely positions them to oversee conformance and performance testing, troubleshoot emergent issues, and support vendor compliance during implementation. Additionally, given their role in developing the farebox system specifications, retaining Jacobs provides continued support for the testing phase of the integration of the fareboxes with the RVS.

2. Integrated System Expertise and Institutional Knowledge

Jacobs has developed a comprehensive understanding of OCTA's fare system architecture through its work on both the RVS and TVMs for the OC Streetcar. This knowledge is critical for ensuring consistent integration of all fare collection elements, particularly as OCTA prepares for the concurrent deployment of TVMs in spring 2026 and the farebox replacement by mid-2027. Their ongoing familiarity with system specifications, workflows, and existing infrastructure significantly reduces the risk of integration issues that could arise from onboarding a new firm.

3. Continuity Through Implementation Milestones

With RVS deployment anticipated by the end of this year, TVM rollout next spring, and farebox implementation in the following two years, Jacobs' continued support ensures uninterrupted technical support throughout each phase. Disruption at this stage, especially during system integrations and testing, could compromise project timelines and increase costs due to rework, onboarding delays, or learning curve inefficiencies associated with a new firm.

4. Risk Mitigation and Cost Efficiency

Initiating a new competitive procurement process at this stage would introduce unnecessary risk. Even with expedited timelines, the procurement, evaluation, and onboarding processes would take several months, potentially causing delays during a time-sensitive implementation schedule. These delays could result in increased costs and reduced system readiness for revenue service. The contract extension avoids these risks while preserving project schedules.

5. Strategic Oversight Across Projects

Jacobs' continued involvement allows OCTA to maintain strategic technical oversight across all fare modernization efforts. Their knowledge ensures alignment of timelines, vendor deliverables, and system dependencies.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. On May 22, 2020, the Board approved the award of the agreement with Jacobs to provide technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$870,000 and two, one-year option terms. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 6 is to extend the term an additional two years through July 31, 2027, which will allow Jacobs to continue providing technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar. There is a ten percent increase to the current hourly rates that will apply to the first year of the two-year time extension and an adjustment of three percent based on the Consumer Price Index that will apply to the hourly rates in the second year of the time extension. Jacobs has previously held their hourly rates, including holding year three initial term rates for the first option term. Therefore, the increase in the hourly rates for the time extension is deemed fair and reasonable. Although the hourly rates will increase for the time extension, the remaining balance on the contract will be sufficient. Therefore, there is no increase in the maximum obligation. Extending the term an additional two years will allow Jacobs to continue providing technical consulting services for the next generation fare collection system and TVMs for the OC Streetcar through July 31, 2027.

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Fiscal Impact

The project was included in OCTA's Proposed Fiscal Year 2025-26 Budget, Finance and Administration Division, account nos. 1261-7519-D0001-1OS and 0035-7519-OC100-NAZ.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc. to extend the term of the agreement an additional two years to continue to provide technical consulting services for the implementation of the Rider Validation System, OC Streetcar Ticket Vending Machines, and farebox replacement project, at no increase in the maximum obligation of the contract.

Attachment

A. Jacobs Engineering Group, Inc., Agreement No. C-0-2047 Fact Sheet

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