



Orange County Transportation Authority

Transit Committee Agenda Tuesday, June 16, 2026 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

SPECIAL

Committee Members

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Valerie Amezcua
Lauren Kleiman
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen

Accessibility

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 access live streaming of the 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 Name

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

Overview

Approve the minutes of the May 14, 2026 Transit Committee meeting.

Attachments:

[Minutes](#)

TRANSIT COMMITTEE MEETING AGENDA

2. Amendments to Cooperative Agreements with Agencies Participating in the Senior Mobility Program

Jack Garate/Johnny Dunning, Jr.

Overview

The Measure M2 Senior Mobility Program provides funding to eligible cities and designated nonprofit agencies to provide transit services that meet the mobility needs of their senior communities.

Cooperative agreements with 32 participating cities and three nonprofit agencies participating in the Senior Mobility Program will expire June 30, 2026. To continue providing funding to support Senior Mobility Program services, amendments are required to exercise the option term of the agreements for an additional five years, through June 30, 2031.

Amendments to the cooperative agreements with the three participating nonprofit agencies are required to allocate funding for fiscal year 2026-27 and ensure continuation of services.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with 32 cities participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.
- B. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the three nonprofit agencies participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$99,431, to provide funding through June 30, 2027.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and the Korean American Senior Association of Orange County, in the amount of \$122,243, to provide funding through June 30, 2027.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$107,485, to provide funding through June 30, 2027.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

3. Amendments to Cooperative Transit Agreements for the Provision of Special Transit Services

Jack Garate/Johnny Dunning, Jr.

Overview

The Orange County Transportation Authority contracts with five community-based service agencies to provide transportation to OC ACCESS eligible riders attending program activities.

On June 23, 2025, the Board of Directors approved five-year cooperative agreements with each of the five agencies, which require annual amendments to adjust the per-trip reimbursement rate and maximum funding obligations. Board of Directors' approval is requested to amend the cooperative agreements to continue transportation services for OC ACCESS eligible riders.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2287 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services to continue transportation services in the amount of \$114,169.20 and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center to continue transportation services in the amount of \$123,327.30 and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, to continue transportation services in the amount of \$294,794.70, and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,043,763.70.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of \$340,478.40, and to adjust the per-trip rate to \$26.70, effective July 1,

TRANSIT COMMITTEE MEETING AGENDA

2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,219,570.40.

- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, to continue transportation services in the amount of \$1,770,904.20, to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$5,107,518.20.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

4. August 2026 OC Bus Service Change

Eric Hoch/Rose Casey

Overview

The proposed August 2026 OC Bus service change implements changes consistent with the Orange County Transportation Authority's regular service change process. These changes will result in minor route alignment adjustments, updated schedules, and improved service reliability. Schedule refinements in response to customer comments and coach operator feedback are also included.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

TRANSIT COMMITTEE MEETING AGENDA

5. **2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects**

Victor Mireles/Rose Casey

Overview

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities Program offers grant opportunities to nonprofit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The program provides funding to augment existing OC Bus fixed-route service, OC ACCESS service, and the Senior Mobility Program in Orange County. Board of Directors' approval of updated program guidelines for the 2026 call for projects and issuance of the call for projects is requested.

Recommendation(s)

- A. Approve the guidelines for the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

- B. Authorize staff to issue the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program call for projects.

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

6. **Award for the Purchase of Compressed Natural Gas Fuel Tank Kits**

Cliff Thorne/Johnny Dunning, Jr.

Overview

On March 23, 2026, the Orange County Transportation Authority Board of Directors approved the release of an Invitation for Bids for the procurement of compressed natural gas fuel tank kits. As a result, a bid was received and evaluated from a qualified vendor. Board of Directors' approval is requested to purchase up to 48 compressed natural gas fuel tank kits for 40-foot buses to extend their useful life.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of \$2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Attachments:

[Staff Report](#)

TRANSIT COMMITTEE MEETING AGENDA

7. Amendment to Agreements 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 contract amendments for program management consultant services, construction management consultant services, operations and maintenance services, and vehicle manufacturing to support the delivery of the OC Streetcar Project.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$4,203,298, and extend the agreement term through June 30, 2027, for continued program management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$53,503,298.

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 27 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of \$4,911,485, and extend the agreement term through June 30, 2027, for continued construction management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,099,089.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of \$3,622,696, to align the start-up and pre-revenue service contract terms with the revised project schedule for operations and maintenance services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$63,112,418.

- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$3,051,300, and extend the agreement term through July 14, 2028, for storage of vehicles and spare parts, special tools and test equipment, project extension, and additional design and integration services for a computer-aided dispatch and automatic vehicle location system. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$57,945,077.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

8. Term Sheet Agreement with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Katie Persons/Rose Casey

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. The study was initiated in early February and is anticipated to be completed in November. To support continued coordination, the Orange County Transportation Authority and the City of Newport Beach are developing a proposed non-binding term sheet establishing a framework for future project development if a feasible relocation alternative is mutually identified.

Recommendation(s)

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Presentation](#)

9. Amendment to the Agreement for the Newport Transportation Center Relocation Feasibility Study

Katie Persons/Rose Casey

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. On January 28, 2026, a contract with HDR Engineering, Inc. was executed to perform the study. An amendment to the existing agreement is needed to provide additional planning support services to expand the study scope, including evaluation of additional potential relocation sites to support a broader, system-level analysis of long-term transit needs.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C250111 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$350,000, for additional planning services related to the potential relocation of the Newport Transportation Center. This will increase the maximum cumulative obligation of the contract to a total contract value of \$846,635.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

Discussion Items

10. Newport Transportation Center Relocation Feasibility Study Update

Katie Persons/Rose Casey

Overview

At the request of, and in partnership with, the City of Newport Beach, the Orange County Transportation Authority is conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. This presentation will provide an update on the progress of the Newport Transportation Center Relocation Feasibility Study.

Attachments:

[Presentation](#)

11. Marketing and Communications Update

Ryan Armstrong/Maggie McJilton

Overview

Staff will present an update on marketing programs for Orange County Transportation Authority's multimodal transportation services and programs.

Attachments:

[Presentation](#)

12. Public Comments

13. Chief Executive Officer's Report

14. Committee Members' Reports

15. Adjournment

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

9:30 a.m. on Thursday, July 9, 2026

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Fred Jung, Chair
Lauren Kleiman
Stephanie Klopfenstein
Carlos Leon
Janet Nguyen
Tam T. Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Andrea West, Clerk of the Board
Elia Verduzco, Employee Rotation Program
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

Vicente Sarmiento, Vice Chair
Valerie Amezcua

Call to Order

The May 14, 2026, meeting of the Transit Committee was called to order by Committee Chair Jung at 9:30 a.m.

Consent Calendar (Items 1 through 5)

A motion was made by Director J. Nguyen, seconded by Director Klopfenstein, and declared passed by those present to approve the Consent Calendar (Items 1 through 5).

Director Tam T. Nguyen was not present to vote on these items.

1. Approval of Minutes

Approve the minutes of the April 9, 2026, Transit Committee meeting.

2. Amendment to Agreement for Technical Consulting Services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar Ticket Vending Machines Implementation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2047 with Jacobs Engineering Group, Inc., in the amount of \$381,603, to continue providing technical consulting services in support of the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar ticket vending machines implementation. This amendment will increase the total contract value to \$1,626,142.



3. Approve Cooperative Agreements with the City of Irvine for Proposition 116 Replacement Funds and OC ACCESS Services

- A. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C250333 for the Proposition 116 payback to replace related provisions in Cooperative Agreement No. C-0-1892.
- B. Authorize the Chief Executive Officer, or designee, to negotiate and execute Cooperative Agreement No. C250332 for the provision of OC ACCESS services to replace related provisions in Cooperative Agreement No. C-0-1892.

4. Acceptance of Grant Awards from the Mobile Source Air Pollution Reduction Review Committee and the Federal Transit Administration

- A. Authorize the Chief Executive Officer, or designee, to accept the award of \$4 million in Clean Transportation funding from the Mobile Source Air Pollution Reduction Review Committee for the OC Connections for the 2028 Summer Olympic and Paralympic Games Project.
- B. Authorize the Chief Executive Officer, or designee, to accept the award of \$960,000 in Fiscal Year 2026 Grants for Buses and Bus Facilities Competitive Program funding from the Federal Transit Administration for the Security Cameras and Access Controls at the Orange County Transportation Authority Transit Centers Project.
- C. Authorize the Chief Executive Officer, or designee, to negotiate and execute grant-related agreements and documents with the Mobile Source Air Pollution Reduction Review Committee and the Federal Transit Administration.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

5. Amendment to Agreement for Customer Information Center

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2698 between the Orange County Transportation Authority and Alta Resources to exercise the second option term in the amount of \$2,121,760, effective July 1, 2026, through June 30, 2028, to continue providing customer information center call services. This will increase the maximum obligation of the agreement to a total contract value of \$7,152,187.



Regular Calendar

6. Wave Card Utilization and Performance Report

Sam Kaur, Department Manager of Revenue Administration, provided a presentation on this item.

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

7. Agreement for Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base

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

A motion was made by Director Kleiman, seconded by Director Klopfenstein, and declared passed by those present, to

- A. Approve the selection of Clean Energy as the firm to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250142, between the Orange County Transportation Authority and Clean Energy, a responsive and responsible proposer, in the amount of \$27,598,891, to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

Director Tam T. Nguyen was not present to vote on this item.

Discussion Items

8. Bimonthly Transit Performance Report

Melissa Mungia, Department Manager of Scheduling and Bus Operations Support, presented this item.

No action was taken on this item.

9. Fiscal Year 2026-27 Budget Workshop Follow-up

Sean Murdock, Director of Finance & Administration, presented this item.

No action was taken on this item.



10. Public Comments

No public comments were received.

11. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Bike Month
- Bike Demonstration Events
- LOSSAN Corridor Closure

12. Committee Members' Reports

Director Kleiman requested a future agenda item on the Newport Transit Center.

13. Adjournment

The meeting was adjourned at 9:59 a.m.

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

9:30 a.m. on Thursday, June 11, 2026
OCTA Headquarters
550 South Main Street
Orange, California



June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendments to Cooperative Agreements with Agencies Participating in the Senior Mobility Program

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned in the upper right corner of the page.

Overview

The Measure M2 Senior Mobility Program provides funding to eligible cities and designated nonprofit agencies to provide transit services that meet the mobility needs of their senior communities.

Cooperative agreements with 32 participating cities and three nonprofit agencies participating in the Senior Mobility Program will expire June 30, 2026. To continue providing funding to support Senior Mobility Program services, amendments are required to exercise the option term of the agreements for an additional five years, through June 30, 2031.

Amendments to the cooperative agreements with the three participating nonprofit agencies are required to allocate funding for fiscal year 2026-27 and ensure continuation of services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with 32 cities participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.
- B. Authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the three nonprofit agencies participating in the Senior Mobility Program to exercise the five-year option term of the agreements, through June 30, 2031.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$99,431, to provide funding through June 30, 2027.

- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and the Korean American Senior Association of Orange County, in the amount of \$122,243, to provide funding through June 30, 2027.

- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$107,485, to provide funding through June 30, 2027.

Discussion

Measure M2 (M2) includes funding for three programs under Project U to support the transportation needs of seniors and individuals with disabilities. One of these programs, the Senior Mobility Program (SMP), was established by the Orange County Transportation Authority (OCTA) to provide community-based transportation services for seniors. OCTA supports senior mobility services through two program models: city-based programs funded through M2 formula allocations and nonprofit-operated programs supported through local transportation funding sources.

City-Based SMP Services

For the city-based SMP services, OCTA distributes one percent of net M2 revenues through a formula allocation to participating Orange County cities based on each city's population of residents age 60 and older. Participating cities are required to provide a minimum 20 percent funding match and develop service plans consistent with SMP guidelines. On November 26, 2018, the Board of Directors (Board) approved revisions to the SMP guidelines requiring all participating cities to submit Board-approved service plans to OCTA for review and compliance verification.

Eligible SMP services include transportation to and from senior centers, medical appointments, shopping, personal care, and social or recreational activities. Services are generally limited to trips within Orange County, except for medical trips, which may extend up to ten miles outside the county boundary.

The initial term of the cooperative agreements with the 32 participating cities expires June 30, 2026. Board approval is required to exercise the five-year option term through June 30, 2031, to ensure continued program administration and service delivery.

Non-Profit Based SMP Services

Separate from the city-based SMP services, OCTA also supports senior transportation services operated by three nonprofit agencies: Abrazar Inc., Korean American Senior Association of Orange County, and Southland Integrated Services, Inc. These agencies provide transportation services across multiple jurisdictions where service is not otherwise available through a single participating city.

Because these programs are operated by nonprofit organizations rather than local jurisdictions, they are not eligible for M2 formula funding. However, OCTA continues to support these services using local transportation funding sources due to the significant mobility benefits they provide to the community. Similar to participating cities, the nonprofit agencies are required to comply with applicable SMP guidelines and provide a minimum 20 percent local funding match.

In 2011, a baseline reimbursement amount for the nonprofit agencies was established based on anticipated annual trip volumes. Beginning in 2012, annual funding adjustments have been based on prior-year funding levels and projected M2 sales tax revenue growth, consistent with the methodology used for participating cities.

These services continue to supplement city-based programs by providing transportation across multiple jurisdictions where service is limited or not otherwise available. In FY 2024–25, the three non-profit agencies collectively provided 12,489 trips and were allocated \$309,890 in funding. For FY 2025–26, the allocated funding is \$303,102. As of February 2026, the agencies have provided 8,666 trips, a seven percent increase compared to the same period in the prior FY.

The current funding agreements with the three nonprofit agencies require annual amendments to authorize funding for each subsequent fiscal year. The proposed amendments authorize the allocation of \$322,764 in local transportation funds for FY 2026-27 to continue services through June 30, 2027. Although the cooperative agreements extend through June 30, 2031, all funding remains subject to annual Board approval.

The initial term of the three nonprofit agencies expires June 30, 2026. Board approval is required to exercise the five-year option term through June 30, 2031, to ensure continued program administration and service delivery.

Fiscal Impact

Services provided by the three nonprofit agencies are included in the Orange County Transportation Authority Proposed Fiscal Year 2026-27 Budget, Operations Division, account nos. 0030-7831-D1502-PDK, 0030-7831-D1502-PDW, and 0030-7831-D1502-PEE, using Local Transportation funds.

Summary

Staff requests that the Board authorize the Chief Executive Officer to negotiate and execute amendments to exercise the option term of the cooperative agreements with the 32 participating cities and three nonprofit agencies participating in the SMP for five years through June 30, 2031, and to execute amendments to allocate FY 2026-27 funding to the three participating nonprofit agencies to ensure the continued delivery of senior transportation services through June 30, 2027.

Attachments

- A. Senior Mobility Program Summary
- B. Projected Measure M2 Senior Mobility Program Funding Allocation (5 Years)
- C. Senior Mobility Program Cooperative Agreements Fact Sheet for 32 Cities and Nonprofit Agencies

Approved by:



Jack Garate
Department Manager,
Specialized Transit Services
(714) 560-5387

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer,
Operations
(714) 560-5710

Senior Mobility Program Summary	
City/Agency	Program Overview
Abrazar, Inc.	Transportation in central, west, and north Orange County for congregate meal programs in Westminster and Midway City, government services, medical-related needs, and limited shopping, personal, and social or recreational trips, including visits to healthcare facilities/community events.
Aliso Viejo	Curb-to-curb, on-demand taxi service for residents providing transportation to and from Sea Country and Florence Sylvester Senior Centers, as well as other local community locations, for senior nutrition and activity programs.
Anaheim	Transportation within city limits for non-emergency medical, shopping, personal, and local trips, including trips to Anaheim senior centers and social, recreational, and community locations, with extended service to select medical centers and shopping destinations outside city limits.
Brea	Curb-to-curb shuttle service to the Brea Senior Center and scheduled shopping trips, along with van service for local errands and appointments.
Buena Park	Transportation to the Buena Park Senior Center for activities, meals, shopping, and special events, with limited service for medical appointments.
Costa Mesa	Transportation to the Costa Mesa Senior Center and local shopping within city limits, with taxi service for non-emergency medical appointments both within the city and to select nearby locations.
Cypress	Transportation includes a nutrition taxi program to the Cypress Senior Center and a curbside-to-curb taxi voucher program for medical appointments, shopping, and errands.
Dana Point	Door-to-door service to and from the Dana Point Community/Senior Center for the congregate meal program.
Fountain Valley	Curb-to-curb transportation within the city and nearby areas for non-emergency medical, nutrition, shopping, and social or daily needs trips.
Fullerton	Transportation to the Fullerton Community Center for nutrition and activities, along with taxi service for medical, shopping, personal, and social or recreational trips within Fullerton and to select locations, plus a 30-day fixed-route bus pass program.
Garden Grove	Transportation to the H. Louis Lake Senior Center for nutrition, classes and activities, with taxi service for non-emergency medical appointments and grocery shopping within Garden Grove.

Senior Mobility Program Summary

City/Agency	Program Overview
Huntington Beach	Transportation to medical appointments, shopping, senior center programs, and special events, including select hospitals, with advance reservations required.
Irvine	Transportation to scheduled trips for medical, employment, educational, and essential personal needs within the city and to select out-of-city destinations
Korean American Senior Association	Transportation services for Korean-speaking seniors for non-emergency medical visits, grocery shopping, nutrition programs, and social or recreational trips, including visits to senior and community centers.
La Habra	Transportation to medical appointments, grocery shopping, and city programs, including select hospitals, with advance reservations required and same-day availability varies.
Laguna Beach	Door-to-door assisted transportation for trips to the senior center, medical appointments, shopping, errands, and visits to loved ones, with advance scheduling required.
Laguna Hills	Transportation within Laguna Hills, Laguna Woods, and Mission Viejo for shopping, errands, and non-emergency medical appointments, with service to select nearby destinations including medical centers, transit stations, and the airport.
Laguna Niguel	Transportation within city limits for shopping, medical trips, and other local needs, with service to select destinations including John Wayne Airport and the Long Beach Veterans Administration.
Laguna Woods	Transportation for eligible Laguna Woods residents throughout Orange County, including trips to the Long Beach Veterans Affairs Hospital and John Wayne Airport.
Lake Forest	Door-to-door transportation for senior center programs, personal care, non-emergency medical appointments, shopping, and social or recreational activities, with reservations required.
Mission Viejo	Transportation within Mission Viejo, Lake Forest, Laguna Woods, Laguna Hills, and Rancho Santa Margarita, with service to select regional destinations including transit centers, medical facilities, and community service organizations.
Newport Beach	Curb-to-curb transportation to the OASIS Senior Center, medical appointments, grocery shopping, and essential errands within city limits, with advance reservations required and limited same-day service available.
Orange	Transportation to the Orange Senior Center for meals, along with a subsidized taxi voucher program for medical, pharmacy, grocery, and senior center trips within the city, plus a 30-day bus pass for seniors.

Senior Mobility Program Summary

City/Agency	Program Overview
Placentia	Transportation to select medical facilities and shopping centers in nearby cities on designated days, with advance scheduling required through the Placentia Senior Center.
Rancho Santa Margarita	Transportation within Rancho Santa Margarita. Travel within the city limits free for limited number of trips.
San Clemente	Transportation within city limits for senior center access, medical appointments, shopping, personal care, and a wide range of social, recreational, and community activities.
San Juan Capistrano	On-demand door-to-door transportation to the San Juan Capistrano Community/Senior Center, with service for medical trips and grocery shopping within city limits.
Santa Ana	Non-medical transportation to Santa Ana senior centers for activities, classes, meals, excursions, and shopping within city limits.
Seal Beach	Dial-A-Ride service for non-emergency medical trips within the city and limited nearby areas, along with a fixed-route shuttle serving major local destinations.
Southland Integrated Services	Transportation for seniors to a congregate meal program at the Asian Senior Center in Santa Ana, non-emergency medical appointments, and government offices, with advance reservations required.
Stanton	On demand, door-to-door transportation to-and-from the Stanton Community/Civic Center for activities and the senior nutrition program.
Tustin	Curb-to-curb transportation within city limits for medical appointments, shopping, and senior center activities, with service to select nearby medical facilities.
Villa Park	Subsidized taxi service for medical, shopping, personal care, and social or recreational trips, within Orange County and extended mileage for medical trips.
Westminster	Curb-to-curb transportation to the senior center for meals and a shuttle service to designated shopping locations within the city, with scheduled pick-ups and reservations required.
Yorba Linda	Door-to-door transportation throughout Orange County for medical, shopping, and personal care. Social/recreational trips such as religious institutions, local parks, theaters, and restaurants.



Projected Measure M2 Senior Mobility Program

Funding Allocation (5 Years)

Allocation Based Upon Senior Population (60+) and Available Revenues

Allocation Summary						
Local Jurisdictions	M2 Funding					
	2027	2028	2029	2030	2031	Total
Aliso Viejo	\$ 55,193	\$ 54,910	\$ 55,276	\$ 55,482	\$ 57,557	\$ 278,419
Anaheim	410,029	407,927	410,642	412,173	427,588	2,068,359
Brea	70,450	70,089	70,556	70,819	73,467	355,381
Buena Park	113,036	112,457	113,205	113,627	117,877	570,203
Costa Mesa	130,525	129,856	130,720	131,207	136,115	658,423
Cypress	76,088	75,698	76,202	76,486	79,347	383,822
Dana Point	71,501	71,134	71,608	71,875	74,563	360,681
Fountain Valley	106,791	106,244	106,951	107,350	111,365	538,700
Fullerton	187,447	186,487	187,728	188,428	195,475	945,565
Garden Grove	237,923	236,703	238,279	239,167	248,112	1,200,184
Huntington Beach	339,272	337,533	339,779	341,046	353,801	1,711,431
Irvine	309,091	307,506	309,553	310,708	322,328	1,559,186
La Habra	83,071	82,645	83,195	83,505	86,628	419,044
La Palma	-	-	-	-	-	-
Laguna Beach	53,255	52,982	53,335	53,534	55,536	268,642
Laguna Hills	54,808	54,527	54,890	55,095	57,156	276,477
Laguna Niguel	124,554	123,915	124,740	125,205	129,888	628,303
Laguna Woods	104,762	104,225	104,919	105,310	109,248	528,463
Lake Forest	118,061	117,456	118,238	118,678	123,117	595,549
Los Alamitos	-	-	-	-	-	-
Mission Viejo	177,972	177,060	178,239	178,903	185,594	897,768
Newport Beach	175,147	174,249	175,409	176,063	182,647	883,515
Orange	186,677	185,720	186,957	187,654	194,672	941,681
Placentia	74,972	74,588	75,085	75,365	78,183	378,193
Rancho Santa Margarita	57,745	57,449	57,831	58,047	60,218	291,290
San Clemente	111,294	110,723	111,460	111,876	116,060	561,414
San Juan Capistrano	65,739	65,402	65,837	66,083	68,554	331,614
Santa Ana	303,897	302,339	304,351	305,486	316,911	1,532,984
Seal Beach	84,454	84,021	84,581	84,896	88,071	426,023
Stanton	49,144	48,892	49,218	49,401	51,249	247,904
Tustin	88,154	87,702	88,286	88,615	91,929	444,687
Villa Park	14,063	13,991	14,084	14,136	14,665	70,938
Westminster	149,965	149,196	150,189	150,749	156,387	756,485
Yorba Linda	122,211	121,585	122,394	122,850	127,445	616,485
Total	\$ 4,307,292	\$ 4,285,211	\$ 4,313,737	\$ 4,329,819	\$ 4,491,754	\$ 21,727,813

Notes:

- SMP forecast is using 2020 Census Data for 60+ senior population to calculate the allocation for eligible cities.
- The funding allocation amounts are using finalized sales tax forecast received in February 2026.

**Senior Mobility Program Cooperative Agreements Fact Sheet
for 32 Cities and Nonprofit Agencies**

1. May 24, 2021, Cooperative Agreements approved by the Board of Directors (Board).

- Agreements to provide Measure M2 funding for the provision of Senior Mobility Program transportation services.
- Initial term effective July 1, 2021, through June 30, 2026, with a five-year option term.

2. June 22, 2026, Amendments to cooperative agreements, pending Board approval.

- Amendments to exercise the option term of the Senior Mobility Program agreements with cities and agencies for five years through June 30, 2031:

1.	Agreement No. C-1-3226 - City of Aliso Viejo, Amendment No. 1,	\$278,419
2.	Agreement No. C-1-3227 - City of Anaheim, Amendment No. 1,	\$2,068,359
3.	Agreement No. C-1-3228 - City of Brea, Amendment No. 1,	\$355,381
4.	Agreement No. C-1-3229 - City of Buena Park, Amendment No. 1,	\$570,203
5.	Agreement No. C-1-3230 - City of Costa Mesa, Amendment No. 1,	\$658,423
6.	Agreement No. C-1-3231 - City of Cypress, Amendment No. 1,	\$383,822
7.	Agreement No. C-1-3232 - City of Dana Point, Amendment No. 1,	\$360,681
8.	Agreement No. C-1-3233 - City of Fountain Valley, Amendment No. 1,	\$538,700
9.	Agreement No. C-1-3234 - City of Fullerton, Amendment No. 5,	\$945,565
10.	Agreement No. C-1-3235 - City of Garden Grove, Amendment No. 1,	\$1,200,184
11.	Agreement No. C-1-3236 - City of Huntington Beach, Amendment No. 1,	\$1,711,431
12.	Agreement No. C-1-3237 - City of Irvine, Amendment No. 1,	\$1,559,186
13.	Agreement No. C-1-3238 - City of La Habra, Amendment No. 1,	\$419,044
14.	Agreement No. C-1-3239 - City of Laguna Beach, Amendment No. 1,	\$268,642
15.	Agreement No. C-1-3240 - City of Laguna Hills, Amendment No. 1,	\$276,477
16.	Agreement No. C-1-3241 - City of Laguna Niguel, Amendment No. 2,	\$628,303
17.	Agreement No. C-1-3936 - City of Laguna Woods, Amendment No. 3,	\$528,463
18.	Agreement No. C-1-3243 - City of Lake Forest, Amendment No. 2,	\$595,549
19.	Agreement No. C-1-3245 - City of Mission Viejo, Amendment No. 2,	\$897,768
20.	Agreement No. C-1-3246 - City of Newport Beach, Amendment No. 1,	\$883,515
21.	Agreement No. C-1-3247 - City of Orange, Amendment No. 1,	\$941,681
22.	Agreement No. C-1-3248 - City of Placentia, Amendment No. 2,	\$378,193
23.	Agreement No. C-1-3249 - City of Rancho Santa Margarita, Amendment No. 1,	\$291,290
24.	Agreement No. C-1-3250 - City of San Clemente, Amendment No. 3,	\$561,414
25.	Agreement No. C-1-3251 - City of San Juan Capistrano, Amendment No. 1,	\$331,614
26.	Agreement No. C-1-3252 - City of Santa Ana, Amendment No. 1,	\$1,532,984
27.	Agreement No. C-1-3253 - City of Seal Beach, Amendment No. 1,	\$426,023
28.	Agreement No. C-1-3254 - City of Stanton, Amendment No. 2,	\$247,904

- | | | |
|-----|---|-----------|
| 29. | Agreement No. C-1-3255 - City of Tustin, Amendment No. 1, | \$444,687 |
| 30. | Agreement No. C-1-3256 - City of Villa Park, Amendment No. 3, | \$70,938 |
| 31. | Agreement No. C-1-3257 - City of Westminster, Amendment No. 1, | \$756,485 |
| 32. | Agreement No. C-1-3258 - City of Yorba Linda, Amendment No. 2, | \$616,485 |
| 33. | Agreement No. C-1-3259 - Abrazar, Inc., Amendment No. 5, | \$97,499 |
| 34. | Agreement No. C-1-3260 - Korean American Senior Association of Orange County,
Amendment No. 6, \$119,868 | |
| 35. | Agreement No. C-1-3261 - Southland Integrated Services, Inc., Amendment No. 5,
\$105,397 | |

- Amendments to nonprofit agencies to allocate funding for fiscal year 2026-27 and to ensure continuation of service.



June 16, 2026

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is located in the upper right corner of the page.

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendments to Cooperative Transit Agreements for the Provision of Special Transit Services

Overview

The Orange County Transportation Authority contracts with five community-based service agencies to provide transportation to OC ACCESS eligible riders attending program activities.

On June 23, 2025, the Board of Directors approved five-year cooperative agreements with each of the five agencies, which require annual amendments to adjust the per-trip reimbursement rate and maximum funding obligations. Board of Directors' approval is requested to amend the cooperative agreements to continue transportation services for OC ACCESS eligible riders.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2287 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services to continue transportation services in the amount of \$114,169.20 and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2288 between the Orange County Transportation Authority and Alzheimer's Family Center to continue transportation services in the amount of \$123,327.30 and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. There is no increase to the maximum obligation of the agreement.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-2289 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, to continue transportation services in the amount of \$294,794.70, and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,043,763.70.

- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of \$340,478.40, and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,219,570.40.

- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, to continue transportation services in the amount of \$1,770,904.20, to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$5,107,518.20.

Discussion

Since 2005, the Orange County Transportation Authority (OCTA) has partnered with community-based service agencies (participating agencies) to implement alternative transportation programs for individuals eligible for OC ACCESS. These programs are designed to manage OC ACCESS service demand and reduce overall operating costs while maintaining reliable transportation for riders.

A significant portion of OC ACCESS trips are associated with travel to and from programs provided by the participating agencies. Through cooperative agreements, participating agencies coordinate transportation for OC ACCESS eligible riders traveling to participating agency programs, reducing the number of trips that would otherwise be provided directly by OC ACCESS.

These partnerships have proven effective in maintaining service efficiency and controlling costs. In fiscal year (FY) 2024-25, the participating agencies provided 94,187 trips, resulting in an estimated savings of approximately \$4.2 million compared to the cost of providing those trips through OC ACCESS.

Under the terms of the cooperative agreements, OCTA reimburses participating agencies on a per-trip basis. Reimbursement rates are adjusted annually based on the Consumer Price Index to account for changes in operating costs. The agreements limit the annual number of OCTA subsidized trips for each participating agency to a 1.1 percent increase. However, this cap may be exceeded if a participating agency demonstrates that additional trips would directly offset OC ACCESS service demand and costs.

The proposed amendments will update the per-trip reimbursement rates and maximum funding obligations for FY 2026-27, ensuring the continued delivery of cost-effective transportation services for OC ACCESS riders.

Fiscal Impact

These services are included in the proposed OCTA FY 2026-27 Budget, Operations Division, account nos. 2131-7312-D1208-HB9, 2131-7312-D1208-HBA, 2131-7312-D1208-8T6, 2131-7312-D1208-PJX, and 2131-7312-D1208-33M, and are funded through the Local Transportation Fund.

Summary

Staff requests that the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with the five participating agencies in the total amount of \$8,283,185.30, to continue transportation services through June 30, 2027, and update the per-trip reimbursement rates and maximum funding obligations for FY 2026-27 for transportation services provided to OC ACCESS eligible riders.

Attachments

- A. North County Senior Services, LLC doing business as Acacia Adult Day Services, Cooperative Agreement No. C-4-2287, Fact Sheet
- B. Alzheimer's Family Center, Cooperative Agreement No. C-4-2288, Fact Sheet
- C. Community SeniorServ doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-4-2289, Fact Sheet
- D. SoCal Senior Services, LLC Cooperative Agreement No. C-4-2290 Fact Sheet
- E. Orange County Adult Achievement Center doing business as My Day Counts, Cooperative Agreement No. C-4-2291, Fact Sheet

Prepared by:



Jack Garate
Department Manager,
Specialized Transit Services
(714) 560-5387

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer,
Operations
(714) 560-5710

**North County Senior Services, LLC doing business as Acacia Adult Day Services
Cooperative Agreement No. C-4-2287
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2287, \$204,300, approved by the Board of Directors (Board).
 - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
 - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
 - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
 - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.

2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2287, \$210,429, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
 - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
 - No change to the budgeted trips per annum.
 - CPI rate of three percent included in budgeted increase.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2287, in the amount of \$114,169.20, pending Board approval.
 - Agreement for continued services and to adjust the rate pre-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027.
 - Amendment will not increase the maximum obligation of total contract value of agreement.

Total committed to North County Senior Services, LLC, doing business as Acacia Adult Day Services, Cooperative Agreement No. C-4-2287: \$414,729.

**Alzheimer's Family Center
Cooperative Agreement No. C-4-2288
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2288, \$245,125, approved by the Board of Directors (Board).
 - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
 - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
 - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
 - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.

2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2288, \$252,479, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
 - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
 - No change to the budgeted trips per annum.
 - CPI rate of three percent included in budgeted increase.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2288, in the amount of \$123,327.30, pending Board approval.
 - Agreement for continued services and to adjust the rate per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027.
 - Amendment will not increase the maximum obligation of total contract value of agreement.

Total committed to Alzheimer's Family Center Cooperative Agreement No. C-4-2288:
\$497,604.00

**Community SeniorServ doing business as Meals on Wheels Orange County
Cooperative Agreement No. C-4-2289
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2289, \$368,950, approved by the Board of Directors (Board).
 - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
 - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
 - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
 - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.

2. June 23, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2289, \$380,019, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
 - Amendment to increase reimbursed trip rate to \$25.75 per one-way trip.
 - No change to the budgeted trips per annum.
 - CPI rate of three percent included in budgeted increase.

3. June 22, 2026, Amendment No. 2 to Cooperative Agreement No. C-4-2289, in the amount of \$294,794.70, pending Board approval.
 - Agreement for continued services and to adjust the rate pre-trip to \$26.70, effective July 1, 2026, through June 30, 2027.
 - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to Community SeniorServ, doing business as Meals on Wheels Orange County, Cooperative Agreement No. C-4-2289: \$1,043,763.70.

**SoCal Senior Services, LLC
Cooperative Agreement No. C-4-2290
Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2290, \$433,050, approved by the Board of Directors (Board).
 - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
 - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
 - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
 - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.

2. January 12, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2290, approved by the Chief Executive Officer.
 - Amendment to the agency contact person name and address.

3. June 23, 2025, Amendment No. 2 to Cooperative Agreement No. C-4-2290, \$446,042, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
 - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
 - No change to the budgeted trips per annum.
 - CPI rate of three percent included in budgeted increase.

4. June 22, 2026, Amendment No. 3 to Cooperative Agreement No. C-4-2290, in the amount of \$340,478.40, pending Board approval.
 - Agreement for continued services and to adjust the rate per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027.
 - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to SoCal Senior Services, LLC, Cooperative Agreement No. C-4-2290: \$1,219,570.40.

**Orange County Adult Achievement Center doing business as My Day Counts
Cooperative Agreement No. C-4-2291 Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2291, \$1,384,075, approved by the Board of Directors (Board).
 - Agreement to continue sharing the cost of providing alternative transportation services for OC ACCESS riders.
 - Agreement structured to provide alternative transportation services for eligible OC ACCESS riders who have a pattern or practice of using OC ACCESS for travel to and from agency programs.
 - Initial term effective July 1, 2024, through June 30, 2029, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Agencies will receive \$25 per one-way eligible trip for the first year, and for each subsequent year the per one-way trip rate will be adjusted annually by 100 percent of the Consumer Price Index (CPI).
 - Each fiscal year, the maximum number of reimbursable trips can increase by up to 1.1 percent.

2. March 24, 2025, Amendment No. 1 to Cooperative Agreement No. C-4-2291, \$250,000, approved by the Board.
 - Amendment to increase the maximum obligation by \$250,000 to share in the cost of OC ACCESS service through June 30, 2025.
 - Added 10,000 trips through end of fiscal year 2024-25.

3. June 23, 2025, Amendment No. 2 to Cooperative Agreement No. C-4-2291, \$1,702,539, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2026.
 - Amendment to increase the reimbursed trip rate to \$25.75 per one-way trip.
 - Amendment to increase the annual budgeted number of trips by 719 (maximum allowable 1.1 percent)
 - CPI rate of three percent included in budgeted increase.

4. June 22, 2026, Amendment No. 3 to Cooperative Agreement No. C-4-2291, in the amount of \$ \$1,770,904.20, pending Board approval.
 - Agreement for continued services and to adjust the rate per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027.
 - Amendment will increase the maximum obligation of total contract value of agreement.

Total committed to Orange County Adult Achievement Center, doing business as My Day Counts, Cooperative Agreement No. C-4-2291: \$5,107,518.20.



June 16, 2026

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: August 2026 OC Bus Service Change

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line of the header.

Overview

The proposed August 2026 OC Bus service change implements changes consistent with the Orange County Transportation Authority's regular service change process. These changes will result in minor route alignment adjustments, updated schedules, and improved service reliability. Schedule refinements in response to customer comments and coach operator feedback are also included.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on August 9, 2026.

Discussion

OCTA regularly monitors OC Bus performance and makes adjustments as needed in response to customer and operational demands. These adjustments consider changes in traffic conditions, school schedules, land-use changes, customer comments, ridership demand, and coach operator feedback. The changes are intended to maintain the performance of individual bus routes and transit service overall.

The proposed changes for August 2026 will focus on minor route alignment adjustments, on-time performance improvements, and schedule refinements to enhance reliability. These changes include the following modifications:

- Minor alignment changes on Routes 30, 57, 64, and 86
 - Route 30
 - Reroute Artesia Boulevard and Studebaker Road to access the current western terminal at the Los Cerritos Center in response to ongoing mall construction
 - Route 57
 - Extend short trips from their current northern terminal at State College Boulevard and Orangethorpe Avenue to California State University, Fullerton, as recommended in the Making Better Connections Study
 - Route 64
 - Relocate the western terminal from the Westminster Mall to the Goldenwest Transportation Center due to the closure of the mall property
 - Route 86
 - Extend the alignment from Muirlands Boulevard and Alton Parkway to the Families Forward support services facility
- Frequency improvement on Route 86
- Minor schedule adjustments to address customer feedback on Routes 35, 38, 50, 53, 54, 55, 56, 60, 89, 123, and 529
- Minor schedule adjustments to improve on-time performance on Routes 57 and 472
- Extend seasonal transition to summer schedules until November 2026 on Route 1 to improve Saturday/Sunday on-time performance

The proposed August 2026 changes are detailed in Attachment A and represented in Attachments B and C.

The proposed changes would result in an increase in bus service levels of approximately 5,600 revenue vehicle hours annually. System-wide service levels would increase to about 1.62 million annual revenue vehicle hours, which is consistent with the current OCTA Fiscal Year 2025-26 Budget.

Summary

The proposed August 2026 OC Bus service change will result in several changes to OC Bus service. These changes include minor route alignment adjustments, updated schedules, and improved service reliability. Customers will be notified of the changes three weeks prior to implementation.

Attachments

- A. August 2026 OC Bus Service Change: Recommendations by Route
- B. August 2026 OC Bus Service Change: Recommendations Map
- C. August 2026 OC Bus Service Change: Route Alignment Changes

Prepared by:



Eric Hoch
Transportation Analyst, Pr.
(714) 560-5830

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

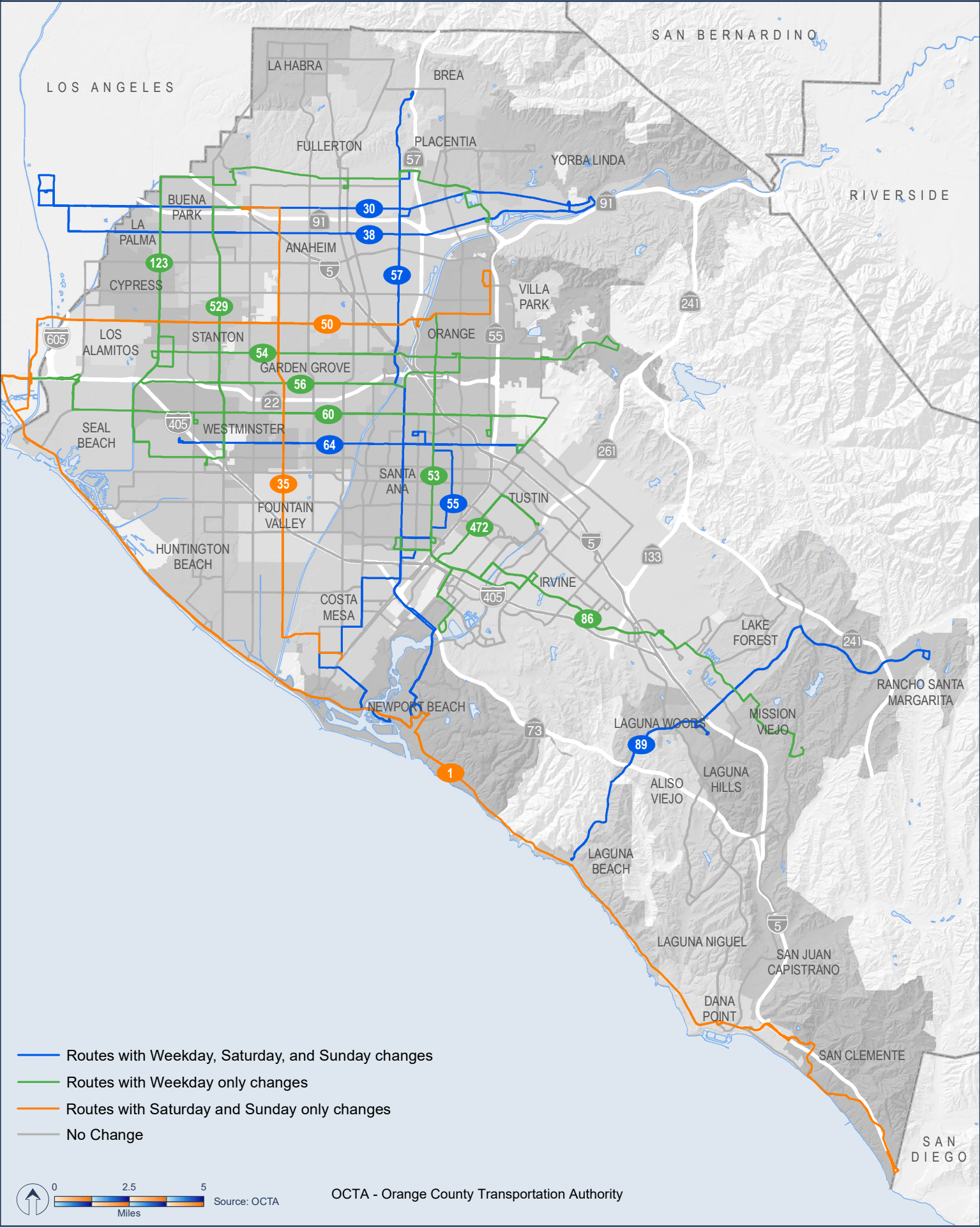
August 2026 OC Bus Service Change: Recommendations by Route

Route	Description	CHANGE IN SERVICE LEVELS				
		WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
30	Adjust route alignment at Los Cerritos Center	0.03	0.03	0.03	12	-
35	Minor SAT/SUN schedule adjustment	-	0.1	0.1	15	-
38	Minor WKD/SAT/SUN schedule adjustment	0.4	(0.1)	(0.1)	91	-
50	Minor SAT/SUN schedule adjustment with no change in RVH	-	-	-	-	-
53	Minor WKD schedule adjustment	(0.1)	-	-	(17)	-
54	Minor WKD schedule adjustment	0.5	-	-	128	-
55	Minor WKD/SAT/SUN schedule adjustment	0.6	-	-	158	-
56	Minor WKD schedule adjustment to improve train connections at OTC	-	-	-	-	-
57	Extend short trips ending at State College Boulevard and Orangethrope Avenue to CSUF; Improve WKD/SAT/SUN OTP	0.8	0.8	3.4	454	-
60	Minor WKD schedule adjustment	0.03	-	-	9	-
64	Extend route from Bolsa Avenue and Goldenwest Street to GWTC due to Westminster Mall closure	1.8	5.9	9.0	1,274	-
86	Extend route to serve the Families Forward facility in the City of Irvine; Improve WKD frequency to every 60 minutes	12.6	-	-	3,221	1
89	Minor WKD/SAT/SUN schedule adjustment	0.5	(0.7)	(0.7)	53	-
123	Minor WKD schedule adjustment	(0.2)	-	-	(47)	-
472	Improve WKD OTP	1.2	-	-	303	-
529	Minor WKD schedule adjustment	0.02	-	-	4	-
Total of proposed year-round changes		18.2	6.0	11.8	5,658	1
1	Extend SAT/SUN summer schedules until November 2026 to improve OTP	-	0.9	0.9	24	-
Total of proposed summer-only changes		-	0.9	0.9	24	-

Acronyms

- CSUF - Cal State University, Fullerton
- GWTC - Goldenwest Transportation Center
- OTC - Orange Transportation Center
- OTP - On-time performance
- RVH - Revenue vehicle hour
- SAT- Saturday
- SUN - Sunday
- WKD - Weekday

August 2026 OC Bus Service Change: Recommendations Map

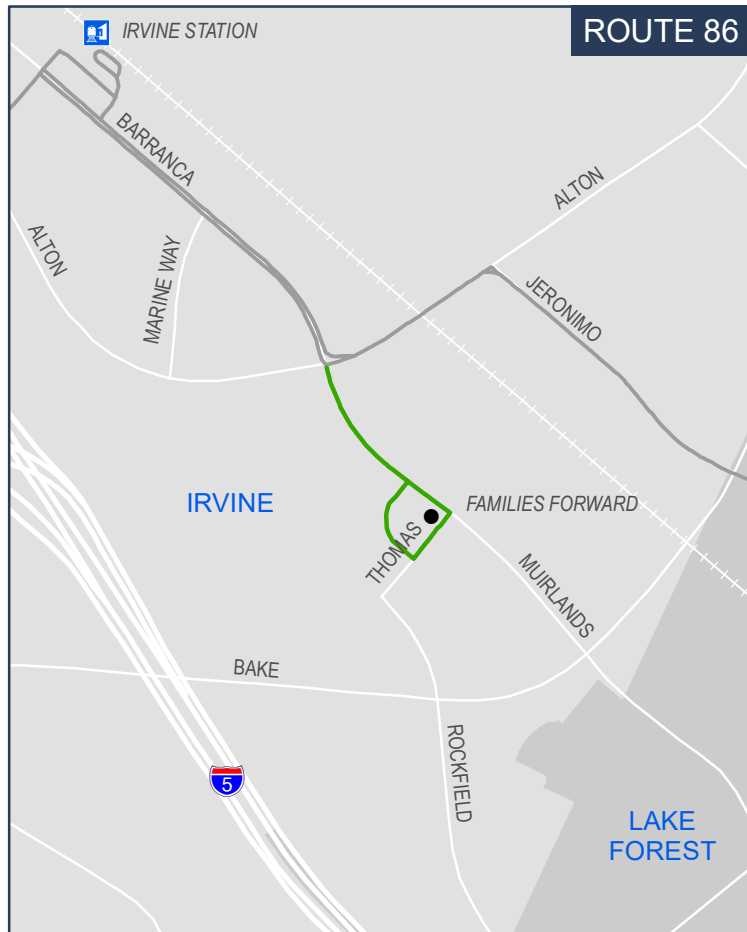
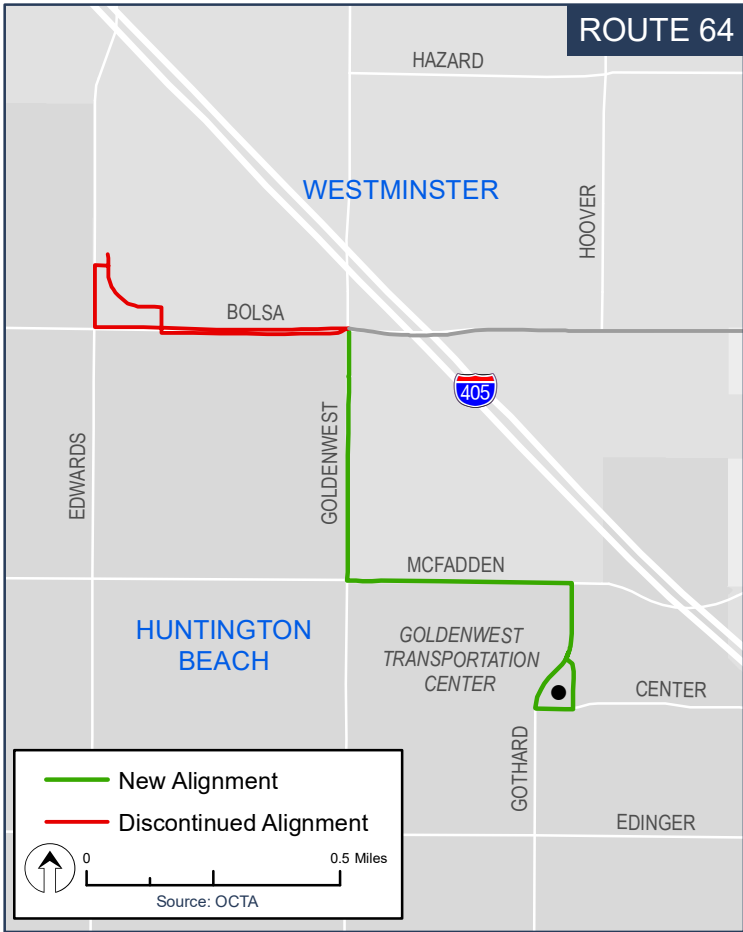
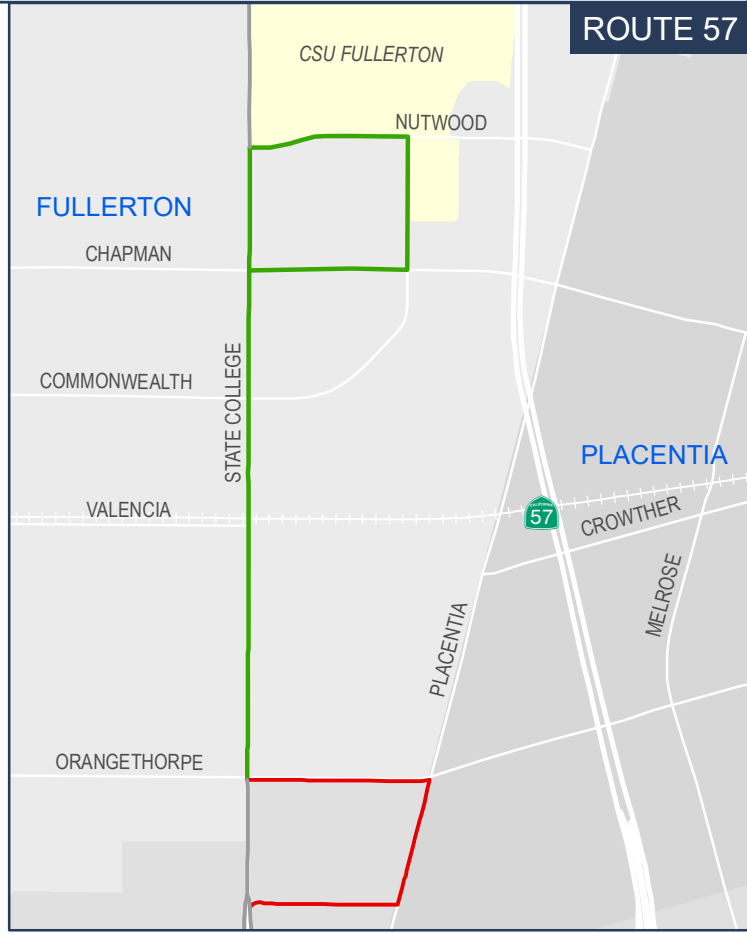
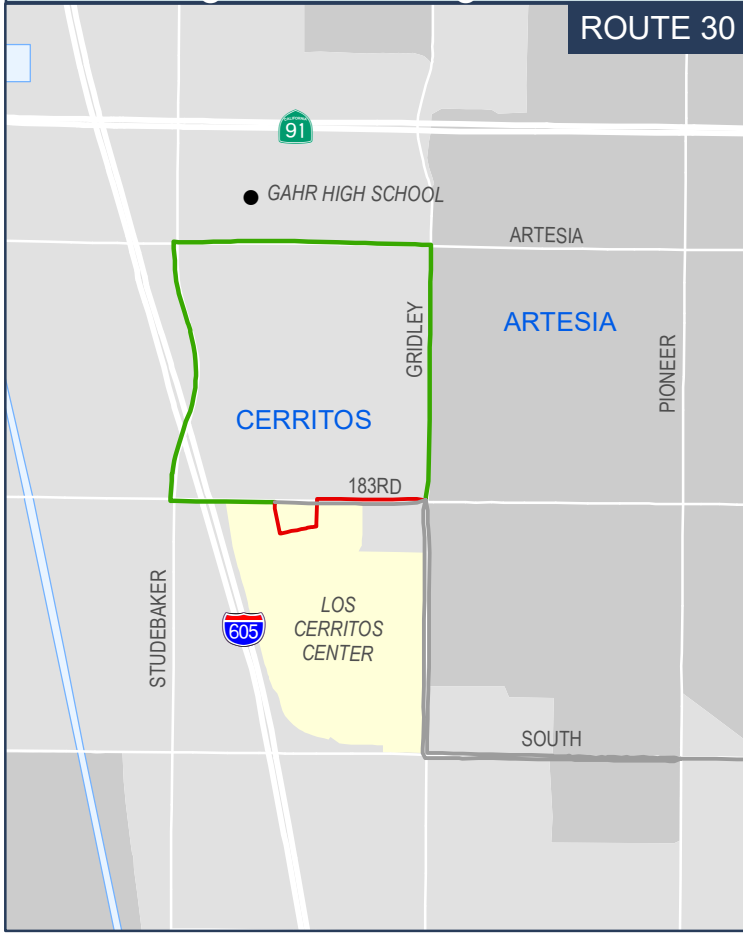


- Routes with Weekday, Saturday, and Sunday changes
- Routes with Weekday only changes
- Routes with Saturday and Sunday only changes
- No Change



OCTA - Orange County Transportation Authority

August 2026 OC Bus Service Change: Route Alignment Changes



Legend

- New Alignment
- Discontinued Alignment

0 0.5 Miles

Source: OCTA



June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program and Call for Projects

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned in the upper right area of the page.

Overview

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities Program offers grant opportunities to nonprofit organizations and local public agencies to help meet the transportation needs of seniors and individuals with disabilities. The program provides funding to augment existing OC Bus fixed-route service, OC ACCESS service, and the Senior Mobility Program in Orange County. Board of Directors' approval of updated program guidelines for the 2026 call for projects and issuance of the call for projects is requested.

Recommendations

- A. Approve the guidelines for the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program.
- B. Authorize staff to issue the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Program call for projects.

Background

The Federal Transit Administration (FTA) Section 5310 (FTA 5310) program is intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Prior to 2015, Orange County Transportation Authority (OCTA) coordinated with the California Department of Transportation to provide FTA 5310 funding to nonprofit organizations and public agencies supporting transportation services of seniors and individuals with disabilities.

In 2015, through the Fixing America's Surface Transportation Act, the FTA 5310 statute was updated, and in 2016, OCTA began receiving the Orange County share of FTA 5310 funds directly. Consistent with OCTA's state and federal programming guidelines, the FTA 5310 funds were directed to support OCTA's OC ACCESS paratransit services. In addition, beginning with the 2018 Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) call for projects (call), the Board of Directors (Board) approved the use of local funds in lieu of federal FTA 5310 funds for the EMSD program to eliminate the need for local public agencies and nonprofits that seek these funds to navigate the complex federal requirements during project delivery.

The Orange County EMSD Program was developed to mirror the goals and general structure of the FTA 5310 program and retains valuable key program components, including consistency with the Board-approved Orange County Human Services Transportation Coordination Plan (Coordinated Plan) which identifies transportation needs and priorities for seniors and individuals with disabilities throughout Orange County. This Coordinated Plan is updated every four years, and the most recent plan was finalized following Board direction in November 2024. Consistent with FTA 5310 program requirements, at least 55 percent of the EMSD program funds are used for capital projects. Once projects are awarded, OCTA provides project oversight and monitoring. The prior EMSD call took place in 2024, and the Board awarded \$8.623 million to 12 nonprofit organizations and six public agencies for 22 projects.

Discussion

The 2026 EMSD Program guidelines (guidelines) have been updated with consideration to the needs, goals, and priorities identified in the current Coordinated Plan as well as ongoing feedback from eligible applicants on funding needs. The funding level is determined by the federal apportionment that OCTA receives from FTA 5310. For this cycle, the funding target is \$5.85 million programmed across fiscal years 2026-27, 2027-28, and 2028-29.

To date, staff has presented information on the EMSD Program to the OCTA Technical Advisory Committee, Accessible Transit Advisory Committee, the Senior Mobility Program Roundtable, has held scheduled discussions with several Coordinated Plan stakeholders and interested EMSD applicants and held a guidelines development workshop on May 6, 2026, to collect feedback on the existing EMSD Program.

The recommended 2026 EMSD Program call guidelines will continue to support vehicle and equipment acquisition, operating assistance, and mobility management.

Proposed guideline revisions are based on stakeholder feedback, and include significantly simplifying the evaluation criteria, clarifying program requirements, and providing flexibility in vehicle acquisition requirements based on the current vehicle market.

Major revisions to the program include:

- Revised maximum funding limits per applicant and per application type, as detailed in Attachment A.
- Streamlined the application and evaluation criteria.
- Transitioned to a three-year call cycle, allowing for grant periods of up to 36 months, contingent upon federal reauthorization and the availability of future FTA 5310 apportionments.
- Clarified and refined program language.
- Revised program goals to align with the 2024 Coordinated Plan.
- Provided clarity on pre-award project start.
- Streamlined drug and alcohol reporting.

EMSD Program applications will be evaluated based on consistency with the program goals and the current Coordinated Plan, applicant experience, implementation plans, program performance indicators, and coordination and outreach efforts. The updated and recommended 2026 EMSD Program guidelines are included as Attachment A.

Key milestones for the 2026 EMSD call are as follows:

Milestone	Date
OCTA Board consideration of 2024 EMSD Program guidelines and issuance of call	June 22, 2026
Eligible applicant agencies office hours with OCTA staff	July 13-24, 2026
Applications are due by 4:00 p.m.	August 28, 2026
Project eligibility reviews and evaluations	August – November 2026
EMSD funding recommendations presented to the OCTA Board	December 2026

Next Steps

With Board approval, OCTA will issue the 2026 EMSD Program call and notify eligible agencies. Staff has planned office hours pending Board approval of the guidelines and the call and will also be available to meet with eligible applicants before the application due date. Once the eligible applicants submit project nominations, OCTA staff will evaluate applications and return to the Board in December 2026 with funding recommendations.

Summary

Staff is recommending Board approval of the 2026 EMSD Program guidelines and authorization to issue the 2026 EMSD Program call.

Attachment

- A. 2026 Enhanced Mobility for Seniors and Disabled Grant Program Guidelines Call for Projects

Prepared by:



Victor Mireles
Transportation Funding Analyst
(714) 560-5025

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

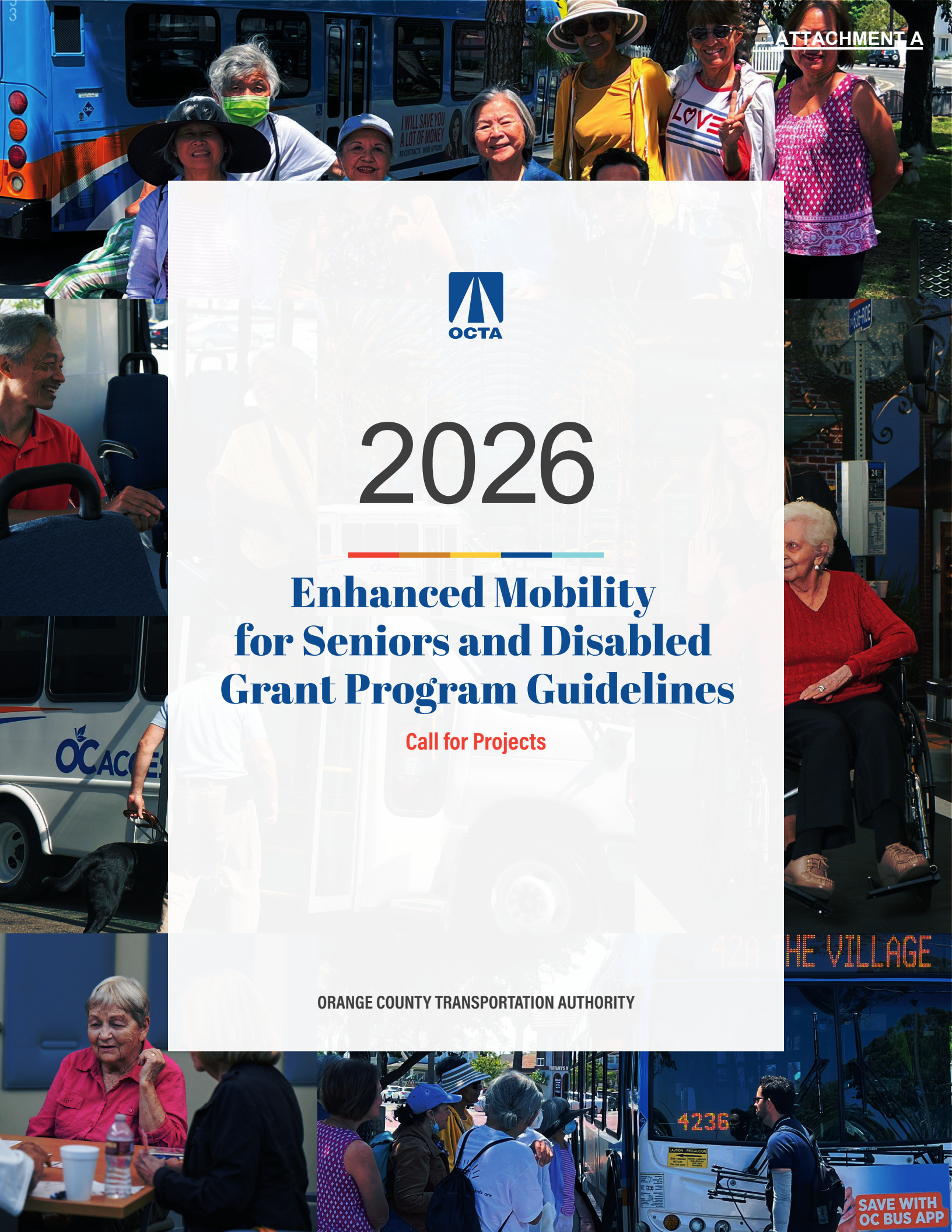


2026

Enhanced Mobility for Seniors and Disabled Grant Program Guidelines

Call for Projects

ORANGE COUNTY TRANSPORTATION AUTHORITY



42A THE VILLAGE

4236

SAVE WITH
OC BUS APP

Table of Contents

Purpose and Authority	1
Roles and Responsibilities	1
Program Goals	1
Background	2
2026 Call.....	2
EMSD Program Schedule.....	2
Eligible Applicants	2
Public Hearing for Public Agencies.....	2
Coordination.....	3
Funding Priorities	3
Eligible Project Categories and Availability of Funds.....	3
Capital Projects	3
California Association for Coordinated Transportation (CalACT) Purchasing Cooperative	4
Vehicle Acquisition Cost-Effectiveness Requirements	4
Operating Projects	5
Award Limitations and Matching Fund Requirements	5
Indirect Costs.....	6
Contingency Costs.....	6
Evaluation Criteria	6
Capital and Operating Evaluation Criteria	6
Accountability Evaluation.....	7
Provisions of Use Criteria	7
Pre-Award Authority.....	8
Timely-Use of Funds	8
Extension Requests, Scope Changes and Cost Savings.....	8
Cost Increases.....	9
Invoices and Reimbursements	9
Reporting.....	10
Insurance Requirements	10
Additional Program Requirements	10
Required Drug and Alcohol Programs and Related Reporting.....	10
Required Driver Training for Vehicles.....	11
Required Maintenance for Vehicles and Equipment	12
Submittal Requirements	12
OCTA Contacts.....	13
EMSD Program Managers	13
EMSD Project Implementation Manager.....	13

Purpose and Authority

The Orange County Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Grant Program call for projects (call) is intended to enhance the mobility of seniors and individuals with disabilities by providing local transportation funding to meet the transportation needs of seniors and individuals with disabilities where public transportation services may not appropriately meet their needs. The EMSD Grant Program offers grant opportunities to nonprofit organizations (nonprofits) and local public agencies to help meet these needs. The EMSD Program directly supports the Orange County Transportation Authority (OCTA) 2024 Human Services Transportation Coordinated Plan (Coordinated Plan) by funding local transportation projects that address identified service gaps, meet priority mobility needs, and advance the Coordinated Plan's goals to sustain and enhance transportation options for older adults, people with disabilities, and individuals with low income.

Roles and Responsibilities

OCTA administers the EMSD Grant Program in alignment with the Coordinated Plan. OCTA's role is to ensure that EMSD funds are awarded and managed in a manner that supports identified mobility needs for older adults and people with disabilities. OCTA responsibilities include:

- Issuing the call for projects and providing program guidance.
- Evaluating eligible applications and recommending projects for OCTA Board of Directors (Board) consideration.
- Executing and administering cooperative agreements with awarded grantees.
- Providing general program oversight and monitoring throughout the period of performance.
- Ensuring funds are administered consistent with these guidelines and the Coordinated Plan.

Eligible applicants and awarded grantees are responsible for proposing projects that address unmet transportation needs identified in the Coordinated Plan. If awarded, grantees are responsible for implementing projects in accordance with the approved scope and cooperative agreement. Responsibilities include:

- Demonstrating how the proposed eligible project addresses at least one mobility need or strategy identified in the Coordinated Plan. Conducting required public hearings, if applicable.
- Entering into and complying with the terms of the cooperative agreement for the awarded project.
- Providing the required local match and ensuring financial readiness to deliver the project.
- Implementing the project consistent with the approved scope, schedule, and budget.
- Delivering services or acquiring capital assets consistent with the approved application.
- Maintaining appropriate documentation and submitting required reports and invoices.
- Complying with all applicable program requirements throughout the project term.

Program Goals

The EMSD Program is intended to meet the transportation needs of older adults and people with disabilities when transportation services provided are unavailable, insufficient, or inappropriate to meet these needs. The Program advances strategies identified in the Coordinated Plan and supports the following goals:

- Supporting transportation sustainability and capacity and addressing funding and staffing challenges identified by human service providers.
- Improving mobility for underserved areas and populations with limited or insufficient transportation services.
- Enhance weekend and evening mobility options where gaps were widely identified.
- Support safe, reliable door-to-door transportation for medical, shopping, and social needs, the top trip categories identified by riders.
- Encourage coordination and joint efforts between agencies to share resources, consistent with identified strategies of the Coordinated Plan.

Projects funded through EMSD must support at least one unmet need or strategy identified in the 2024 Coordinated Plan. Strong proposals will demonstrate how the project:

- Supports medical, shopping, social, or other high-demand trip categories;
- Expands weekend/evening or door-to-door capacity;
- Improves service reliability and rider experience;
- Serves areas with limited transit availability;
- Builds agency capacity and sustainability;.
- Enhances coordination with other transportation programs.

Background

Since 2018, the Orange County EMSD Grant Program replaces the Federal Transit Administration Section 5310 (FTA 5310) Program by providing local funding support in lieu of federal funding, which allows grantees to streamline project implementation and reduce the risk of non-compliance with federal requirements. Due to the long-standing success of the FTA 5310 grant program, all beneficial elements of that program have been retained.

2026 Call

The 2026 EMSD call will make up to \$5.85 million in local funds available for eligible and high scoring projects. Funding availability is based on the FTA 5310 apportionment to OCTA and is subject to change. All projects proposed and considered for funding are required to be included in the Coordinated Plan. Under FTA guidelines, the Coordinated Plan is required to be updated every four years. This call will award projects consistent with that plan.

Additional funding has been augmented to this call to support a three-year program cycle, allowing projects to be funded over an extended period of performance (up to 36 months). EMSD will program funding across a three-year cycle, utilizing a portion of a future year FTA 5310 apportionment. Funding for the 2026 EMSD call will be contingent upon the outcome of the federal reauthorization bill and the availability of future apportionments. All future year funding assumptions are subject to the passage or continuation of a federal surface transportation authorization act. OCTA will monitor federal actions and adjust, if necessary, to ensure consistency with available funding and program requirements.

EMSD Program Schedule

EMSD Schedule (Subject to Change)	
May 6, 2026	EMSD Program Workshop (Virtual)
June 22, 2026	Call for Applications Opens
July 13-24, 2026	Application Office Hours
August 28, 2026	Application Due Date by 4 p.m.
August – November 2026	Application Reviews and Scoring
December 2026	OCTA Board Consideration of EMSD Funding Recommendations
December 2026 / January 2027	Awarded Applicant Office Hours

Eligible Applicants

Eligible applicants include:

- Private nonprofit organizations providing transit services for older adults and people with disabilities, and
- Public agencies where private nonprofits are not readily available to provide the proposed service for these individuals (see **Public Hearing for Public Agency** section).

Public Hearing for Public Agencies

Nominating public agencies, including all 34 Orange County (County) cities and the County, are required to schedule and hold a public hearing, and notify relevant nonprofits as soon as possible to proceed with the application process to establish coordination and ensure services are not duplicated or overlapping in scope. Documentation of a public hearing being held will be required as part of the application package. Public hearings should be scheduled in

advance of the application due date with all applicable documentation included as part of the submittal package. Applications without required public hearing documentation will not be considered.

Coordination

Inter-agency coordination is highly recommended. OCTA encourages agencies to work in partnership with other agencies to better offer well-rounded and coordinated services or use of vehicles and/or equipment. The EMSD Program emphasizes the importance of coordinated planning. Priority will be given to nominations that successfully show inter-agency coordination and demonstrate partnership(s).

Funding Priorities

1. Capital
2. Operating
 - a. Existing Operating Assistance Services Only
 - b. Mobility Management (New, Expansion, or Continuation)

Eligible Project Categories and Availability of Funds

Funds will be available for two categories and distributed to organizations and agencies serving Orange County based on the funding priorities above. To support the transportation needs and service gaps identified in the Coordinated Plan, priority consideration will be given to capital projects that directly address documented mobility challenges in Orange County. This includes acquisition of:

- Wheelchair-accessible vehicles to address the countywide shortage of accessible vehicles;
- Vehicles that will operate in areas with limited or no specialized transportation services;
- Vehicles that will support medical transportation, including trips to clinics, hospitals, specialists, and therapy appointments (identified as the most frequently requested trip purpose in the Coordinated Plan).

These priorities help ensure EMSD capital investments directly respond to documented regional mobility needs for seniors and individuals with disabilities.

Project Category	Funding availability
Capital	\$3.22 million (minimum) or 55 percent minimum of awarded funds
Operating	\$2.63 million (maximum) or 45 percent maximum of awarded funds
Total	\$5.85 million

Consistent with FTA 5310 requirements, at least **55 percent** of funds (\$3.22 million) must be used for “traditional” capital projects. That is, those public transportation **Capital** projects planned, designed, and carried out to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate. As a result, the **Operating** projects category is limited to a total target of \$2.63 million award maximum, and the funding that goes to operations cannot be greater than **45 percent** of the total available funding.

Capital Projects

Project Types	Eligible Activities
Vehicle and Equipment Acquisition:	Vehicle leases or purchases; service-related equipment purchases including wheelchair lifts, ramps, securement devices, dispatching devices, computer hardware, software, and related transportation equipment as part of a larger capital project.
Small Capital Purchases:	Standalone computer hardware, software, dispatching devices, communication tools, and other equipment directly tied to transportation operations.

Capital projects will consist of vehicle leases or purchases. This includes buses and vans with the purpose of transporting seniors and individuals with disabilities. Vehicles may be either new or used (consistent with used vehicle requirements – see **Vehicle Acquisition Cost-Effectiveness Requirements** section). Vehicles may be

replacements for those currently in operation that have met or exceeded their useful life or to allow expansion of service. For a project to be categorized as replacement vehicles, the vehicles to be replaced must be in active service during the applicant's normal days and hours of operation. Unless an acceptable justification is provided, the vehicle should have met a minimum useful life or will meet its useful life when the replacement vehicle will start service.

Each vehicle acquired (both purchased and leased) must be Americans with Disabilities Act (ADA) accessible and provide a minimum of 10 hours of service per week, where service is provided by the awarded applicant or in coordination with other agencies. Zero-emission vehicles (ZEV) and zero-emission buses (ZEB) are eligible; however, the purchase or installation of ZEV charging equipment is not an eligible expense of the EMSD program.

Useful Life Requirements for Capital Projects

If capital equipment (vehicles, equipment, software, etc.) is purchased using EMSD funds, it is expected that the capital equipment will be used for their entire useful life and/or through termination of the service (see Timely Use of Funds). If termination occurs prior to completion of the capital item's useful life and/or grant term, the grantee shall repay OCTA the same percentage of the sale price [or estimated value of the asset(s)] based on straight line depreciation consistent with the EMSD percentage of initial purchase. Useful life shall be documented in project agreements.

California Association for Coordinated Transportation (CalACT) Purchasing Cooperative

Agencies may acquire vehicles through the CalACT Purchasing Cooperative; however, this is not a requirement of the EMSD program. Agencies that plan to acquire vehicles through CalACT must notify OCTA of their intent as part of the application. For more information, please visit <https://calact.org/>.

Vehicle Acquisition Cost-Effectiveness Requirements

The purchase of **used** vehicles will be allowed when the proposed used vehicle is determined to be more cost-effective than the purchase of new vehicles and meets the additional used vehicle provisions noted below. Applicants who opt to request funding for the purchase of used vehicles must provide a cost-benefit analysis as part of the project application clearly indicating that the purchase of used vehicles is more cost-effective.

Additional **Used** Vehicle Provisions

Used vehicle purchases will be allowed that meet the following criteria:

- Vehicles are less than three years old (based on model year),
- Vehicles have less than 65,000 miles,
- Vehicles are under warranty,
- Applicants provide proof that multiple vendors were contacted for comparable prices,
- A mechanical inspection was conducted prior to purchase, and
- Vehicles are fully ADA compliant or will be modified to be compliant – including ramps, tie downs, and other safety features.

The **leasing** of new vehicles will be allowed when it is determined to be more cost-effective than purchasing new or used vehicles. Applicants who opt to request funding for leasing must provide a cost-benefit analysis as part of the project application clearly indicating that leasing is more cost-effective. A draft lease agreement must be included as part of the application, and a final lease agreement shall be provided to OCTA upon agreement execution. Cost-effectiveness methodology will be at the discretion of each applicant agency and must be prepared in good faith.

Additional **Leased** Vehicle Provisions (under warranty and inspected prior to purchase)

- Applicants provide proof that multiple vendors were contacted for comparable prices,
- Vehicles are fully ADA compliant or will be modified to be compliant (e.g., ramps, tie downs, and other safety features).

Equipment Purchases

The Capital category may also include the purchase of service-related equipment such as wheelchair lifts, ramps, and securement devices as well as computer hardware (i.e., computers, keyboards, mice, dispatching devices and software). ZEV charging equipment is not an eligible equipment purchase. Applicants must submit at least one equipment quote consistent with the application, detailing key characteristics. Multiple quotes are preferred. These will serve as an Independent Cost Estimate (ICE), and the lowest quote provided will determine the grant amount.

Small Capital Purchases

Small capital purchases may include computer hardware, tablets, dispatching devices, software, communication tools, and other equipment directly tied to transportation operations that do not meet the minimum requirements of a traditional capital project. These purchases are intended to support service coordination, scheduling and dispatching, rider communication, operational efficiency, and other needs identified in the Coordinated Plan. Applicants must provide justification in the application narrative describing how the purchase supports transportation service delivery and operational needs.

Operating Projects

Operating projects will consist of Operating Assistance and Mobility Management.

Project Types	Eligible Activities
Operating Assistance:	Labor (Staffing) Expenses, Materials (Fuel, Office Supplies), Ongoing Maintenance (including routine vehicle maintenance), Continuation of Services, Contracted Services, and/or First and Last-Mile Trips
Mobility Management:	Coordinating Transportation Services, Traveler/Client Call Centers, Driver/Travel Training, Client Travel Training and Mobility Education, and/or Coordinating/Dispatching Communications System

In alignment with unmet needs identified in the Coordinated Plan, operating assistance that expands weekend, evening, and door-to-door service is strongly encouraged, particularly for medical, grocery, and essential-needs trips where mobility gaps persist.

Award Limitations and Matching Fund Requirements

Applicants may submit applications for either one or both categories. However, the total funding request per applicant may not exceed **\$750,000** (not including local match), as noted in the application and project type table below. For the purposes of the EMSD Program, match refers to any non-EMSD funding contribution committed and provided by the lead agency to support a share of the total project expenses. Projects will be required to provide a cash match consistent with the table below.

Application and Project Type	Minimum Grant Request	Maximum Grant Request	Minimum Match Requirement
Capital: Vehicle purchases, leases, and limited supporting equipment	\$100,000	\$750,000	10 percent
Capital: Standalone Capital Equipment Purchases	\$10,000	\$100,000	10 percent
Operating: Operating Assistance	\$100,000	\$600,000	20 percent
Operating: Mobility Management	\$50,000	\$300,000	10 percent

All sources of the required local cash match must be clearly identified and described in the grant application. In-kind contributions are not eligible to satisfy the local match requirement.

- **The local cash share** of eligible capital expenses (vehicles, supporting and standalone equipment) and Mobility Management costs must be at least 10 percent of the net project cost.
- **The local cash share** for eligible operating assistance costs must be at least 20 percent of the net project cost.

Indirect Costs

The program will allow for no greater than 10 percent of requested funds to contribute to indirect costs. This will be applicable to the operating category only. Applicants should factor in this limit when structuring their proposed project budgets, demonstrating a clear understanding of how the grant funds will be effectively utilized for both direct and indirect costs. Examples of indirect costs that could be considered include:

- General administrative and overhead costs.
- Office supplies.
- Development of specifications for vehicles and equipment.
- Staff salaries (for capital applications).
- Technical assistance and planning activities.
- Any other costs deemed necessary for the administration, planning, or technical assistance purposes of the project.

Contingency Costs

Contingency is allowed for unforeseen circumstances, such as cost increases or delays, amounting up to 10 percent of the total funds requested in proposed project budgets. This allocation ensures adaptability to changing conditions while minimizing disruptions to project implementation.

Evaluation Criteria

Applications will be considered for funding based on this evaluation criteria and point distribution. Capital and Operating projects will be scored similarly with the criteria detailed below. The criteria align with federal and state goals for FTA 5310 and are the basis for reviewing and selecting applications. All projects are required to be included in the 2024 Coordinated Plan. Applicants must describe:

1. Which Coordinated Plan goals or strategies the project(s) address.
2. Which unmet needs the project fills (e.g., medical access, underserved cities, weekend service, etc.).
3. How the project contributes to sustaining or expanding existing services.

Capital and Operating Evaluation Criteria

EMSD Evaluation Criteria	Max Points
<p>A. Scope of Work, Goals, Needs, and Objectives – Project is consistent with EMSD Program goals and clearly addresses at least one mobility need or strategy identified in the Coordinated Plan, such as: wheelchair-accessible vehicle shortages; limited weekend/evening/door-to-door service; medical trip demand; limited access to grocery, senior, or social destinations; or geographic service gaps in underserved areas. Project must provide transportation-related activities beyond ADA minimum requirements.</p>	15
<p>B. Project Implementation, Delivery Plan, and Applicant Ability – Evaluation of the applicant’s capability to successfully deliver the proposed project. Includes delivery plan, staffing, training, maintenance capacity, operational readiness, financial management, dispatching capabilities, and prior experience providing transportation or human services.</p> <ul style="list-style-type: none"> • Capital: Ability to procure, operate, and maintain vehicles/equipment. • Operating: Completeness of service plan (routes, schedules, staffing, and marketing). 	15

<p>C. Coordination Planning, Outreach, and Gap Identification – Extent to which the project is coordinated with other agencies, avoids duplication of existing services, and responds to specific gaps identified in the Coordinated Plan. Includes outreach with seniors and individuals with disabilities, consultation with public and nonprofit partners, and demonstrated understanding of local mobility needs.</p> <ul style="list-style-type: none"> • Public Agencies: Held a publicly noticed hearing, notified relevant nonprofits to ensure coordination and avoid duplication, and included required hearing documentation. 	10
<p>D. Service Impact and Performance Measures – Clarity and strength of measurable outcomes, performance indicators, and expected benefits. Evaluation includes ridership projections, mobility outcomes, service hours added, persons served, access to high-demand destinations (e.g., medical), and overall service improvement.</p> <ul style="list-style-type: none"> • Capital: Impact of replacement or expansion vehicles on service efficiency, reliability, wheelchair-accessible vehicles availability, or geographic coverage. • Operating: Demonstrated improvements in frequency, reliability, service span (weekends/evenings), or trip availability. 	5
<p>E. Emergency Planning and Preparedness and Project Readiness – Strength of applicant’s emergency preparedness plans, drill participation, continuity of operations, and protocols for serving vulnerable populations during emergencies. Including overall project readiness.</p>	5
Total Points	50

Accountability Evaluation

The 2026 EMSD call will evaluate applicants on past project delivery performance. Up to five points may be deducted from the overall project score for applicants with a history of poor past project delivery performance including in contract execution, timing of expenditures and invoicing, and overall program understanding. This evaluation will ensure continuation of responsible delivery of EMSD-funded projects.

Provisions of Use Criteria

- Upon approval by OCTA’s Board, awarded applicants will be notified and will be required to enter into an agreement with OCTA to start the project and receive funding. The agreement will remain in effect throughout the project’s period of performance or the equipment’s useful life.
- For vehicle purchases, grantees are responsible for the proper use, operating costs, and maintenance of all vehicles and project equipment, and must be prepared to comply with all applicable regulations and requirements.
- For vehicle purchases funded through EMSD, OCTA shall be listed as lienholder on the vehicle title for the duration of the vehicle’s useful life and/or grant term, as specified in the cooperative agreement. Grantees shall not transfer, dispose of, or otherwise modify ownership of grant-funded vehicles without prior written approval from OCTA. In the event of vehicle disposition, grantees shall comply with all applicable disposition requirements identified in the cooperative agreement.
- Applicants are responsible for management, oversight, and control over the operations of contracted service and purchased equipment. Appropriate documentation must also be maintained and provided upon request during the project term and through the useful life of the asset or through the period of performance.
- For nonprofit applicants, nonprofit status must be documented as “active.”
- Public agencies are required to complete a public hearing prior to the application deadline to verify that they would not be nominating overlapping services or providing services where a nonprofit could. More information on this can be viewed in the Public Hearing for Public Agency section.

Pre-Award Authority

To support timely project delivery and minimize delays, OCTA will provide pre-award authority to awarded applicants upon written notification of award, unless otherwise specified. Pre-award authority allows awarded applicants to begin incurring eligible project costs after the OCTA Board approval date. Awarded applicants may alternatively choose to begin incurring costs at the time the cooperative agreement is fully executed. Conditions:

- Pre-award authority is effective upon written notification from OCTA.
- Reimbursement of costs incurred under pre-award authority will occur only after the cooperative agreement is fully executed by both OCTA and the awarded applicant.
- All pre-award costs are incurred at the applicant's own risk. If the cooperative agreement is not executed, OCTA has no obligation to reimburse any costs.
- All costs must be eligible under these Guidelines and consistent with the approved project scope.
- The project period of performance will be established in the executed cooperative agreement and may include a backfilled start date corresponding to the pre-award period.

Timely-Use of Funds

Funding for the 2026 EMSD call will be made available during Fiscal Years (FY) 2026-27, 2027-28, and 2028-29. All reimbursable work should be completed within the timeframe outlined in the executed agreement. Timely delivery ensures that EMSD investments address immediate needs identified in the Coordinated Plan, including limited availability of weekend/evening services and shortages of wheelchair-accessible vehicles.

For **Capital** projects, applicants will be required to award a contract or execute a purchase after the agreed upon cooperative agreement has been fully executed. Applicants would then have up to 36 months from the agreement's execution to receive and/or install the equipment. The contract execution will serve as the start of the up to 36 month period of performance. The expenditure deadline will also start at the agreement execution, and all eligible awarded funds must be expended by the end of the 36 month period. Extensions of up to one additional expenditure year (12 months) will be considered on a case-by-case basis with a formal letter indicating reasons for the extension.

For **Operating** projects, awarded applicants will be required to show evidence that they have entered into a cooperative or service agreement, as applicable to the funded project, and must start service based on the schedule provided and once the cooperative agreement is fully executed. For existing operating agreements, applicants may request funds to continue service. The date of the OCTA/Agency cooperative or service agreement or start of the continuation of service using the grant funds will begin the up to 36 month period of performance.

Funding for projects that have not (1) started within the requested FY and (2) have not invoiced within 60 days of the end of the FY, may be forfeited and projects will be subject to OCTA approval for any delays. Extensions of up to one additional year (12 months) will be approved on a case-by-case basis. Requests should be made through a letter indicating reasons for the delay and how funds will begin invoicing by June of the extended FY.

Extension Requests, Scope Changes and Cost Savings

Scope changes and extension requests are considered on a case-by-case basis and requests must be submitted via email to OCTA EMSD email at OCTAEMSD@octa.net. Typically, to consider a scope change for approval by staff, OCTA expects the project benefits to match the original application. If the project does not deliver the same benefits, the project request may not be approved and will be presented to the OCTA Board for consideration. Applicants must provide an explanation and justification for the change and include documentation for how project benefits will be impacted and how they compare to the original application. Please note that project extensions are not guaranteed, and OCTA encourages awarded applicants to initiate and complete projects within the original period of performance of the grant.

OCTA will complete a thorough evaluation of the scope change and/or extension request and the potential impact to the project(s) benefits prior to making a recommendation. Major scope changes which significantly impact benefits may require approval by the OCTA Board of Directors. If the applicant reduces the scope of an approved project a reduction in EMSD funds must be applied proportionally to maintain the approved local match percentage.

Cost Savings. Reduced costs associated with a scope reduction will not be considered cost savings. Savings at project completion will either remain with OCTA or be returned to OCTA, if already paid out to the agency.

Cost Increases

The EMSD Grant Program will not cover project cost increases for awarded projects. Applicants commit to cover any cost increases beyond awarded funds and match requirements. Any such cost increases will be the sole responsibility of the awarded grantee.

Invoices and Reimbursements

Costs incurred prior to OCTA Board approval, or that are not consistent with the approved guidelines, will not be reimbursable unless requested by exception.

The EMSD Grant Program provides funding on a reimbursement basis, in accordance with the reimbursement schedule outlined in the table below. Payment procedures, including exceptions for vehicle purchases, are summarized by project type. The lead agency will be required to provide proper documentation with their invoices to validate that the expenditure was properly incurred.

Applicants may begin invoicing from the date their contract agreements with OCTA are executed. Reimbursements will be dispersed upon review and approval of a complete expense report, performance report, and consistency with the cooperative agreement requirements and specifications. Invoices for capital must be submitted no later than 30 days after the end of the month in which the expenditure occurred, with the exception for vehicle purchases. For operating projects, invoicing will be required at minimum on a quarterly basis consistent with the reporting schedule below. Applicants are expected to submit a final report form and closeout form within 90 days of project completion.

Project Type	Reimbursement Schedule Process
Capital: Vehicles and Equipment	Vehicles: OCTA will pay up to 65 percent of the award amount (OCTA’s share) of the cost up front, based on a verified purchase order, with the applicant’s required local match excluded. The remaining 35 percent will be paid upon applicant’s delivery and acceptance of the vehicle.
	Any funding not initially paid out from the grant will be disbursed consistent with the total project cost and required match, following confirmation of receipt of the vehicle and/ or equipment. Applicants must submit an invoice no later than 30 days after the end of the month following vehicle acceptance.
Operating: Operating Assistance and Mobility Management	Equipment: Applicants incur expenses and request reimbursement from OCTA once the equipment has been delivered and accepted by the organization. Applicants submit invoices to OCTA on a quarterly basis , with the applicant’s required local match excluded (See quarterly reporting due dates below).

If awarded, successful applicants will enter into a cooperative agreement with OCTA specifying grant requirements.

Reporting

Awarded applicants will be required to submit quarterly reports to allow OCTA to monitor progress on the project and ensure it will be completed within the period of performance of the grant. Quarterly reporting forms will be available on the EMSD website here: <https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/emsd-grant-program>. Awarded applicants should start submitting quarterly reports to OCTA once cooperative agreements are executed. Monthly data (see quarterly report templates) are to be submitted on a quarterly basis, in accordance with the reporting schedule below:

Period of Performance	Quarterly Report Due Date
Quarter 1: January-March	April 30 th
Quarter 2: April-June	July 30 th
Quarter 3: July-September	October 30 th
Quarter 4: October-December	January 30 th

The final invoice for vehicles must be submitted 30 days following the end of the month in which the expenditure occurred. The final invoice for operating must be submitted 30 days following the end of the quarter in which the expenditure occurred. Once the project is complete, the applicant is expected to submit a final report form and closeout from 90 days following issuance of final payment. Final report and closeout templates will be available on the [EMSD website](#) following the project award.

Insurance Requirements

The following insurance is required, subject to change at the time of award:

- Commercial general liability (includes products/completed operations, independent contractors, contractual liability, personal injury liability, and property damage) minimum limit \$1,000,000 per occurrence, \$2,000,000 general aggregate.
- Automobile liability insurance to include owned, hired, and non-owned autos with a combined single limit of \$1,000,000.
- Workers' compensation with limits as required by the State of California including a waiver of subrogation in favor of OCTA, its officers, directors, employees, or agents.
- Employers' liability with minimum limits of \$1,000,000.

Proof of coverage, including certificates and endorsements, will be required as part of the Cooperative Agreements if selected for funding. Policies shall be primary and non-contributory, and OCTA shall be named as Additional Insured in the certificates of insurance and endorsements, as applicable. OCTA will reserve the right to request policy reviews in response to any loss.

Additional Program Requirements

The following State and Federal requirements are required as part of the cooperative agreement and are subject to change at the time of the award. It is important to note that documentation of meeting these requirements could be reviewed, inspected, and/or audited in addition to the reports required by OCTA. Further action is at the discretion of said contact during their visits to your organization's operating site(s). The following requirements do not need to be reported in their entirety if they can be verified in person and the required reporting forms are completed accurately.

Required Drug and Alcohol Programs and Related Reporting

If awarded, applicants will be required to comply with the requirements of the Drug-Free Workplace Act of 1988, the California Drug-Free Workplace Act of 1990, and the U.S. Department of Transportation (USDOT) drug testing regulations. Applicants and their subcontractors performing safety-sensitive tasks are subject to the same

regulations. Before finalizing any agreements, selected applicants must establish and enforce a substance abuse program in accordance with state and federal rules, with ongoing revisions to ensure compliance.

OCTA recognizes that some agencies may have existing Drug and Alcohol Programs in place. For example, tests used to comply with Federal Motor Carrier Safety Administration (FMCSA) requirements may also be used to comply with EMSD program requirements provided that they cover the same time period required.

Awarded applicants also agree to periodic reviews of the drug and alcohol testing program by OCTA and/or a designated representative. These reviews will encompass a thorough examination of program-related forms, documents, and procedures employed by the awarded applicant and its service agents, including the Collection Site, Drug Testing Laboratory, Medical Review Officer, Substance Abuse Professional, and Consortium/Third Party Administrator (if applicable). Any identified program deficiencies or findings must be promptly rectified. Corrective actions should be documented for review by authority staff or designated representatives.

Documentation supporting compliance with the aforementioned regulations must be provided to authorized representatives of USDOT or its operating administrations, the State of California oversight agency, or to OCTA and/or their designated representative to inspect the facilities and records associated with the implementation of the drug and alcohol testing program.

The awarded applicant is responsible for submitting an annual Drug and Alcohol Testing Report to OCTA using the current Drug and Alcohol Testing Management Information System (MIS) Data Collection Form published by the FTA. The annual reports are due no later than the 30th of the month following the close of each year. Forms can be [found here: https://www.transportation.gov/odapc/Part40/Appendix-J](https://www.transportation.gov/odapc/Part40/Appendix-J).

- Close of each year (January – December) – on or by January 30th of the following year

Additionally on an annual basis, no later than January 30th of each year following the close of the previous calendar year for review, applicants are required to:

- Submit to OCTA all required drug and alcohol testing data using the appropriate FTA prescribed forms; and
- Provide certifications for all Service Agents (Includes, but not limited to: The Collection Site for Urine Specimen Collectors, Breath Alcohol Technicians, Screening Test Technicians, Oral Fluid Collectors, Medical Review Officers, and Substance Abuse Professionals)

An awarded applicant's failure to comply with these requirements may result in nonpayment or termination of any entered agreements.

Required Driver Training for Vehicles

Applicants will ensure that their operators or contracted vendor's operators are properly licensed and trained to proficiency to perform duties safely, and in a manner which treats riders with respect and dignity. Disability awareness and passenger assistance will be included in this training.

It is required that the individual(s) responsible for operating vehicles for the applicant agency complete the Passenger Assistance, Safety and Sensitivity (PASS) Basic Online course offered by the Community Transportation Association of America (CTAA). More information on the course and instructions to complete the industry standard training is available here: <https://ctaa.org/pass/>.

This course is to be completed within one year or as soon as practical after initiating your program and included as part of the annual report (due January 30th). If your operators have already completed the training, please include applicable documentation as part of your annual report. If your agency participates in another applicable and industry acceptable driver-related training, include this to satisfy this requirement.

Required Maintenance for Vehicles and Equipment

Organization will perform, or ensure that a contracted vendor performs maintenance of all awarded vehicles including:

- Maintaining maintenance records for each vehicle for five (5) years; and
- If required, cooperation in annual motor coach carrier terminal inspections conducted by the California Highway Patrol.

Submittal Requirements

A completed application will contain the following documents:

- Completed capital and/or operating application with corresponding attachments;
 - Application templates are available on the program webpage, applications must be submitted following these templates or will not be considered;
- Nonprofits must provide verification of nonprofit status as “active”;
- Local cities or county agencies must submit documentation of public hearing(s);
- Resolution from governing body or similar confirming match commitment and legal authority to submit;
- Benefit-cost analyses for vehicle acquisitions if applicable;
- Any other required documents, such as documentation of reduced service (if applicable), copy of your agencies most recent financial statement or single audit if applicable and have previously received federal funding, vehicle photos, etc. (refer to application for required documents).

Incomplete applications will not be considered for funding, so please ensure that all submittals contain all the required documentation. Important documents regarding the 2026 EMSD are available on the [EMSD website](#).

Applicants to the 2026 EMSD Program will not be required to submit hard copy applications to OCTA. Electronic project applications for the 2026 EMSD call must be received by OCTA no later than 4 p.m. **August 28, 2026**, via a SharePoint location, please email Vic Mireles at vmireles@octa.net or Brandon Lesser at blesser@octa.net for specific SharePoint file access.

Late applications will not be accepted or considered, so please ensure that you have uploaded all required documentation ahead of the application deadline. It is recommended to upload documents at least 48 hours ahead of the submittal deadline to allow for time for troubleshooting if needed.

Information on how to submit electronic project applications will be posted prior to the call on the OCTA [EMSD website](#). Applicants to the 2026 Enhanced Mobility for Seniors and Individuals with Disabilities Grant Program will not be required to submit hard copy applications to OCTA. Hard copies of applications will not be accepted. Applications that do not follow these requirements will not be considered.

OCTA Contacts

EMSD Program Managers

Primary

Vic Mireles

Transportation Funding Analyst

Email: vmireles@octa.net (714) 560-5025

Alternate

Louis Zhao

State and Federal Programming Manager

Email: lzhao@octa.net (714) 560-5494

Secondary

Brandon Lesser

Associate Transportation Funding Analyst

Email: blessor@octa.net (714) 560-5018

EMSD Project Implementation Manager

Primary

Arianna Maldonado

Section Manager, Specialized Transit Services

Email: amaldonado@octa.net (714) 560-5381

Alternate

Jack Garate

Department Manager, Specialized Transit Services

Email: jgarate@octa.net (714) 560-5387

Secondary

Jasmin Salvador

Business Unit Analyst

Email: jsalvador@octa.net (714) 560-5642



June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award for the Purchase of Compressed Natural Gas Fuel Tank Kits

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is located in the upper right corner of the page.

Overview

On March 23, 2026, the Orange County Transportation Authority Board of Directors approved the release of an Invitation for Bids for the procurement of compressed natural gas fuel tank kits. As a result, a bid was received and evaluated from a qualified vendor. Board of Directors' approval is requested to purchase up to 48 compressed natural gas fuel tank kits for 40-foot buses to extend their useful life.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of \$2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Discussion

The Orange County Transportation Authority (OCTA) maintains a contingency fleet of 50 compressed natural gas (CNG)-powered buses, model year 2008. The CNG-powered buses recently replaced the diesel-powered contingency fleet buses, which had been in service for nearly 30 years. The CNG fuel tanks installed on these buses are approaching the end of their certified 20-year service life and must be replaced to comply with safety and regulatory requirements.

The 50 CNG-powered contingency buses are reserved for emergencies or other unforeseen, justified, and Federal Transit Administration-approved activities, such as natural and man-made disasters, fuel shortages, and major capital maintenance repairs. A contingency fleet is separate from the spare fleet and is not included in the spare ratio.

To assess the feasibility of replacing the CNG fuel tanks and validate the required components and installation process, OCTA developed two prototype buses in April 2025. The prototypes were used to confirm the project scope, parts list, and installation requirements for the remaining 48 buses included in the retrofit program. The prototype installations have since been successfully completed, confirming the technical feasibility of the CNG Fuel Tank Replacement Project and establishing the necessary components and processes for full implementation.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for materials and equipment. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process.

On March 23, 2026, the Board approved the release of Invitation for Bids (IFB) 250095 through OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on March 23 and March 30, 2026. No addendum was issued, as a result of no questions received.

On April 20, 2026, a single bid from Hexagon Agility FleetCare, LLC (Hexagon) was received and publicly opened. In accordance with OCTA's Board-approved procurement policies and procedures, a single bid received for a procurement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a review to determine whether the procurement process complied with the Contracts Administration and Materials Management (CAMM) Department's procedures designed to ensure adequate outreach to stimulate competition. Based on Internal Audit's review, CAMM complied with policies and procedures. In addition, CAMM staff contacted firms on the Bid List and Vendor Analytics List to inquire why they did not submit a bid. The responses from the firms varied, stating challenges with sourcing the material and the inability to meet the requirements of the IFB as reasons for not submitting bids.

The bid was reviewed by staff from both CAMM and Transit Technical Services departments to ensure compliance with the contract terms, as well as the technical specifications.

The single bid amount based on estimated quantities is presented below:

Firm and Location	Bid Amount
Hexagon Agility FleetCare, LLC Salisbury, North Carolina	\$2,723,165

CAMM conducted a price review utilizing comparable purchase orders as well as OCTA stock pricing to determine Hexagon’s proposed price to be fair and reasonable. CAMM staff performed a price analysis using the information available and determined Hexagon’s proposed unit price of \$56,733 per bus is approximately ten percent less than the comparable unit price of \$63,157 per bus. Therefore, the bid price is deemed fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Hexagon as the lowest responsive, responsible bidder, in the amount of \$2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Fiscal Impact

Funding is included in OCTA’s approved Fiscal Year 2025–26 Budget, Operations Division, Account No. 2114-9024-D2108-3RW, and is locally funded.

Summary

Staff requests that the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of \$2,723,165 for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Attachment

None.

Prepared by:



Cliff Thorne
Director, Maintenance Administration
714-560-5975

Approved By:



Johnny Dunning Jr.
Chief Operating Officer, Operations
714-560-5710



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



June 16, 2026

To: Transit Committee 
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Agreements 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 contract amendments for program management consultant services, construction management consultant services, operations and maintenance services, and vehicle manufacturing to support the delivery of the OC Streetcar Project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 37 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$4,203,298, and extend the agreement term through June 30, 2027, for continued program management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$53,503,298.

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 27 to Agreement No. C-6-0926 between the Orange County Transportation Authority and PGH Wong Engineering, Inc., in the amount of \$4,911,485, and extend the agreement term through June 30, 2027, for continued construction management consultant services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,099,089.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of \$3,622,696, to align the start-up and pre-revenue

service contract terms with the revised project schedule for operations and maintenance services. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$63,112,418.

- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$3,051,300, and extend the agreement term through July 14, 2028, for storage of vehicles and spare parts, special tools and test equipment, project extension, and additional design and integration services for a computer-aided dispatch and automatic vehicle location system. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$57,945,077.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Garden Grove and Santa Ana, is implementing a modern streetcar to 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 of the 4.15-mile Project involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, two bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, variable message signs, video cameras, a public address system, and ticket vending machines. Platforms are 14 inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF also includes secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

In consideration of ongoing mediation of contractor disputes and litigation, the forecasted project completion and opening of public service has been revised to early 2027. As previously shared with the Board of Directors (Board), this schedule extension requires the following agreements to be amended:

Program Management Consultant (PMC) Services

On February 23, 2015, the Board approved an agreement with HDR Engineering, Inc. (HDR) to provide PMC services to support the implementation of the Project. The scope of services of the PMC includes project management administration, coordination between the project designer and construction management consultant (CMC), management oversight of the CMC, third-party utility coordination, quality assurance activities related to construction and vehicle acceptance testing, risk analysis and management, safety and environmental compliance activities, project controls, and coordination with the Federal Transit Administration. HDR also provides support of operations planning, including startup and testing, coordination with other third-party stakeholders including the California Public Utilities Commission, County of Orange, US Army Corps of Engineers, and the Orange County Fire Authority.

The current term of the PMC contract expires on December 31, 2026, and requires an extension through June 30, 2027, to provide additional support to achieve project completion forecasted for early 2027 and subsequent closeout activities.

Staff is requesting Board approval for additional funds, in the amount of \$4,203,298, for continued PMC support services and to extend the term of the agreement through June 30, 2027.

CMC Services

On July 25, 2016, the Board approved an agreement with PGH Wong Engineering, Inc. (PGH Wong) to provide CMC services. The scope of services of the CMC includes administration and oversight of the construction contract, performance of quality assurance field inspections, preparation of daily construction activity reports, processing, collecting, maintaining project communications and records, reviewing and processing of progress payments to the contractor, and reviewing and processing of contract change orders.

The current term of the CMC contract expires on December 31, 2026, and requires an extension through June 30, 2027, to provide additional support to achieve project completion forecasted for early 2027 and subsequent closeout activities.

Staff is requesting Board approval for additional funds in the amount of \$4,911,485, for continued CMC support services and to extend the term of the agreement through June 30, 2027.

Operations and Maintenance (O&M) Contractor

On May 22, 2020, the Board approved an agreement with Herzog Transit Services, Inc. (Herzog) to provide O&M services for the Project, including the vehicles, MSF, traction power substations, wayside infrastructure, and all streetcar-specific tools and equipment. The agreement also requires Herzog to support the implementation and commencement of project operations during the start-up and pre-revenue phase. The scope of services during this phase includes vehicle commissioning, systems integrated testing, hiring and training of all O&M personnel, and development of all documents, plans, and procedures necessary to meet regulatory requirements for revenue service.

On April 24, 2023, the Board approved the amended agreement, initiating the start-up and pre-revenue phase of the contract which began on July 1, 2023, with an original duration of 18 months. On May 12, 2025, the Board approved Amendment No. 1 to Agreement No. C-8-2039 to align the contract with the updated project schedule.

As previously reported to the Board, the forecasted project completion and opening of public service is anticipated to be early 2027. The current start-up and pre-revenue phase of the O&M contract expires on July 31, 2026, and requires modification to align the contract term with the revised project completion forecasted for early 2027.

Staff evaluated the impact of the revised schedule on the monthly payment structure for the start-up and pre-revenue phase. Based on this analysis, staff is requesting Board approval for additional funds, in the amount of \$3,622,696, to ensure continued support for the extended start-up and pre-revenue phase through January 31, 2027.

Vehicle Manufacturer

On July 24, 2018, the Board approved an agreement with Siemens Mobility, Inc. (Siemens) to manufacture and deliver eight low floor modern streetcar vehicles, system support, spare parts, special tooling, and test equipment (SPSTTE) in support of the Project.

Siemens has stored the vehicles and SPSTTE on behalf of OCTA for longer than anticipated. In this circumstance, the contract allows for negotiation of a long-term storage proposal. OCTA and Siemens have negotiated the costs

relative to these items, along with extended project management costs and continued support services. Additionally, Siemens incurred costs relative to additional design integration efforts needed for the computer-aided dispatch and automatic vehicle location (CAD/AVL) systems that were not assumed at the time of the development of the technical specifications.

Siemens stored eight streetcar vehicles and SPSTTE on behalf of OCTA for a period ranging from ten to 21 months, representative of each vehicle's time of vehicle shipment authorization to the time of delivery. OCTA and Siemens have agreed to an amount of \$1,781,468 that includes costs related to storage space, transportation of vehicles to and from off-site storage facility, storage materials, recurring maintenance labor to maintain the vehicles, pre-storage inspections, and insurance.

Additionally, OCTA and Siemens have agreed to project extension costs from the time of vehicle shipment authorization to June 2026 to account for additional scope such as project and quality management due to the extended storage term and inflationary impacts of base scope work such as commissioning, training and engineering support , in the amount of \$480,787.

Additional engineering and integration efforts were required by Siemens to incorporate the CAD/AVL system into the vehicle platform. The CAD/AVL system constituted owner-furnished equipment provided by a third-party vendor under contract to OCTA.

Due to the extended duration between the original development of the technical specifications and the subsequent installation of the CAD/AVL equipment, multiple hardware components and functional requirements evolved in response to technological advancements and system updates. These changes necessitated additional systems engineering, design coordination, interface validation, and integration activities by Siemens to ensure compatibility with the vehicle architecture and operational requirements.

OCTA and Siemens subsequently negotiated the cost and schedule impacts associated with this additional scope of work and mutually agreed upon amount of \$789,045.

Therefore, staff is requesting Board approval for additional funding, in the total amount of \$3,051,300, and extending the term of the agreement through July 14, 2028, for vehicle and SPSTTE storage, project extension, and CAD/AVL design integration costs to Siemens. Payment of this negotiated amount will resolve several outstanding disputes with Siemens resulting from project delays.

Procurement Approach**PMC Services**

The original procurement was handled in accordance with OCTA Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. On February 23, 2015, the Board approved an agreement with HDR for an initial term of five years with two, two-year option terms. The total maximum obligation of the initial five-year term was \$20,962,005. The first two-year option term approved by the Board on February 24, 2020, extended the agreement to March 31, 2022, and increased the maximum obligation to \$29,026,290. The second two-year option term was extended to 33 months based on the anticipated project schedule, approved by the Board on December 13, 2021, extended the agreement to December 31, 2024, and increased the maximum obligation to \$44,343,767. Amendment No. 34, approved by the Board on February 24, 2025, extended the agreement to December 31, 2026, and increased the maximum obligation to \$49,300,000. The agreement has also been previously amended as shown in Attachment A.

OCTA staff and HDR have agreed upon the required level of effort (LOE) for continued PMC support services. OCTA staff found HDR's cost proposal to be fair and reasonable relative to the negotiated LOE and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 37 to Agreement No. C-4-1854, in the amount of \$4,203,298, will increase the total contract value to \$53,503,298 and extend the term of the agreement by six months through June 30, 2027.

CMC Services

The original procurement was handled in accordance with OCTA's Board-approved procedures for A&E services, which conform to both state and federal laws. On July 25, 2016, the Board approved an agreement with PGH Wong. The original time and expense agreement 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 LOE for additional CMC support services. OCTA staff found PGH Wong's cost proposal to be fair and reasonable relative to the negotiated LOE and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 27, in the amount of \$4,911,485, will increase the total contract value to \$54,099,089 and extend the term of the agreement by six months through June 30, 2027.

O&M Contractor

The original procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services. On May 22, 2020, the Board approved an agreement with Herzog, in the amount of \$45,065,590. The agreement was previously amended as shown in Attachment C.

OCTA staff requested a cost proposal from Herzog to account for the extended start-up and pre-revenue phase. OCTA staff negotiated the staffing levels which have been aligned with the revised project schedule and modified to hire only key management personnel to support vehicle delivery and training activities that began in spring 2025 and defer hiring frontline O&M staff until needed. OCTA staff found Herzog's cost proposal to be fair and reasonable related to the negotiated staffing levels and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 3 to Agreement No. C-8-2039, in the amount of \$3,622,696, will increase the total contract value to \$63,112,418 and extend the start-up and pre-revenue phase through January 31, 2027. Staff will return to the Board to address any modifications needed to the contract to reflect the updated revenue service terms of the agreement prior to revenue service.

Vehicle Manufacturer

The original procurement was handled in accordance with OCTA's Board-approved procedures for goods and services, which conform to both state and federal laws. On March 26, 2018, the Board approved an agreement with Siemens, in the amount of \$51,527,520. This agreement was previously amended as shown in Attachment D.

OCTA staff and Siemens have agreed upon the costs relative to vehicle and SPSTTE storage, project extension, and CAD/AVL additional design integration. Staff found Siemens' cost proposal to be fair and reasonable relative to the negotiated scope and the independent cost estimate prepared by OCTA staff. Proposed Amendment No. 11, in the amount of \$3,051,300, will increase the total contract value to \$57,945,077. Staff will continue to negotiate with Siemens on other contract items in dispute relative to responsibility of delay prior to vehicle shipment authorization.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2026-27 Budget, Capital Programs Division, under professional services for the Project in fund 0051.

Summary

Staff is seeking Board of Directors' authorization for contract amendments for program management consultant services, construction management consultant services, operations and maintenance services for the start-up and pre-revenue phase, vehicle storage, project extension, and computer-aided dispatch, and automatic vehicle location design integration to support the delivery of the OC Streetcar Project.

Attachments

- A. HDR Engineering, Inc., Agreement No. C-4-1854 Fact Sheet
- B. PGH Wong Engineering, Inc., Agreement No. C-6-0926 Fact Sheet
- C. Herzog Transit Services, Inc., Agreement No. C-8-2039 Fact Sheet
- D. Siemens Mobility, Inc., Agreement No. C-6-1445 Fact Sheet

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

Approved by:



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



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

**HDR Engineering, Inc.
Agreement No. C-4-1854 Fact Sheet**

1. February 23, 2015, Agreement No. C-4-1854, in the amount of \$21,557,909, approved by the Board of Directors (Board).
 - The agreement was executed on June 1, 2015, to provide project management services for the OC Streetcar Project. A limited notice to proceed was issued on February 25, 2015, to initiate development of the draft scope of work (SOW) for design services and related work to support the vehicle procurement process and interim utility work.
2. June 11, 2015, Amendment No. 1 to Agreement No. C-4-1854, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Modify hourly rate schedule for subconsultants Arellano Associates, LLC (Arellano), Civil Source, Inc., (Civil Source), Interfleet Technology, Inc. (Interfleet), and Maintenance Design Group, LLC.
3. April 6, 2016, Amendment No. 2 to Agreement No. C-4-1854, (\$595,904) approved by the CAMM Department.
 - Decrease maximum obligation as a result of adjustments to subconsultants Civil Source and Interfleet indirect cost rates; modify hourly rate schedules for subconsultants Hatch Mott MacDonald, IBI Group, Intueor Consulting Inc., Safework, Inc., and Shiels Oblatz Johnsen, Inc.
4. September 13, 2016, Amendment No. 3 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify subconsultant name Interfleet to SNC-Lavalin Rail & Transit, Inc. (SNC) and update key personnel.
5. December 8, 2016, Amendment No. 4 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify subconsultant name Hatch Mott MacDonald, LLC to Mott MacDonald, LLC (Mott MacDonald).
 - Modify other direct costs schedule for subconsultant Arellano.
 - Modify hourly rate schedules for SNC.
6. April 4, 2017, Amendment No. 5 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Mott MacDonald.

7. August 22, 2017, Amendment No. 6 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - At the request of subconsultant, release subconsultant Safework, Inc. from the agreement as construction safety support portion of the SOW has shifted to the construction management contract.
8. December 26, 2017, Amendment No. 7 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedules for HDR Engineering, Inc. (HDR) and subconsultant Shiels Oblatz Johnsen, Inc.
 - Modify schedule and other direct costs schedule for subconsultant Mott MacDonald.
9. January 8, 2019, Amendment No. 8 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Arellano.
10. April 16, 2019, Amendment No. 9 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Amend SOW to include quality assurance activities related to consultants and contractors in field or offsite locations.
 - Modify hourly rate schedule for subconsultants Arellano, IBI Group, and Mott MacDonald.
 - Modify other direct costs schedule for subconsultant IBI Group.
11. August 21, 2019, Amendment No. 10 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultant SNC.
12. February 23, 2020, Amendment No. 11 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Extend the term of agreement through March 31, 2020.
13. February 24, 2020, Amendment No. 12 to Agreement No. C-4-1854, \$8,064,285, approved by the Board.
 - Exercise the first two-year option term for continued project management consultant services and extend the term of the agreement through March 31, 2022. Total maximum cumulative obligation increased to \$29,026,290.

14. June 1, 2020, Amendment No. 13 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Add new subconsultant, RGI Utility Consultants (RGI).
15. February 18, 2021, Amendment No. 14 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultant RGI.
16. July 22, 2021, Amendment No. 15 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify Agreement to update Article 5, "Payment" per OCTA's Internal Audit recommendations.
17. May 10, 2021, Amendment No. 16 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultants Arellano, IBI Group, and Mott MacDonald.
18. May 25, 2021, Amendment No. 17 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultants Arellano and Amheart Solutions (Amheart).
19. July 15, 2021, Amendment No. 18 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultant Arellano.
20. August 26, 2021, Amendment No. 19 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant RGI.
21. October 8, 2021, Amendment No. 20 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Mott MacDonald.
22. December 1, 2021, Amendment No. 21 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Add new subconsultant, Kimley-Horn and Associates, Inc. (Kimley).
 - Modify hourly rate schedule for HDR and subconsultant Amheart.

23. December 13, 2021, Amendment No. 22 to Agreement No. C-4-1854, \$15,490,477, approved by the Board.
 - Exercise the second two-year option term for continued project management consultant services and extend the term of the agreement through December 31, 2024.
24. May 10, 2022, Amendment No. 23 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Arellano Associates.
25. June 15, 2022, Amendment No. 24 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultants Mott MacDonald, SNC, and The Solis Group.
26. September 12, 2022, Amendment No. 25 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Arellano.
27. March 28, 2023, Amendment No. 26 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultants Arellano, Mott MacDonald, and SNC.
28. October 12, 2023, Amendment No. 27 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Add new subconsultant, SGA Accords, LLC (SGA).
29. October 20, 2023, Amendment No. 28 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Add new subconsultant, Transportation Management and Design, Inc (TMD).
30. September 28, 2023, Amendment No. 29 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Arellano.
 - Modify other direct costs schedule for subconsultant SGA.

31. December 14, 2023, Amendment No. 30 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultants Kimley and Amheart.
 - Modify other direct costs schedule for subconsultant SGA.
 - Update subconsultant IBI Group's name to Arcadis, a California Partnership.
32. July 16, 2024, Amendment No. 31 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultant Amheart.
33. November 5, 2024, Amendment No. 32 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for subconsultants Amheart and TMD.
34. December 10, 2024, Amendment No. 33 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Extend the term of agreement through June 30, 2025.
35. February 24, 2025, Amendment No. 34 to Agreement No. C-4-1854, \$4,783,234, approved by the Board.
 - Increase the maximum obligation for additional program management services to support the Project and extend the term of agreement 18 months through December 31, 2026.
36. August 20, 2025, Amendment No. 35 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for HDR and subconsultants Amheart, Intueor, and Mott MacDonald.
37. March 26, 2026, Amendment No. 36 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule subconsultant Amheart.
38. June 22, 2026, Amendment No. 37 to Agreement No. C-4-1854, \$4,203,298, pending Board approval.
 - Increase the maximum obligation for additional program management services to support the Project and extend the term of agreement six months through June 30, 2027.

Total funds committed to HDR Engineering, Inc. after approval of Amendment No. 37 to Agreement No. C-4-1854: \$53,503,298.

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

1. July 25, 2016, Agreement No. C-6-0926, \$10,752,136, approved by the Board of Directors (Board).
 - The agreement was executed on December 6, 2016, for construction management services 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 cost 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 rates 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 rates 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 construction management services 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 construction management services to support the Project 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, approved 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, approved 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, approved by the Board.
 - Increase maximum cumulative obligation for additional construction management services to support the Project and extend the contract term for 12 months through November 30, 2025.
23. August 15, 2024, Amendment No. 22 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.
24. January 8, 2025, Amendment No. 23 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Extend the contract term by four months through June 30, 2025.
25. February 24, 2025, Amendment No. 24 to Agreement No. C-6-0926, \$6,405,034, approved by the Board.
 - Increase the maximum cumulative obligation for additional construction management services to support the Project and extend the term of agreement for 12 months through June 30, 2026.
26. June 4, 2025, Amendment No. 25 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Modify hourly rate schedule for PGH Wong.
27. February 2, 2026, Amendment No. 26 to Agreement No. C-6-0926, \$0, approved by the CAMM Department.
 - Update key personnel.

28. June 22, 2026, Amendment No. 27 to Agreement No. C-6-0926, \$4,911,485, pending Board approval.

- Increase the maximum cumulative obligation for additional construction management services to support the Project and extend the term of agreement for 12 months through June 30, 2027.

Total funds committed to PGH Wong Engineering, Inc. after approval of Amendment No. 27 to Agreement No. C-6-0926: \$54,099,089.

**Herzog Transit Services, Inc.
Agreement No. C-8-2039 Fact Sheet**

1. May 22, 2020, Agreement No. C-8-2039, in the amount of \$45,065,590, approved by the Board of Directors (Board).
 - The agreement was awarded to provide operation and maintenance (O&M) services for the OC Streetcar Project (Project).
 - The agreement included an initial 17-month start-up and pre-revenue period, and a five-year revenue term with two, two-year option terms.
2. May 3, 2021, a Limited Notice to Proceed (LNTN) C-8-2039, \$246,773, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Initiate the scope of work for the development of policies and procedures for start-up and pre-revenue tasks.
3. May 4, 2022, Revision No. 1 to LNTN C-8-2039, \$149,709, approved by the CAMM Department.
 - Increased the maximum obligation to \$396,482.
 - Extended the LNTN period through November 30, 2022.
 - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.
4. December 1, 2022, Revision No. 2 to LNTN C-8-2039, \$85,548, approved by the CAMM Department.
 - Increased the maximum obligation to \$482,029.
 - Extended the LNTN period through March 31, 2023.
 - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.
5. April 1, 2023, Revision No. 3 to LNTN C-8-2039, \$21,387 approved by the CAMM Department.
 - Increased the maximum obligation to \$503,416.
 - Extended the LNTN period through April 30, 2023.
 - Continued scope of services and additional specified tasks for the start-up and pre-revenue phase.
6. April 24, 2023, Agreement No. C-8-2039, in the amended amount of \$53,065,590, approved by the Board.

- Increase of up to \$8 million over the original award amount on May 22, 2020, for the initial term to align with the updated project schedule.
 - The agreement was executed on June 22, 2023, in the amount of \$53,065,590, with a term through October 31, 2029, to include the start-up and pre-revenue periods, and an initial term of five years with two, two-year option terms.
7. May 12, 2025, Amendment No. 1 to Agreement No. C-8-2039, \$5,938,341, approved by the Board.
- Continued O&M services for the Project through March 31, 2031, to align the start-up and pre-revenue phase and revenue operations base contract years and option term years with the updated project schedule.
8. March 19, 2026, Amendment No. 2 to Agreement No. C-8-2039, \$485,792, approved by the CAMM Department.
- Added funding due to the extended time period for the start-up and pre-revenue phase and modified the start-up and pre-revenue period dates to reflect the project schedule.
9. June 22, 2026, Amendment No. 3 to Agreement No. C-8-2039, \$3,701,165, pending approval by the Board.
- Aligns and extends the start-up and pre-revenue phase with the revised project schedule.

Total funds committed to Herzog Transit Services, Inc. after approval of Amendment No. 3 to Agreement No. C-8-2039: \$63,190,888.

**Siemens Mobility, Inc.
Agreement No. C-6-1445
Fact Sheet**

1. March 26, 2018, Agreement No. C-6-1445, \$51,527,520 approved by the Board of Directors (Board).
 - The agreement was executed on July 24, 2018, for a contractor to manufacture and deliver eight streetcar vehicles for the OC Streetcar Project (Project).
2. June 2, 2021, Amendment No. 1 to Agreement No. C-6-1445, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Modify vehicle technical specifications to incorporate design modifications.
 - Modify key personnel.
3. June 20, 2022, Amendment No. 2 to Agreement No. C-6-1445, \$180,800, approved by the CAMM Department.
 - Provide extended spare parts, special tooling, and test equipment (SPSTTE) storage.
 - Add vehicle storage protocol to the contract documents.
 - Exercise the vehicle storage option for short-term storage as a result of project delay.
4. October 12, 2022, Amendment No. 3 to Agreement No. C-6-1445, \$179,600, approved by the CAMM Department.
 - Provide extended warranty on SPSTTE in storage at Siemens Mobility, Inc.
5. April 24, 2023, Amendment No. 4 to Agreement No. C-6-1445, \$509,013 approved by the Board.
 - Upgrade to Wi-Fi-dependent surveillance technology for compatibility with existing bus system.
6. June 22, 2023, Amendment No. 5 to Agreement No. C-6-1445, \$245,000, approved by the CAMM Department.
 - Extend storage for SPSTTE for an additional six months.
 - Extend warranty terms on SPSTTE for an additional six months.
7. November 1, 2023, Amendment No. 6 to Agreement No. C-6-1445, \$191,300, approved by the CAMM Department.
 - Extend storage and warranty terms on SPSTTE for an additional three months.

8. November 13, 2023, Amendment No. 7 to Agreement No. C-6-1445, \$1,725,750, approved by the Board.
 - Purchase additional streetcar SPSTTE.
9. July 14, 2025, Amendment No. 8 to Agreement No. C-6-1445, \$0, approved by the CAMM Department.
 - Extend the term of agreement for 12 months through July 14, 2026.
10. July 28, 2025, Amendment No. 9 to Agreement No. C-6-1445, \$0, approved by the CAMM Department.
 - Affirm the time extension issued through Amendment No. 8.
11. November 14, 2025, Amendment No. 10 to Agreement No. C-6-1445, \$334,795, approved by the CAMM Department.
 - Updated brackets, wiring and battery management system for the OC Streetcar vehicle battery boxes to accommodate new 48-volt direct current emergency battery-drive batteries.
12. June 22, 2026, Amendment No. 11 to Agreement No. C-6-1445, \$3,051,300, pending approval by the Board.
 - Additional vehicle and SPSTTE storage, project extension, and additional design and integration services for computer-aided dispatch and automatic vehicle location system and extend the term of agreement term 24 months through July 14, 2028.

Total funds committed to Siemens Mobility, Inc. after approval of Amendment No. 11 to Agreement No. C-6-1445: \$57,945,078.



June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line.

Subject: Term Sheet with the City of Newport Beach for the Potential Relocation of the Newport Transportation Center

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. The study was initiated in early February and is anticipated to be completed in November. To support continued coordination, the Orange County Transportation Authority and the City of Newport Beach are developing a proposed non-binding term sheet establishing a framework for future project development if a feasible relocation alternative is mutually identified.

Recommendation

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Background

The Newport Transportation Center (NTC), located at 1550 Avocado Avenue in the City of Newport Beach (City), serves as a key hub for the Orange County Transportation Authority's (OCTA) OC Bus service, providing regional access to destinations across Orange County and connections to employment, educational, recreational, and commercial centers. The NTC opened for bus service in 1991 through an agreement with the Irvine Company and currently serves four OC Bus routes: 1, 55, 57, and 79. The site also functions as a park-and-ride facility and has long served as an anchor for transit access in central coastal Orange County.

In June 2025, the Newport Beach City Council directed City staff to explore relocating Fire Station No. 3 to the current NTC site. The City subsequently requested that OCTA partner in a feasibility study to evaluate the potential relocation of the NTC. In October 2025, the OCTA Board of Directors (Board) authorized the Chief Executive Officer (CEO) to enter into a cooperative agreement with the City to perform the NTC Relocation Feasibility Study (Study) to evaluate the potential feasibility of relocating the site. The cooperative agreement was finalized on December 15, 2025, and a consultant contract with HDR Engineering, Inc., was executed on January 28, 2026. Staff provided a status update on the Study to the Transit Committee on April 9, 2026.

Discussion

As the Study has progressed, OCTA and City staff have continued to coordinate on the technical, operational, regulatory, financial, and implementation issues that would need to be addressed before any potential relocation of the NTC could proceed. The Study continues to advance and is currently in the evaluation phase with a planned completion of November 2026.

To support continued coordination, OCTA and the City have developed a proposed non-binding term sheet. The term sheet is intended to document the parties' understanding of the steps required to evaluate potential relocation sites, define major project phases, responsibilities, and decision points, advance environmental review and design work, identify funding responsibilities, preserve transit service continuity, coordinate regulatory approvals, and address future property disposition considerations.

The proposed term sheet identifies the shared goal of creating improved transit service options for OC Bus riders while ensuring that any potential replacement facility maintains comparable transit service levels. OCTA's established operational performance standards include considerations related to transit access, operational efficiency, Americans with Disabilities Act accessibility, passenger circulation, and service continuity.

Consistent with OCTA's prior discussions with the City, the term sheet is intended to preserve an objective and transparent evaluation process. Site evaluation criteria would be jointly developed and consistently applied, and the environmental review process would not be predetermined. OCTA would also continue to ensure that transit riders and the public have an opportunity to be informed and provide input as the Study advances.

In summary, the key terms include the following and are further described below:

- Mutually acceptable relocation site required
- Site evaluation criteria jointly developed and consistently applied
- City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
- Advancement between phases requires future agreement on scope, schedule, costs, and funding
- Either party may decline to proceed if key issues cannot be resolved
- If the project proceeds through all phases, transition to new site could occur in 2031

The term sheet outlines anticipated project phases, including feasibility and site analysis, environmental review and preliminary design, final design and property acquisition, construction, operational transition, and disposition of the existing NTC site. Advancement from one phase to the next would require future agreement regarding scope, schedule, estimated costs, funding availability, and applicable approvals. An illustrative schedule of the potential relocation of NTC is included in Attachment A.

The term sheet further recognizes that any potential relocation or disposition of the existing NTC site would need to comply with applicable local, state, and federal requirements, including Federal Transit Administration requirements, California Environmental Quality Act, National Environmental Policy Act, California Surplus Land Act, and applicable third-party agreements and property restrictions. Future agreements would be brought back to the Board for consideration, as applicable.

The term sheet does not approve a relocation site, commit OCTA to relocate the NTC, authorize disposition of the existing NTC site, commit OCTA funds, or approve construction of a replacement facility. Any future relocation would remain subject to environmental review, funding availability, identification of a mutually acceptable site, applicable state and federal regulatory approvals, and approval by the respective governing bodies of OCTA and the City. The term sheet commits the City to fund 100 percent of project costs for a functionally equivalent replacement transit center unless otherwise agreed. OCTA would be responsible for incremental costs for OCTA-requested betterments beyond the mutually agreed replacement transit facility requirements, subject to future written agreement and Board approval.

Approval of the proposed term sheet will allow OCTA to continue coordinating with the City while ensuring the Study fully considers near-term feasibility, long-term transit needs, rider impacts, regulatory requirements, and future implementation considerations.

Summary

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.

Attachment

- A. Illustrative Schedule of Potential Relocation of Newport Transportation Center

Prepared by:



Katie Persons
Department Manager,
Transit Planning
(714) 560-5683

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Schedule Subject to Change

Task

Pre-Development and Due Diligence

- Newport Transportation Center Relocation Feasibility Study
- Term Sheet Phase I (Design and Environmental)¹
- Federal Transit Administration Coordination (Disposition)
- Title VI Analysis
- Expanded Relocation Feasibility Study⁵
 - Expanded Site Identification and Screening
 - Detailed Alternatives Evaluation
 - Pre-Environmental and Regulatory Vetting

Purchase and Sale Agreement

- Negotiation and Due Dilligence
- OCTA Board of Directors Approval
- City Council Approval

Procurement for Design and Environmental Clearance Services

- Preparation and Board Approval to Release
- Advertisement and Proposal Period
- Evaluation and Selection
- Board Approval and Contract Execution

Design, Permitting, and Environmental Clearance

- FTA Coordination (Replacement)
- Ten Percent Concept Design
- Initiate Proposed IS/MND²
- Utilities Coordination
- 30 Percent Preliminary Design
- Technical Studies (Traffic, Air, Noise, Etc.)
- Land Use Entitlement Process
- Draft CEQA Document/Public Review
- NEPA Documentation³
- 60 Percent Design
- Final CEQA and Certification
- 90 Percent Design
- Permitting (Construction, Water Quality, Etc.)
- Final (100 Percent) Design
- Term Sheet Phase II (Construction)

Procurement for Construction Contract

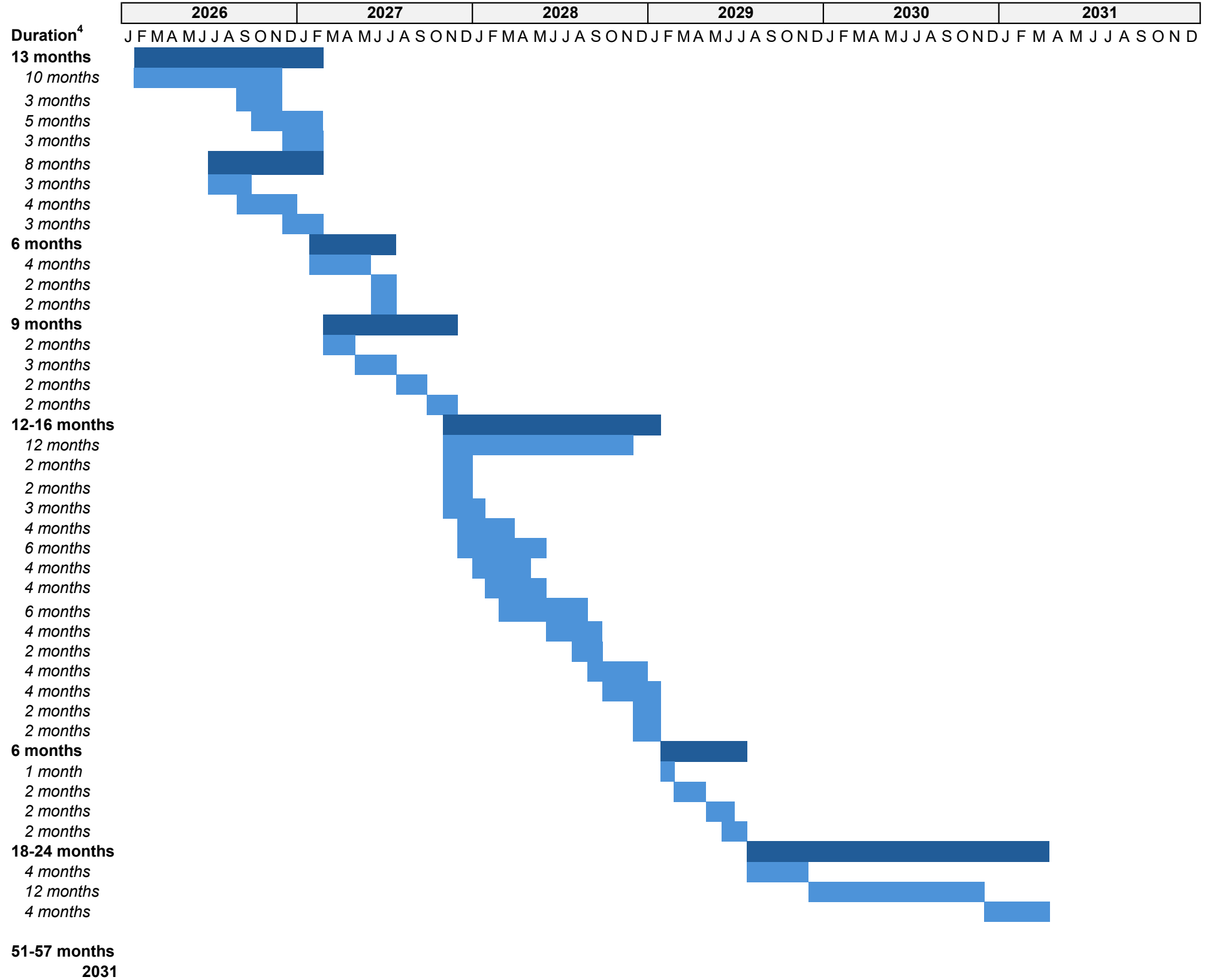
- Bid Package Development
- Advertisement and Bid Period
- Evaluation and Selection
- Board Approval and Contract Execution

Construction (New Transit Center)

- Site Preparation and Utility Relocation
- Facility Construction
- Systems, Finishes, and Commissioning

Total Duration from Completion of NTC Study

Projected Completion Date



Footnotes

¹ A two-phase term sheet is anticipated for this effort in order to capture any complexities that may arise during the design and environmental clearance phase.

² At this stage, it is anticipated that an IS/MND would be required for this project.

³ NEPA documentation is anticipated due to previous federal funding that have been applied to improvements on the existing facility. The NEPA schedule is subject to coordination with the FTA.

⁴ Bolded task durations reflect the total duration for that task. Several subtasks may run concurrently, so task durations reflect the anticipated total duration.

⁵ Assumes existing NTC Relocation Feasibility Study contract can be amended to include additional site(s). Would require Board approval, assumed to occur in June 2026, with NTP expected in July 2026.

Acronyms

Board - Board of Directors

CEQA - California Environmental Quality Act

FTA - Federal Transit Administration

IS - Initial Study

MND - Mitigated Negative Declaration

NEPA - National Environmental Protection Act

NTC - Newport Transportation Center

NTP - Notice to Proceed

OCTA - Orange County Transportation Authority

**Term Sheet with the City of Newport Beach for the
Potential Relocation of the Newport Transportation Center**





Background

- The Study is underway and launched in early February 2026
- As the Study has progressed, OCTA and City staff have continued to coordinate on the technical, operational, regulatory, financial, and implementation issues that would need to be addressed before any potential relocation of the NTC could proceed
- The Study is currently in the evaluation phase and anticipated to be complete in November 2026



Term Sheet Purpose

- The term sheet establishes a shared framework for OCTA and City coordination, and functions to:
 - Define major project phases, responsibilities, and decision points
 - Support objective evaluation of potential relocation sites
 - Identify key requirements before any relocation could occur
 - Guide future agreements that would return to the Board for consideration



Term Sheet Framework

- Key Terms
 - Mutually acceptable relocation site required
 - Site evaluation criteria jointly developed and consistently applied
 - City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
 - Advancement between phases requires future agreement on scope, schedule, costs, and funding
 - Either party may decline to proceed if key issues cannot be resolved
 - If project proceeds through all phases, transition to new site could occur in 2031



Term Sheet Limitations

- The term sheet does not:
 - Approve relocation of the NTC
 - Select a replacement site
 - Commit OCTA to dispose of the existing NTC site
 - Commit OCTA funds for project delivery
 - Commit the City to approve or fund a replacement site
 - Approve construction of a replacement facility
 - Predetermine environmental review
 - Limit future Board discretion



Environmental and Regulatory Requirements

- Anticipated Project Phases
 - Feasibility and site analysis
 - Environmental review and preliminary design
 - Final design and property acquisition
 - Construction
 - Operational transition
 - Existing site disposition
- Environmental and Regulatory Review
 - City to prepare applicable CEQA documentation for City actions
 - OCTA to prepare applicable CEQA and NEPA documentation
 - OCTA to lead coordination with the FTA



Environmental and Regulatory Requirements (Cont.)

- Environmental and Regulatory Review
 - Parties to coordinate methodology, scope, and review of environmental documents
 - No action or public statement may predetermine the environmental outcome
- Regulatory Compliance
 - FTA requirements
 - CEQA and NEPA
 - California Surplus Land Act
 - Applicable third-party agreements and property restrictions



Funding, Design, and Delivery Responsibilities

- Funding Framework
 - City to fund 100 percent of project costs for functionally equivalent replacement transit center unless otherwise agreed
 - Costs include technical documentation, environmental clearance, design, land acquisition, construction, and construction management
 - OCTA has no additional funding obligation unless mutually agreed in writing
 - OCTA would be responsible for any incremental costs for OCTA-requested betterments beyond the mutually agreed replacement transit facility requirements, subject to future written agreement and Board approval
 - Construction cannot proceed unless full project funding is identified and approved
- Design and Delivery Framework
 - OCTA to define transit operational and design requirements
 - OCTA to lead final design of the replacement transit facility in consultation with the City
 - OCTA to manage construction contracts, subject to terms defined in future agreements
 - Future agreements to address risk allocation, liability, claims, and property acquisition responsibilities



Service Continuity and Conditions for Relocation

- Relocation Cannot Occur Until:
 - Replacement site is mutually agreed upon
 - Environmental clearance is complete
 - A mutually acceptable funding plan is approved and funding is secured
 - Replacement facility is fully constructed, tested, and operational
 - OCTA confirms the facility satisfies agreed operational performance standards
 - Required approvals are obtained by OCTA, City, and FTA
- Transit Service Continuity
 - Existing NTC remains operational until replacement facility is accepted by OCTA
 - Transition of operations to be jointly coordinated
 - OCTA retains responsibility for transit operations and service transition



Recommendation

Direct staff to continue negotiations and reach agreement on a non-binding term sheet between the Orange County Transportation Authority and the City of Newport Beach establishing a framework for continued coordination on the potential relocation of the Newport Transportation Center.



June 16, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the Agreement for the Newport Transportation Center Relocation Feasibility Study

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is positioned to the right of the "From:" field.

Overview

The Orange County Transportation Authority and the City of Newport Beach are conducting a joint feasibility study evaluating potential relocation of the Newport Transportation Center. On January 28, 2026, a contract with HDR Engineering, Inc. was executed to perform the study. An amendment to the existing agreement is needed to provide additional planning support services to expand the study scope, including evaluation of additional potential relocation sites to support a broader, system-level analysis of long-term transit needs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C250111 between the Orange County Transportation Authority and HDR Engineering, Inc., in the amount of \$350,000, for additional planning services related to the potential relocation of the Newport Transportation Center. This will increase the maximum cumulative obligation of the contract to a total contract value of \$846,635.

Background

The Newport Transportation Center (NTC), located at 1550 Avocado Avenue in the City of Newport Beach (City), serves as a key hub for the Orange County Transportation Authority's (OCTA) OC Bus service, providing regional access to destinations across Orange County and connections to employment, educational, recreational, and commercial centers. The NTC opened for bus service in 1991 through an agreement with the Irvine Company and currently serves four OC Bus routes: 1, 55, 57, and 79. The site also functions as a park-and-ride facility and has long served as an anchor for transit access in central coastal Orange County.

In June 2025, the Newport Beach City Council directed City staff to explore relocating Fire Station No. 3 to the current NTC site. The City subsequently requested that OCTA partner in a feasibility study to evaluate the potential relocation of the NTC. In October 2025, the OCTA Board of Directors (Board) authorized the Chief Executive Officer (CEO) to enter into a cooperative agreement with the City to perform the NTC Relocation Feasibility Study (Study) to evaluate the potential feasibility of relocating the site. The cooperative agreement was finalized on December 15, 2025, and a consultant contract with HDR Engineering, Inc. (HDR), was executed on January 28, 2026. Staff provided a status update on the Study to the Transit Committee on April 9, 2026, and under a separate item concurrent with this June 11, 2026, Transit Committee agenda.

Discussion

The Study was originally scoped to evaluate up to three potential relocation sites identified by and located within the City. This approach reflected the City's interest in relocating the existing NTC site and identifying feasible replacement locations within its jurisdiction.

As the Study has progressed, the project team has identified an opportunity to expand the analysis to better reflect broader, system-level transit planning considerations. The existing NTC functions as a regional transit hub, serving multiple routes that connect riders from across Orange County to key employment, commercial, civic, and coastal destinations. Consistent with OCTA's role in planning and operating the countywide transit system, this broader evaluation is necessary to ensure that any potential relocation preserves and supports current and future transit service, rider access, operational feasibility, and system connectivity. Pursuant to Public Utilities Code section 130240, OCTA is authorized to acquire, develop, operate, maintain, use, or dispose of transit-related facilities and property interests, including bus lines, stations, terminals, parking lots, and related access or development rights that are incidental to, necessary for or convenient for transit service within the County of Orange. Accordingly, the expanded scope is consistent with OCTA's statutory authority to evaluate transit facilities and related property interests that may be necessary or convenient for long-term transit service. Limiting the evaluation of sites may constrain the ability to identify locations that best serve both current and future transit demand.

The proposed amendment will expand the Study scope to include evaluation of up to five additional candidate sites located within southwest Orange County, including the cities of Costa Mesa, Newport Beach, and southwest portions of Irvine and Santa Ana. These additional sites will be identified based on regional

mobility patterns, ridership demand, connectivity to the existing bus network, and long-term system performance. This expanded analysis will allow the project team to assess potential relocation opportunities under a broader, more forward-looking framework, consistent with long-range transit planning objectives.

The additional work will include screening and evaluation of candidate sites, expanded existing and future ridership analysis, refinement of evaluation criteria to incorporate regional considerations, and technical analysis of operational feasibility, ridership impacts, and connectivity. This effort is intended to supplement, not replace, the original Study scope and will provide a more comprehensive understanding of potential relocation options.

Approval of the proposed contract amendment will allow OCTA to continue coordinating with the City while ensuring the Study fully considers near-term feasibility, long-term transit needs, rider impacts, regulatory requirements, and future implementation considerations.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board-approved procedures for professional and technical services. The original agreement was issued with a maximum obligation of \$496,635, for a 12-month term. OCTA staff and HDR reviewed and agreed to the level of effort for additional professional services. Staff requested a cost proposal from HDR and found the cost proposal, in the amount of \$350,000, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by OCTA staff.

Proposed Amendment No. 1 to Agreement No. C250111, in the amount of \$350,000, will increase the total contract value to \$846,635.

Fiscal Impact

The Study was approved in OCTA's Fiscal Year 2025-26 Budget, Account No. 1539-7519-D0001-8U2 and is funded with a combination of federal and local funds.

Summary

Staff recommends the Board authorize the CEO to negotiate and execute Amendment No. 1 to Agreement No. C250111 between OCTA and HDR in the amount of \$350,000, for additional planning services for the Study. This will increase the maximum obligation of the agreement to a total contract value of \$846,635.

Attachment

- A. HDR Engineering, Inc., Agreement No. C250111 Fact Sheet

Prepared by:



Katie Persons
Department Manager,
Transit Planning
(714) 560-5683

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729



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

**HDR Engineering, Inc.
Agreement No. C250111 Fact Sheet**

1. January 28, 2026, Agreement No. C250111, \$496,635, approved by the Contracts Administration and Materials Management Department.
 - The agreement was executed on January 28, 2026, to provide the Newport Transportation Center and Fire Station No. 3 Relocation Feasibility Study.
 - One-year term effective January 28, 2026, through January 31, 2027.
2. June 22, 2026, Amendment No. 1 to Agreement No. C250111, \$350,000, pending approval by the Board of Directors.
 - To expand the scope of work to include up to five additional candidate sites within southwest Orange County in the Relocation Feasibility Study.

Total funds committed to HDR Engineering, Inc. after approval of Amendment No. 1 to Agreement No. C250111: \$846,635.

Newport Transportation Center Relocation Feasibility Study Update





Background

- **NTC Opened for Service in 1991**
 - Hub for OC Bus service in the City serving Fashion Island employment, medical, and recreational centers
 - Key connection point for four OC Bus routes serving coastal and central Orange County
 - Ridership generally ranked near the midpoint among Orange County's 11 transportation centers
- **OCTA initiated Study in October 2025**
 - Executed cooperative agreement with the City in December 2025
 - Jointly selected consultant contract executed on January 28, 2026
 - Study began on February 10, 2026

City – City of Newport Beach
NTC – Newport Transportation Center
OCTA – Orange County Transportation Authority
Study – Newport Transportation Center Relocation Feasibility Study



Study Progress

- February 10, 2026: PDT Study Kickoff Meeting
- March 16, 2026: PDT Meeting No. 1
- April 9, 2026: Interim Update to Transit Committee
- April 20, 2026: PDT Meeting No. 2
- May 18, 2026: PDT Meeting No. 3
- June 11, 2026: Study Update to Transit Committee
- June 15, 2026: Next PDT Meeting No. 4



Project Development Team Meetings Update

- April 20, 2026, Meeting
 - OCTA presented transit center operations overview
 - Consultant team presented:
 - Preliminary baseline conditions
 - Site evaluation criteria approach
 - Conceptual station layouts
- May 18, 2026, Meeting
 - Consultant team presented:
 - Service planning route analysis
 - Additional refined baseline conditions information
 - Preliminary evaluation criteria scoring



Conceptual Station Layouts

Transit Center Needs

- Capacity for 40- and 60-foot buses
- Bus bay capacity to service relocated routes and accommodate future growth
- Curb or bay available for OC ACCESS
- Operator restrooms
- Public parking
- Non-revenue OCTA operator parking
- Rider amenities (shade, benches, real-time information, water station, trash)
- OCTA bus operation design criteria for turning movements
- Space for future electric bus charging and infrastructure

Transit Center	Active Bays	Number of Routes	+/-Size (ft ²)
Newport Transportation Center	7	4	105,000
Laguna Hills Transportation Center	6	4	120,000
Goldenwest Transportation Center	8	5	105,000
Fullerton Park-and-Ride	9	7	390,000
Fullerton Transportation Center	6	6	51,000

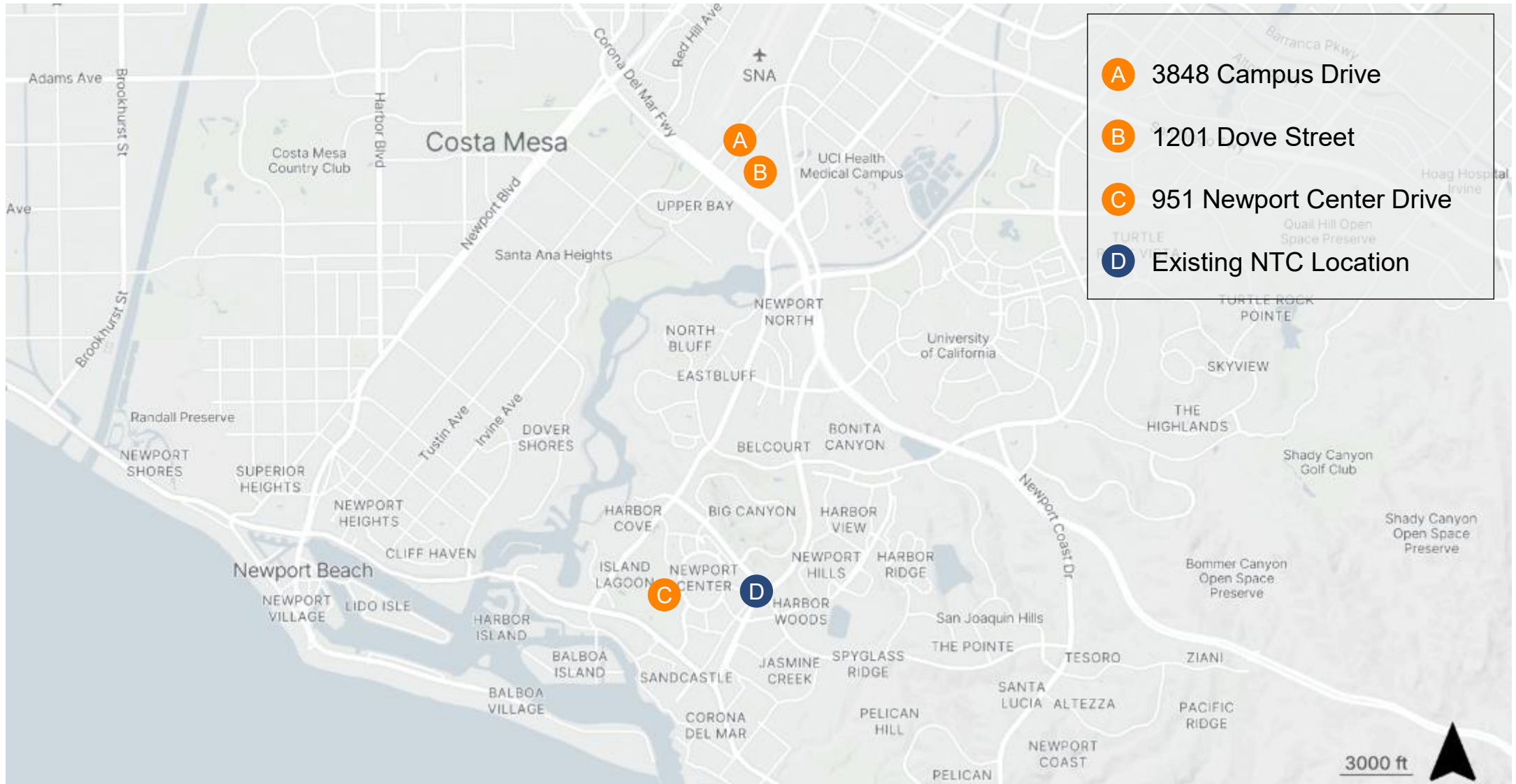


Conceptual Station Layout Development

- Conceptual station layouts were developed for the three proposed sites
- The goal of this technical phase is to:
 - Assess the capacity of each of the proposed sites as it relates to the transit center operational needs (bus bays, parking, operator restrooms, etc.)
 - Assess and document feasible vehicle circulation paths for 40- and 60-foot buses within the sites and along adjacent roadways
- The proposed layouts and vehicle circulation paths are conceptual for the purposes of evaluating feasibility and assigning scores. Further detailed designs will be required for any selected site

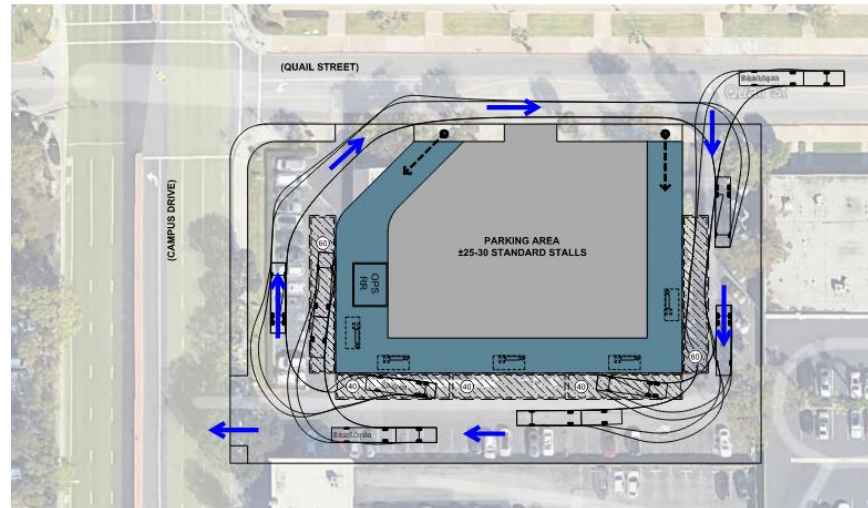
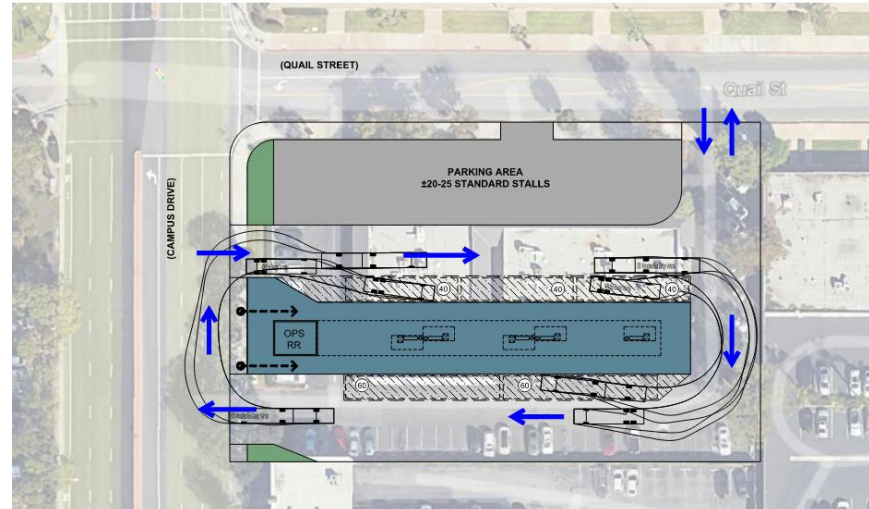
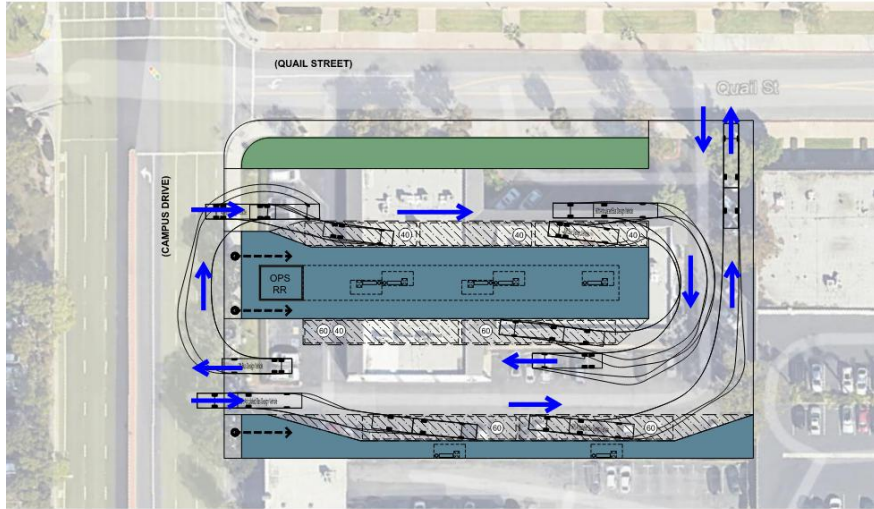


City Proposed Relocation Sites



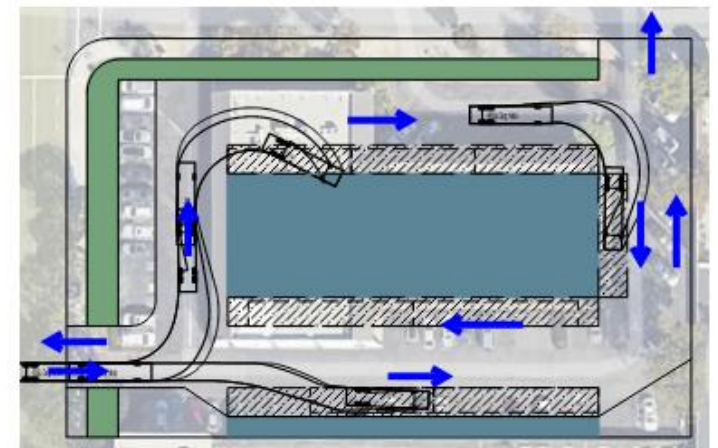
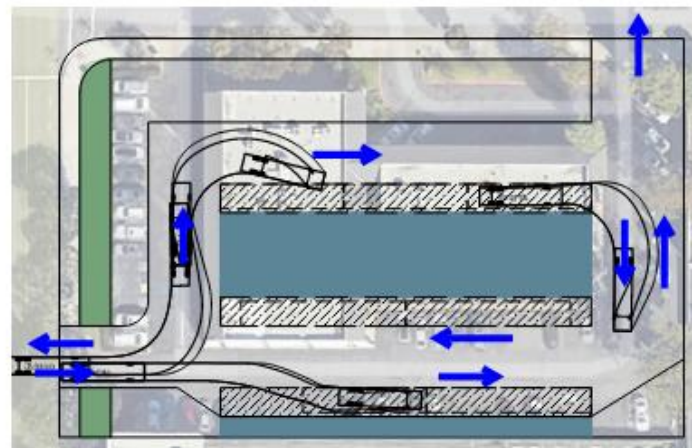
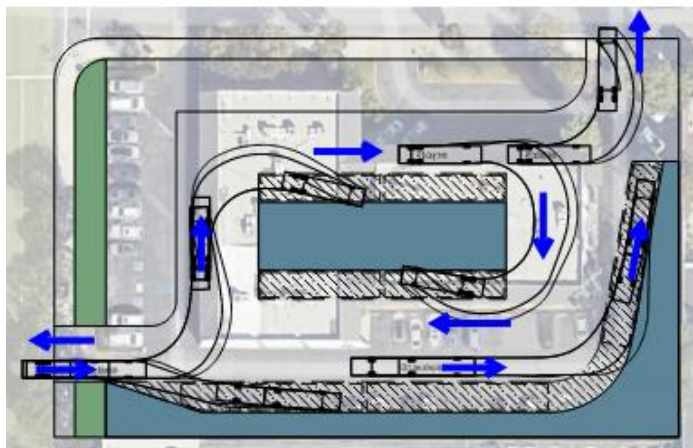
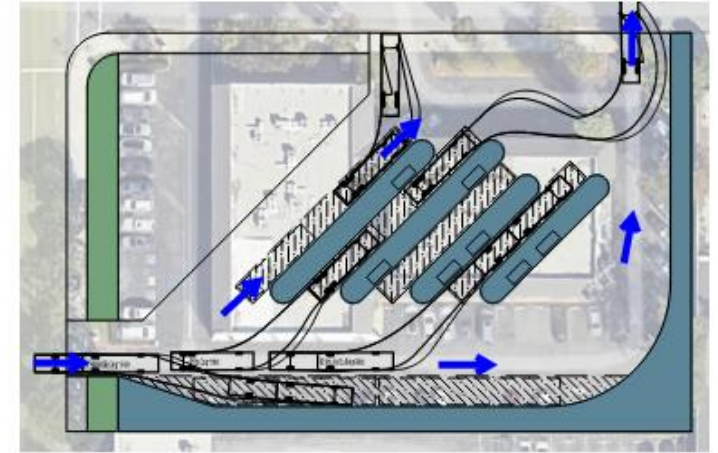
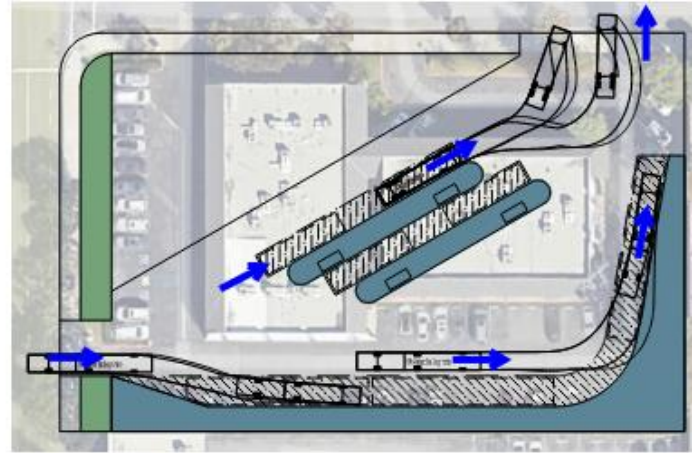
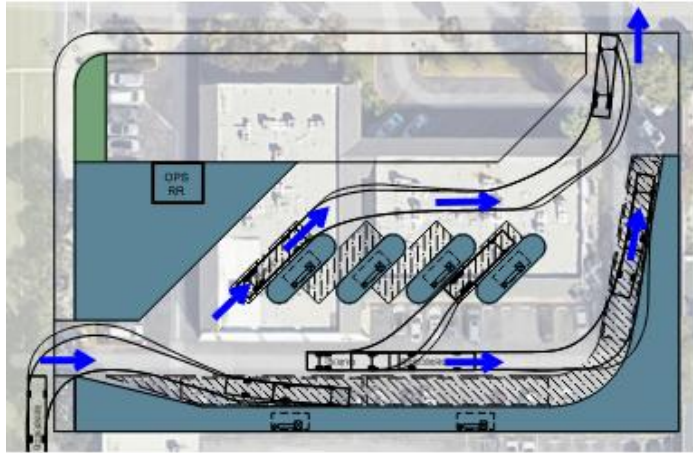


Site A Conceptual Station Layouts Evaluated



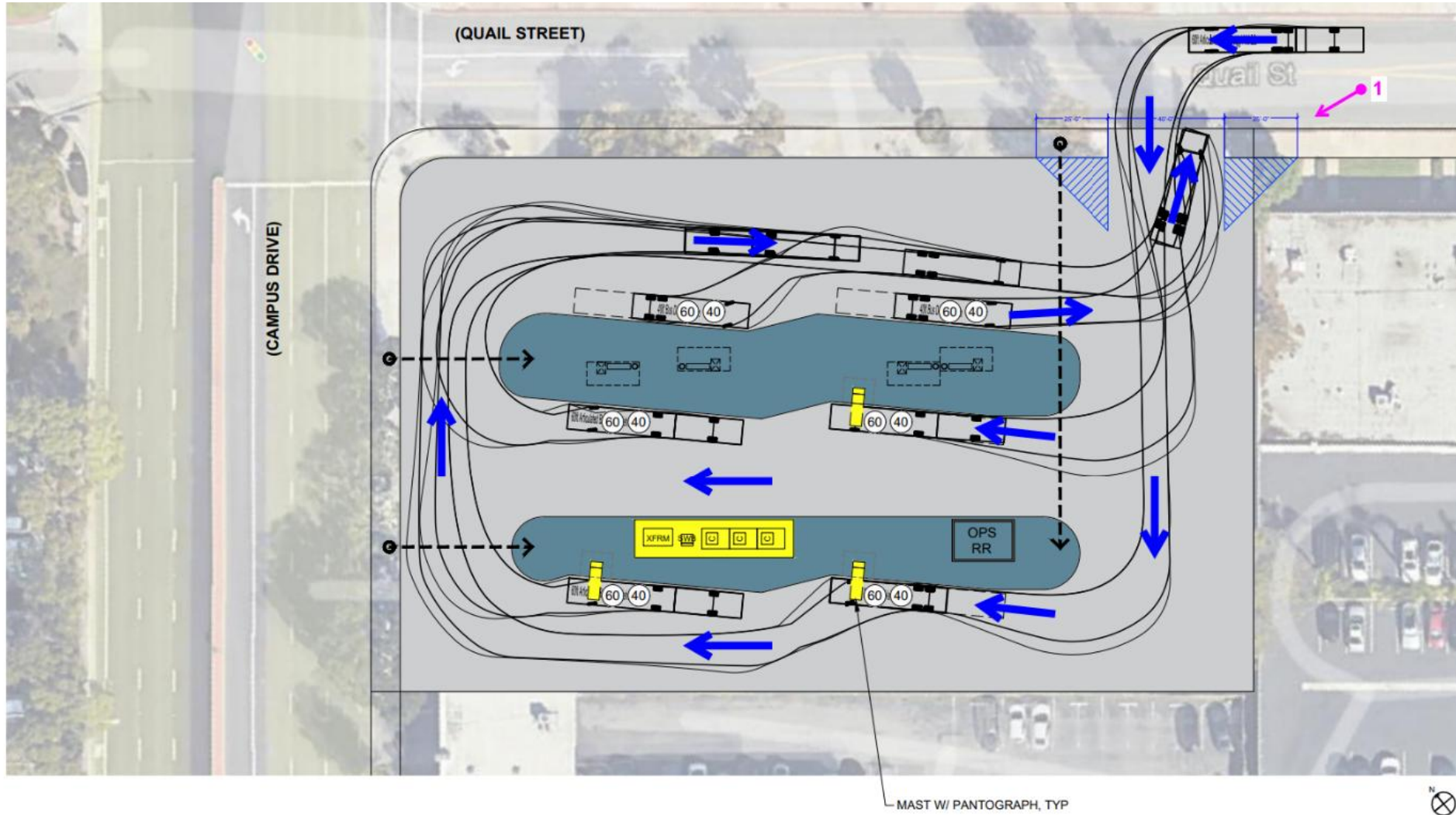


Site A Station Layouts Considered but Not Feasible





Site A Layout Advanced for Evaluation



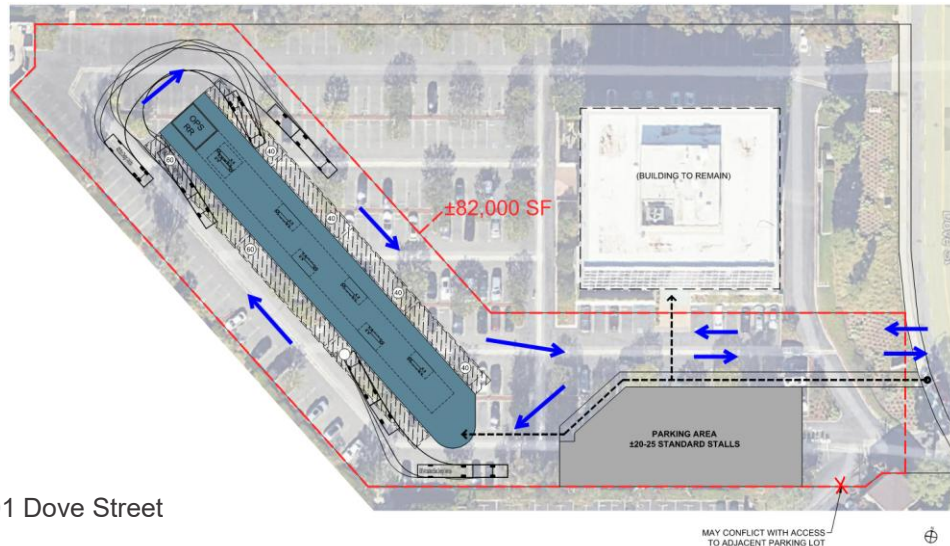
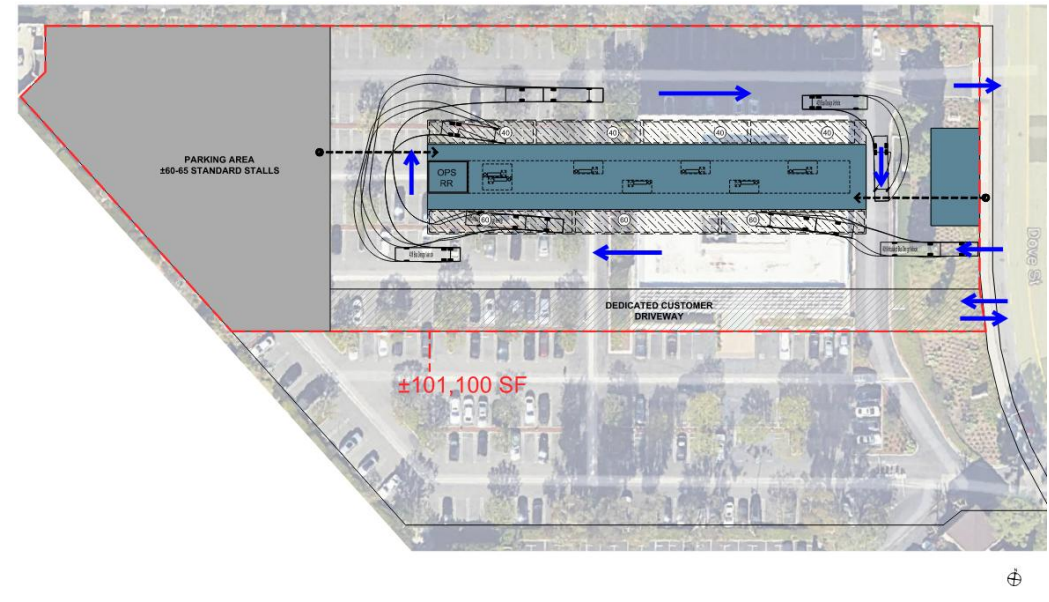
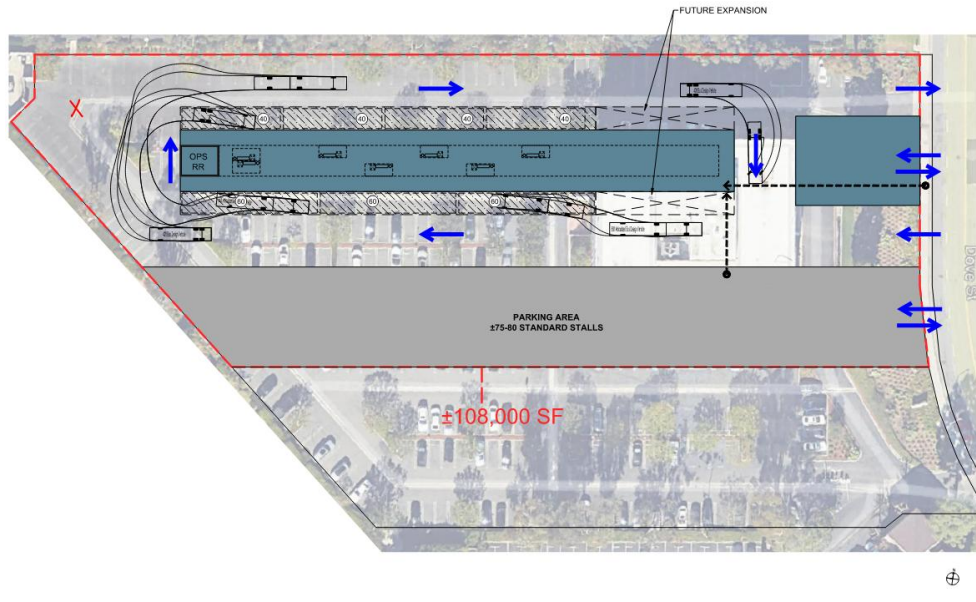
3848 Campus Drive

Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking



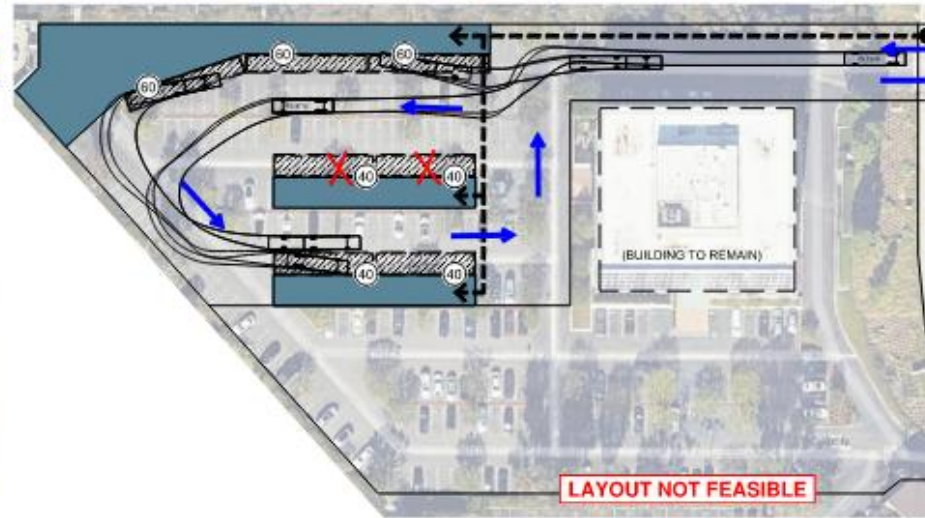
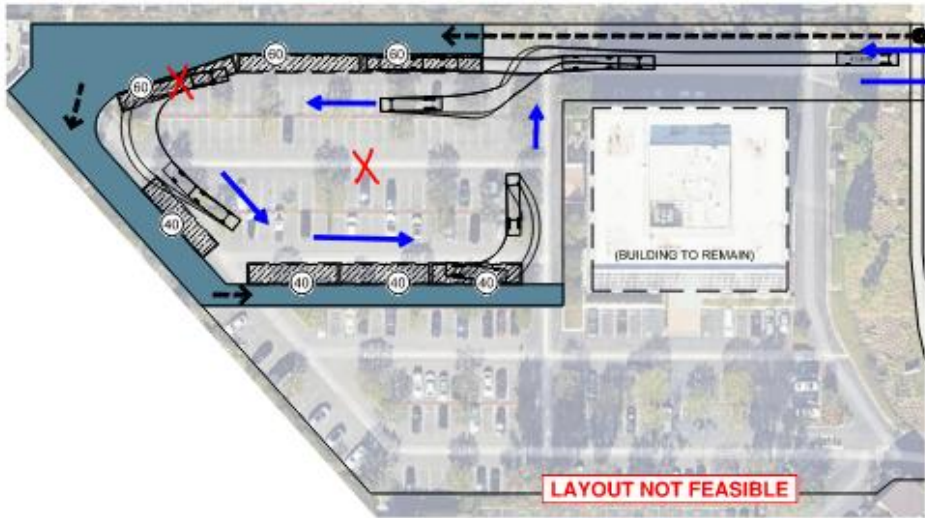
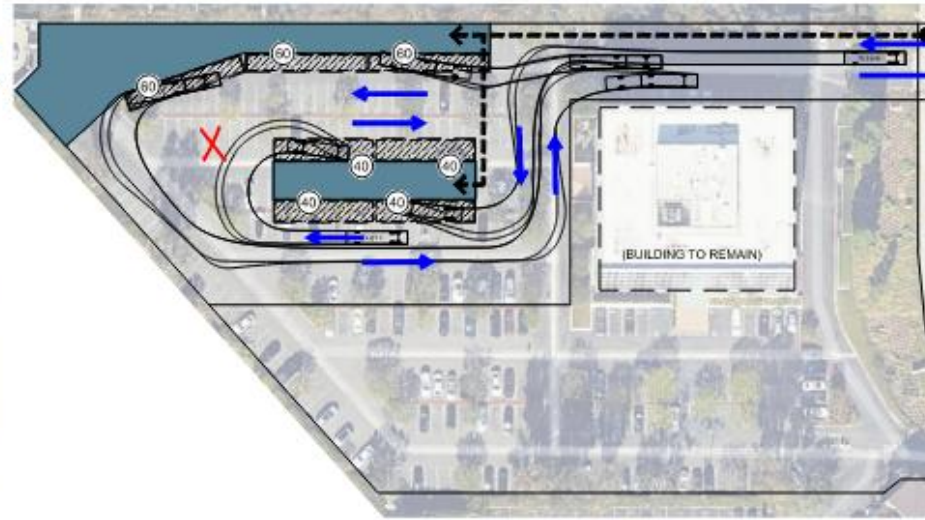
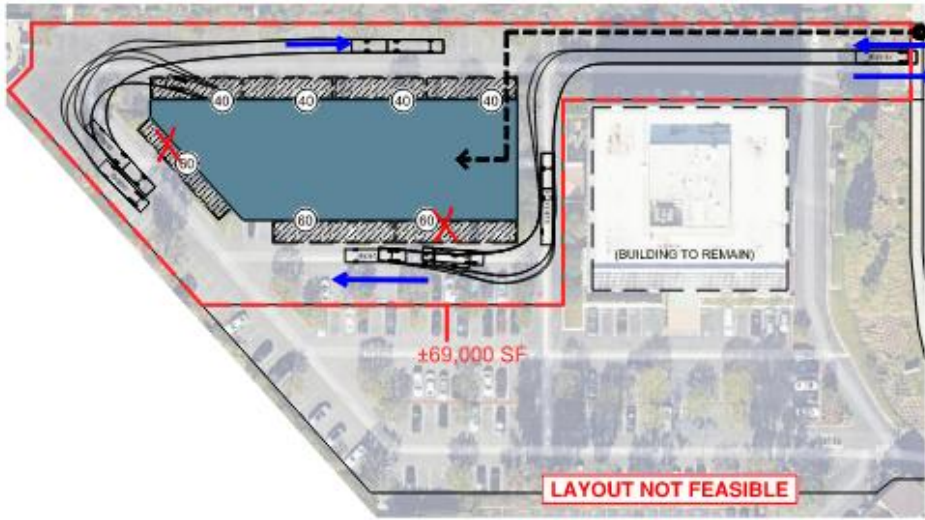
Site B Conceptual Station Layouts Evaluated



1201 Dove Street

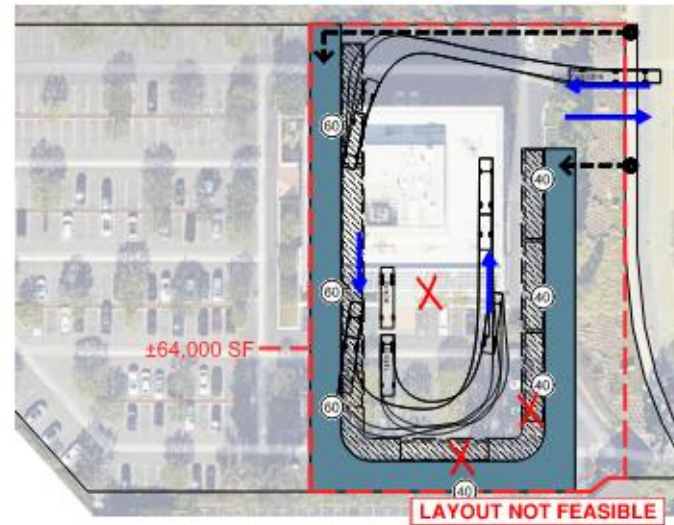
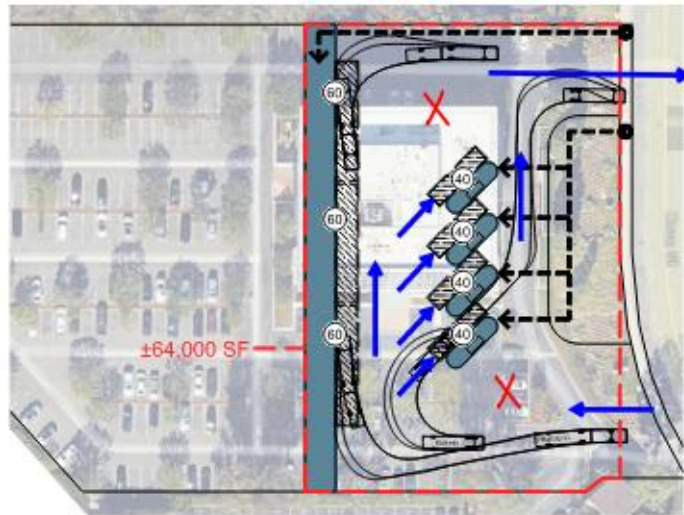
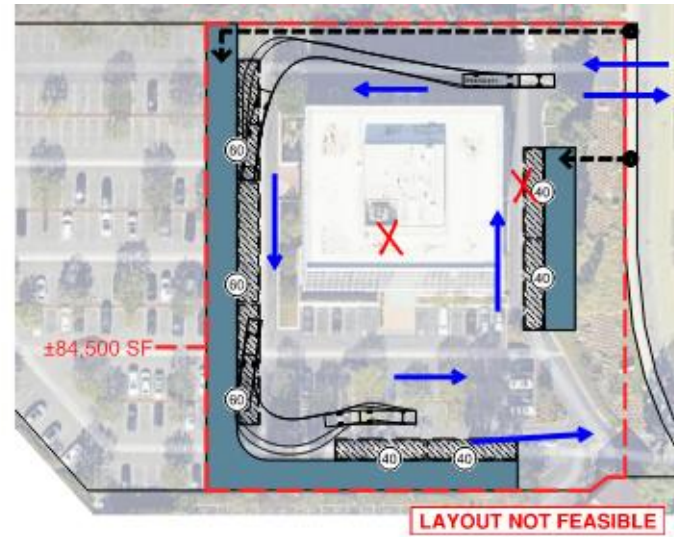
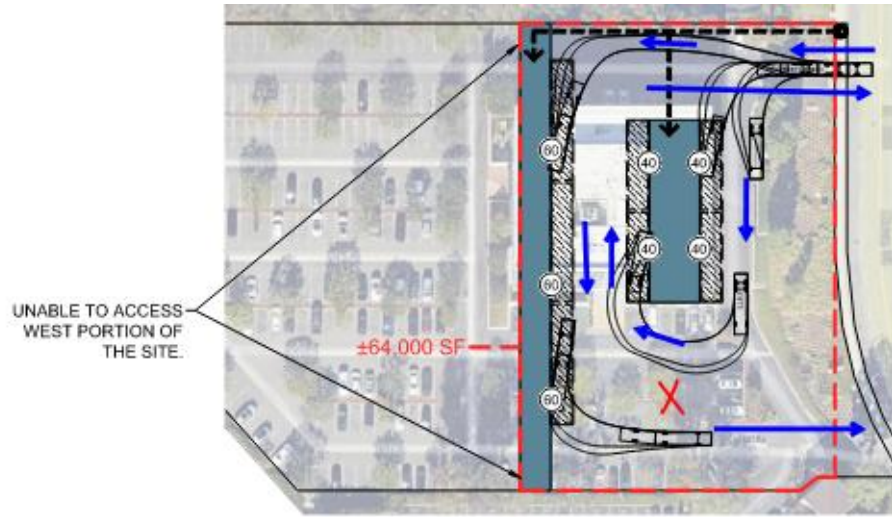


Site B Station Layouts Considered but Not Feasible



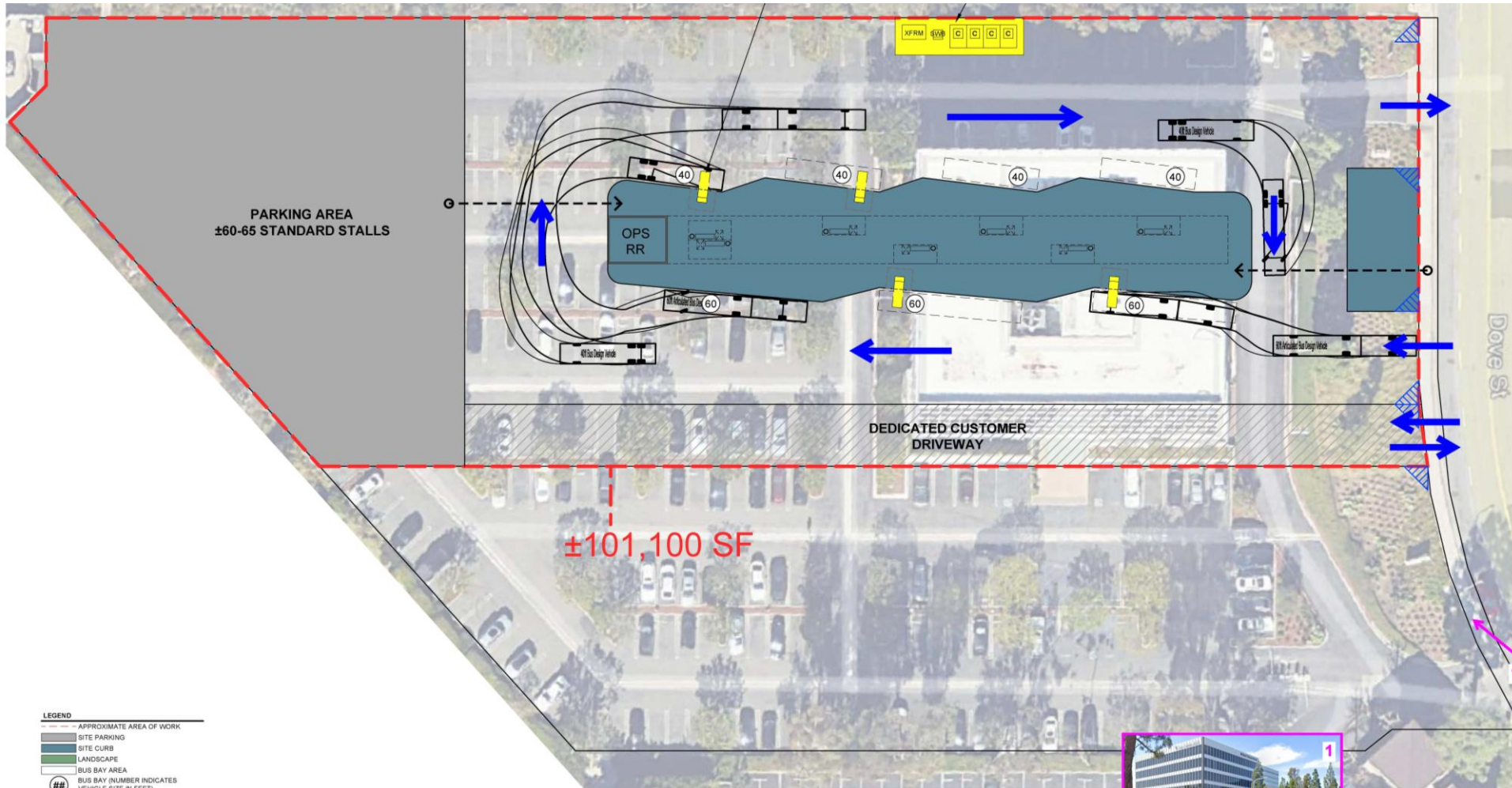


Site B Station Layouts Considered but Not Feasible (Cont.)





Site B Layout Advanced for Evaluation

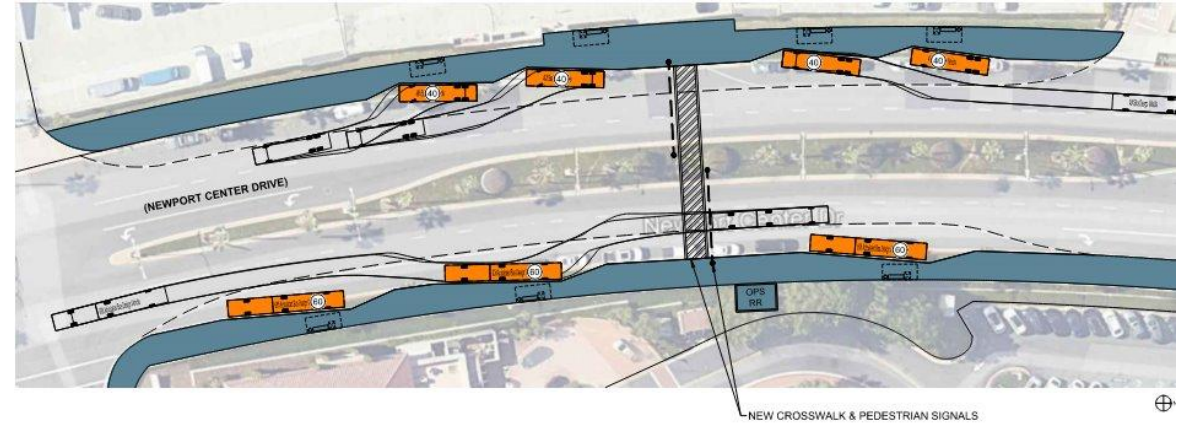
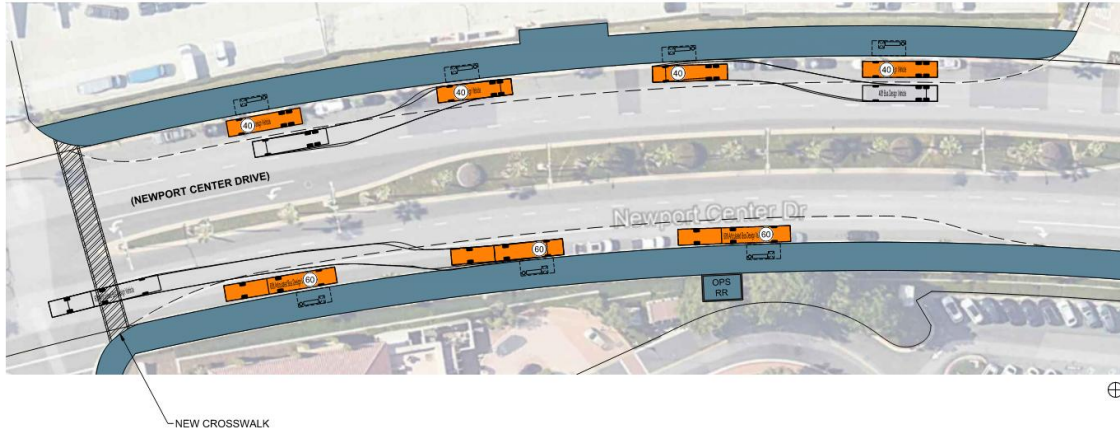


- LEGEND**
- APPROXIMATE AREA OF WORK
 - SITE PARKING
 - SITE CURB
 - LANDSCAPE
 - BUS BAY AREA
 - ## BUS BAY (NUMBER INDICATES VEHICLE SIZE IN FEET)
 - ⊙ → PEDESTRIAN PATH OF TRAVEL
- GENERAL NOTES**
1. ALL SQUARE FOOTAGE AND DIMENSIONS SHOWN ARE APPROXIMATE.
 2. ALL LAYOUTS AND VEHICLE CIRCULATION PATHS ARE CONCEPTUAL.



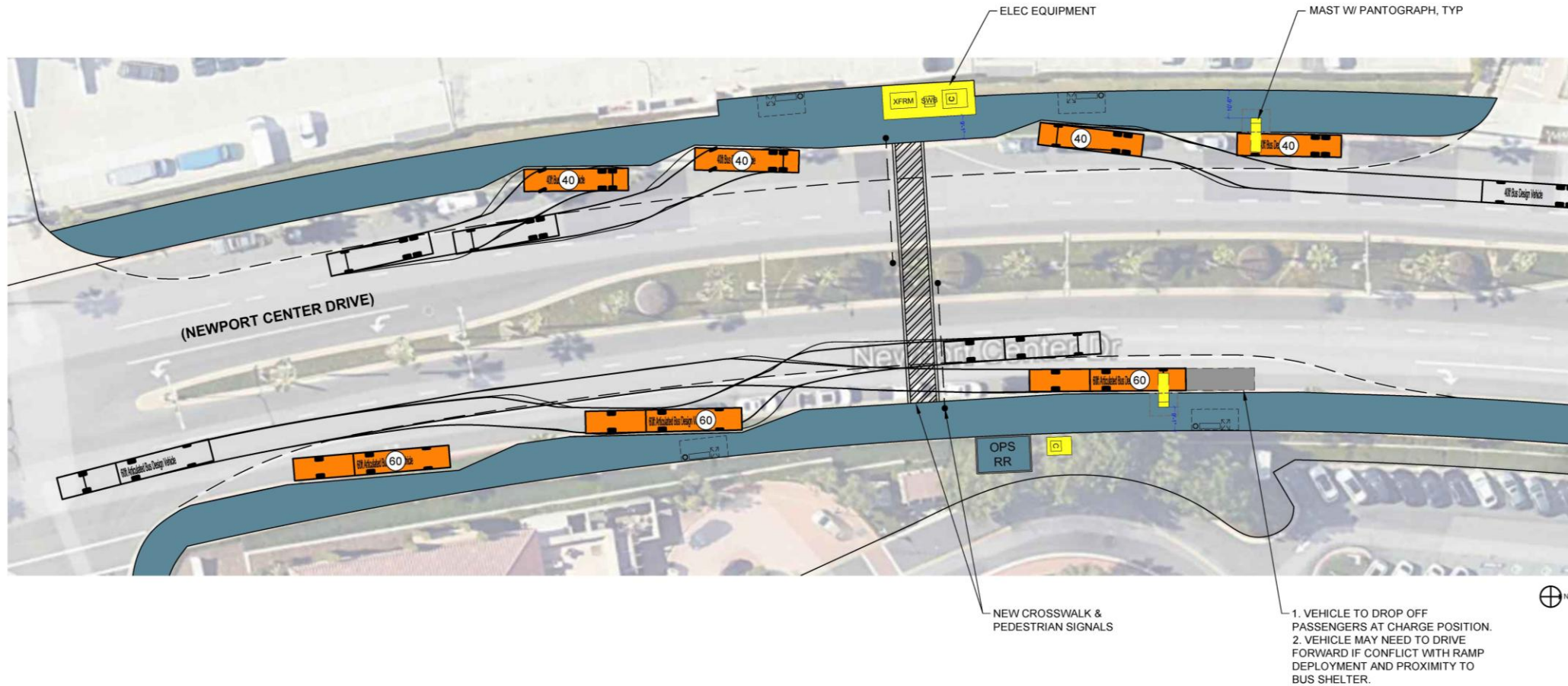


Site C Conceptual Station Layouts Evaluated





Site C Advanced for Evaluation



951 Newport Center Drive

Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking
- Parking and operator restroom use would necessitate agreement with adjacent property owner



Baseline Conditions

- NTC Study Area: encompasses areas along routes serving NTC within the City, including the airport area and all prospective relocation sites
- Fashion Island Area: ridership activity immediately surrounding Fashion Island along Newport Center Drive
- NTC: ridership activity occurring at NTC





Baseline Conditions

Existing Ridership and Transfers

- Approximately 2,300 (2.3 percent) of OCTA’s weekday boardings are in the NTC study area
 - Approximately 1,800 boardings are from destinations within study area
 - Approximately 500 boardings are transfer-only riders passing through the study area
- Critical route connections are between Route 57 and Route 1 / Route 57 and 79
 - Route 57 riders transfer to Route 1 to travel to Laguna Beach and other coastal destinations
 - Route 57 riders transfer to Route 79 to travel to UC Irvine

	Route 1	Route 55	Route 57	Route 79	Route 178
Route 1	-	13	61	17	-
Route 55	30	-	18	20	-
Route 57	109	37	-	76	11
Route 79	29	17	39	-	-

Weekday Route-to-Route Transfers



Baseline Conditions: Transfer Activity

Newport Center Drive: 185 Transfers

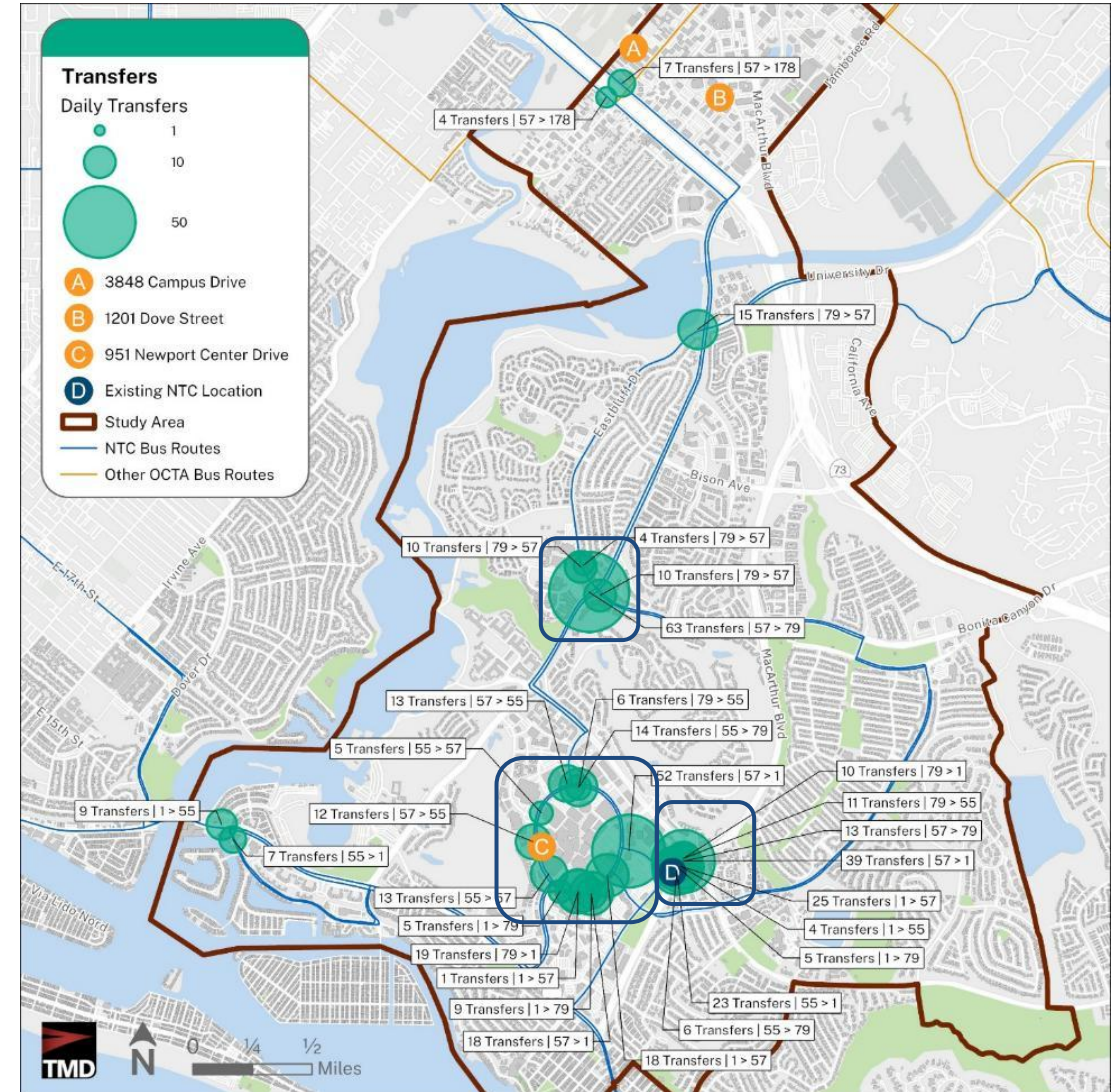
From / To	1	55	57	79
1	-	0	19	14
55	0	-	18	14
57	70	25	-	0
79	19	6	0	-

NTC: 136 Transfers

From / To	1	55	57	79
1	-	4	25	5
55	23	-	0	6
57	39	0	-	13
79	10	11	0	-

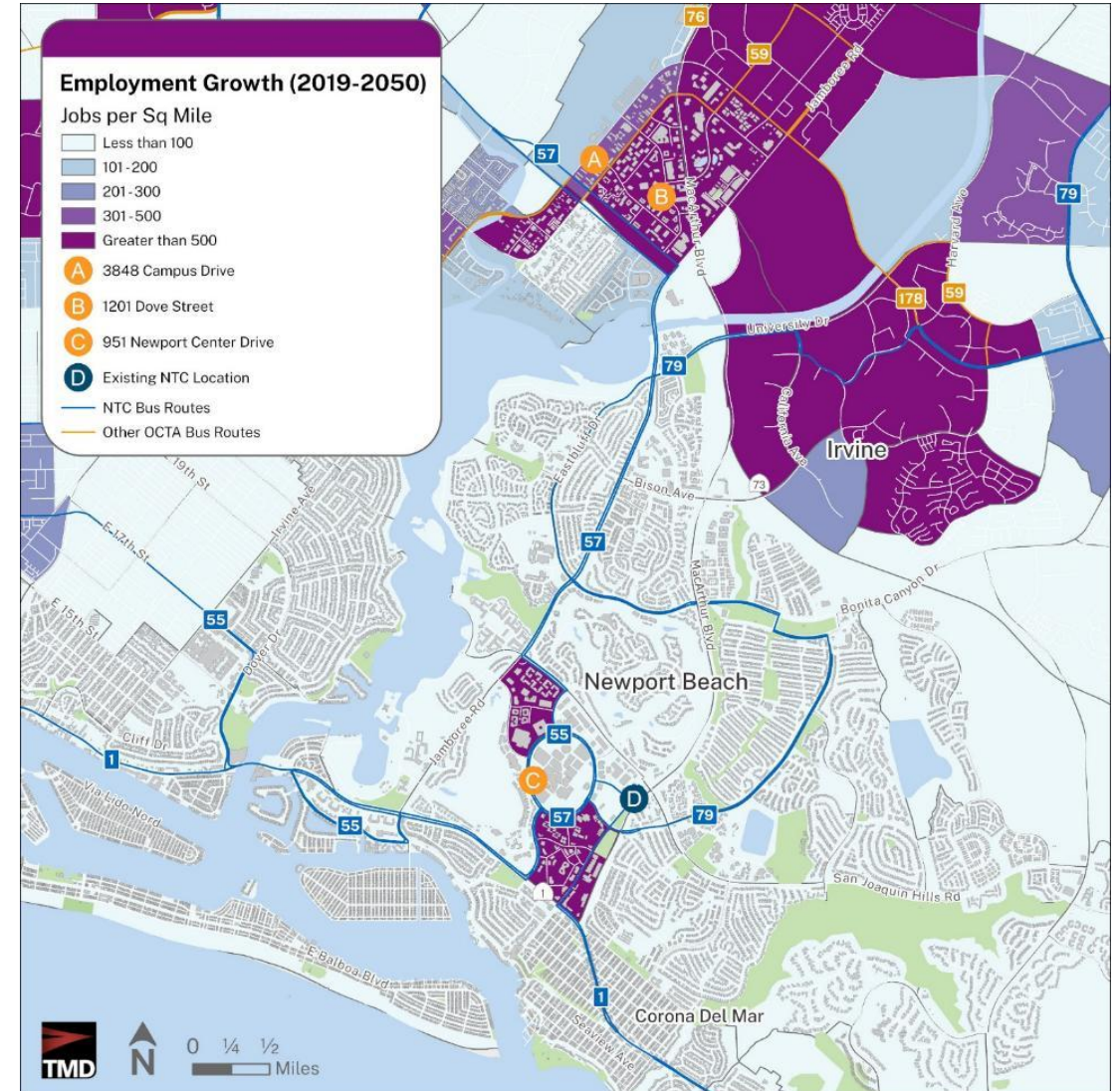
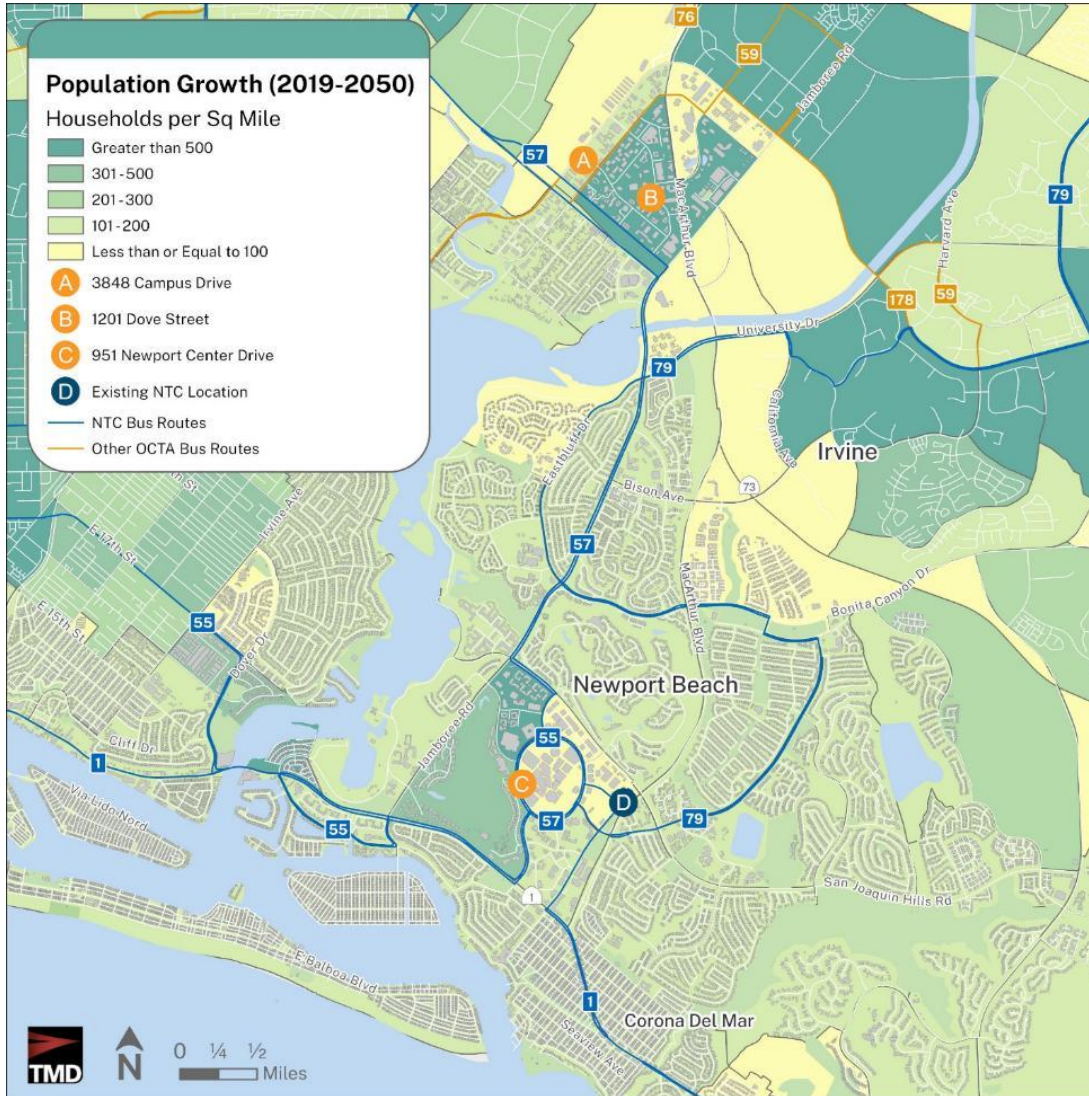
Jamboree Road at Ford Road/Eastbluff Drive: 87

From / To	57	79
57	-	63
79	24	-





Population and Employment Growth



Source: Southern California Association of Governments
Sq - Square



Ridership Growth

- Transit ridership is modeled using the OCTAM travel demand model which incorporates the projected change in household and employment density between 2019 and 2050
- Ridership figures are for the entire route and assume the current routing into the existing NTC

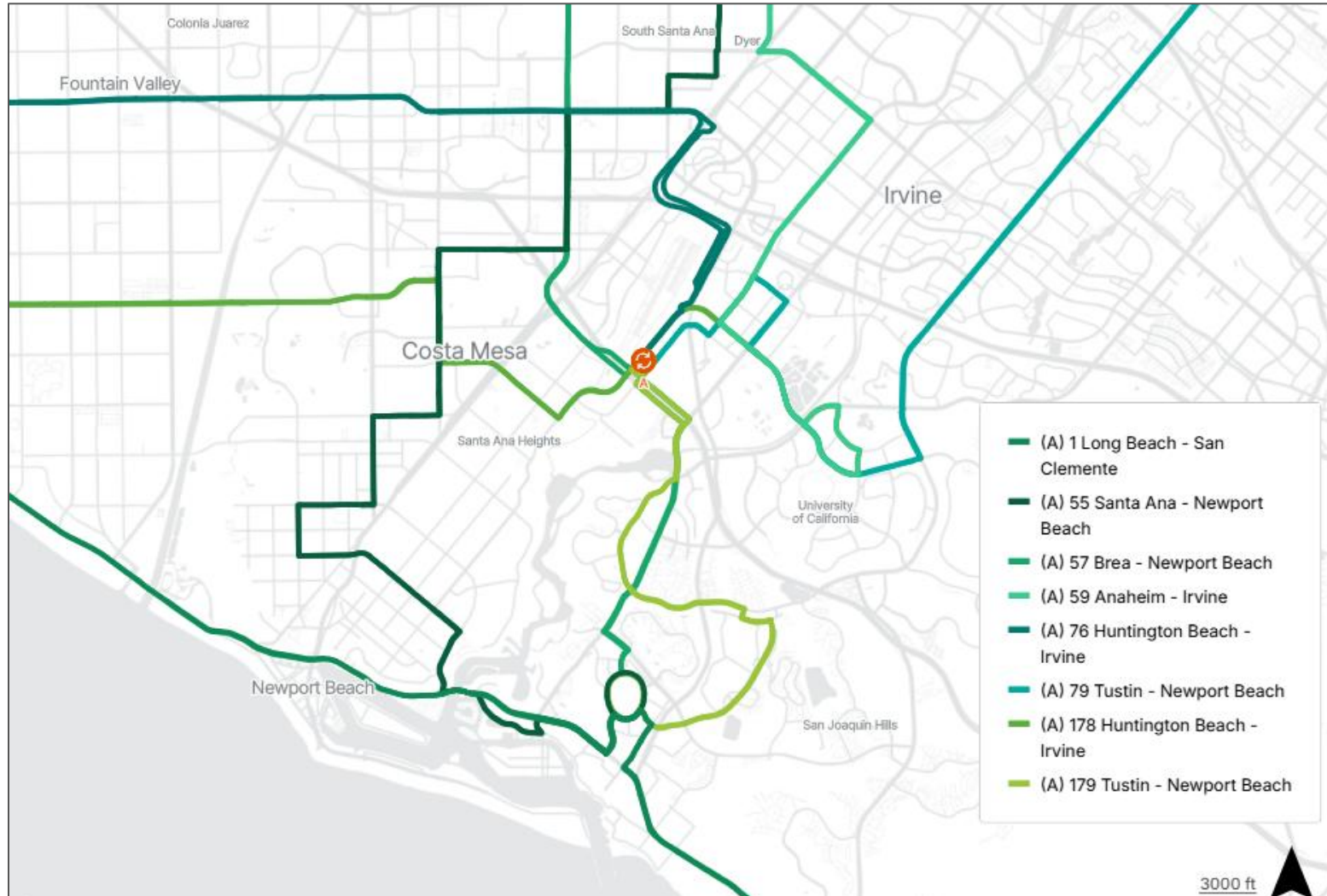
Route	2024 Baseline Weekday Boardings	2050 Modeled Weekday Boardings	Weekday Ridership Change	Percent Change
1	1,200	1,500	300	25%
55	3,900	4,500	600	15%
57*	8,700	8,300	(400)	-5%
79	1,400	1,400	-	0%
Total	15,200	15,700	500	3%

*2050 forecasts assume certain corridors will have additional rapid/enhanced bus service. This additional service results in ridership shifts that cause the 2050 forecasts for certain routes to be less than 2024. Route 57 was supplemented by a new rapid bus service along State College Boulevard.

Source: OCTAM Ridership Projection by Route



Service Planning Process – Site A

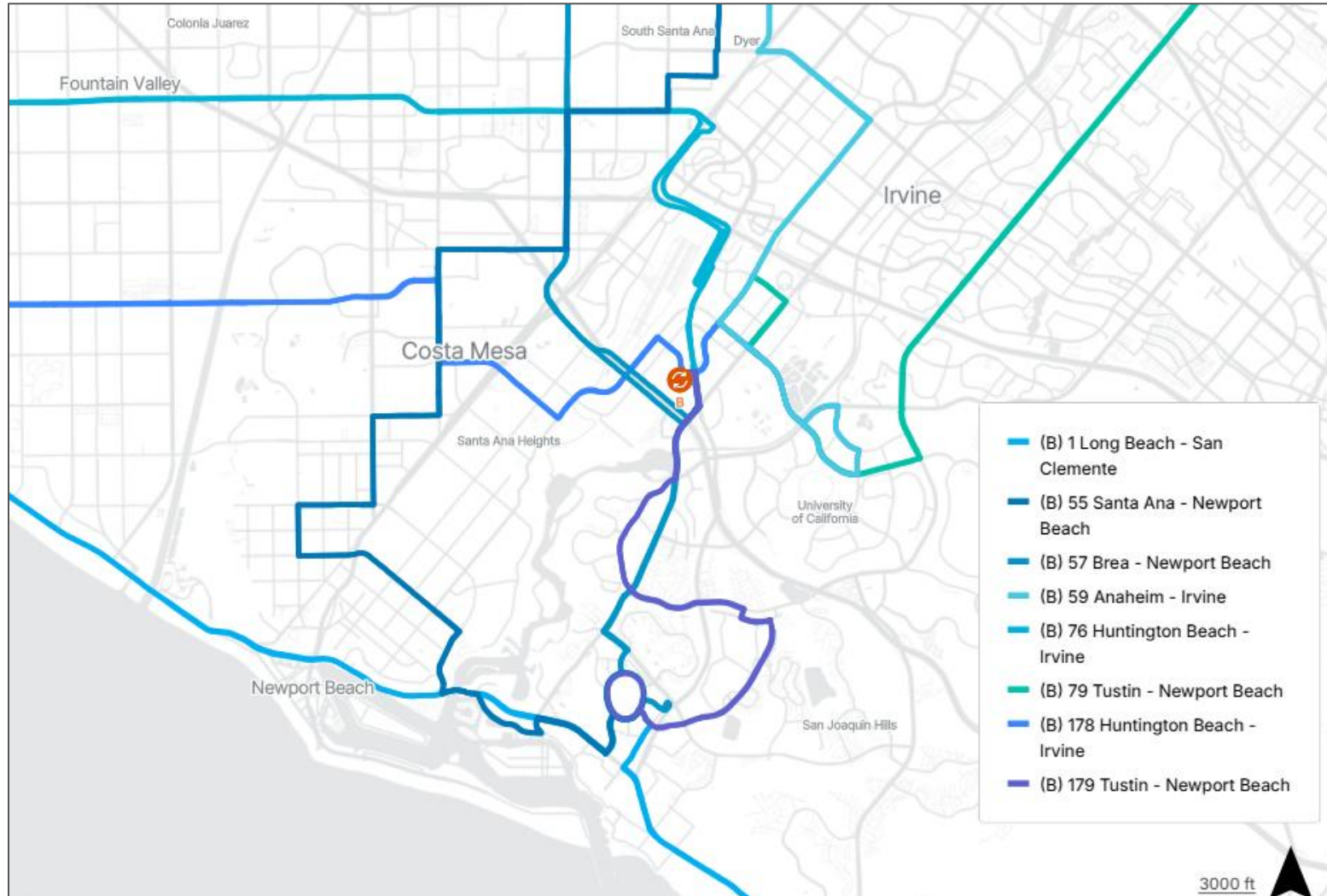


3848 Campus Drive

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island



Service Planning Process – Site B

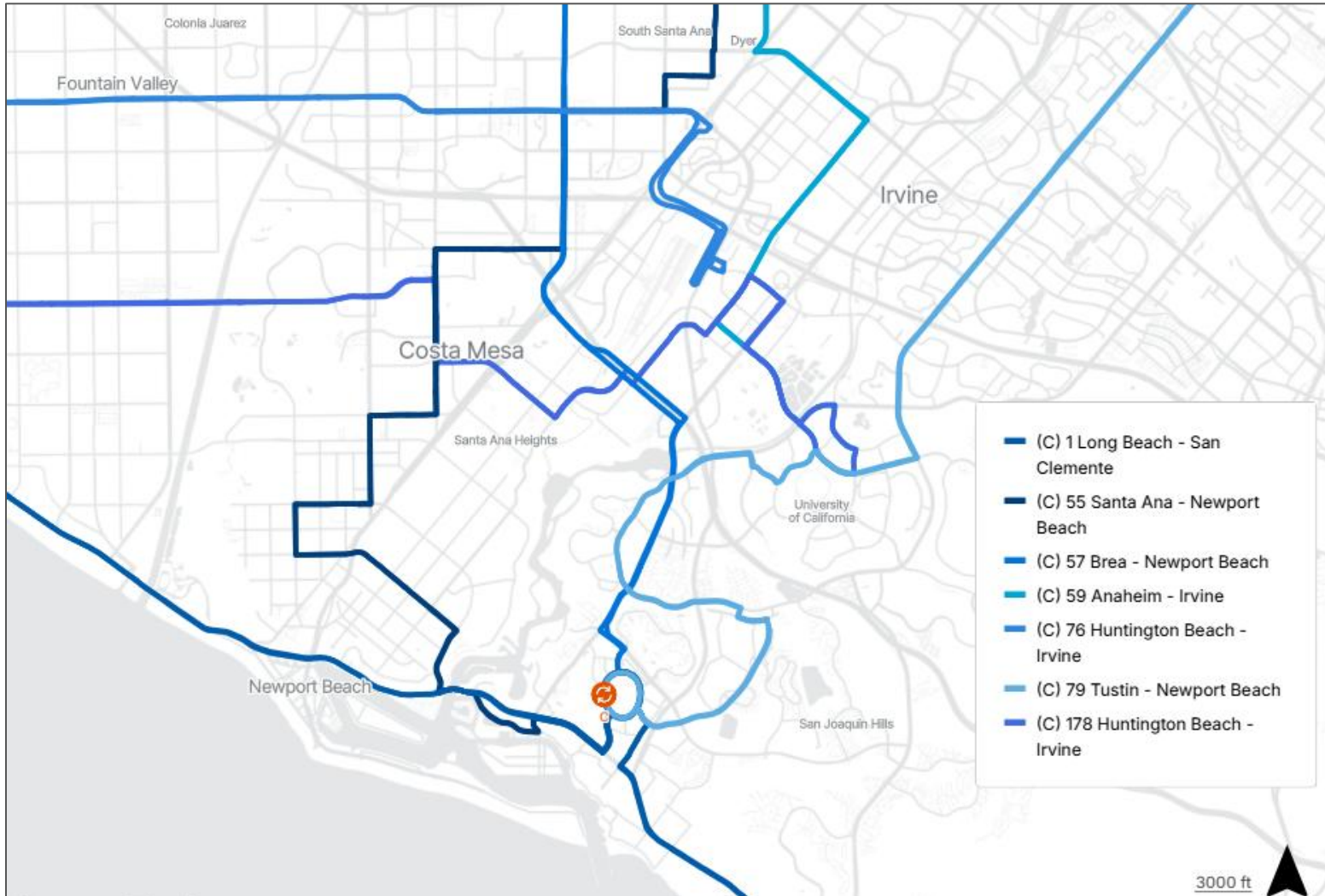


1201 Dove Street

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island



Service Planning Process – Site C



951 Newport Center Drive

- Four routes serve the transit center (1, 55, 57, and 79)



Site Evaluation Criteria Phase

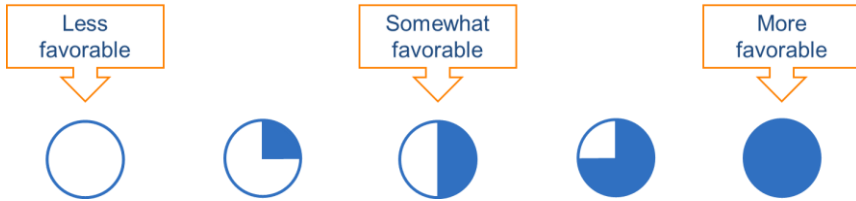
- Each site will be scored on numerous criteria aligned with the objective goals below:
 - Transit center functionality
 - Ridership, network performance, and operational continuity
 - Access, equity, and community connectivity
 - Land use and strategic compatibility
 - Fiscal responsibility and implementation feasibility
 - Legal and regulatory constraints



Site Evaluation Criteria Phase Example

Goal 1: Transit Center Functionality

Can the site support safe, efficient, and scalable transit operations?



Illustrative example of scoring of one criterion:

Criterion	Criterion Description	Site A (3848 Campus Drive)		Site B (1201 Dove Street)		Site C (951 Newport Center Drive)		Site D (Existing NTC)	
		Score	Score Explanation	Score	Score Explanation	Score	Score Explanation	Score	Score Explanation
Passenger accommodation	Passenger shelters, benches, trash collection, water fountain, etc	●	Site has adequate space for passenger amenities	●	Site has ample space for passenger amenities	●	Site is constrained between curb and property line; can fit amenities but does not provide room for expansion	●	Site currently has ample space for passenger amenities; however, renovations are recommended to improve quality of amenities



Study Timeline

	2/26	3/26	4/26	5/26	6/26	7/26	8/26	9/26	10/26	11/26	12/26
1: Project Management			★		★					★	
1A: Project Management											
1B: Public Outreach and Engagement											
2. Baseline Conditions and Needs Assessment											
3. Evaluation Criteria Development											
4: Site Relocation Assessment											
4A: Alternative NTC Site Identification											
4B. Fire Station #3 Relocation Summarization											
4C. NTC Relocation Assessment											
5: Environmental, Sustainability, and Technical Analysis											



Study Update to Transit Committee



Anticipated Draft Plan



Next Steps

- June 15, 2026, project development team meeting scheduled
- Continue site relocation assessment process
- Refine site layouts and service plan for evaluation



Marketing and Communications Update

October 2025 through May 2026

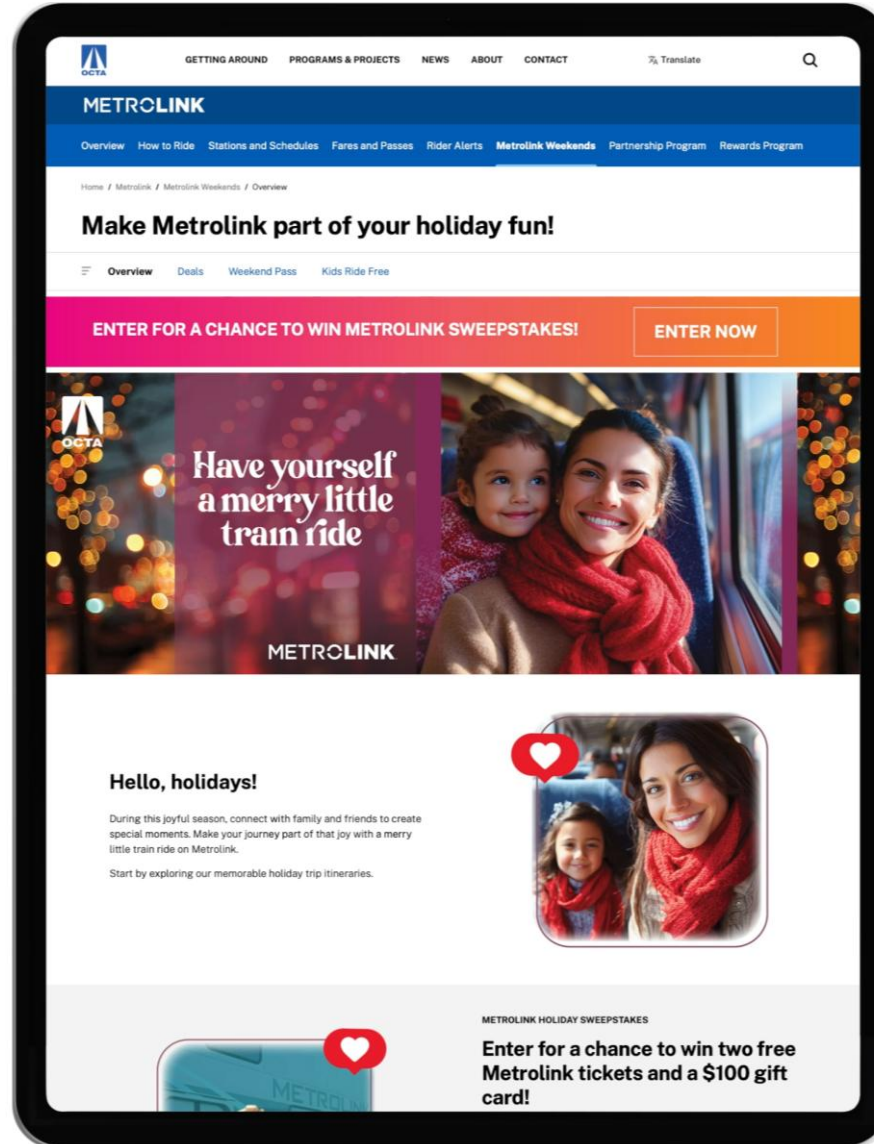
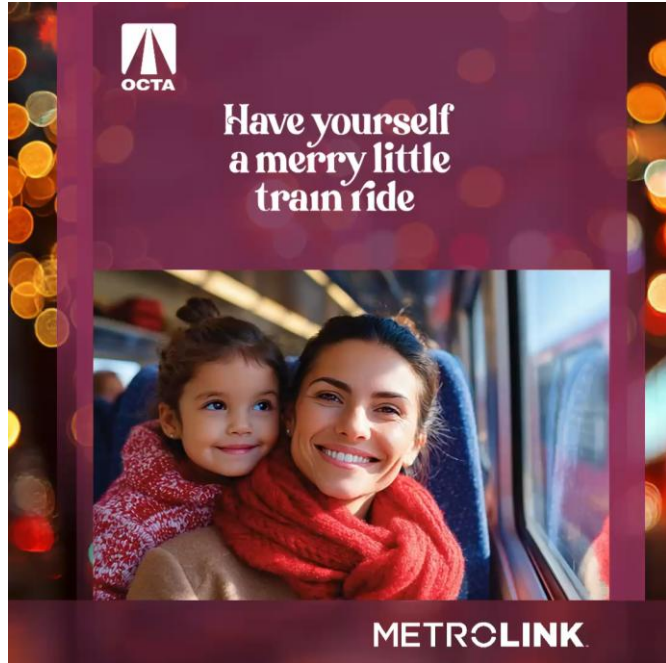


OC Bus: Wave Customer Communications





OC Metrolink: Holiday Campaign





OC Metrolink: Weekend Promotions

OCTA

**SATURDAY
FEBRUARY 21
2026**

**TAKE
METROLINK**

**L.A. 127TH ANNUAL
GOLDEN DRAGON
PARADE**

**THE
YEAR
OF THE HORSE**

CELEBRATE THE YEAR OF THE HORSE.

OCTA

**Saturday
March 21st**

**RIDE
METROLINK
TO THE
SWALLOWS DAY
PARADE!**



91 Express Lanes: 30th Anniversary



Celebrating 30 Years of What Matters Most.

Win \$100 in Toll Credit This December.

[LEARN MORE](#)

Celebrating 30 Years of Life. On Time.



To Grandmother's House You Go. On Time.

Win \$100 in Toll Credit This December.

[LEARN MORE](#)

Celebrating 30 Years of Life. On Time.



Sleigh Traffic This December.

Win \$100 in Toll Credit This December.

[LEARN MORE](#)

Celebrating 30 Years of Life. On Time.



Less Time in Traffic, More Time Under the Mistletoe.

Win \$100 in Toll Credit This December.

[LEARN MORE](#)

Celebrating 30 Years of Life. On Time.





OC Bus: Youth Ride Free

RIDE TO SCHOOL, ON US

Fuel your brain with FREE rides for students!



OCBUS





OC Bus: Community College Pass





OC Bus: Transit Employee Appreciation Day



Share Your Thanks!
Transit Employee Appreciation Day



OCBUS



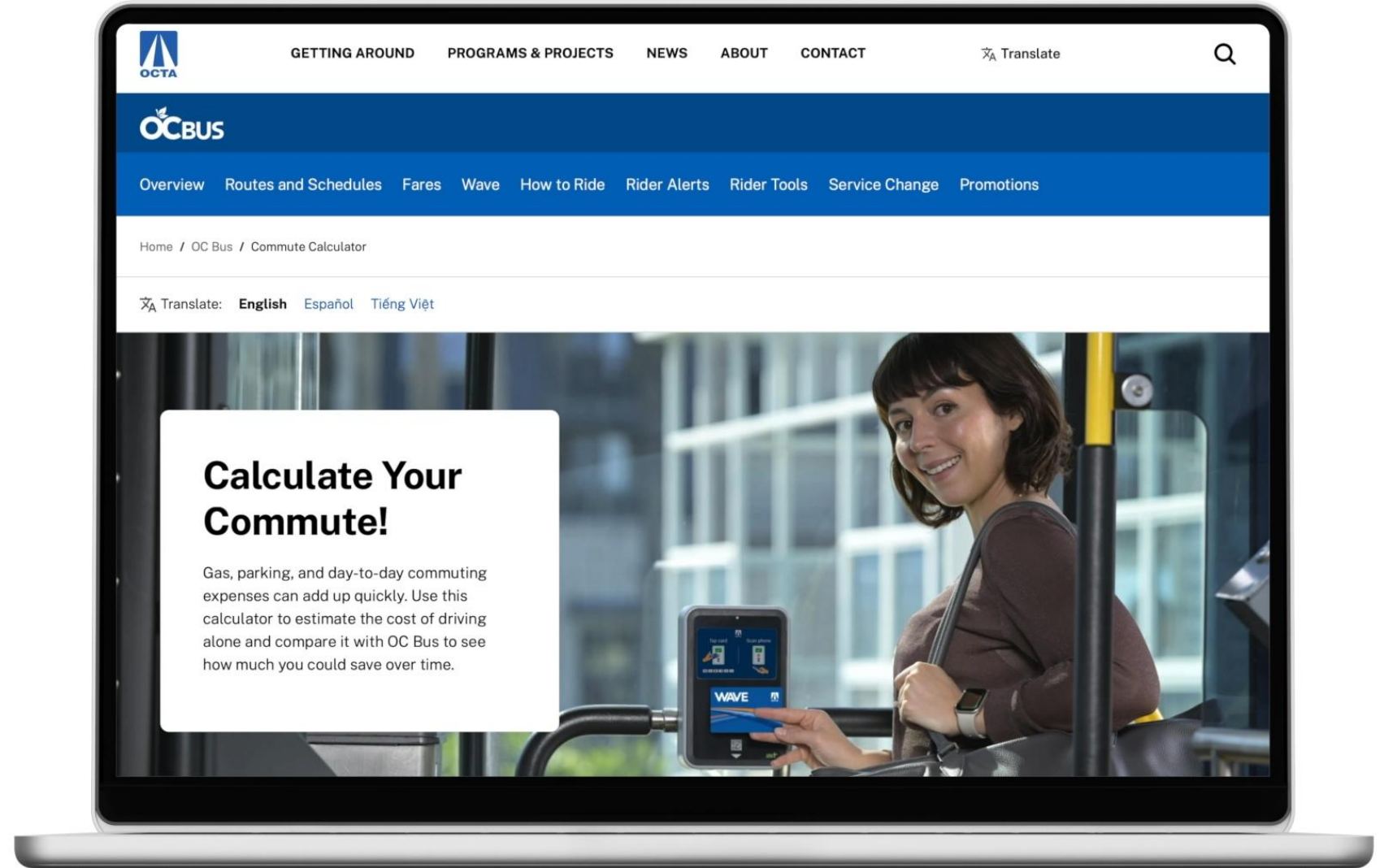
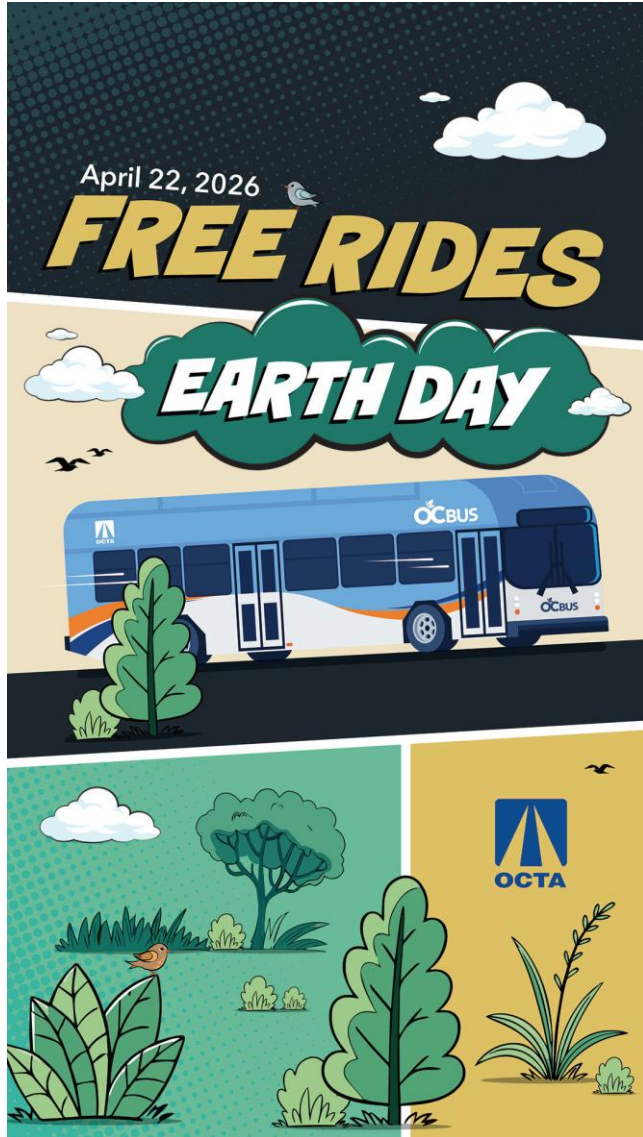
Thank you for all the long shifts. For getting me home safely and for always being the nicest people ever... You guys took me to and from every destination along my way in life and for that you are deserving of a sincere thank you.
Keylee L.

I'm a 74-year-old...and I'd like to say that I've had nothing but wonderful experiences with all the wonderful bus drivers. They are so patient with me.
Thank you!
Roberta P.





OC Bus: Earth Day Promotion & Commute Calculator





OC Rideshare: Bike Month

2026 OC BIKE MONTH

OC FROM A NEW ANGLE

PLEDGE FOR A CHANCE TO WIN AN E-BIKE!

sponsors **spectrumotion** **AVENTON**



2026 OC BIKE MONTH

OC FROM A NEW ANGLE

BIKE RALLY

WED. MAY 13 - 7:30 TO 9 AM

ORANGE METROLINK STATION TO THE OCTA HEADQUARTERS IN ORANGE



Thank You