



AGENDA

Transit Committee Meeting

Committee Members

Tim Shaw, Chairman
Harry S. Sidhu, Vice Chairman
Doug Chaffee
Andrew Do
Steve Jones
Tam Nguyen
Vicente Sarmiento

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California

Thursday, August 12, 2021 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

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

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

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

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

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



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

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

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

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Committee Vice Chairman Sidhu

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 and 3)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

2. Approval of Minutes

Approval of the minutes of the Transit Committee meeting of July 8, 2021.



3. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2021 22 Funds
Heidi Busslinger/Kia Mortazavi

Overview

The SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program provides funding for transit capital, which is generated from the Transportation Improvement Fee. Programming recommendations are presented for fiscal year 2021-22 funds. These funds will help upgrade the Orange County Transportation Authority bus system, consistent with state program goals.

Recommendations

- A. Approve Resolution No. 2021-063 authorizing the use of fiscal year 2021-22 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.4 million, for the Transit Security and Operations Center Project.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, and execute any necessary agreements to facilitate the above recommendation.

Regular Calendar

4. Contract Change Orders for Construction of the OC Streetcar Project
Ross Lew/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for additional removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right-of-Way and other project areas, as well as removal of buried man-made objects.



4. (Continued)

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional removal and disposal of contaminated materials withing the Orange County Transit District-owned Pacific Electric Right-of Way and other project areas.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No, 18.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$300,000, to increase the allowance for removal of buried man-made objects.

5. Agreement for OC ACCESS Paratransit and OC Flex Microtransit Services

Jack Garate/Jennifer L. Bergener

Overview

The Orange County Transportation Authority requires the services of a firm to manage, operate, and maintain the OC ACCESS paratransit and the OC Flex microtransit services. A competitive procurement was conducted, and offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services.

Recommendations

- A. Approve the selection of First Transit, Inc., as the firm to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$242,579,221, to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services for an initial four-year term commencing on January 1, 2022, with two, two-year option terms.



Discussion Items

6. OC Bus and OC ACCESS Services Update

Johnny Dunning, Jr./Jennifer L. Bergener

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

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Closed Session

There are no Closed Session items scheduled.

10. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 9, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Transit Committee Meeting

Committee Members Present **Via Teleconference**

Tim Shaw, Chairman
Harry S. Sidhu, Vice Chairman
Doug Chaffee
Andrew Do
Steve Jones
Tam Nguyen
Vicente Sarmiento

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Clerk of the Board Specialist
Gina Ramirez, Clerk of the Board Specialist, Senior

Via Teleconference

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

Committee Members Absent None

Call to Order

The July 8, 2021 regular meeting of the Transit Committee (Committee) was called to order by Committee Chairman Shaw at 9:03 a.m.

Roll Call

The Clerk of the Board Specialist conducted an attendance roll call and announced a quorum of the Committee.

Pledge of Allegiance

Director Jones led in the Pledge of Allegiance.

1. Public Comments

There were no public comments received.

Special Calendar

There were no Special Calendar matters.

Calendar (Items 2 through 8)

2. Approval of Minutes

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to approve the minutes of the Transit Committee meeting of June 10, 2021.

Director Sarmiento was not present to vote on this item.

3. Cooperative Agreement with the Southern California Regional Rail Authority for the Irvine Station Improvements Project

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3425 between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Irvine Station Improvements Project.

Director Sarmiento was not present to vote on this item.

4. Consultant Selection for Preliminary Engineering and Environmental Services for the Irvine Station Improvements Project

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

- A. Approve the selection of AECOM Technical Services, Inc., as the firm to provide preliminary engineering and environmental services for the Irvine Station Improvements Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2604 between the Orange County Transportation Authority and AECOM Technical Services, Inc., for preliminary engineering and environmental services for the Irvine Station Improvements Project.

Due to the Levine Act, Committee Chairman Shaw did not participate or vote on this item.

5. Award of Sole Source Agreement for the Purchase of Bus Engines

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-1-3417 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$12,525,823, for the purchase of 173 Cummins L9N, 8.9-liter, compressed natural gas-powered engines.

Director Sarmiento was not present to vote on this item.

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

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to:

- A. Receive and file Project V Ridership Report as an information item.
- B. Release contingency for the award of \$171,810 in M2 Project V capital funds for Dana Point's replacement vehicle.

Director Sarmiento was not present to vote on this item.

7. August 2021 Bus Service Change

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to receive and file as an information item.

Director Sarmiento was not present to vote on this item.

8. Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to:

- A. Approve the guidelines for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects.
- B. Direct staff to issue the Orange County Enhanced Mobility for Seniors and Disabled Grant Program call for projects using up to \$4 million in local funding.

Director Sarmiento was not present to vote on this item.

Regular Calendar

9. OC Streetcar Project Quarterly Update

Jim Beil, Executive Director of Capital Programs and Alice Rogan, Director of External Affairs, co-presented a PowerPoint presentation.

9. (Continued)

A discussion ensued regarding:

- Acknowledgment to staff for reaching out to stakeholders who will be impacted by segments undergoing construction.
- A suggestion to have a digital reader board to communicate to residents and merchants that areas will be congested, especially from 4th Street going west.
- Director Sarmiento requested to continue to let him know when he can reach out to stakeholders, as they become impacted by the construction.
- Since businesses are operational, both indoors and outdoors, foot and vehicle traffic will be more challenging.
- A suggestion to engage students from different schools to give their input on the design of the streetcar vehicles and possibly do an art contest on the rail system. Darrell E. Johnson, Chief Executive Officer (CEO), responded that they would be happy to get the community involved and thinks they can incorporate that into the rollout as the vehicles are closer to being completed.
- The current revenue service date is tentatively scheduled for July 2023; however, it is subject to change based on the Federal Transit Administration's risk assessment and the Orange County Transportation Authority's (OCTA) negotiations of those results.

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

10. Contract Change Order for Exploratory Potholing Allowance for the Construction of the OC Streetcar Project

Ross Lew, Senior Program Manager of the OC Streetcar Project, reported on the following:

- Summary of the unknown and mislocated utilities that continue to be discovered within the city streets that are over 150 years old.
- Extensive utility research and potholing work was performed; however, the only way to have known about these unknown utilities during the design phase would have been to excavate multiple trenches through the city streets.
- Overview of the recommendation and how it was determined that additional rounds of potholing were required at multiple locations.
- The additional rounds of potholing would deplete the current allowance and as a result, require the contract change order to continue utility exploratory potholing.

10. (Continued)

A discussion ensued to clarify that the contract does include potholing requirements for the contractor; however, additional potholing has extended beyond what is required in the contract.

A motion was made by Director Sarmiento, seconded by Director Do, and following a roll call vote, declared passed 7-0, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 56.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional exploratory potholing allowance for the construction of the OC Streetcar project.

11. OC Flex Microtransit Service Pilot Program Update

Jack Garate, Department Manager of Paratransit Services, provided a PowerPoint presentation.

A discussion ensued regarding the addition of a new zone. After the suspension of the blue zone, it was decided that the first year would focus on service recovery and the second year would add an additional zone and continue planning the bus restructuring study. Mr. Johnson, CEO, gave an overview of the zones and stated that at a point in time, staff would make a recommendation to the Committee and Board of Directors (Board) about an additional zone.

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

12. Youth Ride Free Promotional Pass Expanded to Include 18 and Under

Ryan Maloney, Section Manager of Marketing and Customer Service, provided a PowerPoint presentation.

A discussion ensued regarding the age demographics and how the mindset is changing among young adults to be more environmentally conscious (taking public transportation verses making a car payment).

A motion was made by Director Do, seconded by Director Nguyen, and following a roll call vote, declared passed 7-0, to:

- A. Expand the eligible age of the current "13 and Under Ride Free" youth fare promotion from six to 13 years old to include ages 14 to 18 years old.

12. (Continued)

- B. Authorize staff to make all necessary amendments, as well as execute any necessary agreements to facilitate the above recommendation.

Discussion Items

13. OC Bus Service Update

Johnny Dunning, Jr., Department Manager of Scheduling and Bus Operations Support, and Ryan Maloney, Section Manager of Marketing and Customer Service, co-presented a PowerPoint presentation.

No action was taken on this information item.

14. Future of Transit Workshop 2 Preview

Kurt Brotcke, Director of Strategic Planning, provided a brief PowerPoint presentation on the upcoming workshop topics, specifically the second workshop which will be held at the July 26, 2021 Board meeting.

No action was taken on this information item.

15. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- Next Tuesday, July 13, 2021, staff will be updating the Mission Viejo City Council on the status of several South Orange County construction projects.
- OCTA has several projects going on in South Orange County. Some of the projects that staff will be highlighting include:
 - The Interstate 5 (I-5) Widening from the State Route 73 to El Toro Road which is currently under construction;
 - The proposed carpool extension on I-5 from Avenida Pico to the county line;
 - The Ortega Highway Widening project;
 - The Los Patrones Parkway extension, and
 - The 405 Improvement Project.
- Staff will discuss the ongoing outreach efforts to keep drivers, residents, and stakeholders informed about construction activities.



16. Committee Members' Reports

There were no Committee Members' Reports.

17. Closed Session

There were no Closed Session items scheduled.

18. Adjournment

The meeting adjourned at 10:04 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, August 12, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Tim Shaw
Committee Chairman

Sahara Meisenheimer
Clerk of the Board Specialist



August 12, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2021-22 Funds

Overview

The SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program provides funding for transit capital, which is generated from the Transportation Improvement Fee. Programming recommendations are presented for fiscal year 2021-22 funds. These funds will help upgrade the Orange County Transportation Authority bus system, consistent with state program goals.

Recommendations

- A. Approve Resolution No. 2021-063 authorizing the use of fiscal year 2021-22 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.4 million, for the Transit Security and Operations Center Project.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, and execute any necessary agreements to facilitate the above recommendation.

Background

On April 28, 2017, Governor Brown signed SB 1, known as the Road Repair and Accountability Act of 2017. The State of Good Repair (SGR) Program is a transit capital program funded from the SB 1 Transportation Improvement Fee (TIF), that is funded through vehicle registrations. It is estimated that the TIF will provide \$117.5 million statewide in SGR for fiscal year (FY) 2021-22. The Orange County Transportation Authority's (OCTA) share is currently estimated to be \$6.4 million. The State Controller's Office (SCO) will release a revised estimate for the FY 2021-22 SGR funds in August 2021, after this staff report is published. Actual revenues may differ based on the collection of funds through the TIF.

The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems, equipment, and facilities. Eligible projects include transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet, or transit facilities that improve existing transit services and transit services that complement local efforts.

OCTA has received four cycles of SGR funding which have been used to support OC Bus fleet and facilities. The OCTA Board of Directors (Board) approved prior-year SGR funding for the following projects:

- Purchase ten zero-emission hydrogen fuel cell electric buses (\$5.6 million),
- Heating-ventilation unit replacements at the Anaheim Bus Base maintenance building (\$0.1 million),
- Purchase up to 17 iShuttle replacement buses (\$9.7 million),
- Replace up to five 40-foot compressed natural gas-powered buses with 40-foot zero-emission battery-electric buses (\$1.9 million),
- Power Generator Replacement Project at the Anaheim and Irvine Construction Circle Bus Bases (\$1.4 million),
- Facility modifications, upgrades, and replacement projects at the OCTA bus bases (\$5.3 million).

The California Department of Transportation (Caltrans) revises the SGR guidelines on an annual basis with the latest version approved in July 2021. Transit agencies will submit projects for Caltrans' confirmation of eligibility by September 1, 2021. Funds will be allocated quarterly by the SCO starting in November 2021.

Discussion

To access the SGR funds, OCTA is required to submit a Board-approved list of projects. Staff is requesting Board approval to use the FY 2021-22 SGR funds, currently estimated to be approximately \$6.4 million, for the Transit Security and Operations Center (TSOC) Project. This project includes replacing OCTA's control center facility, known as the Garden Grove Annex. The current facility cannot be retrofitted to achieve the continuous operations standards required of essential facilities in California. Planned uses of the TSOC include providing space and equipment for Central Communications (dispatch), Field Operations, Security and Emergency Preparedness, Transit Police Services, and OCTA operations support personnel. The TSOC will also support Orange County emergency operations. A detailed project fact sheet is provided in Attachment A.

OCTA has completed the environmental review and secured the necessary right of way for the project, and final design is underway. Staff recommends programming \$6.4 million of SGR funding to partially fund the construction phase of the project. Staff will return to the Board with a full funding plan for the construction phase once the final design estimate is finalized.

The use of SGR funding for the TSOC Project is consistent with Caltrans' SGR Program guidelines and also meets the program goals. The proposed action is also consistent with OCTA's Capital Programming Policies, approved by the Board in February 2019. As part of the SGR application process, OCTA is required to submit a Board-approved list of projects through a resolution (Attachment B). The action recommended in this report has been added to OCTA's Capital Funding Program (Attachment C).

Next Steps

With Board approval, staff will submit a request to Caltrans by September 1, 2021, for the use of \$6.4 million or the revised estimate/actual FY 2021-22 SGR funding to support the TSOC Project. Caltrans will finalize and submit the statewide list of FY 2021-22 projects to the SCO on October 1, 2021. It is anticipated that the SCO FY 2021-22 funds will begin being released to transit agencies on a quarterly basis, beginning November 2021.

Summary

Staff is recommending OCTA use FY 2021-22 SGR funds for the TSOC Project, which will provide space and equipment for Central Communications (dispatch), Field Operations, Security and Emergency Preparedness, Transit Police Services, and OCTA operations support personnel.

Attachments

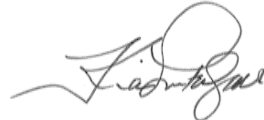
- A. Transit Security and Operations Center Project, Fact Sheet
- B. Resolution 2021-063 of the Orange County Transportation Authority,
SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program,
Fiscal Year 2021-22
- C. Capital Funding Program Report

Prepared by:



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Senior Transportation Funding Analyst,
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Approved by:



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

Transit Security and Operations Center Project Fact Sheet



Project Scope

Engineering studies determined that the building that houses the Orange County Transportation Authority's (OCTA) Transit Police Services, operations support, and Central Communications cannot be expanded to accommodate OCTA's projected needs as the transportation system expands. Further, the structure does not currently meet the continuous operation standard, which is required of essential facilities in California. To ensure OCTA can provide for more effective management of OCTA's expanding transportation network, for continuity of operations, and for disaster response transportation that can move people, goods, emergency personnel, and equipment in the aftermath of a disaster, OCTA is working to replace OCTA's control center facility, known as the Garden Grove Annex, which is currently located at 11800 Woodbury Road in the City of Garden Grove. This new Transit Security and Operations Center (TSOC) will be located on a 2.86-acre site at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim. The TSOC will be a secured facility for authorized personnel only and not open to the general public. The two-story building is planned to support the following user groups:

- Emergency Operations Center
- Central Communications (Dispatch)
- Field Operations (Transit)
- Public Information Officer
- Security and Emergency Preparedness
- Transit Police Services

Transit Security and Operations Center Project Fact Sheet

The TSOC will provide for dispatch of 60 OCTA bus routes over the OCTA service area in Orange County and parts of Los Angeles and Riverside counties. The TSOC will also provide additional parking intended for emergency events and a proposed microwave tower would improve the level of communication and collaboration with the Loma Ridge Emergency Center, the Orange County Emergency Operations Center, and other partner agencies. It could also serve as an alternate site of California Department of Transportation emergency operations.

TSOC Benefits

- Provides for essential services and allows for ongoing dispatch of buses and Transit Police Services.
- Supports OCTA's Emergency Operations Plan; OCTA's Continuity of Operations Plan, and the Business Impact Analysis.
- Provides space for OCTA's Public Information Officer.
- Supports public safety and improves operational efficiency.
- Houses an Emergency Operations Center, which will allow OCTA to coordinate with Emergency Operations Centers in Orange County and surrounding counties.
- Built to provide an efficient space plan that allows for existing needs and accommodate future growth to Transit Police Services, transit centers, operations support, and Central Communications.
- Strengthened infrastructure meeting the standards set forth by the Essential Services Buildings Seismic Safety Act of 1986 and allows for continued operations during and after a disaster.

OCTA is currently working on the final design for the project, which is expected to be complete later this year.

The current funding by phase and schedule is provided below:

Phase	Complete	Cost Estimate (\$000s)	OCTA Committed Funds		Shortfall (\$000s)
			TSSSDRA (\$000s)	OCTA Local (\$000s)	
PA/ED	May-19	\$1,085	\$884	\$201	\$0
PS&E	Dec-21	\$4,588	\$0	\$4,588	\$0
ROW	Jun-19	\$4,719	\$4,719	\$0	\$0
CON	Dec-23	TBD	\$0	\$0	TBD
TOTAL		\$10,392	\$5,603	\$4,789	\$0

CON - Construction
PA/ED - Project Approval/Environmental Document
PS&E - Plans, Specifications & Estimates
ROW - Right-of-Way
TSSSDRA - Transit System Safety, Security and Disaster Response Account

**RESOLUTION 2021-063
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
SB 1 (CHAPTER 5, STATUTES OF 2017) STATE OF GOOD REPAIR PROGRAM
FISCAL YEAR 2021-22**

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the SB 1 (Chapter 5, Statutes of 2017) State of Good Repair (SGR) Program future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, in collaboration with the State Controller's Office (SCO), the California Department of Transportation (Caltrans) is tasked with the management and administration of the SGR Program; and

WHEREAS, Caltrans has developed guidelines for administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, OCTA wishes to use the SGR funding of up to \$6,416,264 for the Transit Security and Operations Center Project and;

WHEREAS, OCTA will adjust funding levels for projects, if necessary, upon receipt of the SCO's revised estimates, which are expected in early August 2021 or based on actual receipt of funds;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors (Board) that the fund recipient agrees to comply with all conditions and requirements set forth in applicable statutes, regulations, and guidelines for all SGR-funded transit projects;

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board that it hereby authorizes the submittal of the following project nomination to Caltrans in fiscal year 2021-22 SGR funds:

- Transit Security and Operations Center (\$6,416,264).

ADOPTED, SIGNED, AND APPROVED this 23rd day of August 2021.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Interim Clerk of the Board

Andrew Do, Chairman
Orange County Transportation Authority



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - August 23, 2021

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus Engine Repowers (173)		\$12,526	\$12,526								
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts)		\$349,243		\$185,623							\$163,620
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25		\$420,500		\$84,101							\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34					
OCTA Transit Security & Operations Center ¹		\$16,808					\$6,416	\$5,603			\$4,789
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$167,572		\$167,572							
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Rehabilitation and Renovation at OCTA Bus Facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,592,522	\$226,929	\$622,969	\$341	\$210	\$28,246	\$42,498	\$5,730	\$55,845	\$609,754



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - August 23, 2021

Bus Transit Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$850,239										
State Funding Total		\$70,954										
Local Funding Total		\$671,329										
Total Funding (000's)		\$1,592,522										

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (10)		\$12,978					\$5,640	\$7,338				
Bus Transit Project Completed Totals		\$13,383		\$313			\$5,732	\$7,338				
Federal Funding Total		\$313										
State Funding Total		\$13,070										
Local Funding Total		\$0										
Total Funding (000's)		\$13,383										



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - August 23, 2021

Board Action:

1. Approve Resolution No. 2021-063, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of fiscal year 2021-22 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.4 million for the Transit Security and Operations Center project.


Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



August 12, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Contract Change Orders for Construction of the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for additional removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right-of-Way and other project areas, as well as removal of buried man-made objects.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right-of-Way and other project areas.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 18.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$300,000, to increase the allowance for removal of buried man-made objects.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to Walsh Construction Company II, LLC, (Walsh) to construct the OC Streetcar project (Project). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. Since then, the Project has progressed with several construction activities

continuing to advance. A summary of recent construction milestones includes the substantial completion of the Santa Ana River and Westminster bridges, completion of the Fariview Street crossing and installation of embedded track on Santa Ana Boulevard from Raitt Street to Bristol Street, from Parton Street to Ross Street, at the Broadway and Main Street intersections, and on Mortimer Street from 4th Street to 6th Street. Construction and installation of the maintenance and storage facility (MSF) includes building floor slabs, perimeter block wall, and streetcar wash station. Other ongoing construction activities include installation of platform station foundations, Fifth Street crossing, and the overhead contact system poles.

Additional Removal and Disposal of Contaminated Materials

The Project utilizes approximately two miles of Orange County Transit District-owned Pacific Electric Right-of-Way (PEROW) running northwest between Raitt Street and Harbor Boulevard, which is designated as Segment 1, as shown in Attachment A. During the excavation for retaining walls, bridge abutments, storm drains and ditches, utility duct banks, overhead catenary foundations, and the track bed, contaminated materials were encountered, removed, and transported to approved in-state and out-of-state facilities. This work was compensated through Contract Change Order (CCO) No. 3, in the amount of \$1,600,000, which was approved by the Board on August 12, 2019.

During excavations in Segments 2 through 5 (Attachment A), within city streets for the relocation of storm drains, sewer lines, and water lines, and in Segments 2A and 3 for track beds and platform stations, contaminated materials were encountered in areas where the old Pacific Electric Railway used to run within city streets that required additional removal and disposal at approved landfills. Large amounts of soils had contamination levels that exceeded local landfill waste acceptance criteria and had to be transported to approved distant facilities that would accept the material, which resulted in higher transportation and disposal costs. In addition, a significant number of buried railroad ties were encountered under the existing street pavement during the excavation for track beds. The ties were part of the Pacific Electric Railway that operated until 1950. State regulations classify the ties as treated wood waste, which requires them to be taken to designated disposal facilities. The cost for the removal of additional contaminated material and treated wood waste, as well as the related expenses for hauling and transportation, were higher than anticipated and required additional funding. On January 13, 2020, the Board approved CCO No. 3.1, in the amount of \$7,278,795, to accommodate these additional costs.

Currently, all the excavation for storm drains, sewer lines, and water lines within Segments 2 through 5, and most of the in-street track bed excavation in Segments 2A and 3, are completed. The remaining unspent amount for CCO No. 3.1 is approximately \$500,000. Excavation for project improvements will continue into Segments 2B, 4, and 5, and it is anticipated that additional contaminated material, including treated railroad ties, will be encountered in some locations. The amount for removals and disposal has been greater than anticipated during the development of CCO No. 3.1, and the remaining budget will be expended. This CCO No. 3.2, in the amount of \$1,100,000, is required to continue removal and disposal of contaminated material and treated wood waste. An independent cost estimate (ICE) was prepared by the construction management (CM) team and the remaining effort was determined to cost \$1,100,000.

Removal of Buried Man-Made Objects

The construction contract originally included a \$100,000 allowance for work to remove buried man-made objects that are encountered, which were either unknown or could not be quantified during the Project's design. Examples of buried man-made objects encountered include non-contaminated Pacific Electric Railroad material including rail, wood debris, concrete masses, rubble, and buried pavement. As construction progressed, a higher number of buried man-made objects were encountered, including an unknown underground storage tank and abandoned water well at the MSF site, resulting in the execution of CCO No. 18 approved by the Board on October 12, 2020. Excavation for project improvements will continue into Segments 2B, 4, and 5, and it is anticipated that more buried man-made objects will be encountered. The existing allowance will be depleted and this CCO No. 18.1, in the amount of \$300,000, is required to continue removal of buried man-made objects. An ICE was prepared by the CM team and the remaining effort was determined to cost \$300,000.

Both CCOs will be paid on a time-and-expense basis to the contractor after labor and equipment quantities are confirmed through daily extra work reports prepared by Walsh and approved by the CM team. There is risk that the CCOs may need to be supplemented again if a significant amount of contaminated material or buried man-made objects are discovered as construction progresses; any such additional need will be presented to the Board. The cost of the work associated with CCO Nos. 3.2 and 18.1 will be funded from the project supplemental contingency as previously approved by the Board on March 22, 2021.

The CM team is currently completing deductive CCO No. 55, in the amount of \$659,667, related to earthwork not required because of contaminated material removal. This amount will supplement project contingency, offsetting some of the prior utilization.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. 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 September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO Nos. 3.2 and 18.1, in the amounts of \$1,100,000 and \$300,000, respectively, will increase the cumulative value of the contract by \$1,400,000, to \$245,009,384, as shown in Attachment B. Board approval is required for CCO Nos. 3.2 and 18.1, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The additional work for this Project is included in OCTA's Fiscal Year 2021-22 Budget, Capital Programs Division, account nos. 0051-9017-TS010-Z43 and 0051-9017-TS010-Z41 and is funded with Federal Transit Administration Section 5309 New Starts and local Measure M2 funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.2 in the amount of \$1,100,000, for removal and disposal of contaminated material, and Contract Change Order No. 18.1, in the amount of \$300,000, for removal of buried man-made objects, to Agreement No. C-7-1904 between the Orange County Transportation Authority and Walsh Construction Company II, LLC, for the construction of the OC Streetcar project.

Attachments

- A. Project Map
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order (CCO) Log

Prepared by:



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Approved by:

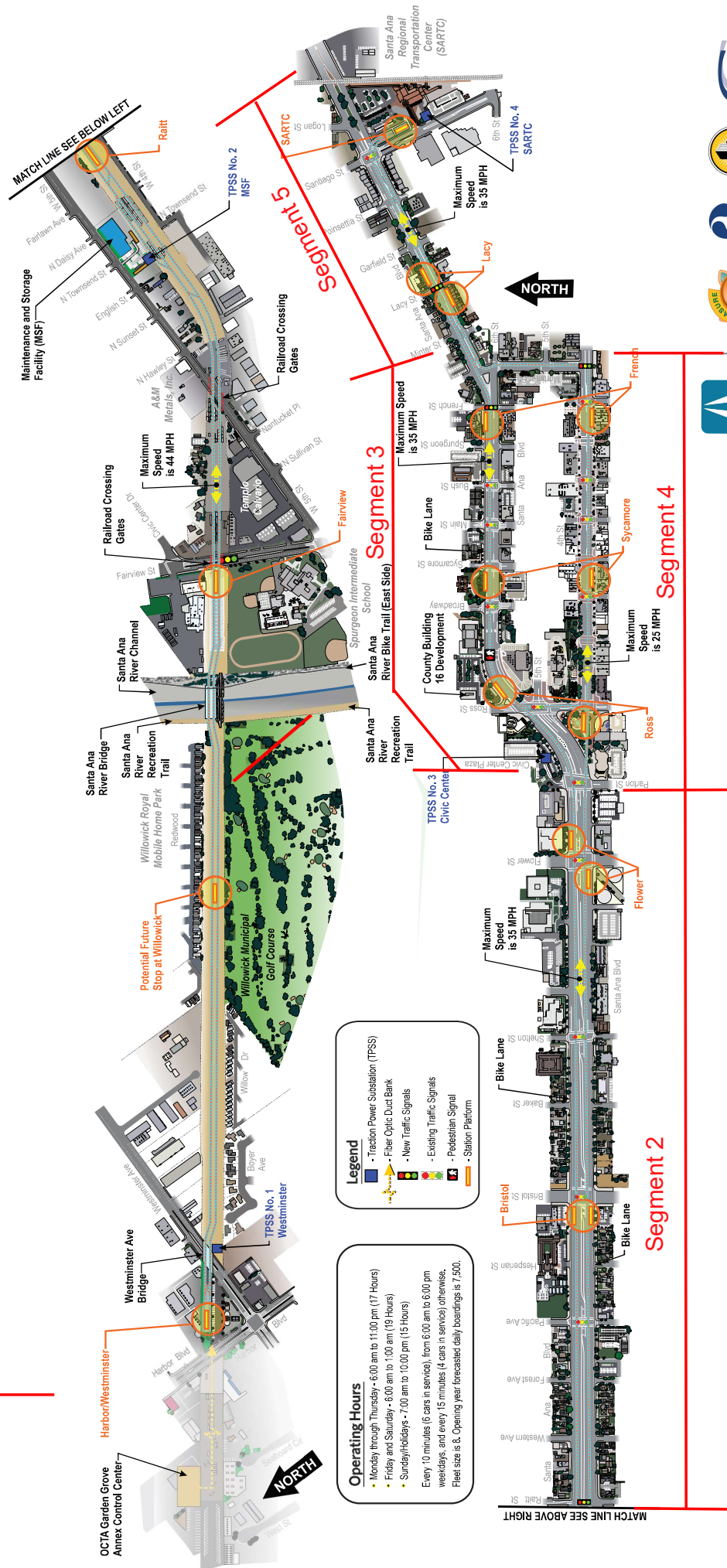


James G. Beil, P.E.
Executive Director, Capital Programs
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Project Map



Segment 1



Segment 2

Operating Hours

- Monday through Thursday - 6:00 am to 11:00 pm (17 Hours)
- Friday and Saturday - 6:00 am to 1:00 am (19 Hours)
- Sunday/Holidays - 7:00 am to 10:00 pm (15 Hours)

Every 10 minutes (6 cars in service), from 6:00 am to 6:00 pm weekdays, and every 15 minutes (4 cars in service) otherwise. Fleet size is 8. Opening year forecasted daily boardings is 7,500.

Legend

- Traction Power Substation
- Fiber Optic Duct Bank
- New Traffic Signals
- Existing Traffic Signals
- Pedestrian Signal
- Station Platform

Walsh Construction Company II, LLC
Agreement No. C-7-1904
Contract Change Order (CCO) Log

CCO No.	Title	Status	Date Executed	Cost
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6/20/2019	\$199,749.00
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) I - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6/25/2019	\$200,000.00
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8/15/2019	\$160,000.00
2.3	MSF Removal of Additional Hazardous Materials	Pending		\$0.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned PEROW and Other Project Areas	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned PEROW and Other Project Areas	Pending		\$1,100,000.00
4	Required Work to Address Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Required Work to Address Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Required Work to Address Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Required Work to Address Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
5	Tree Removal and Trimming	Approved	6/9/2020	\$129,215.52
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Maintenance Path Profile	Approved	6/9/2020	\$6,055.00
9	Vapor Barrier Installation	Approved	12/22/2020	\$395,717.00
10	Ultrasonic Testing	Approved	6/9/2020	\$0
11	Opticom Vehicles	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	MSF Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Overhead Contact System (OCS) and Traffic Signal Utility Conflicts	Approved	6/17/2020	\$195,723.00
16	Hand digging and Survey for OCS and Traffic Signal Pole Foundation	Approved	6/23/2020	\$198,808.00
16.1	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	6/26/2020	\$1,400,000.00
16.2	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	4/15/2021	\$1,400,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00

18	Removal of Man-Made Objects	Approved	11/23/2020	\$300,000.00
18.1	Removal of Man-Made Objects	Pending		\$300,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0
23	Santa Ana River Bridge, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Extension of Time- TIE 004 and 007	Approved	12/8/2020	\$0.00
29	Santa Ana River Bridge (SARB) OCS Pole and OCS Down Guy Diaphragms	Approved	11/19/2020	\$34,216.80
30	Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing	Approved	3/16/2021	\$320,164.40
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
40	MSF Remote Yard Gates	Pending		\$32,307.66
43	End of Life Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A 1 and 2	Approved	4/26/2021	\$41,967.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove	Pending		\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
52	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$209,500.00
52.1	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
55	Bid Item 24 Earthwork Credit	Pending		(\$659,667.00)
56	Exploratory Potholing Allowance	Approved	4/26/2001	\$200,000.00
56.1	Exploratory Potholing Allowance	Pending		\$1,100,000.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits Binder	Approved	5/25/2021	(\$1,842,680.00)
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	Southern California Edison Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
65	Additional Environmental Soil Investigation on W. Santa Ana Boulevard/Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60

66	Ground Penetrating Radar Investigation	Pending		\$208,000.00
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00

Subtotal Executed CCOs	\$22,349,826.67
Subtotal Pending CCOs	\$2,120,907.96
TOTAL CCOs	\$24,470,734.63
ORIGINAL VALUE	\$220,538,649.00
PROPOSED REVISED VALUE	\$245,009,383.63



August 12, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for OC ACCESS Paratransit and OC Flex Microtransit Services

Overview

The Orange County Transportation Authority requires the services of a firm to manage, operate, and maintain the OC ACCESS paratransit and the OC Flex microtransit services. A competitive procurement was conducted, and offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services.

Recommendations

- A. Approve the selection of First Transit, Inc., as the firm to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$242,579,221, to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services for an initial four-year term commencing on January 1, 2022, with two, two-year option terms.

Discussion

The Americans with Disabilities Act (ADA) requires agencies that operate fixed-route bus service to provide complementary paratransit service for individuals with disabilities who are unable to use the fixed-route system. To comply with the ADA, the Orange County Transportation Authority (OCTA) implemented the OC ACCESS service in 1993. OC ACCESS service is different

from traditional fixed-route service, requiring passengers to complete an in-person assessment to become eligible to ride, and requiring an advance reservation.

MV Transportation, Inc., (MV) has provided the administration, operations, and maintenance of OC ACCESS service since July 2013. The original agreement included an initial term of four years, with two, two-year option terms. The agreement was most recently amended to extend the term through December 31, 2021, to allow time for staff to evaluate the impact of the coronavirus (COVID-19) pandemic on OC ACCESS service, to make appropriate adjustments to the scope of work and independent cost estimate to reflect changes in anticipated demand, and to refine the service delivery model to incorporate new work practices such as the use of personal protective equipment and updated vehicle cleaning protocols.

The original operating and maintenance agreement for the OC Flex on-demand microtransit service pilot program was awarded to Keolis Transit Services, LLC (Keolis) in 2018 for a one-year initial term with two, one-year option terms. In September 2019, the first option term was exercised, extending the agreement with Keolis through October 14, 2020. In May 2020, Keolis informed OCTA that it would cease all Orange County operations effective May 31, 2020, due to impacts from the COVID-19 pandemic. At that time, Keolis submitted a formal request to OCTA to utilize the assignment provision included in the agreement to assign all rights, title, interest, obligations, and liability under the agreement to MV, the existing provider of OC ACCESS service. Through mutual agreement and to minimize disruption to passengers, the operations and maintenance agreement for the OC Flex microtransit service was assigned from Keolis to MV for a one-year term effective June 1, 2020 through May 31, 2021. In November 2020, the OCTA Board of Directors (Board) approved a seven-month extension of this agreement through December 2021 to align the agreement with the OC ACCESS agreement and extend the pilot project, as the COVID-19 pandemic made it challenging to evaluate OC Flex performance and determine a path forward.

Aligning the OC Flex and OC ACCESS terms allowed staff to incorporate the two services into one agreement going forward to provide economies of scale and to ensure continuity of operations for OC Flex service until staff can further evaluate the applicability of microtransit service in Orange County and develop a more comprehensive service plan that complements the OC Bus service.

Under this agreement, the selected firm will be required to provide all management, operations, and maintenance to deliver service and manage a

dedicated fleet of OCTA-owned paratransit and microtransit vehicles. OCTA will provide the facility (base) and fuel for these services.

OC ACCESS service will continue to include a fixed- and variable-rate structure, in alignment with previous agreements; however, the variable rate has been changed to a per-trip rate for both dedicated and subcontracted services. In previous agreements, the variable compensation rate for OC ACCESS service was based on a per-revenue vehicle hour basis, and the OC ACCESS subcontracted service, Same-Day Taxi, was compensated on a per-revenue vehicle mile basis. The change to a flat per-trip rate was recommended following an OCTA staff and external consultant evaluation of paratransit service delivery models and contract structures of peer agencies. Moreover, the last 20 years of service provision under the ADA, many similar paratransit services have moved from revenue vehicle hour rates to per-trip rates, as services have matured and demand has stabilized. It was found that this type of cost structure helped transportation agencies better project and manage service costs relative to anticipated demand. The rate modification will provide OCTA the opportunity to better control the growth of service versus cost over the term of the agreement, as well as improve the customer experience as the rate structure incentivizes the operator to implement the most efficient routing solution for requested trips. The OC Flex microtransit service will continue as a fixed- and per-vehicle revenue hour variable rate structure as service levels have not normalized, and it allows staff the opportunity to measure the productivity of the service against OC Bus more closely.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience performing similar projects, staffing and project organization, work plan, as well as cost and price.

On December 14, 2020, the Board approved the release of Request for Proposals (RFP) 0-2150, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on December 14 and December 21, 2020, and a pre-proposal conference was held on January 6, 2021. Five addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as respond to questions and address administrative matters related to the RFP.

On March 8, 2021, seven proposals were received. A responsiveness evaluation was conducted on all proposals and two firms, All-Ways Transport LLC (All-Ways Transport) and National Transportation, Inc. (NTI), were found to be non-responsive for failure to demonstrate responsiveness to the five percent Disadvantaged Business Enterprise (DBE) goal required for consideration of award. All-Ways Transport and NTI were determined to be non-responsive for failing to document eligible commitments to DBE-certified firms sufficient to meet the five percent DBE contract goal at the time of proposal submission or by failing to provide documentation to support adequate good-faith efforts as required by the Federal Transit Administration, which provides funding for these services. As such, the proposals from All-Ways Transport and NTI were not included as part of the evaluation process.

An evaluation committee comprised of OCTA staff from the Contracts Administration and Materials Management, Paratransit Services, Financial Planning and Analysis, Scheduling and Bus Operations Support, and Maintenance departments, as well as a representative from the Los Angeles Access Services, met to review the remaining five proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

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

Qualifications of the firm was weighted at 20 percent to ensure the firm has prior experience providing similar services. Staffing and project organization was weighted at 30 percent to emphasize the importance that the firm's key personnel demonstrated relevant experience as they are critical to the successful operation of the OC ACCESS paratransit and OC Flex microtransit services. Work plan was weighted at 30 percent as the firm needed to demonstrate its technical approach to managing and operating specialized services. Cost and price was weighted at 20 percent to ensure OCTA receives competitive pricing.

On March 30, 2021, the evaluation committee reviewed the five proposals based on the evaluation criteria, and short-listed the three most qualified firms listed below in alphabetical order:

Firm and Location

First Transit, Inc. (First Transit)
Cincinnati, Ohio

MV Transportation, Inc. (MV)
Dallas, Texas

Transdev Services, Inc. (Transdev)
Lombard, Illinois

On April 14 and April 15, 2021, the evaluation committee conducted interviews with the three short-listed firms. The interviews consisted of a presentation to discuss the firms' qualifications and proposed team. In addition, the firms' key team members had an opportunity to present their qualifications and respond to evaluation committee questions. Questions were asked relative to the firms' approach to training staff, meeting on-time performance, addressing violations, managing subcontractors, reporting data, and improving OC Flex productivity. Furthermore, each firm was asked specific clarification questions related to their proposal. At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to the three short-listed firms to seek additional clarifications and final pricing.

After considering responses to the questions asked during the interviews, as well as information provided in the BAFO, the evaluation committee reviewed the preliminary ranking of the three firms and made adjustments to individual scores. As a result, First Transit remained as the top-ranked firm with the highest cumulative scores.

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

Qualifications of the Firm

The three short-listed firms demonstrated relevant prior experience and qualifications related to paratransit and microtransit services.

Founded in 1955, First Transit has over 65 years of transit operations, maintenance, and management experience and has provided paratransit services since 1985. The firm currently provides paratransit services for public transit agencies across the country, including the San Diego Metropolitan

Transportation System, San Mateo County Transit District, Pierce Transit, New Jersey Transit Corporation, Pace Paratransit Services, and Houston Metropolitan Transit Authority. First Transit has managed 22 successful transitions in the past two years, including at Visalia Transit and Transit Joint Powers Authority for Merced County. The firm also has experience with microtransit services as it operates microtransit services for Omnitrans. The proposed subcontractors on the project demonstrated experience within their respective fields. First Transit's references reported that they were satisfied with the firm's performance.

MV was founded in 1975 and has been managing and operating the OC ACCESS service since 2013 and assumed responsibility of the OC Flex microtransit service in 2020. The firm provides paratransit services for public transit agencies across the country, including the Los Angeles Access Services, King County Metro Paratransit Services, City of Phoenix, Valley Transportation Authority, and Access Lynx Central Florida Regional Transportation Authority. The proposed subcontractors on the project have experience within their respective fields. MV's references reported that they were satisfied with the firm's performance.

Transdev has been in business for over 100 years and provides paratransit services for public transit agencies across the country, including the Central Contra Costa Transit Authority County Connection, Denver Regional Transportation District, San Francisco Municipal Transportation Agency, Maryland Transit Administration, and Washington Metropolitan Area Transportation Authority. The two subcontractors proposed on the project have experience within their respective fields, and the proposal highlights Transdev's ability to provide the services outlined in the scope of work. Transdev's references reported that they were satisfied with the firm's performance; however, one reference provided adverse feedback regarding staffing and communication.

Staffing and Project Organization

All three short-listed firms proposed experienced key personnel with relevant expertise performing similar work.

First Transit proposed a strong project team with extensive experience managing paratransit services. The project manager has 20 years of transportation experience and previously served as assistant general manager of the OC ACCESS service from 2013 to 2019. The project manager is currently serving as general manager at First Transit's Omnitrans location overseeing all operations and maintenance, as well as safety, and is proposed to transfer to

OCTA's project on a full-time basis should the firm be awarded this contract. While the operations manager has eight years of transit operations management experience, the operations manager has managed a Transportation Network Company fleet of over 50 dedicated wheelchair accessible vehicles along with 200 non-dedicated vehicles in support of a paratransit service contract. The maintenance manager has more than 25 years of maintenance experience, and the safety manager has nearly 20 years of experience in safety and training. With 21 years of experience working with public transit operations across North America, the information technology manager has previously worked for Trapeze and brings extensive experience with the Trapeze software currently used for OC ACCESS service for scheduling, dispatch, and reservations. First Transit's proposal demonstrated how the project manager and key personnel will respond immediately to issues related to the service, as well as described the process by which it will recruit and retain staff, including a comprehensive wage and benefits package for all employees. Additionally, First Transit is proposing a director of quality assurance with over 24 years of paratransit experience, and the local team is supported by a strong regional management team. During the interview, the project team discussed their respective roles and demonstrated a comprehensive understanding of OCTA's requirements.

MV proposed a qualified project team with extensive expertise and experience managing paratransit services. With 25 years of experience, the project manager has been managing the OC ACCESS service since 2018 and previously served as assistant general manager for the Regional Transportation Commission of Southern Nevada's fixed-route service. The operations manager has 20 years of operations management experience and currently manages the day-to-day operations of the OC ACCESS service. The maintenance manager and safety manager each have over 16 years of experience, while the information technology manager has nearly 25 years of experience with the Trapeze software. MV described the process by which it will attract and retain staff; however, it only provided a management absentee coverage plan to demonstrate the ability of the project manager and key personnel to respond immediately to issues, which was not sufficient. During the interview, the project team discussed their respective roles and provided clear responses to the evaluation committee questions that demonstrated a comprehensive understanding of OCTA's requirements.

Transdev proposed experienced key personnel with extensive and relevant expertise performing similar work. The project manager has 25 years of paratransit experience including oversight of several large paratransit systems located in the cities of Las Vegas, San Diego, and Seattle. The project manager is currently serving as a division manager for Transdev's San Diego Metropolitan

Transit System location and was proposed to be fully dedicated to the project. The operations manager has more than 20 years of operations management experience and has worked alongside the project manager for nearly a decade. The maintenance manager has 17 years of maintenance experience, including nine years overseeing maintenance for a large paratransit fleet in Seattle. Additionally, the safety manager and information technology manager have extensive experience in their respective fields. Transdev described the process by which it will attract and retain staff and demonstrated the ability of the project manager and key personnel to respond immediately to issues, and a detailed explanation of the health and welfare benefits package that will be offered to employees was submitted. The local team is supported by an experienced regional management team. Transdev's interview supported the team's relevant experience, staffing, and project understanding as the team provided clear responses to the evaluation committee questions.

Work Plan

The work plans proposed by the three short-listed firms provided an approach to managing, operating, and maintaining the OC ACCESS paratransit and OC Flex microtransit services.

First Transit provided a comprehensive plan for service operations that addressed day-to-day operational considerations, personnel recruitment processes, and procedures for handling emergencies and unforeseen situations. Additionally, First Transit provided service enhancement recommendations, such as increasing on-time performance by adding supervisors to improve accountability, implementing operator incentives for attendance and performance, and utilizing new technological tools, such as First Analytics system for advanced metrics and data to monitor service delivery and customize training. For personnel training and testing, First Transit described how continuous training will be provided to drivers, call center personnel, mechanics, and other support staff through classroom training and online courses available through its First America University program. The firm also addressed its process for collecting and reporting operational and maintenance data, including the use of its proprietary Management Information Dashboard for increased reporting capabilities and real-time graphical information and operational data to allow the management team to monitor and ensure compliance of key performance indicators. Furthermore, the proposed transition plan identified key tasks and a detailed timeline that demonstrated First Transit's capability to complete service start-up activities in time to commence service operations on January 1, 2022. First Transit also included detailed plans for scheduling, safety, and vehicle and facility maintenance plan, as well as a comprehensive subcontractor oversight program to ensure compliance with OCTA requirements for vehicle

maintenance, in-field observations, and staff training. In addition, First Transit is dedicating additional road supervisors to the oversight of their subcontractor operations to ensure quality of service. For special issues or problems that are likely to be encountered during the project and how these would be addressed, First Transit identified recovery from the COVID-19 pandemic, cleanup of the subscription database, staggering vehicle arrival times to minimize dwell time, and training staff on OCTA's transition from a revenue vehicle hour to a per-trip rate contract. During the interview, First Transit provided detailed and thorough responses to the evaluation committee questions. In addition, the firm adequately addressed community outreach and engagement with adult day centers, community programs, and senior centers returning to in-person services, as well as strategies to be implemented to ensure on-time performance metrics are met.

MV provided a comprehensive plan for service operations that addressed day-to-day operational considerations, personnel recruitment processes, and procedures for handling emergencies and unforeseen situations. For personnel training and testing, MV detailed its training programs for service delivery, including descriptions of training, hours, and testing requirements. The firm also addressed its process for collecting and reporting operational and maintenance data, as well as demonstrated its understanding of various daily data collection activities and reporting requirements. MV included detailed plans for scheduling, safety, and vehicle and facility maintenance, as well as a comprehensive subcontractor oversight program to ensure OCTA's requirements are met regarding vehicle maintenance, in-field observations, and staff training. For special issues or problems that are likely to be encountered during the project and how these would be addressed, MV only addressed recovery from the COVID-19 pandemic and no additional special issues or problems were identified by MV that could impact the services moving forward. During the interview, MV's responses to questions regarding the strategies they planned to use to build on staff's understanding of ADA paratransit service, as well as community outreach and engagement, lacked detail and specifics.

Transdev provided a comprehensive plan for service operations and placed emphasis on various technological tools to provide service enhancements. The firm addressed procedures for handling emergencies and unforeseen situations and detailed its training programs for service delivery, including descriptions of training, hours, and testing requirements. The firm also addressed its process for collecting and reporting operational and maintenance data, as well as demonstrated its understanding of various daily data collection activities and reporting requirements. Transdev included detailed plans for scheduling, safety, and vehicle and facility maintenance; however, the subcontractor oversight program lacked detail on the plan to oversee the subcontractor vehicle fleet. The

proposed transition plan identified key tasks and a detailed timeline that demonstrated Transdev's capability to complete service start-up activities in time to commence service operations on January 1, 2022. For special issues or problems that are likely to be encountered during the project and how these would be addressed, Transdev identified driver shortage, improved safety performance, focus on scheduling procedures, and recovery from the COVID-19 pandemic. During the interview, Transdev provided detailed responses to the evaluation committee questions; however, the firm's responses to questions about the subcontractor-proposed maintenance and vehicle storage plan did not address an adequate oversight program by Transdev to ensure quality of service.

Cost and Price

Cost was weighted at 20 percent of the overall score. The three firms submitted the detailed price proposals as requested for the initial and option terms of the contract, as required by the terms of the RFP. However, contract award is being made for the price of the initial term only. Option terms will be presented to the Board at a future date.

Scores were based on a formula that assigned the highest score to the firm with the lowest total price and scored the other proposals total price based on their relation to the lowest total price. The pricing received for the initial term was reviewed relative to the OCTA project manager's independent cost estimate (ICE) for the same term. Total price is summarized below:

Firm	Initial Term	Option Term 1	Option Term 2	Total Price
First Transit	\$242,579,221	\$139,288,693	\$153,100,618	\$534,968,532
MV	\$236,663,592	\$132,629,932	\$146,987,922	\$516,281,446
Transdev	\$276,791,080	\$159,552,130	\$175,745,719	\$612,088,929
OCTA ICE	\$215,038,673	\$119,624,745	\$128,096,574	\$462,759,992

While the price proposed by First Transit after the BAFO was \$5,915,629, or approximately 2.5 percent higher than MV's price for the initial term and \$18,687,086, or approximately 3.6 percent higher than MV's price for the entire eight-year term, the firm's proposed staffing and approach to managing and operating the OC ACCESS and OC Flex services support the higher price. First Transit's proposed price for the initial term was approximately 12.8 percent above OCTA's ICE of \$215,038,673; however, it should be noted that all three firms submitted pricing that are higher than the ICE due to higher annual growth rates assumed by each of the firms when compared to the growth rates used to develop the ICE.

First Transit's proposed price is inclusive of all requirements of the RFP and considered fair and reasonable as it is approximately 2.5 percent higher than MV's price for the initial term and it is competitive based on the pricing received from all the firms.

Procurement Summary

Based on the evaluation of the written proposals, firm qualifications, as well as the information obtained from the interviews and BAFOs, the evaluation committee recommends the selection of First Transit as the top-ranked firm to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services. First Transit delivered a proposal and interview that were responsive to all the requirements of the RFP.

Although First Transit's pricing was higher than MV's, the evaluation committee recommends First Transit as the top-ranked firm for the following reasons:

- First Transit's local team is highly qualified and supported by a strong regional management team.
- First Transit proposed an additional key staff position for the director of quality assurance with over 24 years of paratransit experience.
- First Transit proposed service enhancement recommendations, such as increasing on-time performance by adding new staff positions to improve accountability.
- First Transit emphasized utilizing new technological tools, such as the Management Information Dashboard for increased real-time reporting capabilities and the First Analytics system designed to assist with visualizing and translating historical performance data, assessing departmental performance, and giving managers and staff the opportunity to impact operations proactively throughout the day.
- First Transit highlighted strategies to be implemented to ensure performance metrics are met.

Fiscal Impact

Funds for this service are included in the OCTA Fiscal Year 2021-22 Budget, Operations Division, Paratransit Services Department, account nos. 2136-7311-D1208-8LA, 2136-7311-D1208-8LB, 2136-7312-D1208-AVH, 2136-7613-D1208-0GP, 2136-7831-A3227-RKK, 2135-7613-D2132-0GQ, 2149-7317-D2161-N97, and 2149-7317-A2362-N97, and will be funded through the Local Transportation Fund and federal funds.

Summary

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$242,579,221, to provide OC ACCESS paratransit and the OC Flex microtransit services for an initial four-year term commencing on January 1, 2022, with two, two-year option terms.

Attachments

- A. Review of Proposals, RFP 0-2150 OC ACCESS Paratransit and OC Flex Microtransit Services
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms) – RFP 0-2150: OC ACCESS Paratransit and OC Flex Microtransit Services
- C. Contract History for the Past Two Years, RFP 0-2150 OC ACCESS Paratransit and OC Flex Microtransit Services

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Review of Proposals
RFP 0-2150 OC ACCESS Paratransit and OC Flex Microtransit Services
Presented to Transit Committee - August 12, 2021

7 proposals were received, 5 proposals were evaluated, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Initial Term Price
1	84	First Transit, Inc. Cincinnati, Ohio	SMS Transportation Services, Inc. Global Paratransit, Inc. JCM & Associates, Inc./Blue Goose ISLA Tires, Inc. ButterFly, Inc. Primetime Shuttle, Inc.	Demonstrated relevant prior experience and qualifications. Has managed 22 successful transitions in the past two years. Proposed subcontractors have experience within their respective fields. Proposed project manager has 20 years of transportation experience and previously served as assistant general manager of the OC ACCESS service. Proposed experienced managers for all key positions, including operations, maintenance, safety, call center, information technology, driver trainer, customer relations, human resources, and accounting. Proposed a director of quality assurance with over 24 years of paratransit experience, and the local team is supported by a strong regional management team. Demonstrated a comprehensive understanding of the requirements included in the scope of work. Provided a comprehensive plan for service operations, training, data collection, transition, scheduling, safety, vehicle and facility maintenance, and subcontractor oversight program. Provided service enhancement recommendations, such as utilizing new technological tools (First Analytics, Management Information Dashboard). Identified various special issues or problems that are likely to be encountered during the project and how they would be addressed. Provided detailed and thorough responses to the evaluation committee's questions. Received positive responses from references. Proposed a competitive total price.	\$242,579,221
2	81	MV Transportation, Inc. Dallas Texas	Cabco Yellow, Inc. RideCo, Inc. AAMCOM Metro Towing, Inc. Regali, Inc. Jamison Professional Services, LLC	Demonstrated relevant prior experience and qualifications. Has been managing and operating the OC ACCESS service since 2013 and assumed responsibility of the OC Flex service in 2020. Proposed subcontractors have experience within their respective fields. Proposed project manager has 25 years of transportation experience and has been managing the OC ACCESS service since 2018. Proposed experienced managers for all key positions, including operations, maintenance, safety, call center, information technology, driver trainer, customer relations, human resources, and accounting. Demonstrated a comprehensive understanding of the requirements included in the scope of work. Provided a comprehensive plan for service operations, training, data collection, transition, scheduling, safety, vehicle and facility maintenance, and subcontractor oversight program. Identified only one special issue or problem that is likely to be encountered during the project and how it would be addressed. Responses to questions regarding the strategies it will pursue to build on staff's understanding of ADA paratransit service as well as community outreach and engagement lacked detail and specifics. Received positive responses from references. Proposed the lowest estimated total price.	\$236,663,592
3	79	Transdev Services, Inc. Lombard, Illinois	Big Star Transit, LLC SMS Transportation Services, Inc. JCM & Associates, Inc./Blue Goose	Demonstrated relevant prior experience and qualifications. Proposed subcontractors have extensive experience within their respective fields. Proposed project manager has 25 years of transportation experience. Proposed experienced managers for all key positions, including operations, maintenance, safety, call center, information technology, driver trainer, customer relations, human resources, and accounting. Demonstrated a comprehensive understanding of the requirements included in the scope of work. Provided a comprehensive plan for service operations, training, data collection, transition, scheduling, safety, vehicle and facility maintenance, but lacked a complete subcontractor oversight program. Provided service enhancement recommendations, such as utilizing new technological tools. Identified various special issues or problems that are likely to be encountered during the project and how they would be addressed. Responses to questions about their subcontractors' proposed maintenance and vehicle storage plan did not address an adequate oversight program. Received positive responses from all but one reference. Proposed a competitive total price.	\$276,791,080

Evaluation Panel: (6 members)

Internal

Contracts Administration and Materials Management (1)
Paratransit Services (1)
Financial Planning and Analysis (1)
Schedule and Bus Operations Support (1)
Contracted Services (1)

External

Los Angeles Access Services (1)

Proposal Criteria

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

Weight Factors

20%
30%
30%
20%

ATTACHMENT B

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2150: OC ACCESS Paratransit and OC Flex Microtransit Services

First Transit, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.0	4.5	4.5	4.5	4	17.7
Staffing/Project Organization	4.0	4.0	3.5	3.5	4.0	4.0	6	23.0
Work Plan	4.0	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.83	4.83	4.83	4.83	4.83	4.83	4	19.3
Overall Score	85.3	85.3	80.3	82.3	85.3	85.3		84

MV Transportation, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	4.5	4	18.0
Staffing/Project Organization	3.5	3.5	4.0	3.5	4.0	3.5	6	22.0
Work Plan	3.5	3.5	3.5	3.5	3.5	3.5	6	21.0
Cost and Price	5.00	5.00	5.00	5.00	5.00	5.00	4	20.0
Overall Score	80.0	80.0	83.0	80.0	83.0	80.0		81

Transdev Services, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.0	4.0	4.0	4.0	4	16.7
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4.5	6	24.5
Work Plan	3.5	3.5	3.5	3.5	3.5	3.0	6	20.5
Cost and Price	4.22	4.22	4.22	4.22	4.22	4.22	4	16.9
Overall Score	79.9	79.9	77.9	77.9	77.9	77.9		79

The scores for the two non-short-listed firms were 8 and 40.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2150 OC ACCESS Paratransit and OC Flex Microtransit Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
First Transit, Inc.						
Contract Type: Firm-Fixed Monthly and Variable Rate	C-4-1737	Contracted Fixed-Route Operation	July 1, 2015	June 10, 2023		\$ 315,856,805
Subconsultants:						
All Petro Resources					\$ 190,200.00	
First Fuel, Inc.					\$ 82,800.00	
J.C.M. Associates, Inc.					\$ -	
Lone Star Handicap Vans					\$ 72,000.00	
National Tour Integrated					\$ -	
REM Services, Inc.					\$ 918,247.00	
Strategic Tire Solutions, Inc.					\$ 16,800.00	
Contract Type: Firm-Fixed Price	C-0-2503	Bus Production Inspection Services	September 2, 2020	December 31, 2021	N/A	\$ 53,964
Subconsultants: None						
Subtotal:						\$ 315,910,769
MV Transportation, Inc.						
Contract Type: Revenue Vehicle Hour Rate	C-2-1865	OC ACCESS Paratransit Services	July 1, 2013	December 31, 2021		\$ 375,620,065
Subconsultants:						
Cabco Yellow, Inc.						
Contract Type: Revenue Vehicle Hour Rate	C-7-0252	OC Flex Microtransit Services	July 1, 2020	December 31, 2021		\$ 2,693,699
Subconsultants:						
Via Transportation, Inc.						
Subtotal:						\$ 378,313,764
Transdev Services, Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: None						
Subtotal:						\$ -



**Agreement for OC ACCESS Paratransit
and OC Flex Microtransit Services**



BACKGROUND

OC ACCESS

July 2013 – contract starts

June 2017 – contract amended through June 2019

September 2018 – contract amended through June 2021

September 2020 – contract extended for additional six months, through December 2021

OC Flex

October 2018 – contract starts

September 2019 – contract amended through October 2020

May 2020 – contract amended through May 2021

November 2020 – contract amended through December 2021, to align with the term of the OC ACCESS agreement



PROCUREMENT PROCESS

- The Board of Directors (Board) approved Request for Proposals (RFP) 0-2150 release on December 14, 2020
- A virtual pre-proposal meeting was held on January 6, 2021
- Seven proposals were received
- Evaluate proposals, interview firms, and requested Best and Final Offers from all firms
- Scope of work developed to include both OC ACCESS and OC Flex
- Evaluation committee consisted of six members including internal and external participants



PROCUREMENT INCLUDES

- OC ACCESS Service
 - Fixed cost and per-trip rate
 - Key staffing requirements and performance metrics
- OC Flex Microtransit
 - Ensures continuity of operations
 - Fixed cost and per vehicle revenue hour rate



BOARD-APPROVED EVALUATION CRITERIA

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



SHORT LISTED FIRMS

- First Transit, Inc. (First Transit) – Cincinnati, Ohio
- MV Transportation, Inc. (MV) – Dallas, Texas
- Transdev Services, Inc. (Transdev) – Lombard, Illinois



EVALUATION SCORING SUMMARY

EVALUATION CRITERIA	FIRST TRANSIT	MV	TRANSDEV
Qualifications of the Firm	17.7	18.0	16.7
Staffing and Project Organization	23.0	22.0	24.5
Work Plan	24.0	21.0	20.5
<i>Subtotal</i>	<i>64.7</i>	<i>61.0</i>	<i>61.7</i>
Cost and Price	19.3	20	16.9
Grand Total	84.0	81.0	78.6



EVALUATION CRITERIA HIGHLIGHTS

Qualifications of the Firm

- All three firms demonstrated the ability to operate and maintain the service as required.

Staffing/Project Management

- First Transit and MV teams had extensive knowledge and experience working on OC ACCESS service.
- First Transit proposed more staff to perform contract and service delivery quality assurance.

Work Plan

- All three firms provided a comprehensive work plan.
- First Transit proposed the addition of technological tools to provide service enhancements and identified risks and strategies related to the current operating environment.

Cost and Price

- Thorough analysis was conducted on all three cost proposals.



OVERVIEW COST COMPARISON

FIRM	4-YEAR INITIAL TERM	4-YEAR COST DIFFERENCE	8-YEAR CONTRACT	8-YEAR COST DIFFERENCE
MV	\$236,663,592		\$516,281,446	
First Transit	\$242,579,221	\$5,915,629	\$534,968,532	\$18,867,096
Transdev	\$276,791,080	\$40,127,488	\$612,088,929	\$95,807,483

DETAILED COST COMPARISON

4-Year Initial Term	First Transit	MV	Transdev
Fixed and Variable Costs:			
Wages	\$ 100,144,793	\$ 101,173,687	\$ 112,106,031
Benefits	\$ 35,945,499	\$ 37,354,297	\$ 43,396,013
Maintenance	\$ 4,346,820	\$ 3,025,882	\$ 4,039,094
Management Fee/Profit	\$ 13,810,681	\$ 13,551,409	\$ 21,121,468
Other	\$ 20,445,897	\$ 36,980,999	\$ 27,720,455
Supplemental Service (Taxi)	\$ 61,511,030	\$ 38,553,735	\$ 61,826,331
Subtotal Fixed and Variable Costs	\$ 236,204,721	\$ 230,640,010	\$ 270,209,393
OC Flex	\$ 6,374,500	\$ 6,023,582	\$ 6,581,687
Grand Total Cost	\$ 242,579,221	\$ 236,663,592	\$ 276,791,080

8-Year Contract	First Transit	MV	Transdev
Fixed and Variable Costs:			
Wages	\$ 220,516,111	\$ 217,986,462	\$ 247,164,553
Benefits	\$ 80,763,453	\$ 84,239,355	\$ 98,499,345
Maintenance	\$ 9,934,461	\$ 6,202,356	\$ 8,796,596
Management Fee/Profit	\$ 30,329,159	\$ 29,652,996	\$ 45,693,164
Other	\$ 43,229,559	\$ 80,172,382	\$ 59,520,801
Supplemental Service (Taxi)	\$ 133,246,057	\$ 81,841,525	\$ 133,479,628
Subtotal Fixed and Variable Costs	\$ 518,018,799	\$ 500,095,076	\$ 593,154,087
OC Flex	\$ 16,949,733	\$ 16,186,369	\$ 18,934,842
Grand Total Cost	\$ 534,968,532	\$ 516,281,445	\$ 612,088,929

Note: Employee Tax is grouped under Benefits



EVALUATION COMMITTEE RECOMMENDATION: FIRST TRANSIT

- Local team is highly qualified and supported by a strong regional management team.
- Proposed an additional key staff position for the director of quality assurance with over 24 years of paratransit experience.
- Proposed service enhancement recommendations.
- Emphasized utilizing new technological tools for increased real-time reporting capabilities and to assist with visualizing and translating historical performance data, assess performance, and give managers and staff the opportunity to impact operations proactively throughout the day.
- Highlighted strategies to be implemented to ensure performance metrics are met.



STAFF RECOMMENDATION

- Approve the selection of First Transit, Inc., as the firm to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services
- Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$242,579,221, to provide the management, operations, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services for an initial four-year term commencing on January 1, 2022, with two, two-year option terms.



NEXT STEPS

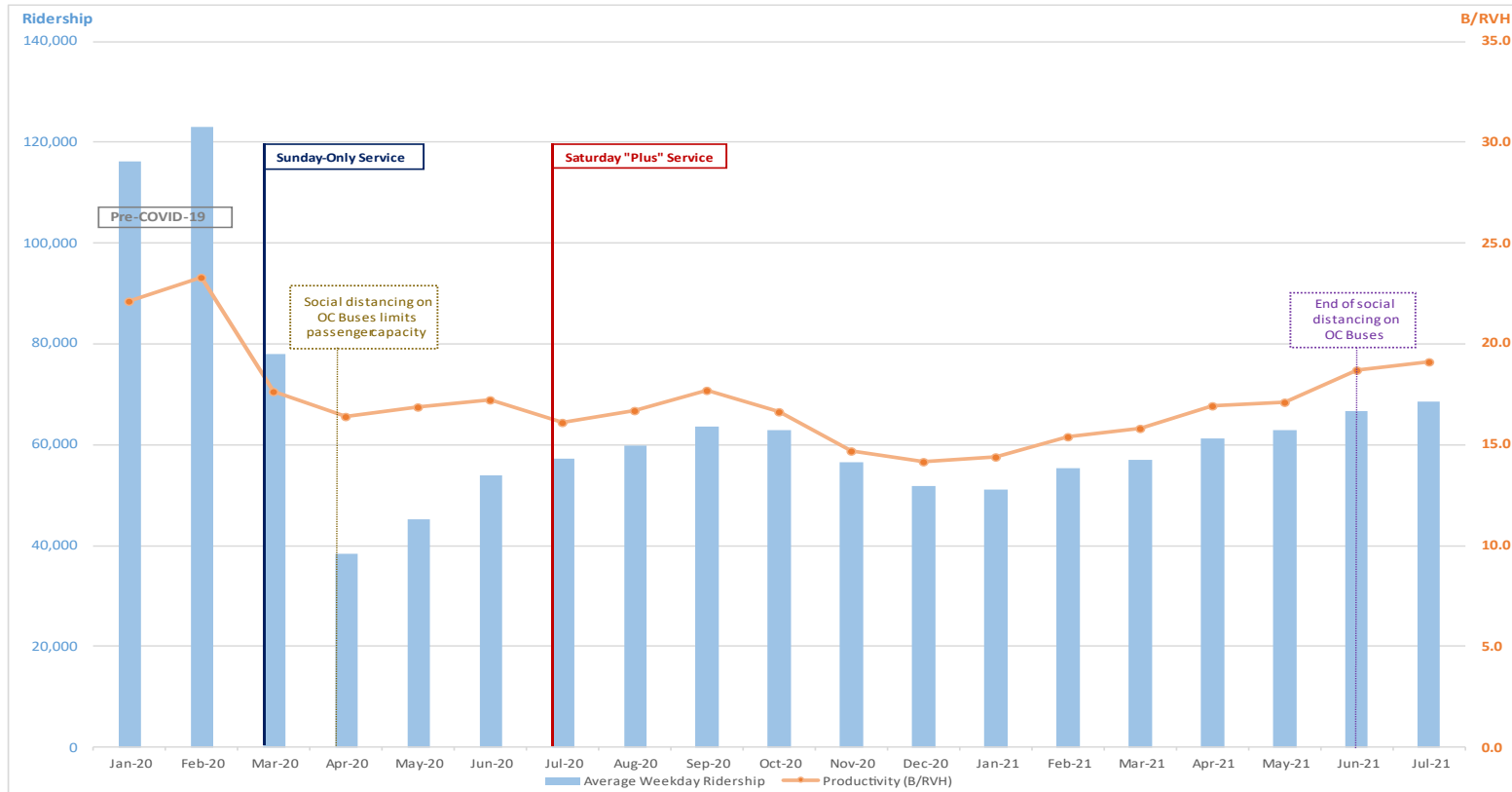
- Finalize contract and issue notice to proceed
- Meet with the selected firm, review transition schedule, determine milestones, and schedule regular transition meetings
- Coordinate meeting with the selected firm and the current service provider
- Implement a communication strategy regarding the transition of service providers for OC ACCESS riders and programs that rely on OC ACCESS for program attendees

OC Bus and OC ACCESS Services Update

- **Ridership**
 - Average weekday boardings and productivity as measured by boardings per revenue vehicle hour
- **Pass-Bys**
 - This occurred when passenger loads on a 40-foot bus reached 20 or more; the 20-passenger limit was eliminated on June 15th
- **Trippers**
 - Unscheduled trips dispatched to provide service to pass-bys created by overloads (20+ passengers)
 - Were deployed based on data, coach operator input, and customer comment
- **On-Time Performance**
 - Measuring service quality as impacted by the coronavirus (COVID-19) pandemic
- **Customer Comments**
 - Trends, feedback, and issues reported

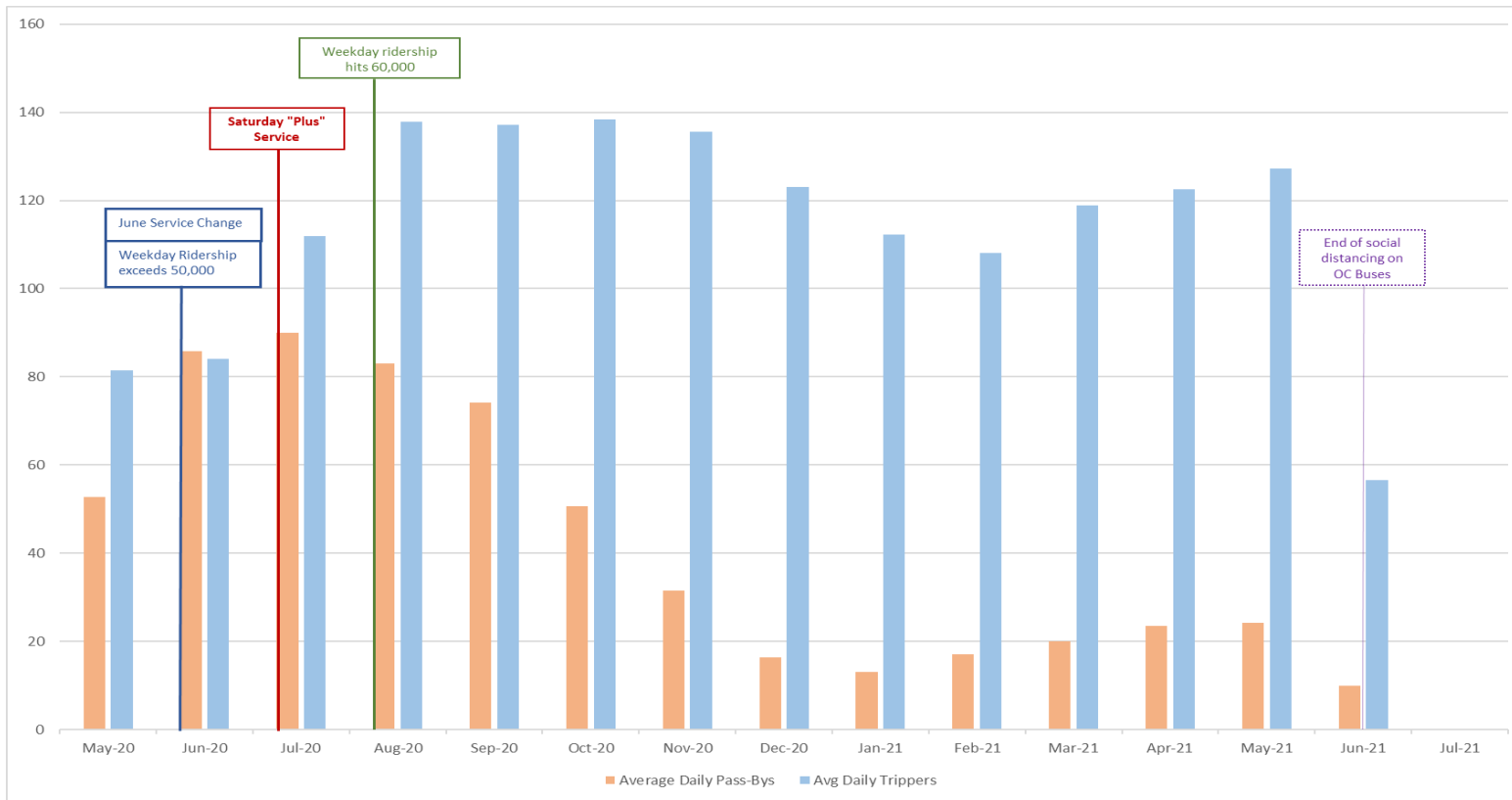
OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



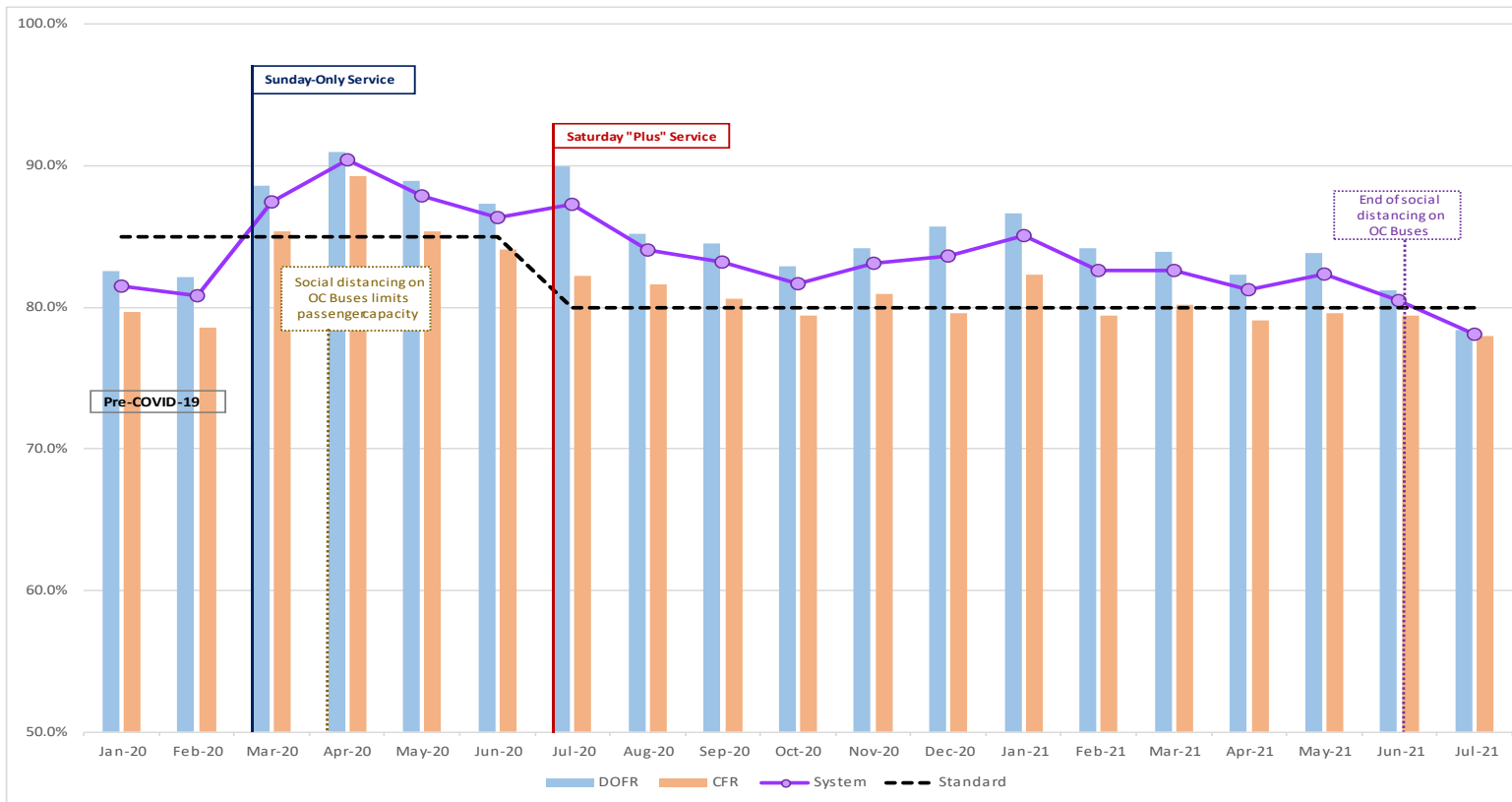
OC BUS TRIPPERS AND PASS-BYS

(AVERAGE WEEKDAY)



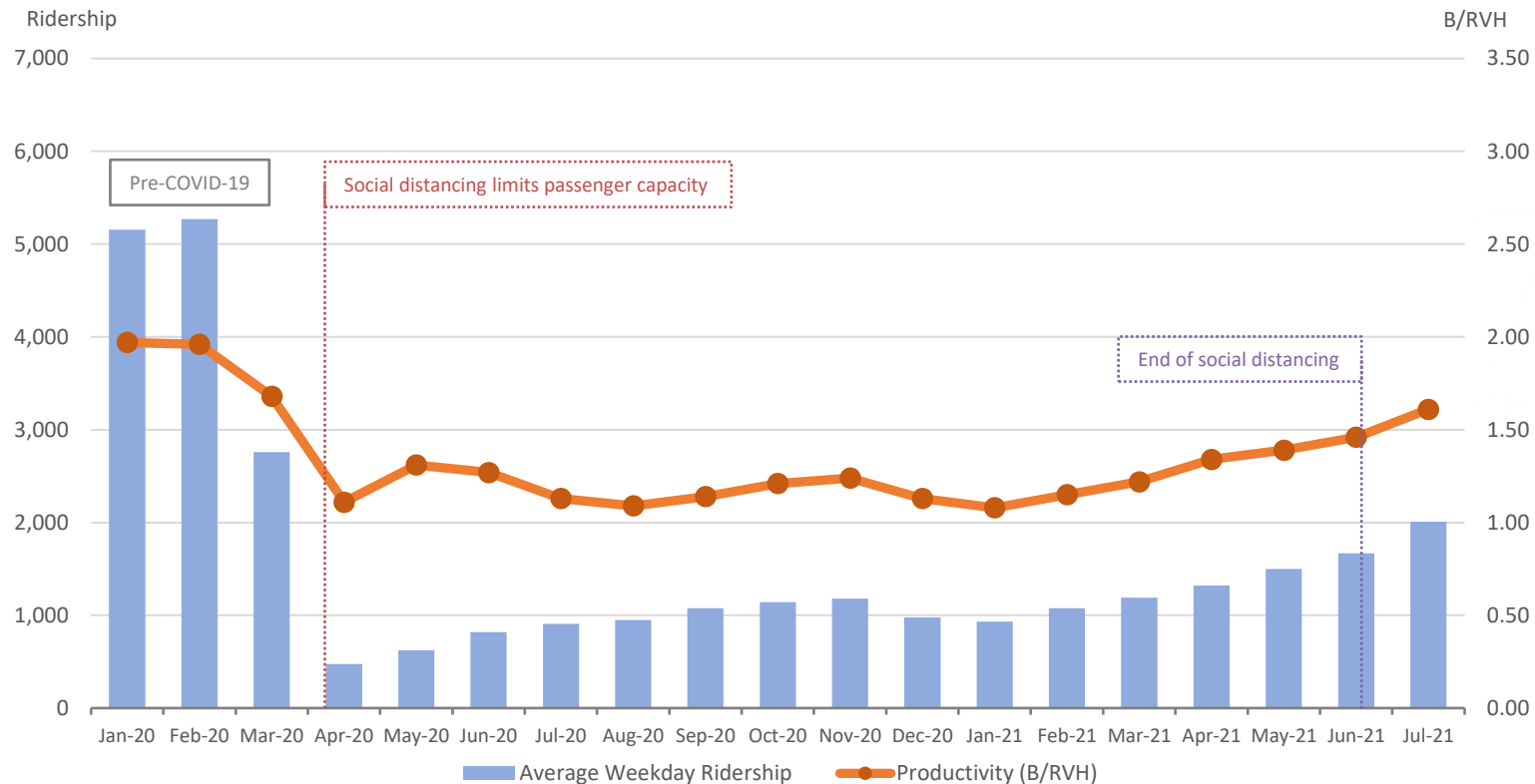
OC BUS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



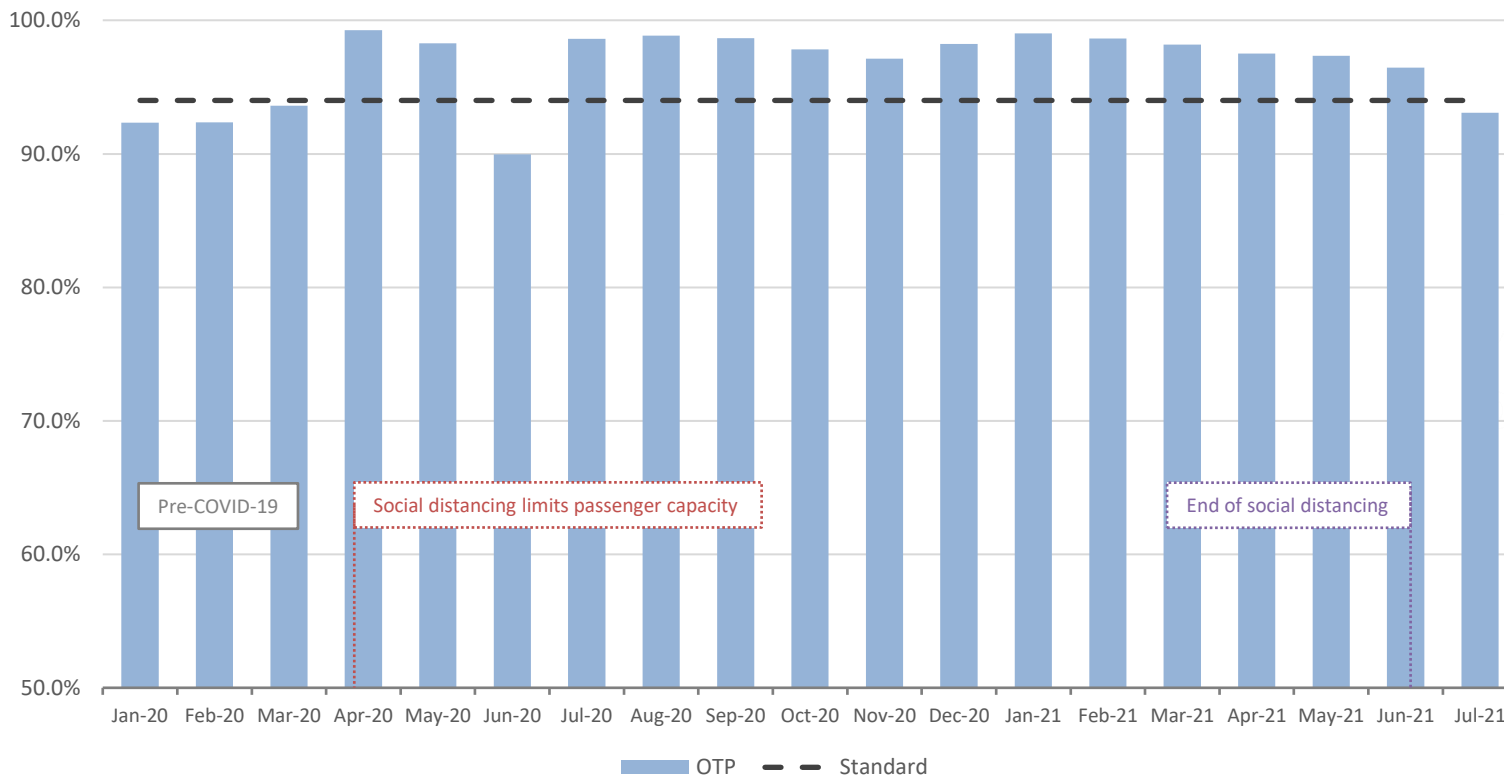
OC ACCESS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



OC ACCESS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



CUSTOMER COMMUNICATION AND FEEDBACK

COVID-19 Safety Measures

Safety/Customer Communications

The OC Bus Comeback Campaign continues to support ongoing safety messages. As part of the campaign, the Welcome Pass and College Pass programs launch in August along with the August service change and the fall school term. The Welcome Pass was specifically created to restore ridership and help OC Bus riders.

Save 40% with the New OC Bus Welcome Pass

- Get 5 One-day Passes for only \$15 (\$10 savings)
- Get a 30-day Pass for only \$40 (\$29 savings)

OCbus.com/Welcome | (714) 636-RIDE



OCBUS   
YOUR SAFETY IS OUR PRIORITY

Ahorra 40% con el nuevo "Welcome Pass" de OC Bus

- Recibe 5 pases de un día por tan solo \$15 (ahorra \$10)
- Recibe un pase de 30 días por tan solo \$40 (ahorra \$29)

OCbus.com/Welcome | (714) 636-RIDE



OCBUS   
SU SEGURIDAD ES NUESTRA PRIORIDAD

Customer Comments

Bus Pass-bys

- Complaints on pass-bys decreased to an average of four complaints per week in July compared to 5.7 complaints per week in June.

Overcrowding

- Passenger overcrowding complaints increased slightly to an average of 1.25 complaints per week in July compared to 0.4 complaints per week in June.



NEXT STEPS

- Continue to track service performance and COVID-19 pandemic impacts
- Upcoming service changes
 - August 16, 2021 – many core-area schools return for on-site learning
 - October 10, 2021 – Regular service change (address any on-time performance, ridership trends as necessary)