



AGENDA

Transit Committee Meeting

Committee Members

Andrew Do, Chairman
Gregory T. Winterbottom, Vice Chairman
Laurie Davies
Steve Jones
Jose F. Moreno
Miguel Pulido
Tim Shaw

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Thursday, September 12, 2019 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 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.

Call to Order

Pledge of Allegiance

Director Davies

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 6)

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 August 8, 2019.

3. October 2019 Bus Service Change

Gary Hewitt/Kia Mortazavi

Overview

The October 2019 bus service change consists of both major and minor schedule changes to bus routes which address summer demand, road construction, coach operator input, customer requests, and implement changes approved by the Board of Directors in July 2019.

Recommendation

Receive and file as an information item.

4. Fiscal Year 2018-19 Low Carbon Transit Operations Program Update

Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority submitted five projects for \$7.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding. An amendment to the program to support expanded commuter rail service in Orange County is provided for Board of Directors' approval.

Recommendations

- A. Approve Resolution 2019-070, which authorizes the use of up to \$2.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding for Metrolink Service Expansion, consistent with the Low Carbon Transit Operations Program Guidelines.
- B. Authorize the Chief Executive Officer, or his designee, to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendation.



5. Amendment to Agreement for Bus Stop Maintenance Services

Johnny Dunning, Jr./Jennifer L. Bergener

Overview

On October 27, 2014, the Board of Directors approved an agreement with ShelterClean Services, Inc., for ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations. The current agreement for these services will expire on November 30, 2019. Staff is requesting Board of Directors' approval to exercise the second and final two-year option term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1620 between the Orange County Transportation Authority and ShelterClean Services Inc., in the amount of \$977,976, to exercise the second two-year option term of the agreement through November 30, 2021, for bus stop maintenance services. This will increase the maximum obligation of the agreement to a total contract value of \$3,595,629.

6. Request to Exercise Option Term for Right-of-Way Maintenance Services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor Orange and Olive Subdivisions

Gerald Ray Smith, Jr. /Jennifer L. Bergener

Overview

On November 24, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with Joshua Grading & Excavating, Inc., to provide railroad right-of-way maintenance services on the Los Angeles – San Diego - San Luis Obispo Rail Corridor Orange and Olive Subdivisions for five years, with one two-year option term. In order to continue railroad right-of-way maintenance services, approval to exercise the two-year option term of the existing contract is requested.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement No. C-4-1361 between the Orange County Transportation Authority and Joshua Grading & Excavating, Inc., to exercise the two-year option term for right-of-way maintenance services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor Orange and Olive Subdivisions, in the amount of \$2,600,000, and extend the term of the agreement through January 22, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$10,800,000.



Regular Calendar

7. Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service

Cliff Thorne/Jennifer L. Bergener

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for quotes for the purchase of 12, 30 to 32-foot compressed natural gas-powered heavy-duty buses to support iShuttle service in the City of Irvine. As a result, quotes from qualified vendors under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative have been evaluated, and approval is requested to award an agreement for the purchase of these buses.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the Orange County Transportation Authority and Gillig LLC, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty compressed natural gas-powered buses, with an option to purchase five additional buses, for iShuttle service.

8. Amendment to Agreement for the Operation and Maintenance of a Microtransit Pilot Program

Johnny Dunning, Jr./Jennifer L. Bergener

Overview

On March 26, 2018, the Board of Directors approved an agreement with Keolis Transit Service, LLC, for the operation and maintenance of the OC Flex microtransit pilot program. The initial term for this agreement expires in October 2019. In order to continue service, an amendment to exercise the first one-year option is necessary.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-2052 between the Orange County Transportation Authority and Keolis Transit Services, LLC, in the amount of \$1,106,006, to exercise the first option term of the agreement to provide continued operation and maintenance of the OC Flex microtransit pilot program, from October 15, 2019 to October 14, 2020, increasing the maximum obligation of the agreement to a total contract value of \$2,362,843.



Discussion Items

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, October 10, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room Conference Room 07, Orange, California.



Committee Members Present

Gregory T. Winterbottom, Vice Chairman
Laurie Davies
Steve Jones
Miguel Pulido
Tim Shaw

Staff Present

Darrell E. Johnson, Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff and members of the General Public

Committee Members Absent

Andrew Do, Chairman
Jose F. Moreno

Call to Order

The August 8, 2019 regular meeting of the Transit Committee was called to order by Committee Vice Chairman Winterbottom at 9:00 a.m.

Pledge of Allegiance

Director Shaw led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 6)

2. Approval of Minutes

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to approve the minutes of the Transit Committee meeting of July 11, 2019.

Director Pulido was not present to vote on this item.



3. Sole Source Agreement for the Purchase of Nineteen Near-Zero Emission Bus Engines for the Midlife Overhaul of Articulated Buses

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1085 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$1,348,248, for the purchase of 19 replacement Cummins L9N near-zero emission compressed natural gas-powered engines.

Director Pulido was not present to vote on this item.

4. Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the OC Streetcar Project

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,600,000, for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the construction of the OC Streetcar project.

Director Pulido was not present to vote on this item.

5. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2019-20 Funds

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to:

A. Approve Resolution No. 2019-058, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of \$5.720 million in fiscal year 2019-20 SB 1 State of Good Repair Program funding for:

- Replacement of up to seven iShuttle buses (\$3.030 million),
- Replacement of up to six El Dorado Cutaways with 40-foot buses (\$1.890 million),
- Replacement of the emergency equipment at the Anaheim and Irvine Construction Circle bus bases (\$0.800 million).

B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Director Pulido 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 Director Davies, seconded by Director Jones, and declared passed by those present, to receive and file as an information item.

Director Pulido was not present to vote on this item.

Regular Calendar

7. Local Agencies' Interest in Project V Call for Projects

Joseph Alcock, Section Manager III of Local Programs, Planning Division, gave a brief overview of the Project V Community Based Transit Circulators Program, and provided a PowerPoint presentation as follows:

- Measure M2 (M2) Community Circulator Program;
- Program Status;
- Interest in Future Call for Projects; and
- Next Steps.

A discussion ensued regarding:

- M2 Project V has a \$248 million budget through the life of M2 and \$30 million has been committed through the current call for projects, which allows another call for projects to be accommodated.
- The City of Mission Viejo's (Mission Viejo) Project V service was cancelled for the summer and will begin on August 20th. Orange County Transportation Authority (OCTA) will lead the service through October 14th, then the City will take over the service.
- Mission Viejo did not submit a Project V request because they have existing funds.
- OCTA staff will provide an overall funding outlook for the Project V call for projects in the fall for the Board of Directors (Board) to review.

A motion was made by Director Shaw, seconded by Director Jones, and declared passed by those present, to direct staff to return by fall 2019 with revised Comprehensive Transportation Funding Programs Guidelines to support a fourth Project V call for projects.



Discussion Items

8. Bristol Street Transit Corridor Study Update

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Eric Carlson, Principal Transportation Analyst, Planning Division, who provided a PowerPoint presentation for this item as follows:

- Study Schedule;
- Alternatives Development;
- Modes and Features;
- Improving Travel Times;
- Emerging Issues;
- Coordination with Cities and External Agencies;
- Stakeholder and Public Participations; and
- Next Steps.

A discussion ensued regarding:

- If offboard ticketing is implemented, it would be done as a pilot program with promotion and campaigns to boost OCTA's mobile ticketing app, in addition to training and educating people.
- Transit signal priority systems detect when transit vehicles are approaching or waiting at traffic signals. The systems can hold green lights longer and shorten red lights to decrease waiting time at traffic signals.
- Streetcar and rapid streetcar vehicles are the same, the only difference is whether or not there is a dedicated lane. If OCTA were to move forward with a streetcar option, it is assumed that identical technology to the OC Streetcar will be used for parts and maintenance.
- Director Pulido referenced Slide 4 of the PowerPoint, which contained an image of a white streetcar, questioned why the color white was quoted four times more expensive for the OC Streetcar, and requested that the color be reconsidered.
- Director Pulido referenced Slide 6 of the PowerPoint to discuss the former CenterLine project route.
- Mr. Johnson, CEO, clarified that OCTA did not have an adopted route or Environmental Impact Report for the CenterLine project, and the project was cancelled in the fall of 2005.
- Mr. Johnson, CEO, referenced Slide 2 of the PowerPoint and discussed project schedules and phases. OCTA staff will present six conceptual alternatives to the Transit Committee and the Board in the fall of 2019.



8. (Continued)

- How reduced dwell times will affect riders that are transferring from one bus to another.
- Director Pulido stated that planning and design for the transit median at Bristol Street should consider accommodations for future transit projects and provided examples.
- Director Pulido requested OCTA create a list to show how projects will be accommodated in the future.
- The City of Santa Ana (Santa Ana) is applying for protected bike lanes grants on Bristol Street, and OCTA has discussed the Bristol Street corridor study with Santa Ana Public Works and Planning Departments.
- There will be language in the grant agreement regarding the ongoing study and that the bike lanes, if implemented, would not preclude possibilities found in this study.
- Director Pulido stated that he wants to take a proactive approach on planning within the corridor.
- Mr. Johnson, CEO, discussed the process of capital projects and stated that there should be options to consider that will not conflict with projects. In certain areas, projects have been built and some may need to be reworked depending on project selection.
- Functionality of transit signal priority systems as it relates to pedestrians.

9. Chief Executive Officer's Report

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

- The Orange County Fair wraps up on Sunday and this will be the final weekend of the OC Fair Express. There were more than 64,000 boardings recorded, which is up 2.2 percent compared to last year.
- OCTA has been hosting bicycle safety workshops throughout the county as part of the bicycle safety campaign called "Be Safe Be Seen." Funding for this campaign comes from the grant received from the California Office of Traffic Safety. A request for an additional workshop was received from South Orange County and will be reviewed by OCTA staff. Workshops will be held on the following dates:
 - August 13th, 5:30 p.m., at the Huntington Beach City Hall
 - August 31st, 9:00 a.m., at the Tustin Senior Center



9. (Continued)

- A wilderness hike at the Pacific Horizon Preserve will take place on August 17th at 8:30 a.m. to give the community an opportunity to see the open space. The space is only open during designated hikes and there continues to be good turnout.

10. Committee Members' Reports

Director Davies thanked Nora Yeretizian and Alice Rogan, External Affairs, as well as OCTA staff for their efforts in promoting OC Flex at the City of Laguna Niguel's (Laguna Niguel) Friday night concert, which was well received by the public. Laguna Niguel may also promote OC Flex at its carnival August 16th through August 18th. She added that as the school year begins, OCTA should continue to outreach to increase ridership and perhaps partner with schools.

11. Closed Session

There were no Closed Session items scheduled.

12. Adjournment

The meeting adjourned at 9:43 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 12, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Gregory T. Winterbottom
Committee Vice Chairman

Olga Prado
Assistant Clerk of the Board



September 12, 2019

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: October 2019 Bus Service Change

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

Overview

The October 2019 bus service change consists of both major and minor schedule changes to bus routes which address summer demand, road construction, coach operator input, customer requests, and implement changes approved by the Board of Directors in July 2019.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected bus routes three times a year, in February, June, and October. The next bus service change is scheduled for implementation on October 13, 2019. The primary focus of the Fiscal Year (FY) 2019-20 Bus Service Plan is to grow ridership, increase productivity, and implement routing changes in preparation for the OC Streetcar construction. Three community meetings were held at various locations throughout Orange County in May 2019, and a public hearing was conducted at the OCTA Board of Directors' (Board) meeting on June 10, 2019. The Board approved the final service change recommendations on July 22, 2019, following public open houses and a public hearing. In addition to the changes included in the Bus Service Plan, there are minor changes to routes based on customer feedback and upcoming Metrolink schedule changes.

Discussion

Major changes to bus service will be implemented in FY 2019-20 with the October 2019 and February 2020 service changes as part of the comprehensive OC Bus 360° Program. The October 2019 bus service change includes adjustments to 24 OCTA bus routes designed to address seasonal demand, as well as improve connections, on-time performance, and system productivity.

A summary of the changes planned for the routes included in the October 2019 bus service change is provided in Attachment A, and a map of affected routes is included as Attachment B. Overall the changes will decrease total annual revenue hours by 1,469, and peak weekday vehicles by five. Some of these resources will be used in upcoming service changes.

Service Change Highlights

- Extend Route 26 to Yorba Linda Boulevard and Imperial Highway (all days) and reduce peak frequency (weekdays).
- Extend Route 59 midday trips to The District (weekdays).
- Add one morning trip on Route 79 to address passenger loading to University of California, Irvine (weekdays).
- Eliminate two low ridership trips on Route 206 (weekdays).
- Eliminate Route 211 because of low ridership (weekdays).
- Reduce two low ridership trips and revise routing on Route 213 (weekdays).
- Eliminate Stationlink Route 462 in Downtown Santa Ana for OC Streetcar construction (weekdays).
- Implement new Route 862 during OC Streetcar construction (all days).
- Revise routing on routes 55 and 83 in Santa Ana Civic Center for OC Streetcar construction (all days).
- Improve frequency on Route 83 (all days).
- Remove summer schedules from routes 1 and 89.
- Adjust scheduling of four Stationlink routes based on upcoming changes to Metrolink schedules.
- Make minor schedule adjustments to routes 33, 37, 43, 57, 71, 76, 529, and 543 to improve connections and on-time performance.

Title VI and Environmental Justice Analyses

Title VI and environmental justice analyses were performed for the October 2019 bus service change because some of the changes were considered major per OCTA policy. The analysis accumulated impacts to minority and low-income communities by comparing the transit service levels before and after the route changes. Based on this analysis, it has been determined that the final FY 2019-20 Bus Service Plan recommendations, taken in their entirety, would not have a disparate impact on minority persons nor a disproportionate burden on low-income persons.

Summary

The October 2019 bus service change consists of both major and minor schedule changes to bus routes which address summer demand, road construction, coach operator input, customer requests, and implement changes approved by the Board in July 2019. The changes are intended to increase productivity and ridership by reallocating resources. Several routing changes will also be made in preparation for the OC Streetcar construction and operations. Notification of the changes to customers is expected three weeks prior to implementation of the service change.

Attachments

- A. October 2019 Bus Service Change Summary
- B. October 2019 Bus Service Change System Map, Schedule and Route Adjustments

Prepared by:



Gary Hewitt
Section Manager, Transit Planning
(714) 560-5715

Approved by:



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

October 2019 Bus Service Change Summary

Route	Changes	Change in Annual RVH			Total	Peak Buses
		WKD	SAT	SUN		
1	Reinstate regular schedule by removing summer schedule	-	-	-	-	-
26	Extend route to Yorba Linda Boulevard and Imperial Highway; reduce peak frequency to 20/40 minutes and keep 30 minutes midday; add one morning trip for Metrolink riders traveling to California State University, Fullerton	(123.3)	109.2	121.8	107.7	(1)
33	Schedule adjustment on weekdays	(4.3)	-	-	(4.3)	-
37	Schedule adjustment on weekdays	(38.3)	-	-	(38.3)	-
43	Schedule adjustment on weekdays	586.5	-	-	586.5	-
55	Reroute in downtown Santa Ana due to OC Streetcar construction	(165.8)	15.6	14.5	(135.7)	-
57	Schedule adjustment on weekdays	403.8	-	-	403.8	-
59	Extend midday short trips from Dyer Road and Pullman Street to The District	-	-	-	-	-
71	Schedule adjustment on weekdays	46.8	-	-	46.8	-
76	Schedule adjustment on weekdays	25.5	-	-	25.5	-
79	Add one weekday southbound trip in the morning from Culver Drive and Michelson Drive to University of California, Irvine due to heavy passenger loads	42.5	-	-	42.5	1
83	Reroute in downtown Santa Ana due to OC Streetcar construction; improve frequency to 15/30 minutes during peak and 30 minutes during midday and weekends; improve span by adding one southbound evening trip	(1,432.3)	(64.1)	708.6	(787.8)	-
89	Reinstate regular schedule by removing summer schedule; reduce frequency to 45 minutes during midday	(2,273.8)	-	-	(2,273.8)	-
206	Remove one AM and one PM trip due to low ridership	(612.0)	-	-	(612.0)	(1)
211	Discontinue route	(5,703.5)	-	-	(5,703.5)	(4)
213	Simplify routing for direct service between Brea Mall, Fullerton Transportation Center, Village at Orange, and University of California, Irvine; offer three southbound trips in the AM peak and three northbound trips in the PM peak	(1,432.3)	-	-	(1,432.3)	(1)
462	Discontinue route and replace with Civic Center shuttle Route 862	(1,763.8)	-	-	(1,763.8)	(2)
529	Schedule adjustment on weekdays	(140.3)	-	-	(140.3)	-
543	Schedule adjustment on weekdays	(21.3)	-	-	(21.3)	-
862	During OC Streetcar construction, implement new route to replace Route 462 and deleted portion of Route 83 operating from 5:00AM to midnight; provide 10-minute peak, 15-minute midday, and 25-minute evening frequency; provide 20-minute frequency from 6:00AM to midnight on weekends	8,491.5	942.9	1,051.7	10,486.1	3
Stationlink	Schedule adjustments to four routes due to Metrolink schedule change	(255.0)	-	-	(255.0)	-
Total		(4,369.4)	1,003.6	1,896.6	(1,469.2)	(5)

RVH - Revenue vehicle hours

WKD - Weekday

SAT - Saturday

SUN - Sunday



September 12, 2019

To: Transit Committee

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

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2018-19 Low Carbon Transit Operations Program Update

Overview

The Orange County Transportation Authority submitted five projects for \$7.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding. An amendment to the program to support expanded commuter rail service in Orange County is provided for Board of Directors' approval.

Recommendations

- A. Approve Resolution 2019-070, which authorizes the use of up to \$2.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding for Metrolink Service Expansion, consistent with the Low Carbon Transit Operations Program Guidelines.
- B. Authorize the Chief Executive Officer, or his designee, to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendation.

Background

The Low Carbon Transit Operations Program (LCTOP) will support transit operations or capital projects that reduce greenhouse gas emissions and improve mobility, with a priority to provide benefit to disadvantaged communities. Projects may include new or expanded bus or rail services, expanded intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate transit services or facilities, including fare discount and promotion programs. The Orange County Transportation Authority (OCTA) recently approved its share of the Southern California Regional Rail Authority (SCRRA) 2019-20 Budget that included Metrolink Service Expansion.

Since fiscal year (FY) 2014-15, OCTA has received annual apportionments of LCTOP funds ranging from \$1.3 million to \$4.8 million. For FY 2018-19, OCTA was apportioned \$7.1 million in LCTOP funds. On March 25, 2019, the Board of Directors (Board) approved the use of \$7.1 million in FY 2018-19 LCTOP funds for continuation and expansion of college fare programs (Fullerton, Golden West, and Santa Ana colleges), related travel training for seniors and the disabled community, and capital and operating support for the Bravo! Main Street Rapid Bus Service.

The Bravo! Main Street Rapid Bus Service is not projected to start revenue operation until June 2022, whereas the Metrolink Service Expansion will commence in April 2020, and, therefore is a more timely opportunity for OCTA to utilize the LCTOP funds. As a result, staff is proposing use of LCTOP for up to four years of operating subsidy for Metrolink Service Expansion rather than operating subsidy for Bravo! Main Street Rapid Bus Service.

Discussion

In October 2019 and April 2020, the SCRRA will expand Metrolink service on both the Orange County and the 91/Perris Valley lines. In October 2019, three Orange County Line round trip trains currently operating between Laguna Niguel/Mission Viejo and Fullerton will be replaced by two round trips between Laguna Niguel/Mission Viejo and Los Angeles Union Station, and three weekday round trips, currently operating between Perris-South and Riverside, will be replaced by one round trip between Perris-South and Los Angeles Union Station via Fullerton. In April 2020, one evening round trip will be added between Oceanside and Los Angeles, and one round trip will be added between Los Angeles Union Station and Perris-South via Fullerton.

OCTA's share of the operating subsidy for the service expansion from October 2019 through June 30, 2023 is projected to be \$2.1 million. Bravo! Main Street Rapid Bus Service is not projected to start revenue operation until June 2022. It is proposed to redirect the funds needed for Metrolink Service Expansion from the \$2.9 million in LCTOP funds approved for the operating support for the Bravo! Main Street Rapid Bus Service. The remaining LCTOP funds currently estimated to be \$0.8 million remains available for operating support for the Bravo! Main Street Rapid Bus Service. In the future, additional LCTOP funds will be available and would be proposed for Board consideration to fully fund the Bravo! Main Street service.

This recommendation is consistent with OCTA Capital Programming Policies, and with the California Department of Transportations' (Caltrans) LCTOP Guidelines. Caltrans has requested that the Board approve submittal of the project and execution of the certifications and assurances, and authorized agent forms through a resolution (Attachment A). The authorized agent form authorizes the Chief Executive Officer, or his designee, to sign documents on behalf of OCTA.

The Metrolink Service Expansion will result in increased ridership, thereby reducing single-occupant vehicle travel, the associated vehicle miles traveled, and greenhouse gas emissions. The project will serve disadvantaged communities in Orange County.

Next Steps

With Board approval, staff will submit a program amendment and a request for up to \$2.1 million in FY 2018-19 LCTOP funds for Metrolink Service Expansion to Caltrans.

Summary

The Board is requested to approve the use of FY 2018-19 LCTOP funds for Metrolink Service Expansion in place of operating subsidy associated with Bravo! Main Street Rapid Bus Service. The Board is further requested to approve a resolution authorizing submittal of the project and execution of the certifications and assurances.

Attachment

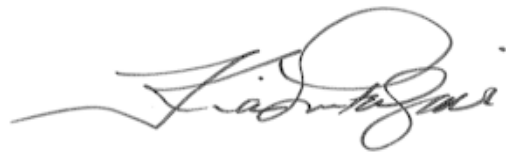
- A. Resolution 2019-070, Authorization for the Execution of the Certifications and Assurances for the Low Carbon Transit Operations Program, and for the Execution of the Low Carbon Transit Operations Program Project: Metrolink Service Expansion, up to \$2,100,000

Prepared by:



Louis Zhao
Section Manager,
Discretionary Funding Programs
(714) 560-5494

Approved by:



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

RESOLUTION 2019-070

AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM, AND FOR THE EXECUTION OF THE LOW CARBON TRANSIT OPERATIONS PROGRAM PROJECT:

METROLINK SERVICE EXPANSION, UP TO \$2,100,000

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) 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, SB 862 (Chapter 36, Statutes 2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

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

WHEREAS, OCTA wishes to implement the LCTOP project listed above and submit a corrective action plan to move up to \$2.1 million in 2018-19 LCTOP funds from Bravo! Main Street Rapid Bus Service to Metrolink service Expansion;

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

NOW THEREFORE, BE IT FURTHER RESOLVED that Darrell Johnson, Chief Executive Officer, or his designee, be authorized to execute all required documents of the LCTOP and any amendments thereto with Caltrans;

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

NOW, THEREFORE, BE IT FURTHER RESOLVED that the OCTA Board hereby authorizes the move of up to \$2.1 million in 2018-19 LCTOP funds from Bravo! Main Street Rapid Bus Service to Metrolink Service Expansion;

NOW, THEREFORE, BE IT FURTHER RESOLVED that the OCTA Board hereby authorizes the submittal of the following project nomination and allocation request to Caltrans in fiscal year (FY) 2018-19 LCTOP funds:

Project Name: Metrolink Service Expansion

Amount of LCTOP funds requested: FY 2018-19 LCTOP funding at up to \$2,100,000

Short Description of Project:

Expand Metrolink service on the Orange County line by up to two round trips between Laguna Niguel/Mission Viejo and Los Angeles Union Station, one round trip between Oceanside and Los Angeles and up to two weekday round trips on the 91/Perris Valley Line between Perris-South and Los Angeles Union Station, via Fullerton.

ADOPTED, SIGNED AND APPROVED this 23rd day of September 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2019-070



September 12, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Bus Stop Maintenance Services

Overview

On October 27, 2014, the Board of Directors approved an agreement with ShelterClean Services, Inc., for ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations. The current agreement for these services will expire on November 30, 2019. Staff is requesting Board of Directors' approval to exercise the second and final two-year option term.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1620 between the Orange County Transportation Authority and ShelterClean Services Inc., in the amount of \$977,976, to exercise the second two-year option term of the agreement through November 30, 2021, for bus stop maintenance services. This will increase the maximum obligation of the agreement to a total contract value of \$3,595,629.

Discussion

The Orange County Transportation Authority (OCTA) is responsible for maintaining approximately 5,440 bus stops located in 42 individual jurisdictions within Orange, Los Angeles, and Riverside counties. The bus stop maintenance program has been outsourced providing a cost effective and efficient method of maintaining OCTA's 5440 bus stops since September 1, 1994.

Through this contract, the maintenance contractor performs routine and preventive maintenance services. This includes inspection of each bus stop location along an assigned route to ensure that the stop is safe, graffiti free, and in good order. Typical activities performed during these inspections include repairing or replacing missing bus stop signs and posts, repairing solar lights, removing graffiti, and reporting any safety-related issues to the proper agency or jurisdiction.

Under separate agreements, local agencies may contract with OCTA to clean individual bus stops; otherwise regular cleaning and trash removal is the responsibility of the local jurisdiction.

In addition to the preventive maintenance cycles, the contractor handles miscellaneous work orders to install, relocate, and remove bus stop equipment and place route information at selected stop locations during each of OCTA's service changes.

Procurement Approach

On October 27, 2014, the Board of Directors (Board) approved a contract with ShelterClean Services, Inc. (ShelterClean), for a three-year initial term with two, two-year option terms to provide bus stop maintenance from December 1, 2014 through November 30, 2017. On October 23, 2017, the Board approved the first two-year option term, extending the agreement through November 30, 2019. The procurement was handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. The agreement was awarded on a competitive basis and has since been amended as described in Attachment A.

The proposed Amendment No. 6 exercises the second two-year option term of the agreement through November 30, 2021. The rates remained constant throughout the initial three-year term, increased by approximately three percent for the first option term, and will increase three percent for the second option term.

Amending this agreement will increase the maximum cumulative payment obligation by \$977,976, bringing the total contract value to \$3,595,629. This will allow continued preventive and corrective maintenance services for bus stop locations, as well as services for other miscellaneous work orders.

Fiscal Impact

The project was approved in the OCTA Fiscal Year 2019-20 Budget, Operations Division, Scheduling and Bus Operations Support, Account 2128-7612-D3107-2WM, and is funded through Local Transportation Funds.

Summary

OCTA contracts for the provision of ongoing routine and preventive maintenance for all OCTA bus stop locations. The current contract expires on November 30, 2019. To ensure continued service, based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1620 with ShelterClean, in the amount of \$977,976, to exercise the second and final two-year option term for bus stop maintenance, bringing the total contract value to \$3,595,629.

Attachment

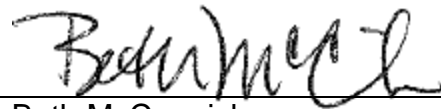
- A. ShelterClean Services, Inc., Agreement No. C-4-1620 Fact Sheet

Prepared by:



Johnny Dunning, Jr.
Department Manager, Scheduling and
Bus Operations Support
714-560-5710

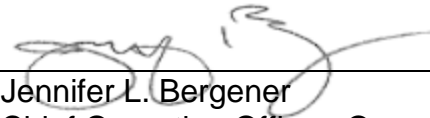
Approved by:



Beth McCormick
General Manager, Operations
714-560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
714-560-5623



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

**ShelterClean Services, Inc.
Agreement No. C-4-1620 Fact Sheet**

1. October 27, 2014, Agreement No. C-4-1620, \$1,340,060, approved by the Board of Directors (Board).
 - Agreement to provide maintenance services for bus stops and zones.
 - Initial term effective December 1, 2014 through November 30, 2017, with two, two-year option terms.
2. February 9, 2015, Amendment No. 1 to Agreement No. C-4-1620, \$0, approved by Contracts Administration and Materials Management Department (CAMM).
 - Amendment to add requirement for contractor to perform criminal background checks on all personnel assigned to the maintenance of Orange County Transportation Authority property.
3. June 13, 2016, Amendment No. 2 to Agreement No. C-4-1620, \$0, approved by CAMM.
 - Amendment to reduce the number of bus stop locations inspected and serviced per year from 6230 to 5991 locations.
4. January 31, 2017, Amendment No. 3 to Agreement No. C-4-1620, \$0, approved by CAMM.
 - Amendment to reduce the number of bus stop locations inspected and serviced per year from 5991 to 5468 locations.
5. June 12, 2017, Amendment No. 4 to Agreement No. C-4-1620, \$176,627, approved by CAMM.
 - Amendment to reduce the number of bus stop locations inspected and serviced per year from 5468 to 5440 locations.
 - Amendment to accommodate the costs associated with special transit projects and reallocation of bus system routes.
6. October 23, 2017, Amendment No. 5 to Agreement No. C-4-1620, \$1,100,966, approved by the Board.
 - Amendment to exercise the first, two-year option term and extend the agreement through November 30, 2019.

7. September 23, 2019, Amendment No. 6 to Agreement No. C-4-1620, \$977,976, pending approval by the Board.

- Amendment to exercise the second, two-year option term and extend the agreement through November 30, 2021.

Total committed to ShelterClean, Services, Inc., upon approval of Amendment No. 6 to Agreement No. C-4-1620: \$3,595,629.



September 12, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: Request to Exercise Option Term for Right-of-Way Maintenance Services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Orange and Olive Subdivisions

Overview

On November 24, 2014, the Orange County Transportation Authority Board of Directors approved an agreement with Joshua Grading & Excavating, Inc., to provide railroad right-of-way maintenance services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Orange and Olive Subdivisions for five years, with one two-year option term. In order to continue railroad right-of-way maintenance services, approval to exercise the two-year option term of the existing contract is requested.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 4 to Agreement No. C-4-1361 between the Orange County Transportation Authority and Joshua Grading & Excavating, Inc., to exercise the two-year option term for right-of-way maintenance services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Orange and Olive Subdivisions, in the amount of \$2,600,000, and extend the term of the agreement through January 22, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$10,800,000.

Discussion

The Orange County Transportation Authority (OCTA) owns and maintains the operating railroad right-of-way (ROW) for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Orange and Olive subdivisions within the County of Orange. The Orange Subdivision begins at Fullerton Junction and extends 42 miles southerly to the Orange County/San Diego County Line, and the Olive Subdivision begins at Atwood Junction in Placentia, extends south 5.5 miles, and connects with the Orange Subdivision. Rail service on these

railroad ROW corridors is operated by the Southern California Regional Rail Authority and Amtrak for passenger service, and BNSF Railway and Union Pacific for freight service.

To allow for the safe and efficient operation of passenger and freight trains, the railroad ROW must be maintained in compliance with federal, state, and local regulations for services such as weed abatement, fire prevention, and nuisance liability standards, herbicide application, rodent control, maintenance of drainage channels and embankments, erosion control, graffiti abatement, debris removal, fencing installation and repair work, grading and/or barrier construction and repair, and signage installation and repairs on a continual basis. The maintenance services have been provided by Joshua Grading & Excavating, Inc., since 2014. Joshua Grading & Excavating, Inc., has performed well through this contract.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors' (Board) approved procedures for professional and technical services that conform to both federal and state laws. On November 24, 2014, the Board approved an agreement with Joshua Grading & Excavating, Inc., for an initial term of five years with one-two-year option term. The total maximum obligation of the initial term was \$8,200,000.

The proposed amendment is to exercise the two-year option term which will add funding of \$2,600,000 and extend the term of the agreement through January 22, 2022. With the approval of this amendment, the total contract value will be \$10,800,000.

Fiscal Impact

Funding for this project is included in OCTA's Fiscal Year 2019-20 Budget, Operations Division, Account 018-7517-D2601-AB9, and will be funded through Local Transportation Funds.

Summary

Staff is recommending the Chief Executive Officer execute Amendment No. 4 to Agreement No. C-4-1361 between the Orange County Transportation Authority and Joshua Grading & Excavating, Inc., to exercise the two-year option term in the amount of \$2,600,000, for a total contract value of \$10,800,000, and extend the agreement through January 22, 2022 for right-of-way maintenance services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor Orange and Olive Subdivisions.

Attachment

- A. Joshua Grading & Excavating, Inc., Agreement No. C-4-1361 Fact Sheet

Prepared by:



Gerald Ray Smith Jr.
Sr. Rail MOW Administrator
714-560-5966

Approved by:



Jennifer L. Bergener
Chief Operating Officer
714-560-5462



Virginia Abadessa
Director, Contracts Administration
And Materials Management
(714)560-562

**Joshua Grading & Excavating, Inc.
Agreement No. C-4-1361 Fact Sheet**

1. November 24, 2014, Agreement No. C-4-1361, in the amount of \$8,200,000, approved by the Board of Directors (Board).
 - Agreement No. C-4-1361, was executed on January 23, 2015, to provide right-of-way maintenance services on the Los Angeles – San Diego – San Luis Obispo Rail Corridor – Orange/Olive Subdivisions.
2. December 16, 2015, Amendment No. 1 to Agreement No. C-4-1361, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Modify project manager responsibilities, add rate schedule for subconsultant A-1 Fencing, and modify schedule II for Joshua Grading & Excavating Inc.
3. July 1, 2016, Amendment No. 2 to Agreement No. C-4-1361, \$0, approved by the CAMM Department.
 - Modify key personnel.
4. August 13, 2019, Amendment No. 3 to Agreement No. C-4-1361, \$0, approved by CAMM Department.
 - Remedy the date discrepancies for the term of the agreement.
5. September 13, 2019, Amendment No. 4 to Agreement No. C-4-1361 in the amount of \$2,600,000, pending Board of Directors' approval.
 - Exercise the option term extending the agreement through January 22, 2022.

Total committed to Joshua Grading & Excavating, Inc. after approval of Amendment No. 4 to Agreement No. C-4-1361: \$10,800,000.



September 12, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for quotes for the purchase of 12, 30 to 32-foot compressed natural gas-powered heavy-duty buses to support iShuttle service in the City of Irvine. As a result, quotes from qualified vendors under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative have been evaluated, and approval is requested to award an agreement for the purchase of these buses.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the Orange County Transportation Authority and Gillig LLC, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty compressed natural gas-powered buses, with an option to purchase five additional buses, for iShuttle service.

Discussion

The City of Irvine (City) began operating the iShuttle service in 2008. The City funds the service under a fund exchange agreement, through which the Orange County Transportation Authority (OCTA) provides annual funding to the City in return for a Proposition 116 grant that the City transferred to OCTA in 2011. OCTA used the Proposition 116 funds primarily for Metrolink service expansion projects in Orange County. Under the fund exchange agreement, OCTA reimburses the City over a 30-year period with other available funds. In 2016, the City transferred management and operation of the iShuttle service to OCTA, under a separate cooperative agreement. In addition to the day-to-day management and operation of the iShuttle service, OCTA also provides marketing, service scheduling, vehicle replacement services, fare and data

collection, and other activities in support of the ongoing provision of iShuttle service, resulting in a turn-key operation on the City's behalf. Under this cooperative agreement, the City maintains financial responsibility for the iShuttle program including, vehicle purchases for system expansion and the replacement of vehicles as they reach their useful life.

The current iShuttle fleet includes 24 cutaway buses; 12 of which are 2008 model year, five are 2011 model year, and seven are 2019 model year. The 12, 2008 model year cutaways have traveled an average of 161,000 total miles. The Federal Transit Administration (FTA) defines the minimum useful life of a cutaway bus as seven years, or 200,000 miles, which is consistent with OCTA's bus replacement policy. On April 8, 2019, the OCTA Board of Directors (Board) approved the release of Request for Quotes (RFQ) 9-1001 to replace 12, 2008 model year, iShuttle buses through the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative (CalACT/MBTA), with an option to purchase up to five additional buses in the future.

The CalACT/MBTA Purchasing Cooperative is a form of procurement that enables transit agencies that are identified as a participating agency at the time of procurement to select buses from a menu of choices from different vendors and manufacturers that best suit their requirements without having to initiate a full procurement. The CalACT/MBTA Purchasing Cooperative includes this class of vehicle offered by two vendors. OCTA was included as a participating agency for the CalACT/MBTA procurement, and as such, is eligible to purchase under this competitively procured purchasing cooperative.

The RFQ was submitted to qualified bus vendors meeting the scope of work requirements. The replacement vehicles are heavy-duty buses with larger passenger capacity and longer useful life compared to the current cutaway buses used for the iShuttle service. Two proposals were received as a result of the RFQ, one from Gillig LLC (Gillig) and one from El Dorado National-California (ENC), submitted by Creative Bus Sales, Inc. (CBS). Both were based on a 30-foot heavy-duty compressed natural gas (CNG) bus configuration.

The proposed Gillig bus offers various advantages over the ENC/CBS bus such as greater operating range and greater seated and standee capacity. The proposed Gillig bus also comes equipped with disc-brakes, a \$4,315 per bus option which is not offered on the proposed ENC/CBS bus, contributing to a better overall value when compared to the components included in the ENC/CBS bus proposal.

The proposed Gillig bus offers advantageous warranties for systems and components, as well as operational and technical benefits compared to the proposed ENC/CBS bus in the following areas:

Components	Gillig	ENC/CBS
Drive and non-drive axles	5 years	2 years
CNG fuel system	3 year	2 years
CNG cradles, mounting provisions	5 years/100,000 miles	2 years/50,000 miles
Complete exhaust system	5 years/100,000 miles	2 years/50,000 miles
Brake system	2 years/100,000 miles	2 years/50,000 miles
Exterior paint	3 years/unlimited miles	2 years/50,000 miles
Standeer capacity	23 passengers	14 passengers
Total passenger capacity	46 passengers	41 passengers
Disc brakes	Available	Not available
Fuel capacity	21,180 standard cubic feet (SCF)	13,180 SCF
Operating Range	540 miles	250 miles

Based on Gillig's proposed delivery schedule, the first article bus will arrive during the second half of 2020. The delivery of the remaining 11 production buses will be completed in September 2021, resulting in receipt of the new buses at approximately the same time the existing 2008 model year buses reach their useful life.

The new 30-foot heavy-duty CNG-powered buses are "Altoona tested" and have an FTA defined useful life of 12 years, or 500,000 miles. Altoona testing tests new transit bus models for safety, reliability, performance, maintainability, noise, fuel economy, and emissions. If transit agencies plan to use any FTA capital funds toward the purchase of transit buses, the vehicle must be Altoona tested. This testing is done at the Larson Transportation Institute's Bus Research and Testing Center, located in Altoona, Pennsylvania. The buses will be configured to carry 23 seated passengers and 23 standees, which was not possible on the cutaway buses due to gross vehicle weight rating limitations. In addition, the new buses will be equipped with two wheelchair stations, a fire suppression

system, OCTA's radio communication system, manufacturer's warranties, and iShuttle branding.

Based on the above, staff recommends award to Gillig for the purchase of 12, 30-foot heavy duty CNG-powered buses.

Procurement Approach

The OCTA Board-approved procurement policies and procedures allow for two options that can be used to purchase new buses. OCTA can issue a request for proposals (RFP) or partner with another public agency and use an existing vehicle agreement, as long as the agreement contains purchase options.

Using the first procurement option, OCTA issues an RFP containing detailed vehicle specifications. The advantage of this procurement method is that OCTA can specify exactly the type of vehicle desired. The disadvantage of this procurement option is the timeline, as the procurement requires additional time, adding to the time it takes to receive delivery of the first article and final delivery of the remaining buses.

Using the second option, OCTA identifies an existing contract for the type of vehicle desired containing exercisable options and issues a RFQ to the participating firms. The advantage of this procurement method is a shortened timeline, and OCTA can begin receiving the complete vehicle order in a shorter time period; in some cases, this could reduce the vehicle delivery for the entire order by as much as 12 months.

Based on the immediate and established service need, staff determined that the cooperative procurement option is the most advantageous due to the shortened procurement time. It was determined that CalACT/MBTA completed a cooperative procurement that specified a vehicle with similar specifications to OCTA's requirements. The procurement included a contract participant list, including OCTA as a participant, and as such, OCTA is eligible to utilize this cooperative agreement.

On April 11, 2019, OCTA issued RFQ 9-1001 to both CalACT/MBTA awarded participants, CBS and Gillig, to provide pricing for specific features that meet OCTA's bus requirements. On June 13, 2019, two quotes were received. Both quotes were reviewed by staff from the Contracts Administration and Materials Management, Transit Technical Services, Facilities Maintenance, and the Contract Transportation Services departments.

On July 3, 2019, OCTA requested a best and final offer from each firm to obtain more competitive pricing in addition to receiving clarification on some cost items submitted with the initial quote. Based on the submitted quote, the total cost to purchase 12, 30-foot CNG-powered buses is \$563,018 per bus, including all OCTA required equipment, disc brakes, and added value in warranties and fuel range.

Fiscal Impact

Funding was included in the OCTA Fiscal Year 2019-20 Budget, Operations Division, Account 2148-9024-D2140-F30, in the amount of \$6,756,221.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the OCTA and Gillig, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty CNG-powered buses, with an option for five additional buses, intended for iShuttle service.

Attachment

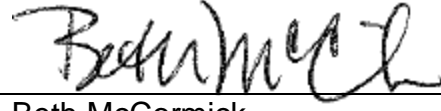
None.

Prepared by:



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


Approved by:



Beth McCormick
General Manager, Operations
(714) 560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623



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



September 12, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Operation and Maintenance of a Microtransit Pilot Program

Overview

On March 26, 2018, the Board of Directors approved an agreement with Keolis Transit Service, LLC, for the operation and maintenance of the OC Flex microtransit pilot program. The initial term for this agreement expires in October 2019. In order to continue service, an amendment to exercise the first one-year option is necessary.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-2052 between the Orange County Transportation Authority and Keolis Transit Services, LLC, in the amount of \$1,106,006, to exercise the first option term of the agreement to provide continued operation and maintenance of the OC Flex microtransit pilot program, from October 15, 2019 to October 14, 2020, increasing the maximum obligation of the agreement to a total contract value of \$2,362,843.

Discussion

On October 23, 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the OC Flex concept which outlined goals and performance measures to be used to evaluate the microtransit program after the one-year pilot was completed. On March 26, 2018, the Board approved an agreement with Keolis Transit Services, LLC, (Keolis) for the operation and maintenance of the OC Flex microtransit pilot program. Under the terms of the agreement, the contractor provides:

- Day-to-day management of the operation of the OC Flex microtransit service, including the provision of drivers and vehicles to dispatch all ambulatory and wheelchair trips as requested in compliance with applicable local, state, and federal regulations; and
- All fuel and maintenance for primary and spare vehicles, including the original equipment manufacturer's recommendations for preventive maintenance.

OC Flex began service in October 2018 in two zones under the pilot program. On May 24, 2019, a six-month progress report was presented to the Board covering the period of October 15, 2018 through March 31, 2019. A report covering the first full year of operation is planned to be presented to the Board in February 2020, and will include a summary of the performance of the OC Flex microtransit pilot program based on the Board-adopted measures and customer feedback. In addition, staff has conducted research on similar services provided by other agencies and will share an overview of best practices for microtransit services discovered through this effort.

The current agreement expires October 14, 2019, and an amendment to the agreement with Keolis is necessary to maintain the ongoing operation of the OC Flex microtransit service while staff analyzes performance data and prepares the final report and recommendations to be presented to the Board for consideration in February 2020.

Procurement Approach

The procurement was originally handled in accordance with OCTA Board-approved policies and procedures for professional services. On March 26, 2018, the Board approved the award of the agreement with Keolis. The original agreement was awarded on a competitive basis and includes a one-year initial term and two, one-year option terms, in the amount of \$1,150,000. The initial term of the agreement expires on October 14, 2019, as described in Attachment A.

The proposed Amendment No. 3 is to exercise the first option term of the agreement through October 14, 2020. Amending this agreement will increase the maximum obligation by \$1,106,006, bringing the total contract value to \$2,362,843. The escalation of revenue vehicle hourly rates (RVH), which are based on various ranges of monthly RVHs, will remain as originally negotiated. Exercising the first option term will allow Keolis to continue providing operation and maintenance of the OC Flex microtransit pilot program.

Fiscal Impact

The project was approved in the OCTA Fiscal Year 2019-20 Budget, Operations Division, Contract Transportation Services, accounts 2149-7317-D2160-N96 and 2149-7317-D2161-N97.

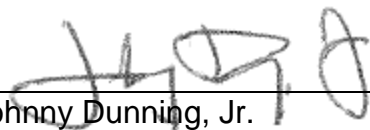
Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement C-7-2052 with Keolis, in the amount of \$1,106,006, to exercise the first option term, for the operation and maintenance of the microtransit pilot program, bringing the total contract value to \$2,362,843.

Attachment

- A. Keolis Transit Services, LLC, Agreement No. C-7-2052 Fact Sheet

Prepared by:



Johnny Dunning, Jr.
Department Manager, Scheduling and
Bus Operations Support
714-560-5710

Approved by:



Beth McCormick
General Manager, Operations
714-560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
714-560-5623



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

**Keolis Transit Services, LLC
Agreement No. C-7-2052 Fact Sheet**

1. March 26, 2018, Agreement No. C-7-2052, \$1,150,000, approved by the Board of Directors (Board).
 - Keolis Transit Services, LLC, to provide operation and maintenance of OC Flex microtransit pilot program.
 - Initial term effective through August 31, 2019 with two, one-year option terms.
2. August 6, 2018, Amendment No. 1 to Agreement No. C-7-2052, \$106,837, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to revise the scope of work.
3. October 15, 2018, Amendment No. 2 to Agreement No. C-7-2052, \$0, approved by CAMM.
 - Amendment to revise the scope of work, revise the start date of the service, and extend the end date of the initial term to October 14, 2019, as well as make additional administrative changes.
4. September 23, 2019, Amendment No. 3 to Agreement No. C-7-2052, \$1,106,006, pending approval by the Board.
 - Exercise the first option term of the Agreement effective October 15, 2019 through October 14, 2020.

Total commitment to Keolis Transit Services, LLC, Agreement No. C-7-2052: \$2,362,843.