



Orange County Transportation Authority

Transit Committee Agenda Thursday, May 14, 2026 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

TRANSIT COMMITTEE MEETING AGENDA

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Leon

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

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

Attachments:

[Minutes](#)

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

Isaac Herrera/Andrew Oftelie

Overview

On May 22, 2020, the Orange County Transportation Authority Board of Directors approved an agreement with Jacobs Engineering Group, Inc., to provide technical consulting services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar ticket vending machines. The agreement included an initial three-year term with two, one-year options terms. The agreement was previously extended through July 31, 2027. Due to ongoing support needs, additional funding is now requested to ensure continued technical support and successful project completion.

TRANSIT COMMITTEE MEETING AGENDA

Recommendation(s)

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

Attachments:

[Staff Report](#)

[Attachment A](#)

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

Adriann Cardoso/Rose Casey

Overview

In 2010, the Orange County Transportation Authority and the City of Irvine entered into a cooperative agreement related to the use of Proposition 116 funds secured by the City of Irvine and used by the Orange County Transportation Authority for rail capital projects. The cooperative agreement provided for a 30-year payback term along with other provisions and has been amended nine times. Several changes have occurred since that time that now warrant the need to replace the original agreement.

Recommendation(s)

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

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

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

Louis Zhao/Rose Casey

Overview

The Orange County Transportation Authority has been awarded two grants totaling \$4,960,000. A \$4 million grant from the Mobile Source Air Pollution Reduction Review Committee will support the OC Connections for the 2028 Summer Olympic and Paralympic Games Project, which will implement special event operations and transportation demand management strategies to support the summer Olympics. Additionally, a \$960,000 grant from the Federal Transit Administration will fund the Security Cameras and Access Controls at Orange County Transportation Authority Transit Centers Project. Board of Directors' approval is required to accept these grants.

Recommendation(s)

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

5. Amendment to Agreement for Customer Information Center

Ryan Maloney/Maggie McJilton

Overview

On April 26, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Alta Resources to operate the Customer Information Center for a three-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the second option term effective July 1, 2026, through June 30, 2028.

Recommendation(s)

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

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

6. Wave Card Utilization and Performance Report

Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority launched the Wave card fare payment system in October 2025 as part of the Rider Validation System implementation. This report provides an update on Wave card utilization, customer adoption, fare payment behavior, access, and related activities. Wave card adoption continues to grow as customers transition from legacy fare media, supporting the Orange County Transportation Authority's ongoing fare modernization efforts.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Presentation](#)

TRANSIT COMMITTEE MEETING AGENDA

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

George Olivo/James G. Beil

Overview

On September 22, 2025, the Orange County Transportation Authority Board of Directors authorized a two-step, best value design procurement for a hydrogen fueling station and facility modifications at the Garden Grove Bus Base. This two-step process included the release of the request for qualifications to determine the short-listed offerors as the first step and then release the request for proposals to the short-listed offerors as part of the second step. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendation(s)

- A. Approve the selection of Clean Energy as the firm to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Discussion Items

8. Bimonthly Transit Performance Report

Melissa Mungia/Johnny Dunning, Jr.

Overview

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

Attachments:

[Presentation](#)

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

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 11, 2026.

TRANSIT COMMITTEE MEETING AGENDA

10. Public Comments

11. Chief Executive Officer's Report

12. Committee Members' Reports

13. Adjournment

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

9:30 a.m. on Thursday, June 11, 2026

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

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

Staff Present

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

Committee Members Absent

Stephanie Klopfenstein

Call to Order

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

Consent Calendar (Items 1 through 3)

A motion was made by Director Amezcua, seconded by Director Janet Nguyen, and declared passed by those present, to approve Items 1 through 3 under the Consent Calendar. Director Sarmiento was not present to vote on these items.

1. Approval of Minutes

Approve the minutes of the March 12, 2026, Transit Committee meeting.

2. Amendment to Cooperative Agreements with Regional Center of Orange County

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2328, in the amount of \$10,257,017, between the Orange County Transportation Authority and the Regional Center of Orange County to exercise the first two-year option term to share in the cost of paratransit services provided to individuals served by the Regional Center of Orange County from July 1, 2026, through June 30, 2028.



3. Amendment to Measure M2 Project U Senior Non-Emergency Medical Transportation Program

The clerk noted that a public comment was received via email by Sean Noonan.

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3446 between the Orange County Transportation Authority and the County of Orange to exercise the option term for continued Measure M2 funding for the Senior Non-Emergency Medical Transportation Program, effective July 1, 2026, through June 30, 2031.

Regular Calendar

4. Agreement for Detail Bus and Streetcar Cleaning and Pesticide Application Services

The clerk noted that a public comment was received via email from Sean Noonan.

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

- A. Approve the selection of Gamboa Services, Inc., doing business as Corporate Image Maintenance, as the firm to provide detail bus and streetcar cleaning and Orange County Transportation Authority Page 3 TRANSIT COMMITTEE MEETING AGENDA pesticide application services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250080 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$1,462,070, for a three-year initial term with one, two-year option term to provide detail bus and streetcar cleaning and pesticide application services.

Director Sarmiento was not present to vote on this item.



Discussion Items

5. Newport Transportation Center Relocation Feasibility Study Update

Dan Phu and Katie Persons from the Planning Division provided a presentation on this item.

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

6. Public Comments

No public comments were received.

7. Chief Executive Officer's Report

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

- OC Streetcar Testing
- Metrolink Service Update
- OC Bus Commute Calculator
- Bike Demonstration Events

8. Committee Members' Reports

Director Sarmiento thanked Director Kleiman for her comments on Item 5 and OCTA staff for addressing the City's concerns.

9. Adjournment

The meeting was adjourned at 10:05 a.m.

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

9:30 a.m. on Thursday, May 14, 2026

OCTA Headquarters
550 South Main Street
Orange, California



May 14, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

On May 22, 2020, the Orange County Transportation Authority Board of Directors approved an agreement with Jacobs Engineering Group, Inc., to provide technical consulting services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar ticket vending machines. The agreement included an initial three-year term with two, one-year options terms. The agreement was previously extended through July 31, 2027. Due to ongoing support needs, additional funding is now requested to ensure continued technical support and successful project completion.

Recommendation

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

Discussion

The Orange County Transportation Authority (OCTA) is currently implementing multiple Board of Directors (Board)-approved fare collection modernization initiatives. These include deployment of the Rider Validation System (RVS) also known as Wave, replacement of the OC Bus fareboxes, and implementation of ticket vending machines (TVM) for the OC Streetcar Project. Although each

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

project has its own scope and deliverables, all components are designed to integrate into a centralized, account-based fare collection system.

It is anticipated that continued technical support will be needed to ensure the successful implementation of the RVS, farebox, and TVM projects.

RVS Support

The RVS launched on October 15, 2025, introducing a comprehensive suite of payment features, including open payments (contactless bank cards and mobile wallets), physical Wave smartcards, and digital account-based fare products. While the launch milestone was achieved on schedule, live operations have identified additional integration and stakeholder transition needs that have required further refinement and coordination beyond the original assumptions.

The transition of institutional and employer pass programs from legacy magnetic stripe media to the Wave account-based platform has required more customization and technical support than originally anticipated. Employers and educational institutions have distinct reporting, billing, and administrative requirements, which have necessitated customization of online account portals, development of tailored data exports, ongoing administrative training and troubleshooting, and coordination on privacy and reporting policies.

Jacobs Engineering Group, Inc. (Jacobs) continues to provide expertise in adapting system configurations to meet these stakeholder needs. This level of customization and support exceeded earlier projections, which assumed a more standardized migration.

Farebox Replacement and Integration Support

In November 2024, the OCTA Board authorized a contract between OCTA and LECIP Inc. to replace the existing fareboxes, initiating the design and implementation phase of this project. The Jacobs team supported OCTA during the preliminary design phase of the new fareboxes, assisting with technical specifications, system architecture considerations, and integration planning to ensure alignment with OCTA's broader fare modernization objectives. Installation of the new fareboxes is anticipated to begin in June 2026, with full deployment anticipated through the end of the calendar year. Jacobs' technical support will be required both during pre-deployment preparation and throughout the installation period to ensure successful implementation.

Amendment to Agreement for Technical Consulting Services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar Ticket Vending Machines Implementation **Page 3**

Jacobs' support will include installation planning and risk mitigation, live system activation, troubleshooting during phased rollout, refinement of financial reporting and reconciliation processes, configuration of employee badge single sign-on, and technical stabilization support through completion of installation, anticipated by year-end. In addition, post-installation support is anticipated to address any operational issues, system refinements, and performance optimization following full implementation.

OC Streetcar TVM Implementation and Integration

Installation and implementation of the OC Streetcar TVMs requires continued technical coordination to ensure full integration with the RVS. As deployment progresses, Jacobs' support will be necessary to validate system configuration and transaction flows, support testing and acceptance activities, resolve operational issues during activation, and ensure consistent reporting and reconciliation across all fare collection channels.

Jacobs has supported OCTA from initial planning through system design and implementation, developing in-depth knowledge of the RVS architecture, vendor interfaces, and integration framework. This continuity will be necessary during TVM deployment and system activation.

Given the continued implementation of the RVS, and upcoming implementation of the fareboxes and OC Streetcar TVMs, additional contract funding is necessary to ensure the technical support is available to support the successful completion of the projects.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. On May 22, 2020, the Board approved the award of the agreement with Jacobs. The original agreement was awarded on a competitive basis and includes a three-year initial term and two, one-year option terms. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 7 increases the maximum cumulative payment obligation in the amount of \$381,603 based on the anticipated level of effort required to continue providing technical consulting services for the RVS, OC Bus Farebox Replacement Project, and OC Streetcar TVM implementation.

Amendment to Agreement for Technical Consulting Services for the Rider Validation System, OC Bus Farebox Replacement Project, and OC Streetcar Ticket Vending Machines Implementation **Page 4**

The fully burdened hourly rates will remain unchanged. This will increase the maximum obligation of the agreement to a total contract value of \$1,626,142.

Fiscal Impact

The project was included in OCTA's Fiscal Year 2025-26 Budget, Finance and Administration Division, account nos. 1261-7519-A5105-F30 and 0035-7519-OC100-NAZ.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2047 with Jacobs Engineering Group, Inc., in the amount of \$381,603, to continue providing technical consulting services for the Rider Validation System, the OC Bus farebox Replacement Project, and OC Streetcar ticket vending machine implementation. This will increase the maximum obligation of the agreement to a total contract value of \$1,626,142.

Attachment

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

Prepared by:




Isaac Herrera
Revenue Section Manager II,
Revenue Administration
714-560-5870

Approved by:



Andrew Oftelie
Chief Financial Officer,
Finance and Administration
714-560-5649



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

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

1. May 22, 2020, Agreement No. C-0-2047, \$870,000, for a three-year initial term with two, one-year option terms approved by the Board of Directors (Board).
 - Jacobs Engineering Group, Inc. to provide technical consulting services for the next-generation fare collection system.
 - Three-year initial term effective July 14, 2020 through May 31, 2023, with two, one-year option terms.
2. March 17, 2023, Amendment No. 1 to Agreement No. C-0-2047, \$0.00, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Exercised the first option term effective June 1, 2023 through May 31, 2024.
3. June 7, 2023, Amendment No. 2 to Agreement No. C-0-2047, \$0.00, approved by the CAMM Department.
 - Revised key personnel.
4. May 17, 2024, Amendment No. 3 to Agreement No. C-0-2047, \$0.00, approved by the CAMM Department.
 - Extended the term of the agreement effective June 1, 2024 through July 31, 2024.
5. June 24, 2024, Amendment No. 4 to Agreement No. C-0-2047, \$374,539, approved by the Board.
 - Exercised the second option term of the agreement effective August 1, 2024 through May 31, 2025.
6. May 22, 2025, Amendment No. 5 to Agreement No. C-0-2047, \$0.00, approved by the CAMM Department.
 - Extended the term of the agreement effective June 1, 2025 through July 31, 2025.
7. June 23, 2025, Amendment No. 6 to Agreement No. C-0-2047, \$0.00, approved by the Board.
 - Revised key personnel and extended the term of the agreement effective August 1, 2025 through July 31, 2027.

8. April 13, 2026, Amendment No. 7 to Agreement No. C-0-2047, \$381,603, pending approval by the Board.
 - Increase the maximum cumulative payment obligation to continue technical consulting services.

Total funds committed to Jacobs Engineering Group, Inc., after approval of Amendment No. 7: \$1,626,142.



May 14, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

In 2010, the Orange County Transportation Authority and the City of Irvine entered into a cooperative agreement related to the use of Proposition 116 funds secured by the City of Irvine and used by the Orange County Transportation Authority for rail capital projects. The cooperative agreement provided for a 30-year payback term along with other provisions and has been amended nine times. Several changes have occurred since that time that now warrant the need to replace the original agreement.

Recommendations

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

Background

In 1990, through the Proposition 116 Clean Air and Transportation Act, the City of Irvine (City) received \$125 million in Proposition 116 funding from the State of California. By statute, the Legislature could reallocate funds to other passenger rail projects if the funds were not encumbered (allocated) prior to July 1, 2010. In January 2009, prior to that deadline, the City and the Orange County Transportation Authority (OCTA) entered into an agreement, number C-0-1892, to transfer the remaining \$121.3 million of Proposition 116 funds to OCTA to use for rail capital projects. In addition, OCTA provided the required dollar-for-dollar local matching funds as well as any operating funds needed for projects utilizing

the Proposition 116 funds. The projects that have been supported with this funding include:

- Metrolink Service Expansion and Safety Crossing Program
- Fullerton Transportation Center and the Elevator Project
- Tustin Rail Station
- Sand Canyon Avenue Grade Separation
- Positive Train Control
- Fiber Optics
- Improvements at Control Point Stadium
- Crossing Improvements at North Beach
- Laguna Niguel Passing Siding Project

In accordance with the existing agreement between OCTA and the City, OCTA has paid the City \$27.6 million of the \$121.3 million for OCTA's use of the Proposition 116 funds. OCTA expects to provide another \$3.7 million to the City in advance of executing the recommended agreements herein. The original payback schedule is provided in Attachment A. OCTA has used primarily Measure M2 transit funds (Project R/passenger rail) to pay the City, since Proposition 116 funds were used for commuter rail projects. As a result, the City is required to use the funds for projects that support passenger rail. The agreement specifies the terms of the 30-year payback of funds and has allowed for support of the City's iShuttle service which directly served rail passengers since fiscal year (FY) 2010-11. The existing agreement has a ten percent match requirement. It also outlines the terms for establishing a reserve and who holds the reserve to help fund capital needs.

The City initially provided the iShuttle service via a contracted service provider; however, in 2016, OCTA began providing the service through its contracted fixed-route service provider. In June, 2025, the City cancelled the iShuttle service provided by OCTA and is now directly providing transportation service known as Irvine CONNECT in areas and routes not fully served by OC Bus. The primary difference in the service being provided is that iShuttle service frequency was directly tied to passenger rail services, whereas the Irvine CONNECT service still supports passengers using commuter and intercity rail service but runs on its own frequencies and throughout the day.

Discussion

The City is using Proposition 116 repayment funds from OCTA through Cooperative Agreement No. C-0-1892 for the Irvine CONNECT service. The Irvine CONNECT service was developed through the City's Transit Vision Study and provides free shuttle service for community members traveling between the

northern end of the City to the Irvine Transportation Center/Metrolink Station, with stops at parks, schools, hospitals, and shopping centers. Service is provided daily with 20-minute headways from 6:00 a.m. to 8:00 p.m. on weekdays and from 9:00 a.m. to 10:00 p.m. on weekends, not including certain holidays.

In June 2025, the City cancelled the iShuttle service and requested that all iShuttle vehicles be transferred back to the City, which was completed under the existing agreement. Cooperative Agreement No. C-0-1892 allowed the City to submit invoices and be reimbursed for the Irvine CONNECT service only after OCTA had received credit for providing the previous iShuttle service. The existing agreement, which has been amended nine times, including the most recent amendment which fully integrated the Irvine CONNECT service, has become outdated and complicated, necessitating tremendous redrafting to facilitate the current goals and original payback.

The existing agreement includes a fixed-payback schedule; however, with the provision of transit services originating with the City then shifting to OCTA and now returning to the City, it is out of date. In addition, the existing agreement was amended to include a process to reimburse OCTA for the provision of OC ACCESS paratransit services and includes requirements as to who would carry the prior year balance for unused payback funds in order to create a reserve for future vehicle and equipment needs. The current agreement also has a ten percent match requirement, which requires OCTA staff to review costs before providing the payback funds to the City.

Staff recommends entering into a new simplified agreement to continue repayment to the City based on the existing payback schedule, release the reserve balance (estimated to be \$11.4 million) over a three-year period, and remove the ten percent match requirement. Consistent with the existing agreement, the revised terms would also clarify that the payback funds are to be used for transit services with a nexus to passenger rail, or for another project or program with a clear nexus to passenger rail, as the commuter rail program originally benefited from Proposition 116 funds. This would be confirmed through the three-year expenditure plan and an annual report of expenditures.

It is also recommended to enter into a new and separate agreement that would provide reimbursements to OCTA for required paratransit services provided through OC ACCESS. The requirement for this paratransit service is generated by the transit services funded by Proposition 116 funds. This need would exist with or without OCTA's payback of Proposition 116 funds. The inclusion of the terms related to OC ACCESS in a standalone agreement provides clearer and more streamlined administration and payment for this service.

The proposed amendment terms are outlined in Attachment B.

Next Steps

With approval from the OCTA Board of Directors (Board), staff will finalize two agreements with the City: one to continue the Proposition 116 payback in accordance with the existing schedule, and another to outline the terms under which the City may receive, as needed, Americans with Disabilities Act (ADA) paratransit services through OC ACCESS, including the reimbursement process to OCTA for those services.

Summary

Board approval is requested to authorize the Chief Executive Officer, or his designee, to negotiate and execute two cooperative agreements to replace Cooperative Agreement No. C-0-1892 with the City for the repayment of Proposition 116 funds and for OCTA to provide OC ACCESS services to the City in order to meet the requirement for ADA complementary service.

Attachments

- A. Cooperative Agreement No. C-0-1892 Exhibit A: Proposed Funding Schedule for Irvine Proposition 116 Fund Exchange Agreement
- B. Term Sheet – Two New Cooperative Agreements to Replace Cooperative Agreement No. C-0-1892 with the City of Irvine for Proposition 116 Repayment Funds

Prepared by:



Adriann Cardoso
Department Manager, Capital Programming
(714) 560-5915

Approved by:



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

**COOPERATIVE AGREEMENT NO. C-0-1892
EXHIBIT A**

**Proposed Funding Schedule
For Irvine Proposition 116
Fund Exchange Agreement**

Fiscal Year	Beginning Balance	Annual Funding Amount	Actual Expenses	Ending Balance (B+C-D)*
<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
2010-2011	\$ -	\$ 770,000		\$ 770,000
2011-2012	770,000	2,400,000		3,170,000
2012-2013	3,170,000	2,479,975		5,649,975
2013-2014	5,649,975	2,562,614		8,212,589
2014-2015	8,212,589	2,648,007		10,860,596
2015-2016	10,860,596	2,736,246		13,596,842
2016-2017	13,596,842	2,827,425		16,424,267
2017-2018	16,424,267	2,921,643		19,345,910
2018-2019	19,345,910	3,019,000		22,364,910
2019-2020	22,364,910	3,119,601		25,484,511
2020-2021	25,484,511	3,223,555		28,708,065
2021-2022	28,708,065	3,330,972		32,039,037
2022-2023	32,039,037	3,441,969		35,481,007
2023-2024	35,481,007	3,556,665		39,037,672
2024-2025	39,037,672	3,675,183		42,712,855
2025-2026	42,712,855	3,797,650		46,510,504
2026-2027	46,510,504	3,924,198		50,434,702
2027-2028	50,434,702	4,054,963		54,489,665
2028-2029	54,489,665	4,190,085		58,679,750
2029-2030	58,679,750	4,329,710		63,009,460
2030-2031	63,009,460	4,473,988		67,483,448
2031-2032	67,483,448	4,623,073		72,106,522
2032-2033	72,106,522	4,777,127		76,883,648
2033-2034	76,883,648	4,936,314		81,819,962
2034-2035	81,819,962	5,100,805		86,920,767
2035-2036	86,920,767	5,270,778		92,191,544
2036-2037	92,191,544	5,446,414		97,637,959
2037-2038	97,637,959	5,627,904		103,265,862
2038-2039	103,265,862	5,815,441		109,081,303
2039-2040	109,081,303	6,009,227		115,090,529
2040-2041	\$ 115,090,529	\$ 6,209,471		\$ 121,300,000
Total:		\$ 121,300,000		

FY 2011/12 to FY 2040/41

Inflated at

3.33%

This schedule shall be adjusted annually to reflect actual expenses.

*Authority's obligation by year shall not exceed the ending balances in any given year.

**Term Sheet
Two New Cooperative Agreements to Replace
Cooperative Agreement No. C-0-1892 with the
City of Irvine for Proposition 116 Repayment Funds**

Cooperative Agreement No. C250333 – Proposition 116 Payback

1. Continues Proposition 116 payback schedule, with annual payments commencing in fiscal year (FY) 2025-26, consistent with the schedule in C-0-1892. City of Irvine (City) to invoice Orange County Transportation Authority (OCTA) annually.
2. Provides specific payback from OCTA to the City for any prior year balance or reserve over a three-year period starting with \$6 million in FY 2026-27 and the remaining funds of approximately \$5.4 million to be split between FY 2027-28 and FY 2028-29.
3. Limits the City's use of the payback funds from OCTA to transit services connected to passenger rail service or other transportation projects that benefit passenger rail services (i.e. station improvements).
4. Requires a three-year expenditure plan to be provided by the City to confirm that the fund source that OCTA is using for the payback is appropriate.
5. Requires submittal of an annual expenditure report that confirms funds were used for passenger rail-related transit services and/or projects.
6. Source of funds is at OCTA's discretion and funding is subject to the annual OCTA budget.
7. Removes the ten percent match requirement but requests that the City budget a ten percent match in the three-year expenditure plan to ensure local funding is available to the program if needed. This relatively small match requirement was put in place because OCTA was required to provide a much larger dollar-for-dollar match when it used the Proposition 116 funds. However, verifying costs to confirm the match is burdensome in terms of the administration of this agreement. The ten percent match is not technically required for any of the funding OCTA uses to reimburse the City. With OCTA Board of Directors' approval, moving forward, there would not be a requirement that the matching funds are expended along with Proposition 116.
8. Removes requirements that the City provide information on transit operators or transit operations to OCTA.
9. Updates the funding schedule provided in Exhibit A to the agreement to list only the remaining funds to be paid back.
10. Updates notices/contacts within the agreement.

Cooperative Agreement No. C250332 – OC Access Services

1. Authorizes OCTA to provide complementary paratransit services for the City's transit services.
2. City shall reimburse OCTA on a per-trip fee basis for the proportionate cost of trips that originate or terminate within the City's service area which is defined as the geographic area within three-quarter miles of the City's fixed-route bus service alignments. At times, the City's proportionate share may be 100 percent of the cost as OCTA may not run service in the same service area on weekends or at other times, so 100 percent of the cost would be required from the City.
3. Identifies the process that OCTA uses to invoice the City for Americans with Disabilities Act trips.
4. Authorizes OCTA to also invoice the City for fares for OC ACCESS passengers that will be provided with free service due to the City's services being offered without a fare.
5. Updates notices/contacts within the agreement.



May 14, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

The Orange County Transportation Authority has been awarded two grants totaling \$4,960,000. A \$4 million grant from the Mobile Source Air Pollution Reduction Review Committee will support the OC Connections for the 2028 Summer Olympic and Paralympic Games Project, which will implement special event operations and transportation demand management strategies to support the summer Olympics. Additionally, a \$960,000 grant from the Federal Transit Administration will fund the Security Cameras and Access Controls at Orange County Transportation Authority Transit Centers Project. Board of Directors' approval is required to accept these grants.

Recommendations

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

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

Background

Mobile Source Air Pollution Reduction Review Committee Grant

On April 4, 2025, the Mobile Source Air Pollution Reduction Review Committee (MSRC) released a notice of funding opportunity for the Transportation Demand Management (TDM) - County Transportation Commissions (CTC) Partnership Program. The notice made \$16 million available to provide the CTCs with flexible funding to implement innovative projects that have high potential to significantly reduce automobile trips and vehicle miles traveled, in combination with traditional TDM strategies.

On August 1, 2025, the Orange County Transportation Authority (OCTA) submitted an application to the MSRC requesting \$4 million in grant funds for the OC Connections for the 2028 Summer Olympic and Paralympic Games (LA28) Project in order to prepare for the influx of visitors to Orange County during the upcoming summer Olympics. The project includes planning and implementation of expanded bus and special event operations, upgrades to transit stations and park-and-ride facilities, improved first/last mile connections, and other transportation demand management strategies. This project will help alleviate the traffic congestion which is expected to exceed the current capacity of the freeways, roadways, and intersections.

Federal Transit Administration Grant

On May 15, 2025, the Federal Transit Administration (FTA) published a notice of funding opportunity making approximately \$398 million in competitive grants for the Fiscal Year 2025 Grants for Buses and Bus Facilities Program.

On June 16, 2025, OCTA submitted an application to the FTA Buses and Bus Facilities Program requesting \$960,000 to purchase and install security cameras and access control systems at five to six OCTA-operated high-use transit centers throughout Orange County.

Discussion

Mobile Source Air Pollution Reduction Review Committee Grant

On October 16, 2025, the MSRC approved an award of \$4 million in Clean Transportation Funding for OCTA's OC Connections for the LA28 Project to enhance the public transit experience for the increased number of visitors expected in Orange County during summer 2028. An overview of the project is included in Attachment A.

Federal Transit Administration Grant

On January 15, 2026, the FTA announced the award of 62 projects totaling \$398 million under the Fiscal Year 2025 Buses and Bus Facilities Program, and OCTA's project was not included for award. On March 17, 2026, FTA published a subsequent notification of 34 additional projects to be awarded \$388 million using Fiscal Year 2026 Grants for Buses and Bus Facilities Program funds, as well as available prior year funds. OCTA's request for \$960,000 for Security Cameras and Access Controls at OCTA Transportation Centers was included in this list of awarded projects. The project includes the purchase and installation of security cameras and access control systems at a minimum of five and up to six OCTA-operated transportation centers, improving safety for passengers and staff, enhancing emergency preparedness, and supporting OCTA's broader goals of resilience and the protection of critical transit infrastructure. An overview of the project is included in Attachment A.

Next Steps

Following acceptance of funding from the MSRC Clean Transportation Program and the FTA Buses and Bus Facilities Competitive Program, staff will proceed in accordance with OCTA's procurement process to award both contracts.

Summary

Staff recommends the Board of Directors approve acceptance of two grant awards, and execution of, the necessary agreements to access those grants. One grant agreement is with the MSRC for \$4 million in Clean Transportation funding for the OC Connections for the LA28 Project and the second grant agreement is with the FTA for \$960,000 for the Security Cameras and Access Controls at OCTA Public Transportation Centers Project.

Attachments

- A. Project Descriptions: OC Connections for LA28 and Security Cameras and Access Controls at OCTA Transportation Centers
- B. Capital Funding Program Report

Prepared by:



Louis Zhao
State and Federal Programming Manager
(714) 560-5341

Approved by:



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

**Project Descriptions:
OC Connections for LA28 and
Security Cameras and Access Controls at OCTA Transportation Centers**

OC Connections for LA28 (Planning, Operations, and Construction)

This project will help accommodate the increased travel demand during the 2028 Summer Olympic and Paralympic Games (LA28), both directly and indirectly to the formal events. The project includes a planning study to ensure near-term and lasting benefits, increased bus operations, expanded special events services, upgraded transit stations, and park-and-ride facilities, improve first/last mile connections, and implement other transportation demand management improvements.

The project will improve safety, accessibility, and mobility for transit riders, pedestrians, and bicyclists throughout Orange County for summer 2028 and beyond. The Orange County Transportation Authority (OCTA) is developing the full project costs anticipated for the duration of LA28. The full project costs are to be determined. OCTA received Mobile Source Air Pollution Reduction Review Committee (MSRC) Clean Transportation funds for OC Connections for LA28.

The existing funding plan is provided below:

Existing Funding from MSRC (in 000s)	MSRC	Local Transit Funds	Total
Planning	\$ 600	\$ 400	\$ 1,000
Marketing	\$ 30	\$ -	\$ 30
Bus Service Operations / Construction	\$ 3,370	\$ -	\$ 3,370
TOTAL	\$ 4,000	\$ 400	\$ 4,400

Security Cameras and Access Controls at OCTA Transportation Centers

This project includes the purchase and installation of security cameras and access control systems at OCTA-operated transportation centers. The project builds upon OCTA's investment in transit facility security and resiliency.

This project will support the installation of a comprehensive video management system and access control infrastructure at the following five to six locations: Brea Park-and-Ride, Fullerton Transportation Center, Fullerton Park-and-Ride, Goldenwest Transportation Center, Newport Beach Transportation Center, and Laguna Hills Transportation Center. The proposed system includes high-definition panoramic security cameras, access control card readers, video servers, and related hardware. It also includes installation services, programming, network configuration, and staff training. OCTA will operate and maintain the security systems as part of its existing facilities management protocols. The camera systems will provide live, uninterrupted monitoring with the ability to send immediate alerts to OCTA and law enforcement based on video activity. The system will enhance OCTA's

ability to monitor, deter, and respond to suspicious, criminal, or terrorism-related activity, and provide video evidence as needed. Access control equipment will restrict unauthorized entry to secure areas such as utility rooms, communications infrastructure, and staff-only zones, enhancing safety and protecting critical assets.

All cities served by these transportation centers will benefit from the project including communities designated as opportunity zones, improving rider safety, and deterring crime and vandalism. This investment will improve safety for passengers and staff, enhance emergency preparedness, and support OCTA’s broader goals of resilience, equitable access, and protection of critical transit infrastructure. The Federal Transit Administration (FTA) Buses and Bus Facilities Competitive Program will support the implementation of this project.

The existing funding plan is provided below:

Existing Funding (in 000s)	FTA	Local Transit Funds	Total
Construction	\$ 960	\$ 240	\$ 1,200
TOTAL	\$ 960	\$ 240	\$ 1,200



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - May 26, 2026

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	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Alternate Fuel Replacement Buses (18) 60'		\$45,000	\$30,000					\$13,381			\$1,619
Anaheim Transportation Network suballocation		\$9,493		\$9,493							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$463,410		\$365,958							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Blvd. dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,776						\$6,776			
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		\$4,593					\$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		\$22,080					\$8,156	\$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		\$2,790					\$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Connections for LA28		\$4,400						\$4,000			\$400
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$327,556		\$327,556							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$29,023		\$29,023							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects		\$565		\$565							
Security Cameras and Access Controls at OCTA Transportation Centers		\$1,200		\$960							\$240



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - May 26, 2026

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
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$5,859					\$5,859				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,703,982	\$272,629	\$852,103	\$3,660	\$12,915	\$66,965	\$167,688	\$5,730	\$55,845	\$266,447
Federal Funding Total		\$1,128,392									
State Funding Total		\$247,568									
Local Funding Total		\$328,022									
Total Funding (000's)		\$1,703,982									

Bus Transit Project Completed											
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
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
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
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and 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
Heating ventilation unit replacements		\$92					\$92				
Shuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Standby backup generators at Anaheim and IRCC bases		\$1,601					\$1,601				
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$11,289					\$6,295	\$4,994			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - May 26, 2026

Bus Transit Project Completed											
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
Bus Transit Project Completed Totals		\$386,881	\$55,397	\$185,367	\$341		\$19,712	\$39,577			\$86,487
Federal Funding Total		\$241,105									
State Funding Total		\$59,289									
Local Funding Total		\$86,487									
Total Funding (000's)		\$386,881									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - May 26, 2026

1. Authorize the Chief Executive Officer, or designee, to accept the award of \$4 million in Clean Transportation funding from the Mobile Source Air Pollution Reduction Review Committee for the OC Connections for LA28 Project.
2. Authorize the Chief Executive Officer, or designee, to accept the award of \$960,000 in FY 2026 Grants for Buses and Bus Facilities Competitive Program funding from the Federal Transit Administration for the Security Cameras and Access Controls at OCTA Transportation Centers Project.

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
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 - SB 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



May 14, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Customer Information Center

Overview

On April 26, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Alta Resources to operate the customer information center for a three-year initial term and two, two-year option terms. Board of Directors' approval is requested to exercise the second option term effective July 1, 2026, through June 30, 2028.

Recommendation

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

Discussion

The Orange County Transportation Authority (OCTA) provides transit information to the public and receives feedback through the customer information center (CIC).

OCTA has been outsourcing the services provided by the CIC since 1995. The CIC provides services including assisting customers with trip itineraries and other transit information, processing pass sales orders, answering questions regarding the OCTA Reduced Fare Program, and receiving and recording customer comments and complaints. The CIC also answers calls to the OCTA administrative offices and routes calls, along with taking lost and found inquiries. The CIC handles more than 240,000 calls annually. Call volumes are dynamic and spike in conjunction with events such as service changes and fare adjustments.

Customers can reach the CIC through an automated telephone information system that allows them to select options for recorded information or to speak with a representative in English or Spanish. The CIC also utilizes a language interpretation service offering more than 300 languages to facilitate communication between customers and representatives. It can also assist customers with hearing loss. The CIC operates seven days a week, 365 days per year, with hours varying by weekday, weekend, and holiday.

OCTA has established performance goals for call center operations to ensure customers receive high-quality service. The performance goals include answering at least 80 percent of all calls in less than two minutes and receiving no more than one valid CIC-related complaint per 15,000 calls answered. The CIC continues to meet and exceed these performance goals. Additionally, CIC staff members are required to remain familiar with OCTA's fixed-route bus system to ensure a strong understanding of the service.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. On April 26, 2021, the Board approved the award of the agreement with Alta Resources (Alta) to provide CIC call services. The original agreement was awarded on a competitive basis and included a three-year initial term in the amount of \$2,980,440 and two, two-year option terms. On April 22, 2024, the Board approved an amendment to the contract to exercise the first option term from July 1, 2024 through June 30, 2026. The second option term will extend the term of the agreement through June 30, 2028, in the amount of \$2,121,760, bringing the total contract value to \$7,152,187. This agreement has been previously amended as shown in Attachment A.

The proposed Amendment No. 3 will allow Alta to continue providing call center services. The budget amount is \$2,121,760, which is based on current and anticipated usage for call center services. An annual cost escalation was negotiated in the original contract.

Fiscal Impact

Funds are included in OCTA's Proposed Fiscal Year 2026-27 Budget, pending Board approval, Marketing and Customer Engagement, Account No. 1837-7519-D4601-1E4, and is funded through the Orange County Transit District Fund.

Summary

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

Attachment

- A. Alta Resources, Agreement No. C-0-2698 Fact Sheet

Prepared by:



Ryan Maloney
Section Manager, Customer
Engagement & Data Analytics
714-560-5451

Approved by:



Maggie McJilton
Executive Director, People and
Community Engagement
714-560-5824



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

**Alta Resources
Agreement No. C-0-2698 Fact Sheet**

1. April 26, 2021, Agreement No. C-0-2698, \$2,980,440, approved by the Board of Directors (Board).
 - Alta Resources to provide call center services.
 - Three-year initial term effective July 1, 2021, through June 30, 2024, with two, two-year option terms.
2. April 1, 2023, Amendment No. 1 to Agreement No. C-0-2698, \$0.00, approved by the Contracts Administration and Materials Management Department.
 - To revise key personnel.
3. April 22, 2024, Amendment No. 2 to Agreement No. C-0-2698, \$2,049,987, approved by the Board.
 - To exercise the first option term of the agreement for call center services. The first option term is effective July 1, 2024, through June 30, 2026.
4. May 26, 2026, Amendment No. 3 to Agreement No. C-0-2698, \$2,121,760, pending approval by the Board.
 - To exercise the second option term of the agreement for call center services. The second option term is effective July 1, 2026, through June 30, 2028.

Total funds committed to Alta Resources after approval of Amendment No. 3 to Agreement No. C-0-2698: \$7,152,187.



May 14, 2026

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Wave Card Utilization and Performance Report

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

Overview

The Orange County Transportation Authority launched the Wave card fare payment system in October 2025 as part of the Rider Validation System implementation. This report provides an update on Wave card utilization, customer adoption, fare payment behavior, access, and related activities. Wave card adoption continues to grow as customers transition from legacy fare media, supporting the Orange County Transportation Authority's ongoing fare modernization efforts.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) has undertaken a significant effort to modernize its fare collection system to improve customer experience, simplify fare payment, and provide greater flexibility in fare policy. On October 23, 2023, the Board of Directors (Board) approved implementation of the Rider Validation System, which established an account-based fare system that supports contactless smart cards, mobile fare tools, and additional flexible payment options. On November 25, 2024, the Board approved amendments to OCTA's Fare Policy, including the addition of fare capping and a free two-hour transfer period. In early 2025, OCTA completed the required public outreach and Title VI Fare Equity Analysis for the new fare media. Then in October 2025, OCTA launched the WAVE card fare payment system and began transitioning customers from magnetic stripe paper passes to the contactless Wave physical and virtual cards while also supporting debit and credit card payments also known as open payments. Though OCTA is transitioning from legacy fare media such as magnetic stripe passes, cash payment will continue to be accepted.

Discussion

Since its launch, Wave physical and virtual cards (Wave) have become OCTA’s primary electronic fare media. Ongoing monitoring indicates a steady migration from legacy magnetic stripe passes and the former mobile application to Wave and credit card/open payment options. Wave provides a more flexible and convenient payment method along with key account-based features including fare capping, free two-hour transfers, balance protection, autoload, and online account management which continue to enhance customer experience by supporting a simplified, pay-as-you-go approach. This ensures riders pay the lowest applicable fare without the need for upfront pass purchases.

Customer Adoption and Fare Payment Behavior

Wave adoption increased significantly for the first six months following the October 2025 launch. Initially following the launch, Wave and open payment options accounted for approximately 31 percent of boardings, farebox payments accounted for approximately 54 percent, and the remaining approximately 15 percent were legacy mobile application boardings that continued during the transition period. By March 2026, adoption had grown to approximately 60 percent and remained strong at approximately 61 percent in April 2026. During the same period, farebox payments declined to 39 percent of boardings. Legacy mobile application usage was fully phased out by March 2026, and magnetic stripe media was subsequently phased out in April 2026. The table below (Table 1) illustrates the shift in fare media usage, highlighting increased adoption of Wave and open payments alongside a corresponding decline in farebox and legacy payment methods.

Table 1: Fare Media Share of Boardings

Fare Category	October 2025	February 2026	March 2026	April 2026
Farebox*	54%	43.1%	40.0%	39.0%
Legacy mobile application	15.3%	1.0%	0.0%	0.0%
Wave and open payments	31.5%	55.9%	60.0%	61.0%

*Farebox includes cash, magnetic stripe passes and transfers

As of April 2026, approximately 61 percent of boardings paid using Wave and open payment methods. The remaining farebox activity consisted of approximately 20 percent cash payments, 12 percent magnetic stripe passes,

and seven percent non-cash transfers from agencies with existing transfer agreements with OCTA.

The table below (Table 2) provides a snapshot of Wave program adoption, account distribution, and fare payment usage as of April 2026.

Table 2: Wave Snapshot as of April 2026

Transit Accounts Breakdown	#	%
Physical Wave card accounts	158,707	62%
Virtual Wave accounts (new mobile app)	97,149	38%
Active transit accounts	255,856	100%
Boardings Per Payment Type		%
Wave/open payment share of boardings		61%
Cash fare usage		20%
Magnetic stripe usage		12%
Tracked/non-cash farebox rides		7%

Active transit accounts increased from 159,547 in October 2025 to 255,856 in April 2026, reflecting continued growth in program adoption. The current account mix is approximately 62 percent physical cards and 38 percent virtual cards and open payments. Customers can obtain or reload Wave cards through multiple channels, including the OCTA Store, customer website, mobile application, retail network, institutional portals, and customer service centers.

Customer Access and Account Growth

Retail access remains a critical component of the Wave Program, ensuring equitable availability of fare media across diverse customer groups. The Wave retail network has expanded to more than 400 locations, a significant increase from the 113 locations that previously supported legacy media. As of April 2026, the retail network processed 60,085 transactions totaling approximately \$1.17 million in Wave card sales and reload activity. The majority of this activity was generated through the top five retail sales channels: Northgate, CVS Pharmacy, and independent neighborhood retailers represented through Future-Com, 7-Eleven, and Albertsons. Together, these five channels accounted for 58,724 transactions and approximately \$1.15 million, or about 98 percent of total retail sales activity.

In addition, staff has initiated a targeted effort to expand Wave card sales and reload access within the Little Saigon area in response to Board interest in improving retail availability for riders who rely on in-person and cash-based

transactions. Earlier this year, OCTA identified 56 prospective independent retailers and community-serving locations and provided this information to OCTA's third-party retail onboarding partners for outreach and follow up. To date, one retailer has executed a contract, 21 retailers have expressed interest, and two remain potential opportunities. While this outreach has generated interest, some smaller independent markets have identified barriers to participation, including limited point-of-sale capabilities, staffing constraints, and the need for additional training resources to support Wave card sales and reload functions. To help address these challenges, OCTA is coordinating with our technology vendor to evaluate compact, stand-alone point-of-sale devices similar to equipment used by other transit agencies. Staff will begin testing this equipment to determine whether it can provide a more streamlined onboarding option for small independent markets. OCTA will continue working with its retail onboarding partners to advance interested retailers through contracting, technical set-up, testing, training, and inventory delivery, and will provide future updates as additional locations are added to the Wave card retail network.

Institutional participation continues to grow and plays an important role in driving adoption. To date, all nine community colleges and three universities have been onboarded. Additionally, 13 social service agencies and ten employers have been established with institutional account portals to support enrollment, distribution, and ongoing account management. Staff will continue to partner with educational institutions, employers, and community organizations to expand participation, streamline onboarding, and support a successful transition to Wave fare media.

Legacy Media Transition

Magnetic stripe usage has continued to decline as customers transition to Wave and other modern payment options. Magnetic stripe activity decreased from approximately 26 percent of boardings in October 2025 to approximately 12 percent by April 2026, reflecting steady progress toward full adoption of the new fare system.

In support of this transition, sales and electronic acceptance of magnetic stripe media were discontinued effective April 30, 2026. To minimize customer disruption and ensure a seamless transition, operators will continue to provide visual validation of any remaining active magnetic stripe passes through May 31, 2026. This phased approach allows customers who recently activated passes to complete their use while maintaining a positive rider experience during the final transition period.

Next Steps

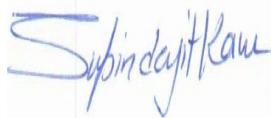
OCTA continues to monitor system performance and customer adoption as the fare modernization program matures. In addition, OCTA is working to replace the existing fareboxes that have surpassed their useful life. System integration testing and initial field integration testing is set to begin in May 2026, followed by pilot testing on active buses from late May through June. Phase 1 installation is scheduled to begin at the Santa Ana bus base in late June, with systemwide deployment planned across the Garden Grove, Irvine, and Anaheim bus bases from July through October 2026. Final system acceptance is scheduled for October 30, 2026.

Summary


The Wave card program continues to support OCTA's fare modernization efforts by simplifying fare payment, expanding customer access, and enabling more flexible fare options. As of April 2026, Wave accounts for approximately 61 percent of boardings, reflecting strong adoption, while legacy magnetic stripe pass usage continues to decline. At the same time, expanded retail and institutional access has improved availability and convenience for customers.

Attachment

None.

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Wave Card Utilization and Performance Report

Orange County Transportation Authority | May 2026



Wave Status through April 2026

Wave launched publicly on October 15, 2025, following pilot and soft launch activity in August 2025.

61%

Total boardings associated with Wave and open payments in April

255K+

Active transit accounts

400+

Retail locations

12%

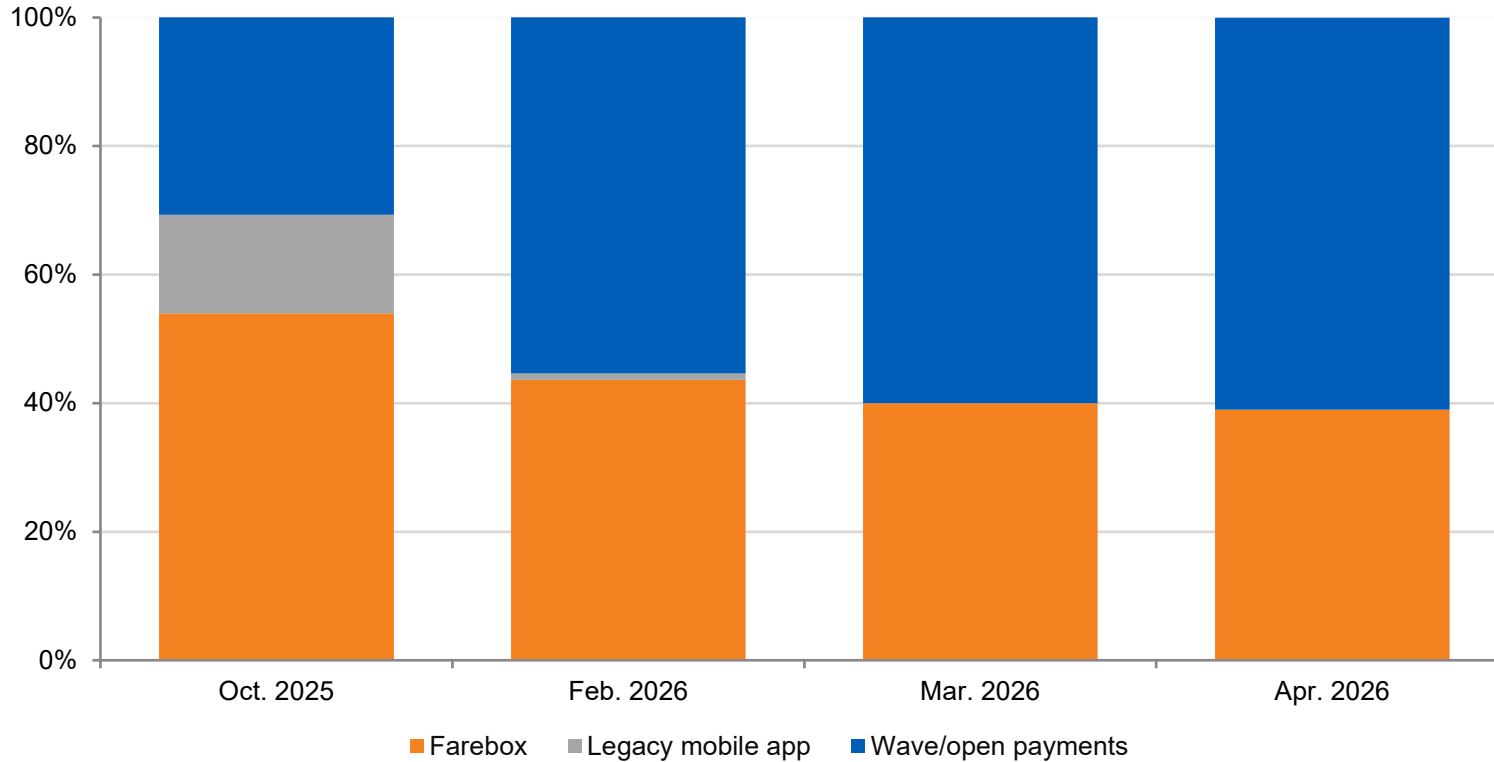
Magnetic stripe usage in April



- Physical and virtual Wave cards now account for most fare activity
- Legacy mobile application phased out in March 2026
- Magnetic stripe passes phased out in April 2026
- Cash option remains available
- Fare capping, free two-hour transfers, autoload, and balance protection continue to support the customer transition



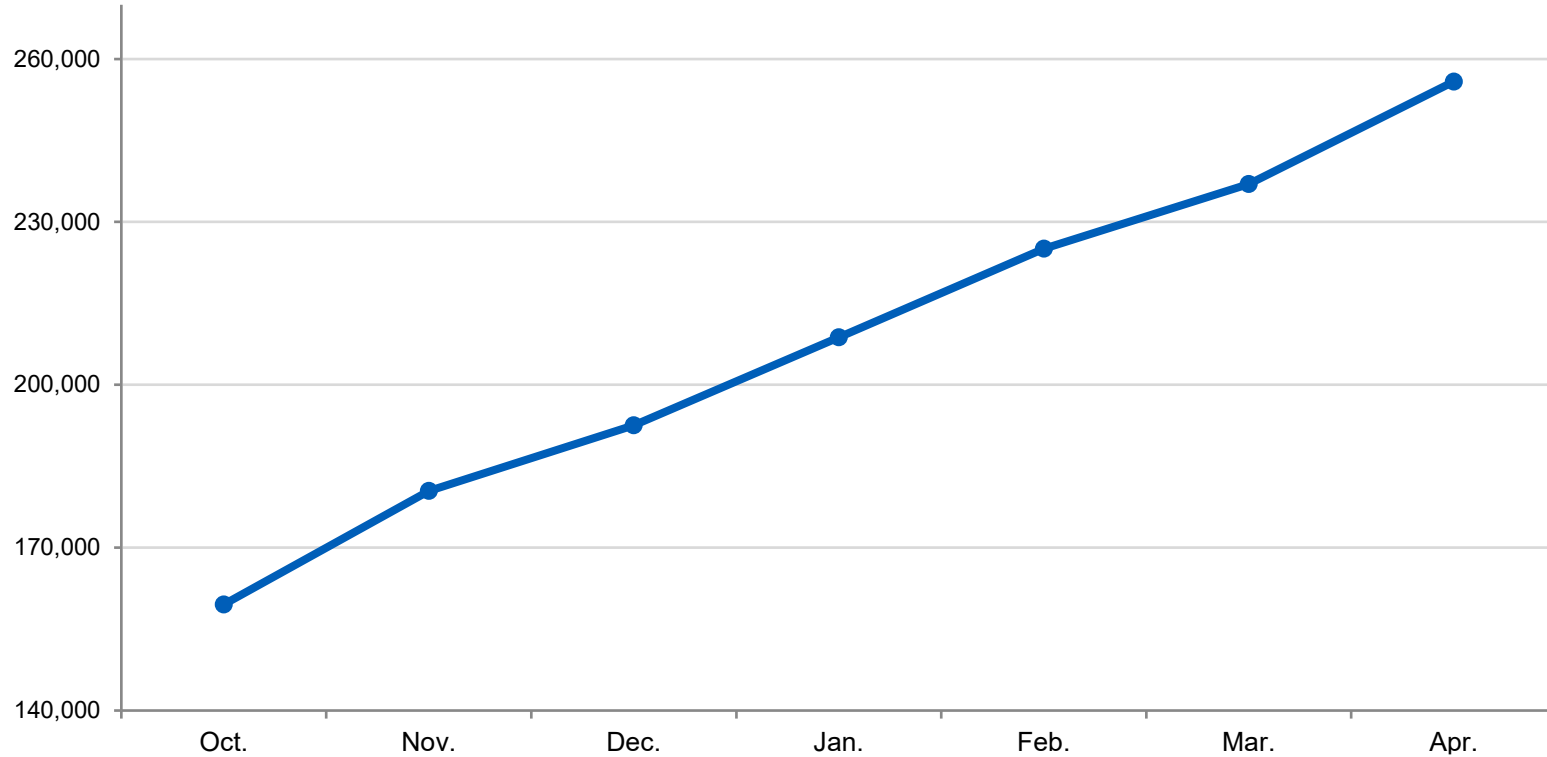
Fare Media by Boardings



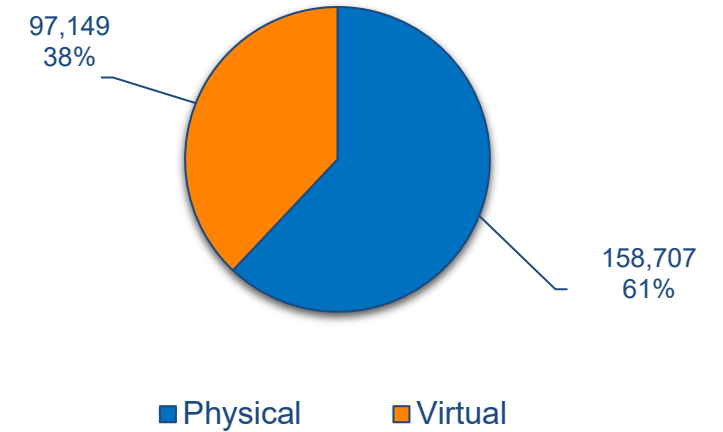
- Farebox
 - Cash
 - Magnetic Stripe Passes
 - Non-Cash (Transfer Rides)
- Legacy Mobile Application
- Wave
 - Physical cards
 - Virtual cards
 - Open Payments
- April 2026 Data
 - Wave (61%)
 - Farebox (39%)



Active Transit Accounts Growth



Active Transit Accounts





Program Milestones and Next Steps

Upcoming work focuses on new farebox deployment, system acceptance, and expanded reporting



Future analysis will expand to include:

- Boardings by fare category and institutional program
- New accounts, retail activity, cash, wave, and open payment usage
- Customer use of fare capping and free two-hour transfers



Questions?



May 14, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

On September 22, 2025, the Orange County Transportation Authority Board of Directors authorized a two-step, best value design procurement for a hydrogen fueling station and facility modifications at the Garden Grove Bus Base. This two-step process included the release of the request for qualifications to determine the short-listed offerors as the first step and then release the request for proposals to the short-listed offerors as part of the second step. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Clean Energy as the firm to deliver the design and construction of the hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

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

Discussion

The Orange County Transportation Authority (OCTA) initiated a pilot program to test zero-emission bus (ZEB) technology to obtain operational performance information to determine which ZEB technology, or mix of technologies, best meets OCTA service requirements. The ZEB pilot program was implemented in

early 2020 with the introduction of ten hydrogen (H₂) fuel-cell-electric buses (FCEB) and an H₂ fueling station at the Santa Ana Bus Base. The pilot was expanded in 2023 with the introduction of ten battery-electric buses operating from the Garden Grove Bus Base. OCTA is now underway with expanding the ZEB pilot fleet with the addition of 40 new FCEBs along with the installation of an H₂ fueling station at the Garden Grove Bus Base. The H₂ fueling infrastructure at the Garden Grove Bus Base will provide fueling for OCTA's FCEBs along with operational redundancy similar to that of OCTA's compressed natural gas (CNG) fueling infrastructure. The project will install a liquid H₂ fueling station, FCEB de-fueling appurtenances, H₂ detection in bus maintenance facilities, metered electrical infrastructure, a standby power generator, FCEB maintenance platform, and related work. In addition, and in accordance with SB 1505 (Chapter 877, Statutes of 2006), at least 33.3 percent of the H₂ fuel provided in this contract for the commissioning and training period must come from renewable energy sources.

Procurement Approach

The selection of a design-build (DB) team to design and construct the H₂ fueling station and facility modifications at the Garden Grove Bus Base was accomplished through a two-step procurement process. The first step, the request for qualifications (RFQ), was used to develop the short-listed qualified teams. The second step, the request for proposals (RFP), was issued to the short-listed teams to solicit proposals for OCTA's evaluation and selection of a "best-value" DB team for the project. Following is a more detailed discussion of the two steps.

Step 1 – RFQ

The first step consisted of issuance of the RFQ, receipt of statements of qualifications (SOQ) by OCTA, and the development of a short-list in accordance with PCC 22164 requirements and OCTA's procurement policies and procedures.

On September 22, 2025, the Board of Directors (Board) authorized the release of RFQ 54319, which was electronically issued on OpenGov, OCTA's eProcurement website. The project was advertised on September 22 and September 29, 2025, in a newspaper of general circulation. An RFQ informational meeting was held on October 1, 2025, with 17 attendees representing ten firms. Three addenda were issued to make available the informational meeting registration sheets, provide responses to questions received, and handle administrative issues related to the RFQ.

On October 20, 2025, five SOQs were received. The process of evaluating the five SOQs was done in two parts: a compliance review and technical evaluation, as follows:

1. Compliance review of the SOQs was conducted using the pass/fail criteria described in the RFQ and listed below:

<u>Evaluation Criteria</u>		
<i>Minimum Requirements</i>	<i>Scoring Method</i>	
<ul style="list-style-type: none"> • Conflict of Interest Disclosure 	Pass/Fail	
<ul style="list-style-type: none"> • Legal Structure 		
<ul style="list-style-type: none"> • Financial Capability 		
<ul style="list-style-type: none"> • Minimum Requirements <ul style="list-style-type: none"> ○ Form C - DB Minimum Requirements ○ Form D – General Contractor Questions ○ Form E – Principal Engineer Questions 		
<i>Minimum Required Score:</i>		<i>Pass (all criteria)</i>

The submittals were reviewed by a team of legal and procurement professionals, and three of the five submittals were found responsive to the requirements of the RFQ in these areas and ‘passed’. The three SOQs that were responsive then advanced to the technical evaluation.

2. Technical evaluation of the SOQs that passed the compliance review was conducted using the scored categories and points described in the RFQ and listed below:

<i>Technical Qualifications</i>	<i>Scoring Method</i>	
<ul style="list-style-type: none"> • DB Entity and Team Experience 	20 points possible	
<ul style="list-style-type: none"> • Organizational Approach and Key Personnel 	20 points possible	
<ul style="list-style-type: none"> • Quality Management Approach 	5 points possible	
<ul style="list-style-type: none"> • Safety Management Approach 	5 points possible	
<i>Minimum Required Score:</i>		<i>35 Points Total</i> <i>(50 maximum possible points)</i>

The three SOQs were reviewed by a technical evaluation committee consisting of members from OCTA’s Facilities Engineering, Transportation Modeling, Safety and Environmental, and Maintenance departments in addition to an

external representative from Foothill Transit. All three SOQs were short-listed, and are listed below in alphabetical order:

Clean Energy (CE)
Headquarters: Newport Beach, California
Project Office: Newport Beach, California

Messer, LLC (Messer)
Headquarters: Bridgewater, New Jersey
Project Office: Bridgewater, New Jersey

Fueling and Service Technologies, Inc. (FASTECH)
Headquarters: Fountain Valley, California
Project Office: Fountain Valley, California

Determination of the short-listed DB teams concluded the first step of the two-step best-value award process.

Step 2 – RFP

To initiate the second step of the DB procurement process, each of the three short-listed DB teams was issued the RFP on December 5, 2025.

On January 26, 2026, technical and price proposals were received from the following short-listed DB teams, in accordance with the deadlines and requirements prescribed by the RFP: CE and Messer. FASTECH did not submit a proposal as a DB entity. However, FASTECH is proposed as the general contractor on the CE DB team.

Messer's proposal did not move forward in the evaluation process as the firm was unable to retract their proposed exceptions and/or deviations that OCTA evaluated as being non-negotiable, leaving one qualified short-listed DB team: CE. Pursuant to OCTA's policies and procedures, an evaluation of the proposal was held to determine that the qualification and staffing needs were met and that the proposal adequately addressed the elements required by the scope of work for this project.

Evaluation of Proposal

The technical and price proposals received from CE in response to the RFP were evaluated separately, in accordance with the evaluation methodology described in the RFP.

The proposal evaluation process included an initial review of the proposal for responsiveness and pass/fail criteria, a responsiveness and qualitative evaluation of the technical proposal, and a responsiveness and qualitative evaluation of the price proposal. The evaluation of the price proposal is discussed under the Price Proposal section of this report.

The technical proposal was evaluated based on the Board-approved criteria which considered the firm's qualifications, staffing and project organization, and technical and project delivery approach.

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion is weighted at 35 percent as the DB teams had to demonstrate technical experience with the design and construction of a fueling station of similar scope and scale. The staffing and project organization criterion is weighted at 30 percent as the DB teams had to demonstrate the level of expertise, resource availability, and involvement of each of the roles required for the proposed project team. The technical and project delivery approach criterion is weighted at 35 percent as the DB teams had to demonstrate an understanding of OCTA's requirements and present a competitive general and design management approach, proposed facility design plan, construction approach including aspects such as mobilization strategy, construction staging, risk mitigation, safety plan, and quality management plan.

The evaluation committee reviewed and discussed CE's proposal based on the evaluation criteria and conducted an interview with the proposed DB team. The interview consisted of a presentation by CE and response to the evaluation committee's questions. Questions were asked relating to the team's staff availability and current commitments, schedule risk of long lead items, and the proposed H₂ system's expected boil-off fuel loss and long run cost savings.

The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Founded in 1996, CE is an advanced energy solutions firm that has experience with H₂, renewable natural gas, CNG, LNG, liquefied compressed natural gas (LCNG), renewable electricity, and energy management systems. The firm is headquartered in the City of Newport Beach, and operates regional offices in Colorado and Texas, employing approximately 530 staff members. CE has experience with projects of comparable size that utilize a DB delivery method. The firm detailed its previous experience serving as the DB entity for Foothill Transit's H₂ Station Project. Through this project, CE managed the design, construction, startup, and commissioning, and continues to provide ongoing operations, maintenance, and H₂ fuel supply for more than 50 buses

with capacity for expansion to 150 buses. CE has also completed CNG station projects with firms such as BC Transit, Food Express, and MV Transportation. The firm discussed previous experience with subconsultants, including FASTECH and Air Liquide. During the interview, CE effectively answered questions by drawing from its lessons learned and highlighted how its experience positions the firm to complete this project successfully.

Staffing and Project Organization

CE presented a well-rounded and cohesive team with relevant DB experience. The vice president of construction and engineering is proposed to oversee the construction and engineering teams and has over 13 years of experience managing H₂ and CNG station projects, including the Foothill Transit Station Project. The proposed engineer of record has over 14 years of experience and will provide oversight of the engineering design activities and provide quality assurance and quality control. The proposed mechanical engineer has over ten years of engineering experience. During the interview, all members of the CE team participated in their areas of expertise during the presentation and when responding to evaluators' questions.

Technical and Project Delivery Approach

CE presented a comprehensive technical and project delivery approach that demonstrated an understanding of the project requirements, constraints, challenges, and risks. The firm addressed site-specific challenges related to overhead power lines and developed a strategy to mitigate potential conflicts demonstrating the firm's understanding of the importance of proactively addressing utility coordination. CE proposed a dedicated permitting team assigned to streamline regulatory approvals. Permitting considerations were built into the project schedule, demonstrating a realistic and well-informed project timeline. The firm demonstrated a comprehensive approach to safety with its proposed pre-startup safety review prior to the introduction of H₂ into the system, ensuring operational integrity and adherence to safety protocols. During the interview, the team provided detailed responses drawing from its previous experience to answer questions regarding long-lead equipment and materials, and specific technical questions posed by the evaluation committee.

Price Proposal

CE's price proposal was received separately from the technical proposal as required by the RFP. The price proposal consisted of the pricing information and a proposal bond and was evaluated after conclusion of technical evaluations.

CE's initial price proposal was \$27,709,791. A request for clarification (RFC) was issued by OCTA to assist with the understanding of CE's price proposal and

various aspects of the technical and project delivery approach included in its proposal. The RFC requested a breakdown of certain cost proposal items related to concrete foundation-related work and pump-related work, warranty related costs, and to resolve various items noted as 'clarifications' that CE included within its proposal.

After receiving CE's response to the RFC, CE was requested to submit a best and final offer (BAFO). OCTA's BAFO requested information/pricing related to cryogenic pumps, the boiloff mitigation recovery system, and future proofing of the station. CE was asked to address and/or retract specific clarifications included in its proposal. Additionally, OCTA included updates to specific terms and conditions of the agreement and the price summary sheet to incorporate language related to the fuel supply services as a not-to-exceed amount that utilizes an indexing formula to calculate the base price per kilogram for H₂ fuel.

The BAFO response included a price decrease to \$27,598,891, which is inclusive of the design and construction of the facility, facility modifications, fuel supply services, and the 18-month operations during the training and transition period. The OCTA engineer's estimate for the project was \$26,500,000. CE's price is within 4.2 percent of the engineer's estimate and is considered by staff to be fair and reasonable.

Best-Value Determination

A best-value determination is utilized in a DB evaluation to determine the proposal that is most advantageous to OCTA. It consists of a formula that includes a component for the technical score and a component for the price score to arrive at a total score for the offeror's proposal. The DB team with the highest total score is then determined as the best-value offeror. Use of the best-value selection method in a DB procurement requires the comparative evaluation of multiple responsive proposals to determine which proposal is most advantageous.

As only one responsive proposal was evaluated, there was no competitive basis for evaluating price and technical factors relative to other offers, as required for best-value determination. In this instance, OCTA could not utilize best-value scoring and instead evaluated the proposal on a qualifications-based assessment to determine the offeror adequately met the minimum qualifications and technical requirements set forth in the RFP.

Based on the evaluation of the written proposal, information obtained during the interview, RFC, and BAFO responses, the evaluation committee recommends CE as the firm to deliver the design and construction of the H₂ fueling station and facility modifications at the Garden Grove Bus Base. The evaluation committee

concluded that the firm was qualified due to its recent experience with projects of similar scope and scale and overall approach to performing the required services. The firm presented a qualified team, demonstrated a clear understanding of the project requirements, and presented a comprehensive technical approach that addressed key issues critical to the success of the project.

Procurement Summary

Based on the evaluation of CE's written proposal, team qualifications, and the information obtained during the interview, RFC, and BAFO, the evaluation committee recommends the selection of CE as the firm to deliver the design and construction of the H₂ fueling station and facility modifications at the Garden Grove Bus Base.

Fiscal Impact

The project is funded with Low Carbon Transit Operations Program, and SB 1 (Chapter 5, Statutes of 2017) State of Good Repair, SB 125 (Chapter 54, Statutes of 2023) Transit Program, and Transit Intercity Rail Capital Program. Local transit funds will be used to purchase H₂ fuel for the station that is required to complete construction, commissioning, and training.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C250142 with Clean Energy as the firm to deliver the design and construction of a hydrogen fueling station and facility modifications at the Garden Grove Bus Base.

Attachments

- A. Review of Proposals, RFP 250142 Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base
- B. Contract History for the Past Two Years, RFP 250142, Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base

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Approved by:



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Review of Proposals

RFP 250142 Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base

Presented to Transit Committee on May 14, 2026

3 firms were short-listed at the conclusion of the Request for Qualifications phase, 2 proposals were received, 1 firm was interviewed, 1 firm is being recommended

Firm & Location	Subconsultants	Evaluation Committee Comments	Total Price
<p>Clean Energy Newport Beach, California</p>	<p>Fueling and Service Technologies, Inc. dba FASTECH</p> <p>Valley Civil Design</p> <p>Langan</p> <p>Intertek-PSI</p> <p>Dr. Detail</p>	<p>Firm has expertise across hydrogen, renewable fuels, and various alternative fuel technologies.</p> <p>Firm has recent, relevant experience completing a design-build of a hydrogen station for Foothill Transit.</p> <p>Well-qualified team, that has experience with managing hydrogen and similar relevant projects, including the Foothill Transit Station Project.</p> <p>Comprehensive technical approach that demonstrated a clear understanding of the project's needs and provided specific examples of key issues and solutions.</p> <p>Thorough team presentation and interview with team providing relevant responses to all questions based on previous experience.</p> <p>Positive references received.</p>	<p>\$ 27,598,891</p>

Evaluation Panel:

- Facilities Engineering (1)
- Safety & Environmental (1)
- Transportation Modeling (1)
- Maintenance (1)
- Foothill Transit (1)

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 250142 Design-Build of Hydrogen Fueling Station and Facility Modifications at Garden Grove Bus Base

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Clean Energy	None					
Contract Type:						
Total						\$ -



Bimonthly Transit Performance Report





What do we measure?



Service Demand

Measures boarding activity on OC Bus and OC ACCESS.



Reliability

Measures the reliability of the service in terms of schedule adherence on-time performance (OTP) and miles between road calls (MBRC).



Safety

Measures the safety of the service in terms of preventable collisions normalized by miles traveled.



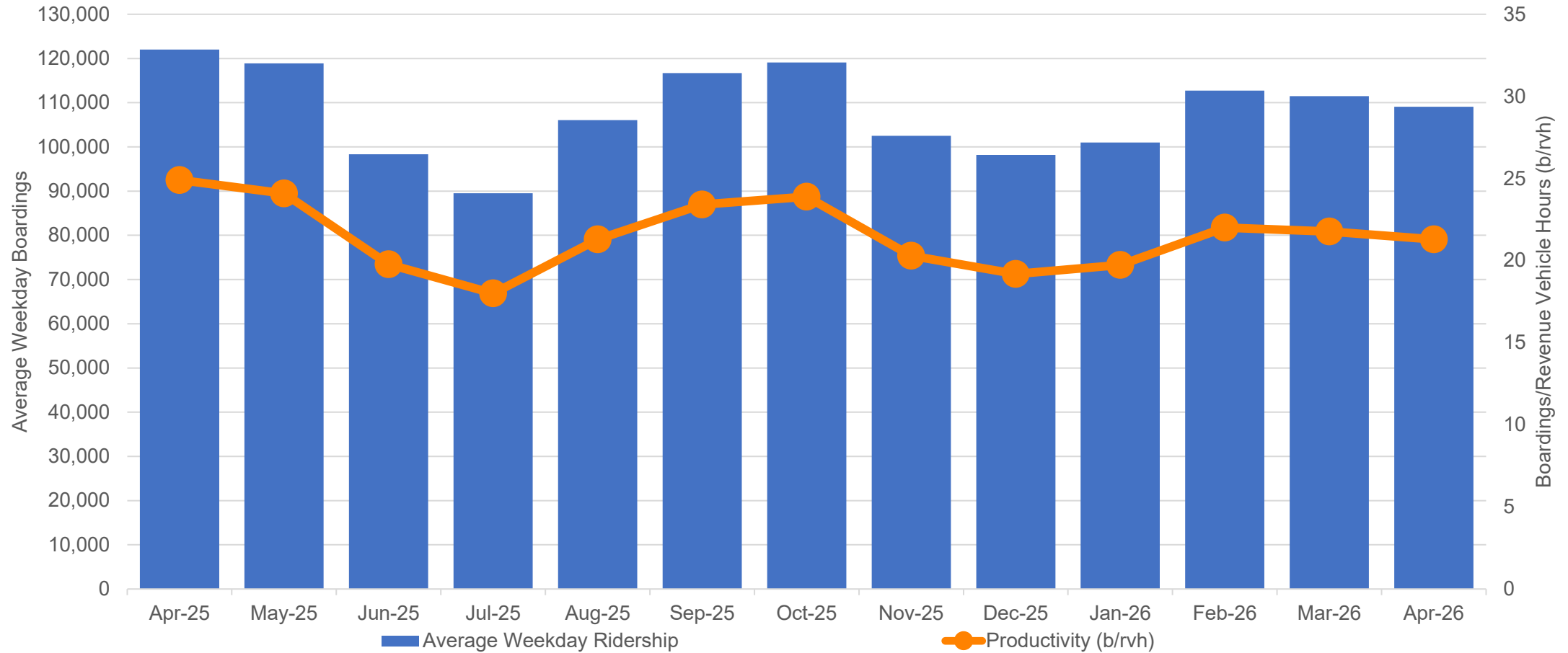
Courtesy

Measures customer feedback and is typically normalized by boardings.



OC BUS

Service Demand - Ridership Snapshot



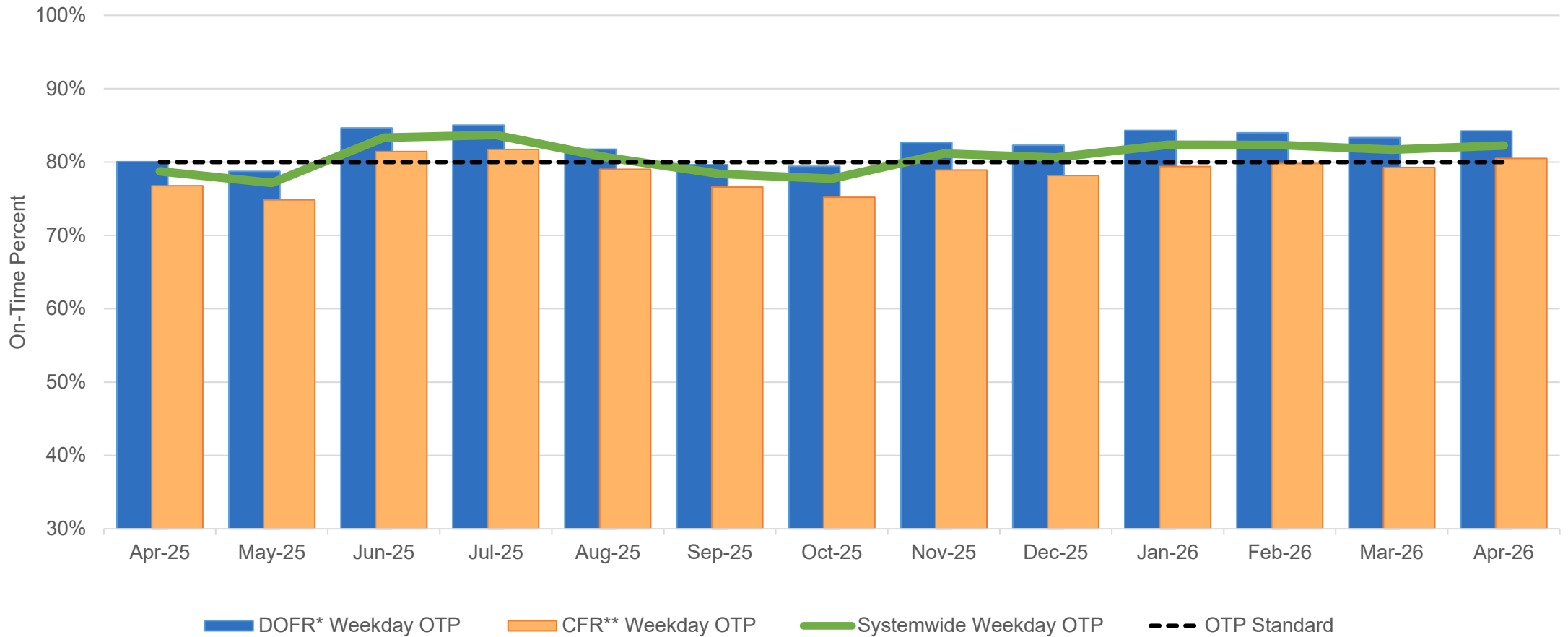
Service Demand: Ridership (or boardings) is the number of rides passengers take using public transit. The average weekday boarding activity is used to measure OC Bus service demand. Productivity is an industry measure that counts the average number of boardings for each revenue vehicle hour (RVH) that is operated.

Data reported through April 14th, 2026



OC BUS

Service Reliability – On-Time Performance



On-time Performance: Measures how well OCTA vehicles adhere to the schedule, and it is calculated by dividing the count of vehicle timepoint departures that are on time (within five minutes late or zero minutes early of the scheduled arrival time) by the number of total departures, reported system-wide. The systemwide OTP standard is 80%.

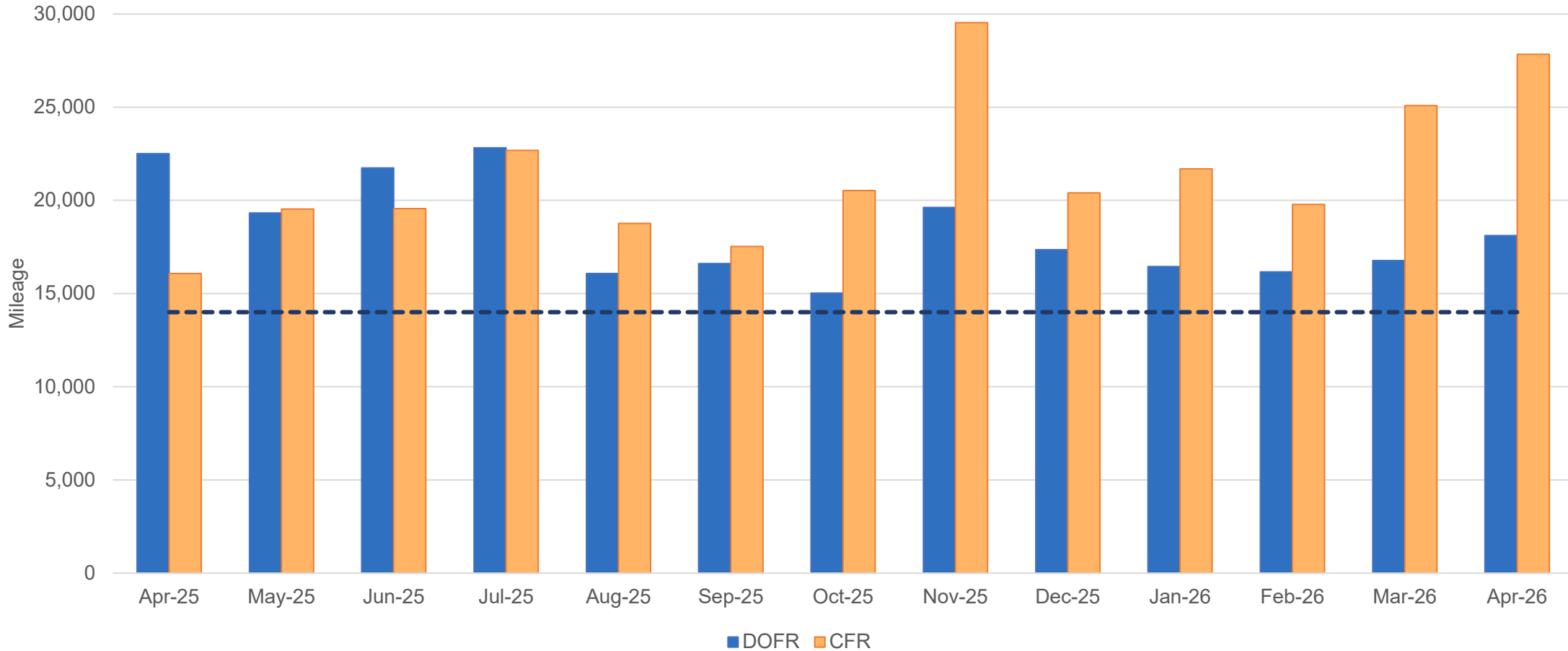
Data reported through April 14th, 2026

*DOFR – Directly Operated Fixed Route

**CFR – Contracted Fixed Route



Service Reliability – Vehicle Performance

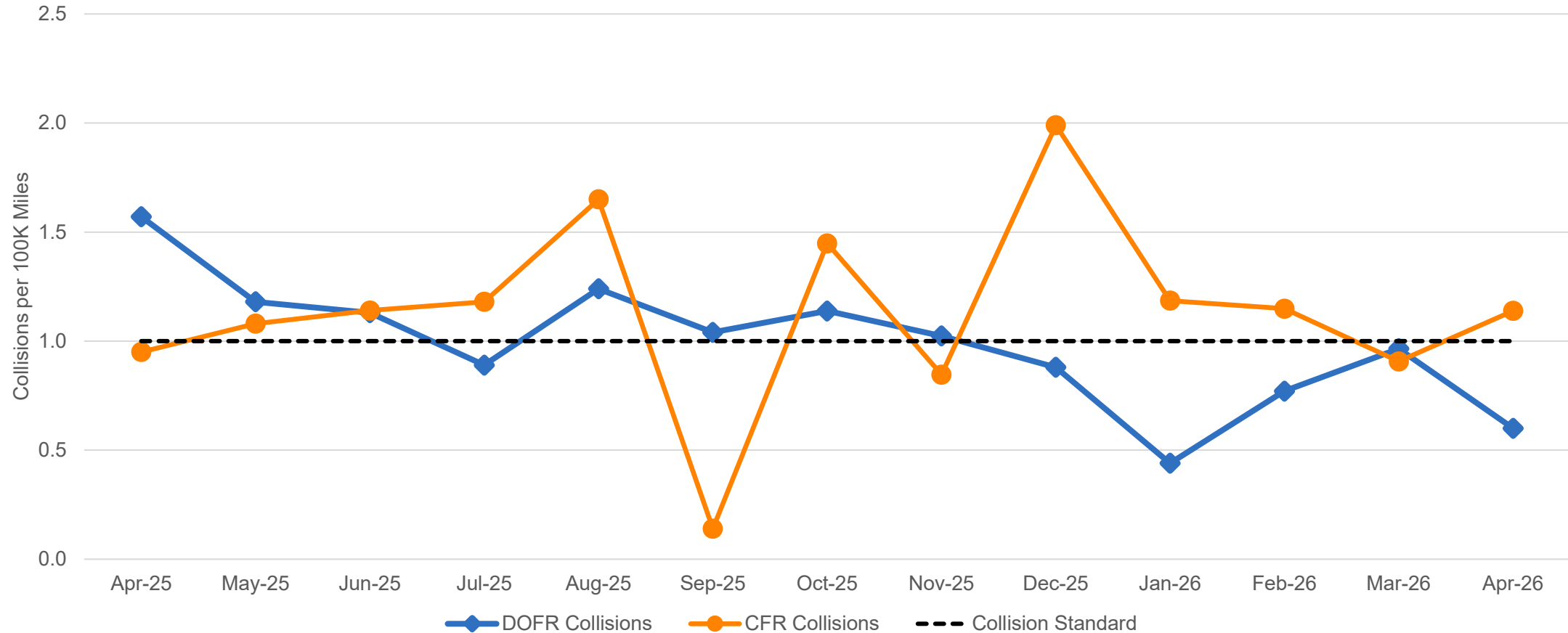


Miles Between Road Calls: MBRC is determined by the total vehicle mileage divided by the total road calls or disruptions due to valid mechanical failures in revenue service. The MBRC standard for DOFR and CFR is 14,000 miles.

Data reported through April 14th, 2026



Safety – Preventable Collisions

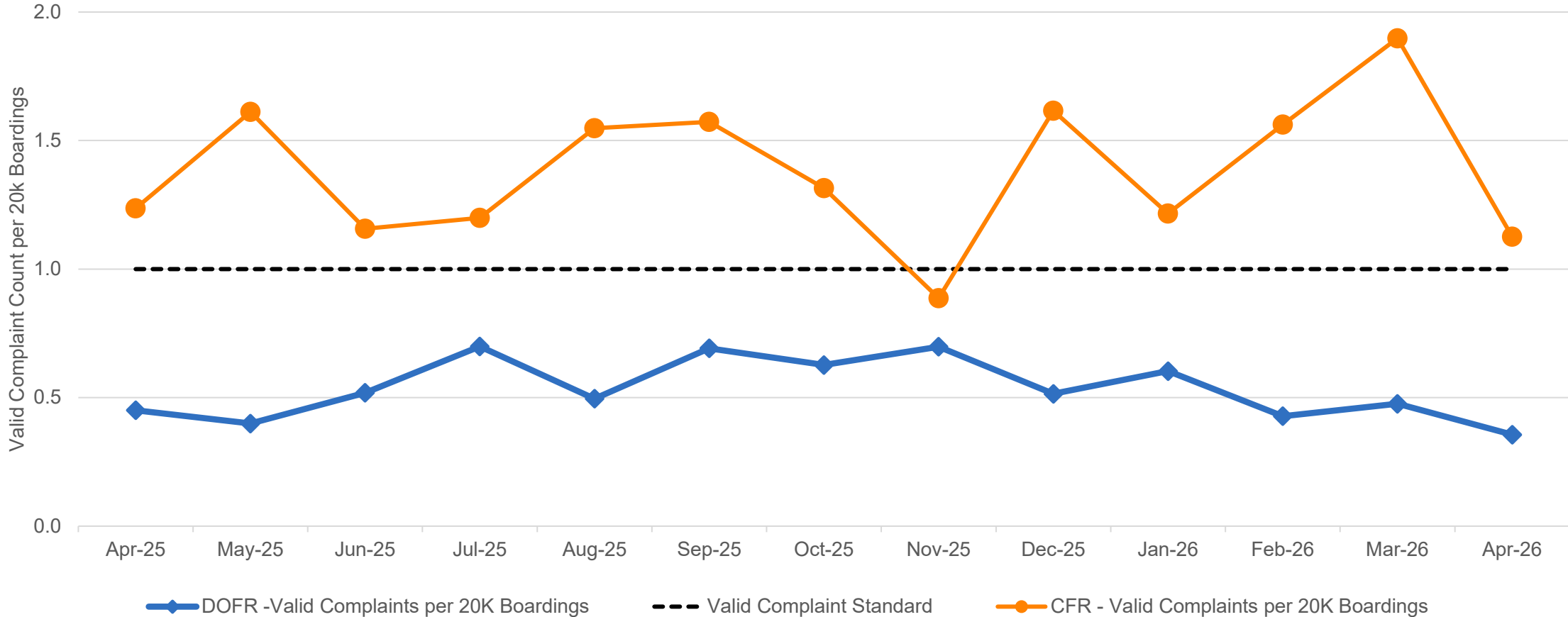


Preventable Collisions: Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians and where a coach operator failed reasonably to prevent the accident. The performance standard is no more than one vehicle accident per 100,000 miles.

Data reported through April 14th, 2026



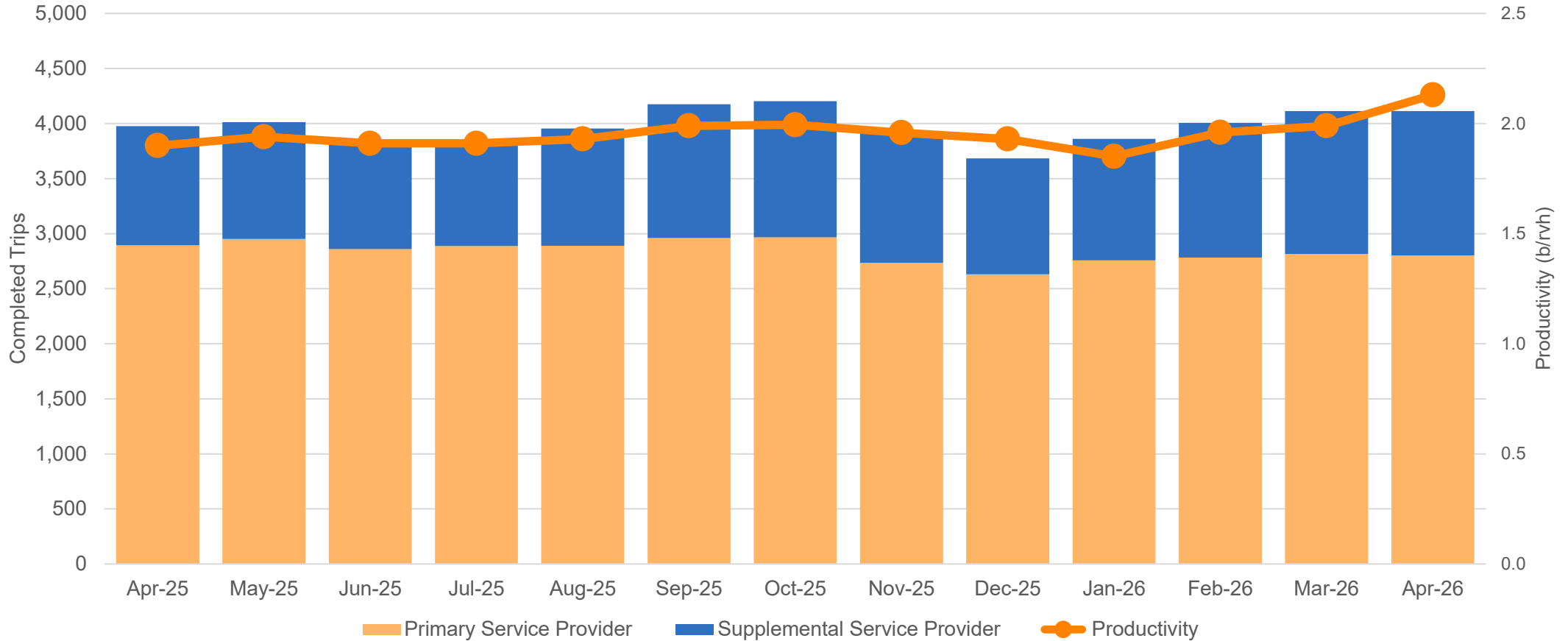
Service Quality – Customer Satisfaction



Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction with service. The standard adopted by OCTA for OC Bus is no more than one valid customer complaint per 20,000 boardings.



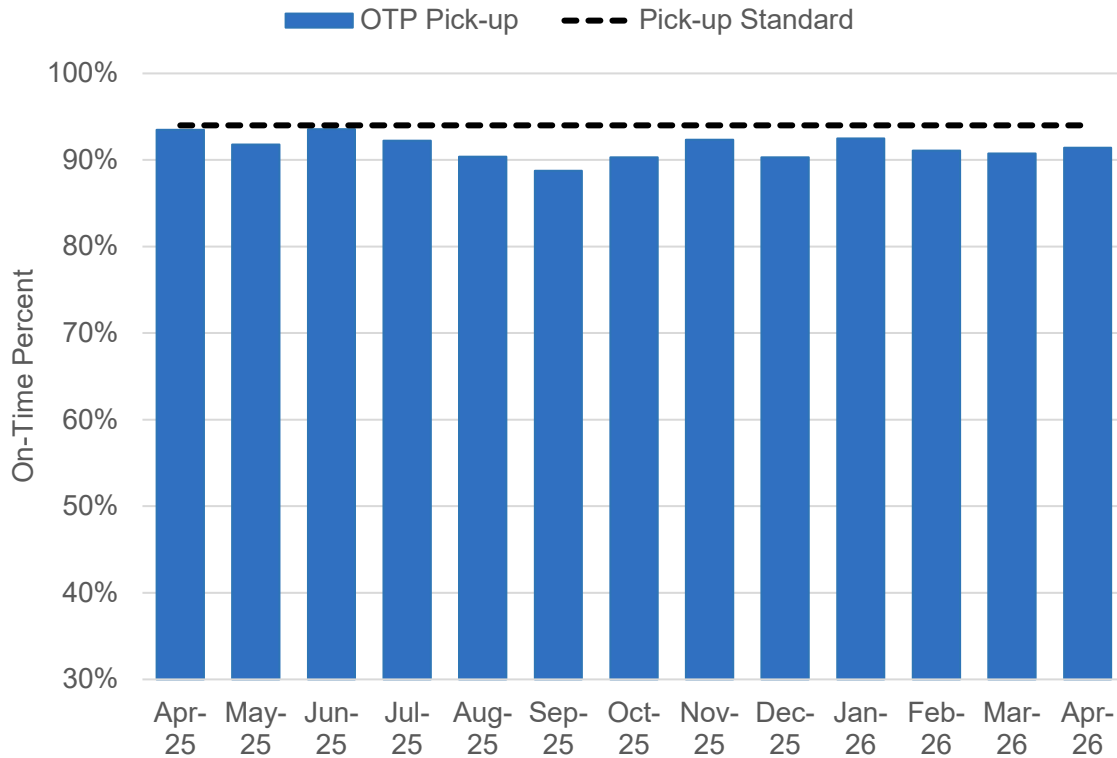
Service Demand – Ridership Snapshot



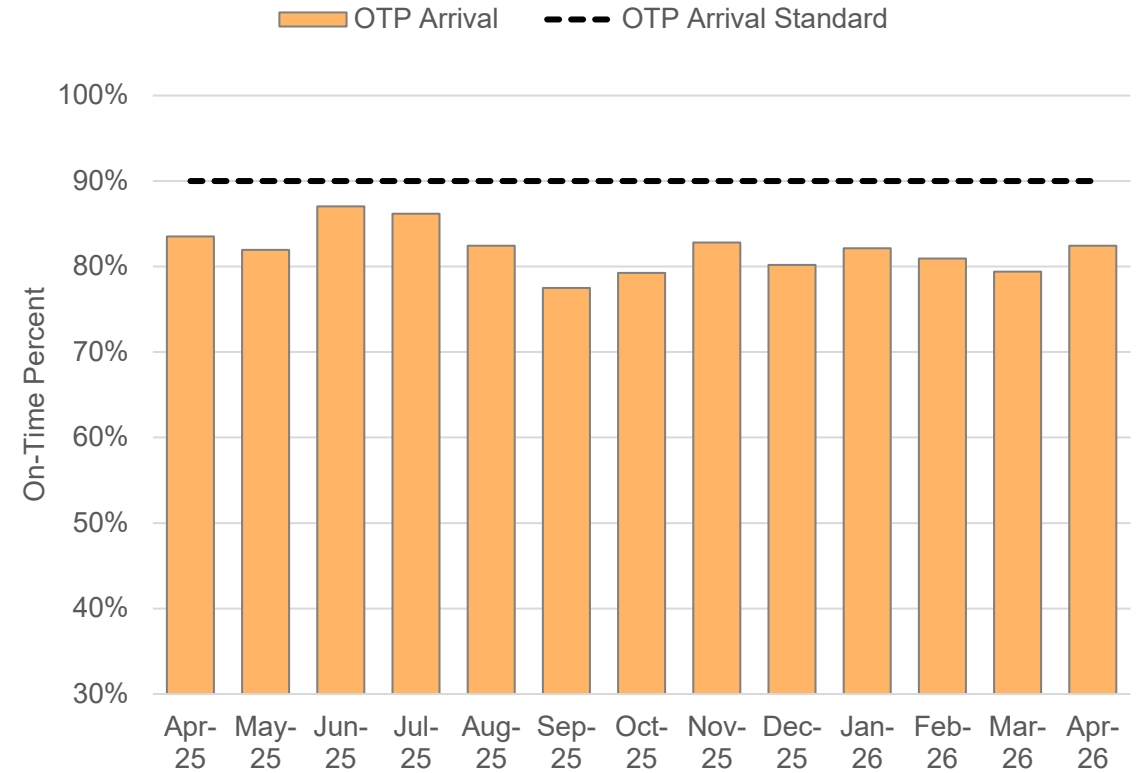
Service Provider Demand: OCTA has a primary service provider, First Transit, Inc., and supplemental providers which are contracted to meet demand on the network.



Service Reliability – On-Time Performance



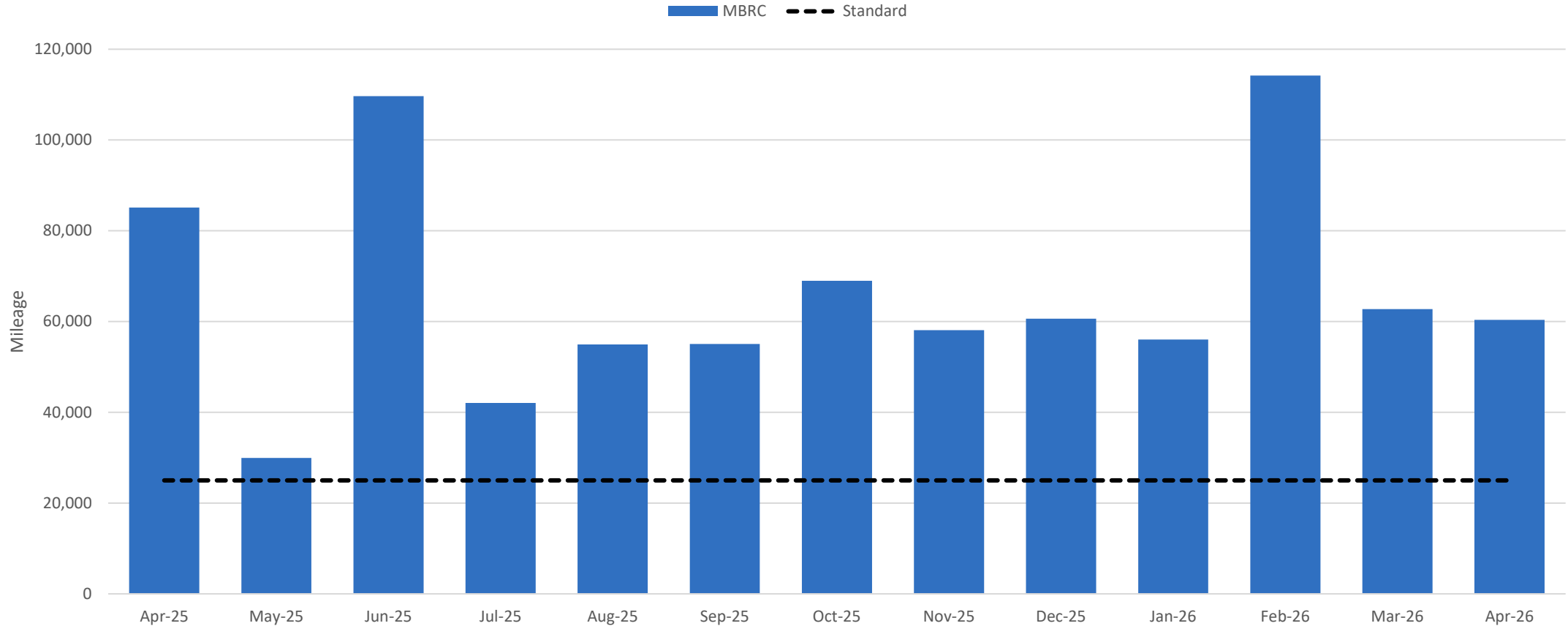
Pick-up OTP: The percentage of trips when the driver arrives within the 30-minute on-time window for scheduled pick-up trips.



Arrival OTP: The percentage of trips when the passenger arrived at their destination by or before the scheduled arrival time.



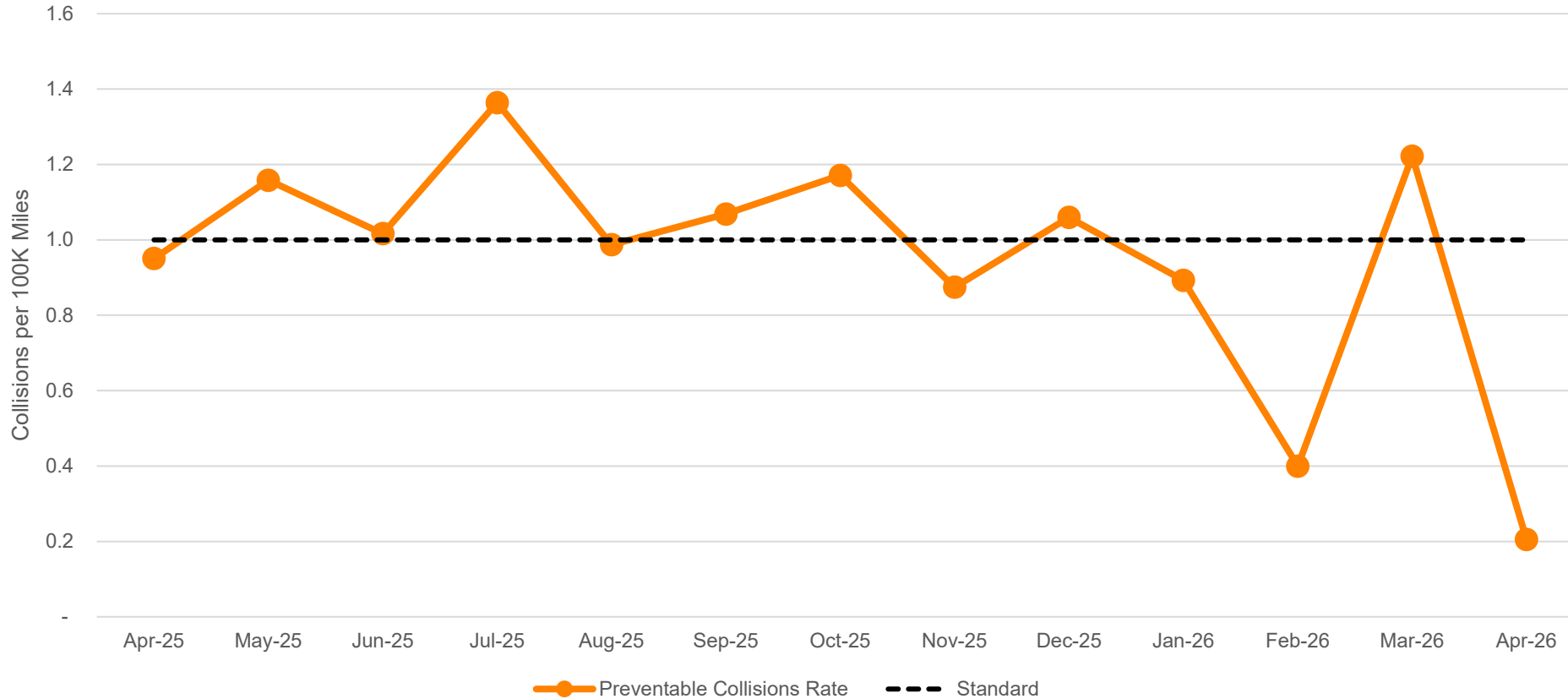
Service Reliability – Miles Between Road Calls



Miles Between Road Calls: MBRC is calculated by dividing the total miles traveled by all OC ACCESS vehicles over the calendar month by the total number of road calls or disruptions due to mechanical failures in revenue service during the same period. The MBRC standard for OC ACCESS is 25,000 miles.



Safety – Preventable Collisions



Preventable Collisions: A preventable collision is defined as an event where a driver providing revenue service could have been reasonably avoided by the driver. The performance standard is no more than one vehicle accident per 100,000 miles.

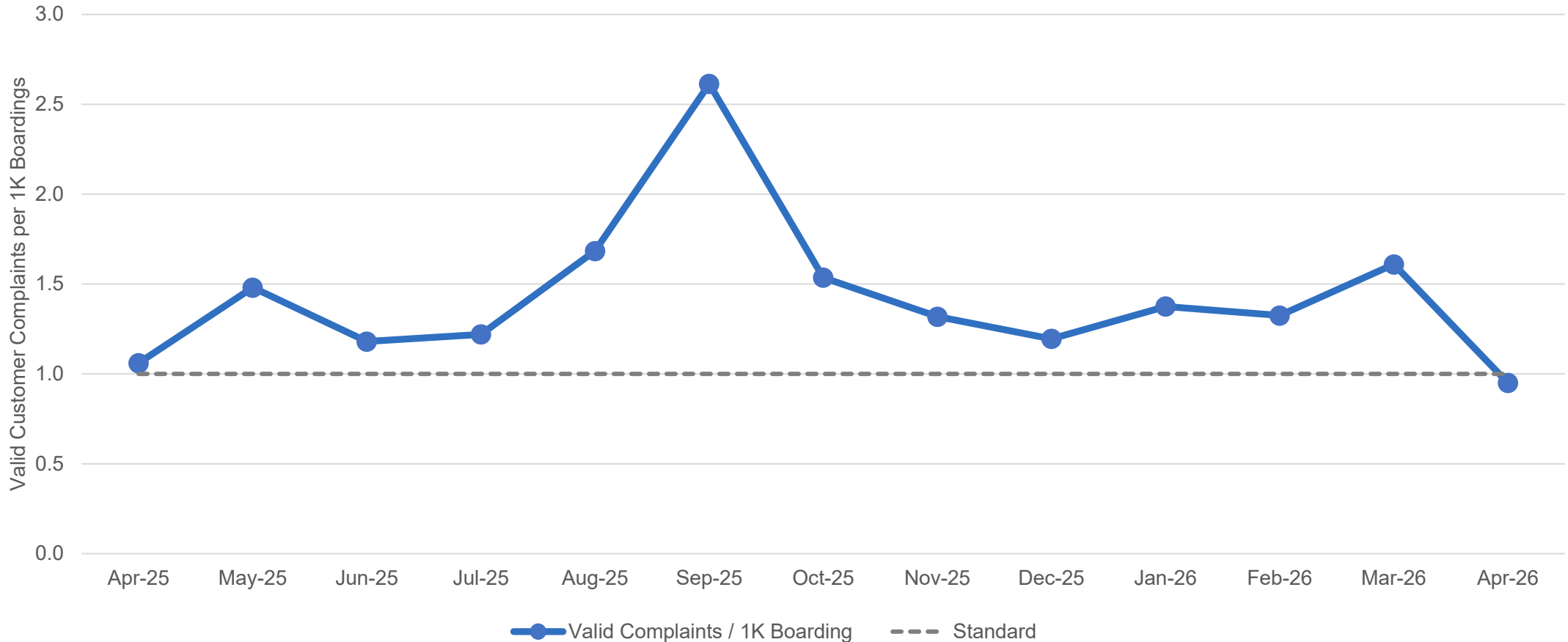
Data reported through April 14th, 2026



OC ACCESS



Service Quality – Customer Satisfaction



Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. The contractual standard for OC ACCESS is no more than one valid complaint per 1,000 boardings.

Data reported through April 14th, 2026



Upcoming Activities



Service Changes

- OC Bus Service Change Implementation – May 10, 2026

Future Board Items

- Bimonthly Performance Report – July 9, 2026

Staff Highlights

- OCTA will be represented by Darvy Traylor, Southern California Regional Rodeo champion, at the International Rodeo in Salt Lake City, Utah, from May 15, 2026 – May 19, 2026.