



AGENDA

Transit Committee Meeting

Committee Members

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

Orange County Transportation Authority
Headquarters
550 South Main Street
Board Room – Conf. Room 07
Orange, California
Thursday, August 8, 2019 at 9:00 a.m.

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

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

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

Call to Order

Pledge of Allegiance

Director Shaw

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 6)

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

2. Approval of Minutes

Approval of the minutes of the Transit Committee meeting of July 11, 2019.

3. Sole Source Agreement for the Purchase of Nineteen Near-Zero Emission Bus Engines for the Midlife Overhaul of Articulated Buses Dayle Withers/Jennifer L. Bergener

Overview

The Orange County Transportation Authority's active revenue vehicle fleet includes 20 New Flyer 60-foot articulated, compressed natural gas-powered buses, that are model year 2013, and are in need of a midlife engine replacement. There is only one compressed natural gas engine currently available for purchase that has been certified by the State of California for transit buses. In order to advance the midlife engine replacement for the articulated bus fleet, a sole source agreement is required to proceed with the engine replacement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1085 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$1,348,248, for the purchase of 19 replacement Cummins L9N near-zero emission compressed natural gas-powered engines.

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

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way.



4. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,600,000, for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the construction of the OC Streetcar project.

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

Ben Ku/Kia Mortazavi

Overview

Funding recommendations are presented for the SB 1 State of Good Repair Program for fiscal year 2019-20 funds. These funds will help sustain and upgrade the Orange County Transportation Authority bus system, consistent with state program goals.

Recommendations

- A. Approve Resolution No. 2019-058, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of \$5.720 million in fiscal year 2019-20 SB 1 State of Good Repair Program funding for:
- Replacement of up to seven iShuttle buses (\$3.030 million),
 - Replacement of up to six El Dorado Cutaways with 40-foot buses (\$1.890 million),
 - Replacement of the emergency equipment at the Anaheim and Irvine Construction Circle bus bases (\$0.800 million).
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.



- 6. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report**
Joseph Alcock/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund community-based local transit circulators, designed to complement regional transit services. A ridership report on 19 active Project V services operating through the second and third quarters of fiscal year 2018-2019 is provided for Board of Director's information.

Recommendation

Receive and file as an information item.

Regular Calendar

- 7. Local Agencies' Interest in Project V Call for Projects**
Alfonso Hernandez/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund community-based transit services that complement regional transit services. Earlier this year, the Orange County Transportation Authority Transit Committee directed staff to determine local agencies' level of interest in applying for a fourth Project V call for projects. This report provides findings and recommendations emerging from these efforts.

Recommendation

Direct staff to return by fall 2019 with revised Comprehensive Transportation Funding Programs Guidelines to support a fourth Project V call for projects.

Discussion Items

- 8. Bristol Street Transit Corridor Study Update**
Eric Carlson/Kia Mortazavi

Staff will present an update on the Bristol Street Transit Corridor Study.

- 9. Chief Executive Officer's Report**



10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

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



Committee Members Present

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

Staff Present

Darrell E. Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Sara Meisenheimer, Deputy Clerk of the Board
Cassie Trapesonian, Assistant General Counsel
OCTA Staff and members of the General Public

Committee Members Absent

Jose F. Moreno

Call to Order

The July 11, 2019 regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:01 a.m.

Pledge of Allegiance

Director Jones led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 6)

2. Approval of Minutes

A motion was made by Director Davies, seconded by Committee Vice Chairman Winterbottom, and declared passed by those present, to approve the minutes of the Transit Committee meeting of June 13, 2019.

Director Pulido was not present to vote on this item.



3. Consultant Selection for the Preparation of Orange County Rail Infrastructure Defense Against Climate Change Plan

A motion was made by Director Davies, seconded by Committee Vice Chairman Winterbottom, and declared passed by those present, to:

- A. Approve the selection of WSP USA, Inc., as the firm to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2072 between the Orange County Transportation Authority and WSP USA, Inc., in the amount of \$549,953, to prepare an Orange County Rail Infrastructure Defense Against Climate Change Plan.

Director Pulido was not present to vote on this item.

4. Contract Change Order for Removal and Disposal of Contaminated Materials at the Maintenance and Storage Facility Property for the OC Streetcar Project

A motion was made by Director Davies, seconded by Committee Vice Chairman Winterbottom, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 2.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$160,000, for the removal and disposal of contaminated materials at the maintenance and storage facility property for the OC Streetcar project.

Director Pulido was not present to vote on this item.

5. Agreement for Mobility Management Services

A motion was made by Director Davies, seconded by Committee Vice Chairman Winterbottom, and declared passed by those present, to:

- A. Approve the selection of Mobility Management Partners, Inc., as the firm to provide mobility management services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1244 between the Orange County Transportation Authority and Mobility Management Partners, Inc., in the amount of \$248,911, for a one-year initial term, with one, two-year option term, to provide mobility management services.

Director Pulido was not present to vote on this item.



6. Agreement for the Intelligent Transportation Management System Integration and Engineering with the OC Streetcar Vehicles

A motion was made by Director Davies, seconded by Committee Vice Chairman Winterbottom, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-9-1192 between the Orange County Transportation Authority and Conduent Transport Solutions, Inc., in the amount of \$2,719,650, for the integration of the OC Streetcar vehicles into the existing Intelligent Transportation Management System.

Director Pulido was not present to vote on this item.

Regular Calendar

7. Bus Operations Performance Measurements Report for the Third Quarter of Fiscal Year 2018-19

Johnny Dunning Jr., Manager of Scheduling and Customer Advocacy, provided a PowerPoint presentation as follows:

- Performance Measurements;
- Safety;
- Courtesy;
- Reliability – On-Time Performance;
- Reliability – Miles Between Road Calls;
- Fixed-Route – Ridership and Productivity;
- Ridership and Rain;
- OC ACCESS – Ridership and Productivity;
- Farebox Recovery Ratio;
- Cost per Revenue Vehicle Hour;
- Performance: Local Routes;
- Performance: Community Routes;
- Performance: Express/Stationlink Routes;
- Bus Operations Performance and OC Bus 360°:
 - Performance: System-wide Trends
 - Performance: OC Bus 360° Improvements
 - Performance: OC Bus 360° Reductions; and
- Future Reports.

A discussion ensued regarding:

- Committee Chairman Do requested that staff talk with First Transit, Inc. (First Transit) and report back to the Transit Committee the factors that led to their deficient performance and if the reasons for the deficiencies are within their control.



7. (Continued)

- First Transit's contract has a penalty assessment clause and a clause that allows the contractor to request a waiver of those penalties; however, the Orange County Transportation Authority (OCTA) has not received a formal request.
- Penalties are assessed on a monthly basis and are included in a monthly invoice to OCTA.
- First Transit had made improvements during the months of June and July, and OCTA does not foresee any additional penalties.

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

8. Amendment to the Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Jennifer L. Bergener, Chief Operating Officer, reported on the following:

- An overview of the contracted service provided by First Transit and how it maintains financial stability.
- First Transit has been experiencing a problem with rests and breaks and during February's service change, they modified how they schedule coach operator assignments and breaks.
- Due to the shortage of coach operators, First Transit lost a significant amount of service: 2,300 trips which resulted in 2,800 lost service hours.
- First Transit took immediate action to remedy the situation by: bringing operators from other properties and tour operators, using management team to operate vehicles, and increasing their starting wage.
- During the first four years of the First Transit contract, the Orange County Transportation Authority (OCTA) saved \$55 million and will save an additional \$24 million, if the recommendation is granted.
- The recommendations in the Staff Report were highlighted.

A discussion ensued regarding:

- First Transit has brought their level of service up to the standards as required in the contract, but it does take a couple of months to show the improvements.
- Committee Vice Chairman Winterbottom stated this problem is similar to when he was overseeing the Consolidated Transportation Services Agency in 1984 and it is important to save money; however, if First Transit is not providing service, OCTA needs to reevaluate and spend more money.



8. (Continued)

- The differences in experience between OCTA and First Transit coach operators may vary dependent on the tenure of the driver and the collective bargaining agreement; however, OCTA's standards have a higher quality.
- Explanation of the Coach Operator position at OCTA and First Transit and how the job duties are the same; OCTA differs on their longevity of employees, the salary, and the benefits.
- Maggie McJilton, Executive Director of Human Resources and Organizational Development, explained the Federal Transit Administration's requirements to be a Coach Operator and how First Transit's training program is similar to OCTA's.
- First Transit and OCTA have the same requirements in order to be a Coach Operator, the applicant must have their commercial driver's license for three years.

A motion was made by Committee Vice Chairman Winterbottom, seconded by Director Jones, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 9 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$6,544,810, to allow First Transit, Inc. to implement wage adjustments for operating staff. This will increase the maximum obligation of the agreement to a total contract value of \$242,571,788.
- B. Approve an amendment to the Orange County Transportation Authority Fiscal Year 2019-20, Operations Division Budget, in the amount of \$4,520,537.

9. October 2019 and February 2020 Bus Service Plan Recommendations

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Gary Hewitt, Section Manager of Transit Planning, who provided a PowerPoint presentation as follows:

- OC Bus 360°;
- Service Design Framework;
- Outreach;
- What We Heard;
- Changes to Draft Recommendations;
- Final October 2019 Service Changes;
- Final February 2020 Service Changes;
- Resource Impacts; and
- Next Steps.



9. (Continued)

A discussion ensued regarding:

- Slide 9 of the PowerPoint and if the 4,800 annual revenue hours are included in the 8,100 annual hours. Once the OC Streetcar opens it will be negative 4,000 hours.
- The different ways of notifying customers of a route/schedule change are: posting signage at the bus stop, printing brochures for the inside of the buses, and outlining the changes in the bus book which are available two weeks before the service change goes into effect.

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

- A. Approve the final October 2019 and February 2020 Bus Service Plan and direct staff to begin implementation.
- B. Receive and file the October 2019 and February 2020 Bus Service Plan Public Involvement Program final report.
- C. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act related to the bus service changes.

10. OC Streetcar Project Quarterly Update

Darrell E. Johnson, CEO, provided opening comments and introduced Jim Beil, Executive Director of Capital Programs, Kelly Hart, Project Manager of OC Streetcar Project, and Tresa Oliveri, Community Relations Officer, who co-presented a PowerPoint presentation as follows:

- Background;
- OC Streetcar Features;
- Utilities;
- Construction – Segment 1;
- Santa Ana River Bridge;
- Maintenance and Storage Facility;
- Construction – Segments 2 through 5;
- Vehicles;
- Other key OC Streetcar updates; and
- Outreach.



10. (Continued)

A discussion ensued regarding:

- Slide 10 of the PowerPoint and the Orange County Sanitation District's part on the project.
- Director Pulido expressed his gratitude to everyone, how he wishes the OC Streetcar project could move faster, and in November 2019, there probably will be a new Board Member who is in favor of the OC Streetcar project.
- OCTA has received the full funding grant agreement and reimbursements from the federal transit administration.
- Staff will provide every quarter an update on the OC Streetcar project.
- Due to the City of Anaheim's (Anaheim) City Council approval of a resolution on June 4, 2019 (regarding expressing support of a fresh review at all transit options for connectivity/mobility between the Anaheim Resort and the Platinum Triangle), Committee Chairman Do requested for OCTA to look at the Harbor Boulevard Transit Corridor Study and explore options, as well as return to the Transit Committee with recommendations
- Darrell E. Johnson, CEO, stated he received the June 20, 2019 letter from the City Manager of Anaheim, acknowledging the City Council's approved resolution; yet, it is unclear about the next steps. Mr. Johnson, CEO, plans to have a discussion with the City Manager and Mayor of Anaheim.

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

Discussion Items

11. Chief Executive Officer's Report

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

- Tomorrow at 10:00 a.m., the California Department of Transportation is hosting a ribbon cutting event to celebrate the completion of a new park and ride facility at the California State Route 55 on Lincoln Avenue/Nohl Ranch Road in the City of Orange.
- Throughout the months of July and August, kids under the age of 18 can ride the Angels Express for free.
- On Friday, July 12th, the OC Fair begins and on Saturday, July 13th, OCTA will host a kick-off event for the OC Fair Express at the Anaheim Regional Transportation Intermodal Center from 9:30 a.m. to 11:00 a.m.



12. Committee Members' Reports

Committee Chairman Do reiterated his remarks that he would like to direct staff to engage in conversations with the cities along the Harbor Boulevard Transit Corridor Study, including the cities of Fullerton, Garden Grove, Anaheim, and Santa Ana. Committee Chairman Do would like staff to come back to the Transit Committee with feedback and other modes that were excluded from the prior study.

Darrell E. Johnson, CEO, stated that the study was concluded 14 months ago; however, with the approved resolution from the Anaheim City Council, it is unclear if they want to reopen a study. Mr. Johnson, CEO, plans to meet with the City Manager of Anaheim to understand his thoughts and return to the Transit Committee with an update.

13. Closed Session

There were no Closed Session items scheduled.

14. Adjournment

The meeting adjourned at 10:05 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, August 8, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Andrew Do
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



August 8, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

The Orange County Transportation Authority's active revenue vehicle fleet includes 20 New Flyer 60-foot articulated, compressed natural gas-powered buses, that are model year 2013, and are in need of a midlife engine replacement. There is only one compressed natural gas engine currently available for purchase that has been certified by the State of California for transit buses. In order to advance the midlife engine replacement for the articulated bus fleet, a sole source agreement is required to proceed with the engine replacement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1085 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$1,348,248, for the purchase of 19 replacement Cummins L9N near-zero emission compressed natural gas-powered engines.

Discussion

The Orange County Transportation Authority (OCTA) purchased 20 articulated (60-foot) New Flyer compressed natural gas (CNG)-powered buses that were delivered in 2013 and 2014. These buses are in need of an engine replacement due to high mileage and ongoing engine failures. A midlife engine overhaul is generally performed once a bus has exceeded 250,000 miles or when cumulative failures deem it necessary to advance the replacement to ensure vehicle reliability in revenue service. These vehicles are expected to reach the 250,000 mileage threshold within the next year. Although not all vehicles have yet reached 250,000 total miles traveled, engine-related failures have been frequent in all 20 buses, requiring replacement of major engine components.

The buses were equipped with Cummins 8.9 Liter CNG ISL-G engines and will be replaced with Cummins 8.9 Liter L9N near-zero emission CNG-powered engines. This engine is the lowest emissions engine available and is certified by the California Air Resources Board for use in transit buses. The California Air Resources Board has certified the Cummins L9N near-zero emission CNG-powered engine at 0.02 grams NOx per brake horsepower-hour. The L9N near-zero emission CNG-powered engine reduces NOx by 90 percent and greenhouse gases by nine percent, compared to the standard ISL-G CNG-powered engine. This engine is the only CNG-powered engine certified for use in transit buses by the California Air Resource Board.

To adequately evaluate this engine, one Cummins L9N near-zero emission engine was procured, installed by OCTA, and verified by Cummins Pacific, LLC (Cummins), on a prototype bus as approved by the Board of Directors (Board) on November 12, 2018. The installation quality audit was conducted and approved by Cummins, rendering the remaining 19 articulated buses eligible for the Cummins L9N near-zero emission engine replacement.

Due to these frequent and costly failures, staff recommends the engines be replaced as soon as possible.

Since there is only one manufacturer with engines certified by the California Air Resources Board for use in transit buses, a sole source agreement is required to proceed with the engine replacement. The sole source agreement request includes the purchase of 19 engines, with a standard two-year, or 100,000-mile, all-inclusive base warranty.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved policies and procedures for a sole source procurement.

Cummins CNG-powered engines are the only approved and certified engines by the California Air Resource Board for use in transit buses in California, and Cummins is the sole supplier and distributor. Therefore, the procurement meets the guidelines for a sole source purchase as the engines are available from only one responsible source, and no other supplier can meet the requirements.

Cummins provided pricing to OCTA for 19 Cummins L9N near-zero emission CNG-powered engines, with a standard two-year, or 100,000-mile, all-inclusive base warranty, at a firm-fixed price in the amount of \$1,348,248, including sales tax.

The Cummins proposal was reviewed by staff from the Contracts Administration and Materials Management and Transit Technical Services departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with the OCTA sole source procurement procedures, a sole source agreement over \$50,000 requires the OCTA Internal Audit Department (Internal Audit) to conduct an independent pre-award agreed-upon procedures review of Cummins' proposed pricing. The results from Internal Audit indicate that the unit price in the Cummins proposal is consistent with the unit price of the prototype engine procured in 2018. Based on Cummins' financial status and negotiated pricing, staff has concluded that Cummins is deemed responsive to OCTA's requirements.

Fiscal Impact

The project was included in OCTA's Fiscal Year 2019-20 Budget. Funds have been allocated under Near-Zero Emission Engine Replacement for Articulated Buses, Account 2114-9024-D2108-02A, Near-Zero Emission Engine Campaign for 19 Buses.

Summary

The 20-vehicle articulated bus fleet, originally placed into service in 2013 and 2014, is in need of midlife engine replacements. There is only one CNG-powered engine approved and certified by the California Air Resources Board for use in transit buses, therefore requiring a sole source agreement. Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1085 with Cummins Pacific, LLC, in the amount of \$1,348,248 for the purchase of 19 Cummins L9N near-zero emission CNG-powered engines.

Attachment

None.

Prepared by:



Dayle Withers
Department Manager of Maintenance
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Meena Katakia
Acting Director,
Contracts Administration and
Materials Management
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Approved by:



Cliff Thorne
Acting General Manager, Operations
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Jennifer L. Bergener
Chief Operating Officer, Operations
(714) 560-5462



August 8, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,600,000, for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the construction of the OC Streetcar project.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) awarded the contract for construction of the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019.

Construction activities are underway, with the focus on construction of the Maintenance and Storage Facility, storm drain, sewer, and water system relocations within City of Santa Ana streets. Installation of foundations for the new 350-foot long bridge across the Santa Ana River and the bridge over Westminster Avenue is also underway.

Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the OC Streetcar Project **Page 2**

The southerly portion of the Pacific Electric Right-of-Way (PEROW) stretching from Raitt Street in the City of Santa Ana northwest to the City of Stanton was purchased in 1983 by the Orange County Transit District (OCTD), as-is for \$15 million in OCTD funding. In 1991, OCTA acquired the northerly section of the PEROW extending from the City of Stanton to the Los Angeles County Line, as-is for \$13.1 million in Measure M funds. In 1996 the Board of Directors (Board) approved OCTD and OCTA to maintain ownership and to preserve and protect the PEROW for future transit use.

The Project utilizes approximately two miles of the southerly PEROW segment between Raitt Street in the City of Santa Ana, northwest to Harbor Boulevard in the City of Garden Grove where grading and site preparation work is proceeding (Attachment A).

During the design phase of the Project, environmental assessment reports were prepared for the PEROW to determine if there are potential areas of excavation that could require special handling of the soils as regulated waste either under federal or state rule. Historically, rail operations have been known to use weed control substances and experience spills and leaks that could cause environmental impacts. The Phase II Environmental Site Assessment performed field investigation and laboratory analysis of soil samples. The assessment found elevated levels of arsenic in approximately one half of the 23 soil samples tested based on environmental screening limits; the levels, however, were all below regulatory limits. All other chemical contaminants of concern were either not detected or were found to be below environmental screening and regulatory limits.

The contract requires Walsh to remove the top one foot of soil in the PEROW, generally within the limits of the new track bed, stockpile the materials, and test the soil against environmental regulatory levels. An allowance of \$100,000 was included in the construction contract for the excavating, stockpiling, and testing of materials, and the removal and disposal of materials determined to be contaminated.

In June and July 2019, Walsh excavated the top one foot of soil from five segments on the PEROW. The excavated material was stockpiled and then analyzed for the following: Total Petroleum Hydrocarbons, Volatile Organic Compounds, Polynuclear Aromatic Hydrocarbons and Metals, including arsenic. The results were tracked by corridor segment.

The results of the soil analysis completed in June and July 2019 determined that some soil exceeds the California hazardous waste criteria for arsenic, and some soil was contaminated non-hazardous. Excavated soils meeting these profiles must be transported off-site to an approved disposal facility. This level of

Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the OC Streetcar Project *Page 3*

contamination and subsequent requirements for removal was unanticipated based on the results of the 2017 Environmental Site Assessment. Other soil was determined to be not contaminated and can be re-used on the Project or transported to a local landfill.

Some of the soil in two of the five PEROW segments is awaiting final testing results. Because of the findings in the other segments, it is assumed that some soil in these two segments will be classified as exceeding the California hazardous waste criteria for arsenic. The disposition of the soil will be based upon testing and profile results.

Staff is recommending that a contract change order (CCO) be processed for removal and handling of the contaminated soil in order to avoid contractor delays and an increase in time-related contract costs. This is in advance of the completion of the soil profiling on the final two segments of the PEROW. This would allow the soil stockpiles to be removed and regular work on the PEROW to proceed, including storm drain relocations and excavations for wall footings and duct banks.

The cost of the work would be paid on a time-and-materials basis since the soil testing and profiling activities are not completed and the quantities may vary. Before payment is made to the contractor, quantities will be confirmed through surveys and disposal facility records, and the soil classification and disposition checked against the final testing results.

An independent cost estimate, which provides an order of magnitude cost to complete the work, has been prepared by the construction management team. The cost estimate includes provisions for handling soil in the two segments that have not completed excavation, stockpiling, and soil tests.

Proposed CCO No. 3 will supplement the \$100,000 allowance in the contract by \$1,600,000. The estimate includes excavation, stockpiling, sampling, testing, and profiling, as well as loading and transporting certain contaminated and classified hazardous materials to approved disposal facilities.

The cost of the work will be funded from the Project contingency because the extent of contaminated soil that requires removal was not discovered nor evident when the Project cost estimate was prepared. It will not increase the Project cost of \$407.7 million, as defined in the Full Funding Grant Agreement.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,638,549, for construction of the Project.

Proposed CCO No. 3, in the amount of \$1,600,000, will increase the cumulative value of the contract to \$222,812,282, as shown in Attachment B. Board approval is required for CCO No.3, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The additional work described in CCO No. 3 is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0051-9017-TS010-Z40, and is funded with Federal 5309 New Starts and local Measure M2 funds.

Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the OC Streetcar Project **Page 5**

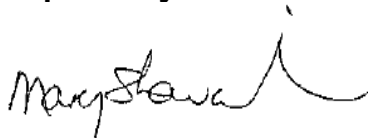
Summary

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1904 with Walsh, in the amount of \$1,600,000, for removal and disposal of contaminated materials on the PEROW for the Project.

Attachments

- A. Map of Pacific Electric Right-of-Way Soil Excavation Locations
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order Log

Prepared by:



Mary Shavalier
Program Manager
(714) 560-5856



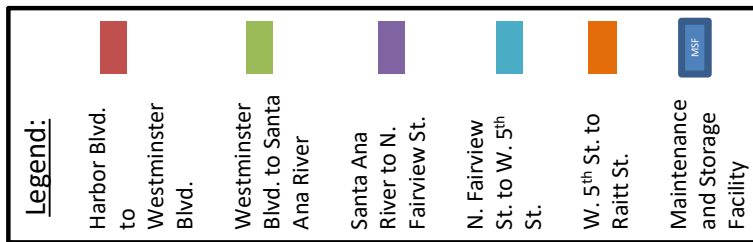
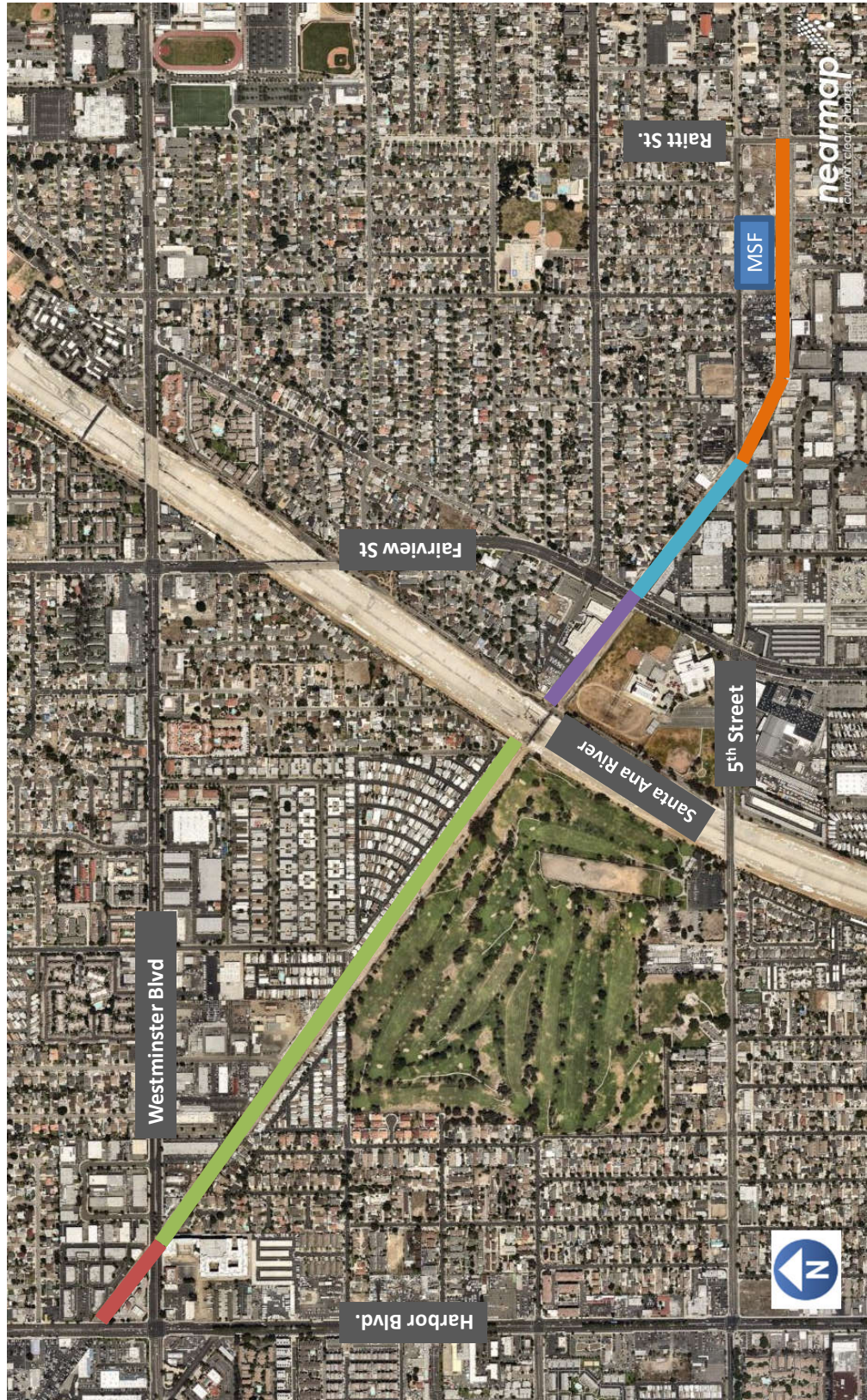
Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

Approved by:



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

Map of Pacific Electric Right-Of-Way Soil Excavation Locations



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

CCO No.	Title	Status	Date Executed	Cost	Remarks
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6-20-19	\$199,749	
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6-25-19	\$113,884	
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6-25-19	\$200,000	
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	Pending	\$160,000	
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District Owned Pacific Electric Right-of-Way	Pending		\$1,600,000	

Subtotal Executed CCOs	\$513,633
Subtotal Pending CCOs	<u>\$1,760,000</u>
TOTAL CCOs	\$2,273,633
ORIGINAL VALUE	\$220,538,649
PROPOSED REVISED VALUE	\$222,812,282



August 8, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

Funding recommendations are presented for the SB 1 State of Good Repair Program for fiscal year 2019-20 funds. These funds will help sustain and upgrade the Orange County Transportation Authority bus system, consistent with state program goals.

Recommendations

- A. Approve Resolution No. 2019-058, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of \$5.720 million in fiscal year 2019-20 SB 1 State of Good Repair Program funding for:
- Replacement of up to seven iShuttle buses (\$3.030 million),
 - Replacement of up to six El Dorado Cutaways with 40-foot buses (\$1.890 million),
 - Replacement of the emergency equipment at the Anaheim and Irvine Construction Circle bus bases (\$0.800 million).
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Background

On April 28, 2017, Governor Brown signed SB 1, known as the Road Repair and Accountability Act of 2017. The State of Good Repair (SGR) Program is a transit capital program funded from the new SB 1 Transportation Improvement fee element and is estimated to provide \$108 million statewide for fiscal year (FY) 2019-20. The Orange County Transportation Authority's (OCTA) share is estimated to be \$5.720 million. The State Controller's Office (SCO) will

likely release a revised estimate for the FY 2019-20 SGR funds in August 2019, after this staff report is published.

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

OCTA has received two cycles of SGR funding with all funds being used to support the bus program. On January 11, 2018, the OCTA Board of Directors (Board) approved the use of \$5.673 million in FY 2017-18 SGR funds for the purchase of ten zero-emission hydrogen fuel cell electric buses and heating-ventilation unit replacements at Anaheim Base Maintenance Building. Additionally, on August 13, 2018, the Board approved the use of \$5.673 million in FY 2018-19 SGR funds for iShuttle replacement buses which will fund the purchase of ten buses.

The California Department of Transportation (Caltrans) released formal draft guidelines for the SGR Program in May 2019. Adoption of the final guidelines is expected in August 2019. Transit agencies are required to submit projects for Caltrans' confirmation of eligibility by September 1, 2019. Funds are expected to be allocated quarterly by the SCO in November 2019.

Discussion

In order to use the SGR funds, OCTA is required to submit a Board-approved list of projects. Staff is requesting Board approval to use these funds to support the replacement of iShuttle buses, the replacement of emergency generators, and the replacement of cutaway buses with zero-emission battery electric buses.

On August 13, 2018, the Board approved the use of \$5.673 million in FY 2018-19 SGR funds, which will be used to purchase ten out of 12 iShuttle buses scheduled for replacement. Subsequently, the SCO released a revised estimate which resulted in a slight decrease in the amount of FY 2018-19 SGR funding for the iShuttle buses to \$5.581 million. Staff is proposing to use a portion of the FY 2019-20 SGR funds to pay for the remaining two buses and inspection services. The iShuttle buses were originally planned to be paid for using Commuter and Urban Rail Endowment (CURE) funds, which is consistent with OCTA's agreement with the City of Irvine (City). This agreement states that OCTA will reimburse the City for use of Proposition 116 funds for commuter rail

service by supporting the iShuttle Program in return. The agreement also requires that the City contribute ten percent of the total iShuttle Program costs, including bus purchases. OCTA will use SGR funds instead of CURE funds and will transfer a corresponding amount of CURE funds back to the bus program. In addition to the original two remaining iShuttle replacement buses, there are five more iShuttle buses that are beyond their useful life of seven years, or 200,000 miles. OCTA is planning to replace all seven buses with 30-foot compressed natural gas buses that seat 23 to 29 passengers and have a 12-year useful life. The corresponding transfer of CURE funds to the bus program will be carried out for all of the SGR funds used for iShuttle buses.

This iShuttle replacement project is ready-to-go and a good candidate for the timely use of FY 2019-20 SGR funds. Staff is seeking Board approval to authorize the use of \$3.030 million in SGR funds for the iShuttle bus replacement project. Use of these funds for bus replacement is also consistent with the Board-approved Capital Programming Policies (CPP), since ultimately the project will support the bus program. The cost for all 17 buses and inspections is estimated to be \$9.568 million, which will be supported by \$5.581 million from FY 2018-19 SGR funds, \$3.030 million from FY 2019-20 SGR funds, and \$0.957 million in City match.

Staff is also requesting Board approval to authorize the use of an estimated \$1.890 million in FY 2019-20 SGR funds for up to six 40-foot zero-emission battery electric buses that will replace El Dorado Cutaway buses, which are beyond their useful life. These proposed SGR funds would complement additional state or federal funds currently being sought for the project. The amount of SGR funds requested for this project is dependent on the SCO revised estimate and will be adjusted accordingly. The use of SGR funds for bus replacement is consistent with the Board-approved CPP.

Finally, staff is proposing to use the remaining \$0.800 million of the SGR funds for the replacement of the existing emergency standby power generators at the Anaheim and Irvine Construction Circle (IRCC) bus bases. The existing standby generators are beyond their useful life and in need of replacement. The use of SGR funds for transit asset replacement is consistent with the Board-approved CPP.

In order to access SGR funds, OCTA is required to submit a Board-approved list of projects through a resolution (Attachment A). The above recommendations are consistent with Caltrans' SGR Program Guidelines. The action is also consistent with OCTA's programming policies to maximize external funding opportunities. Additional information on the proposed projects is provided in

Attachment B. The changes that are requested in this report have been added to OCTA's Capital Funding Program (Attachment C).

Next Steps

With Board approval, staff will submit a request to Caltrans by September 1, 2019, for the use of \$5.720 million or the revised estimate amount in FY 2019-20 SGR funds, to purchase up to seven iShuttle replacement buses, replace the existing emergency power standby generators at the Anaheim and IRCC bus bases, and replace up to six El Dorado Cutaways with 40-foot battery electric buses.

The guidelines indicate that Caltrans will finalize and submit the statewide list of FY 2019-20 projects to the SCO on October 1, 2019. It is anticipated that the SCO will begin releasing FY 2019-20 funds to transit agencies on a quarterly basis, beginning November 2019.

Summary

Staff is recommending OCTA use FY 2019-20 SGR funds to purchase up to seven iShuttle replacement buses, replace up to six El Dorado Cutaways with 40-foot zero-emission battery electric buses, and replace the existing emergency power standby generators at the Anaheim and IRCC bus bases. It is further requested that the Board approve a resolution authorizing submittal of the project to Caltrans.

Attachments

- A. Resolution 2019-058 of the Orange County Transportation Authority, SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Fiscal Year 2019-20
- B. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2019-20 Funds Project Descriptions
- C. Capital Funding Program Report

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

Approved by:



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

**RESOLUTION 2019-058
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY
SB 1 (CHAPTER 5, STATUTES OF 2017) STATE OF GOOD REPAIR PROGRAM
FISCAL YEAR 2019-20**

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

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

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

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

WHEREAS, OCTA wishes to use the SGR funding of up to \$5,720,119 for the projects listed below and;

WHEREAS, OCTA will adjust funding levels for projects, if necessary, upon receipt of the SCO's revised estimates, which are expected in early August 2019;

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

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board that it hereby authorizes the submittal of the following project nominations to Caltrans in fiscal year 2019-20 SGR funds:

- Purchase of iShuttle replacement buses and inspection services (\$3,030,146)
- Purchase replacement buses for up to six El Dorado Cutaways (\$1,889,854)
- Replacement of emergency standby generators at bus bases (\$800,000)

ADOPTED, SIGNED, AND APPROVED this 12th day of August 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Tim Shaw, Chairman
Orange County Transportation Authority

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

iShuttle Bus Replacement

The Orange County Transportation Authority (OCTA) manages and operates the iShuttle service on behalf of the City of Irvine (City) through OCTA's contracted fixed-route agreement. The existing iShuttle buses are 27-foot cutaway type buses, which operate on compressed natural gas and provide seating for 20 passengers. OCTA is planning to replace these buses with heavy duty buses that would seat up to 23-29 passengers and have a 12-year useful life for the replacement buses. This project also includes contracted in-plant inspection services for the iShuttle replacement buses.

OCTA is supporting the bus replacement as part of the Proposition 116 fund exchange agreement with the City. That agreement allows OCTA to use whatever fund source is most appropriate for the regional reimbursement activity. Additionally, the agreement states that the City will contribute ten percent of the iShuttle Program costs which includes bus purchases.

Emergency Standby Power Generator

This project is for the replacement of the existing emergency power standby generators at the Anaheim and Irvine Construction Circle (IRCC) bus bases. The existing 300-kilowatt generator unit at the Anaheim bus base is 30 plus years old, beyond its useful life, and in need of replacement. The existing 150-kilowatt generator at the IRCC base is old and undersized. The work includes installation of new, energy efficient standby power generators and switchgear, and related work in compliance with Southern California Air Quality Management District.

EI Dorado Cutaway Bus Replacement

On May 14, 2019, OCTA submitted a grant application request for \$4.086 million in Federal Transit Administration (FTA) Low-No Program funding to purchase 11 40-foot zero-emission battery electric buses and the associated charging equipment needed to deploy them. OCTA is requesting additional State of Good Repair (SGR) funding to contribute to the required non-federal match for these federal funds. OCTA anticipates award notification for the FTA Low-No Program in late summer or early fall 2019. In the event that OCTA's application is unsuccessful, these additional SGR funds will still be applied to the future purchase of zero-emission battery electric buses replacement buses.

Six of these 11 40-foot zero-emission battery electric buses will replace existing cutaway buses that have met their useful life and provide a clean zero-emission battery electric buses transit option for the many disadvantaged communities located in the core service area of the County of Orange.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - August 12, 2019

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile ticketing equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$43,659						\$43,659	
Project W Safe Transit Stops (City)	W	\$1,206						\$1,206	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
40-ft zero-emission replacement buses (six) ^{1,3}		\$1,890	\$1,890						
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239			\$4,775		\$1,451
Associated Transportation Improvements		\$556					\$556		
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250		\$8,855		
Bus replacement (40' and ACCESS)		\$149,009			\$29,198		\$68,139		\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$305,784					\$142,164		\$163,620
Engine rebuild		\$16,294					\$14,824		\$1,470
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657					\$3,657		
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962					\$13,962		
FTA Section 5317 New Freedom		\$6,388					\$6,388		
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Heating ventilation unit replacements		\$448	\$67				\$381		
iShuttle replacement buses (12) ^{1,2}		\$6,768	\$6,091						\$677
iShuttle replacement buses (five) ¹		\$2,800	\$2,520						\$280
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program		\$2,319	\$176						\$2,143
Non-fixed-route paratransit operations assistance		\$240,952					\$48,486		\$192,466
OCTA Transit Security & Operations Center		\$5,914		\$5,914					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$147,691					\$147,691		
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384			\$134,670		\$47,696		\$47,018
Purchase replacement paratransit vans		\$58,058					\$44,292		\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 buses		\$3,595	\$3,046		\$549				
Standby backup generators at Anaheim and IRCC bases ¹		\$800	\$800						
Transit Security Program		\$3,167		\$3,167					
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS upgrades at OCTA facilities - Santa Ana, Garden Grove, Anaheim, & Irvine bases and administration		\$1,159		\$199			\$960		
Zero-emission Bravo! buses (five battery electric) and bus infrastructure		\$6,852	\$6,852						
Zero-emission hydrogen fuel cell buses (10)		\$12,914	\$5,607						\$7,307
Bus Transit Project Totals		\$1,354,502	\$29,531	\$26,719	\$209,637	\$552,826	\$5,730	\$45,235	\$484,824

State Funding Total	\$56,250
Federal Funding Total	\$762,463
Local Funding Total	\$535,789
Total Funding (000's)	\$1,354,502

Board Actions:
 Approve Resolution No. 2019-058, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of \$5.720 million in fiscal year 2019-20 SB 1 State of Good Repair Program funding for:
 • Replacement of up to seven iShuttle buses (\$3.030 million),
 • Replacement of up to six El Dorado Cutaways with 40-foot buses (\$1.890 million),
 • Replacement of the emergency equipment at the Anaheim and Irvine Construction Circle bus bases (\$0.800 million).

Project Updates:
 2. Revised FY19 SB 1 SGR funding per actuals, replaced Commuter and Urban Rail Endowment funds with SB 1 SGR funds and added City 10% match.

Project Notes:
 3. Project has unfunded need of \$4.914 million.

ATTACHMENT C



August 8, 2019

To: Transit Committee

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

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Community-Based Transit Circulators Program
Project V Ridership Report

Overview

Measure M2 establishes a competitive program through Project V to fund community-based local transit circulators, designed to complement regional transit services. A ridership report on 19 active Project V services operating through the second and third quarters of fiscal year 2018-2019 is provided for Board of Director's information.

Recommendation

Receive and file as an information item.

Background

The Community-Based Transit Circulators Program (Project V) is a competitive program under Measure M2 (M2), which provides funding to develop, implement, and operate local transit services. Services eligible under the program include community-based circulators, shuttles, trolleys, and demand-responsive services intended to complement regional transit, while also better suiting local needs in areas not adequately served by regional transit.

M2 Project V services are required to meet (or exceed) minimum performance standards. If services are not meeting, or are trending toward not meeting, minimum performance standards, Orange County Transportation Authority (OCTA) staff will meet with the local agency and recommend adjustments, with an overall goal of attempting to improve ridership (i.e. boardings per revenue vehicle hour [B/RVH]). If a service continues to perform below minimum performance standards, it will be cancelled, consistent with Board of Director (Board)-approved program guidelines. If a service is cancelled, local agencies can still participate in future funding cycles with new service concepts that are anticipated to be more productive.

Project V-funded service performance is evaluated quarterly and is reported to the OCTA Board semi-annually. This reporting period includes ridership information for the first and second quarters of fiscal year 2018-2019 (i.e. October 1, 2018 through March 31, 2019) and reports on 19 active services.

Discussion

Current Project V services include a combination of special event, commuter, fixed-route, and demand-response projects, which meet a variety of community needs. The prior ridership report reflected 18 services in operation. Since that time, the City of Huntington Beach's Seasonal Local Transit Service was discontinued due to low productivity, and two new routes were initiated in February 2019 in the City of Irvine. As such, the current ridership report reflects 19 active services.

All active services must achieve or exceed six B/RVH by the end of year one and ten B/RVH by the end of year two. After year two, ten B/RVH must be maintained (or exceeded) through the remainder of the Project V grant period.

During this reporting period, most services either met or exceeded their respective performance standards. Productivity for special event services averaged 35 B/RVH, commuter services averaged ten B/RVH, fixed-route services averaged eight B/RVH, and the demand-response service averaged nine boardings per hour of service.

Active Project V services are identified below, and complete ridership details and next steps for services that are not meeting performance standards are provided in Attachment A.

Seasonal services – with no service hours reported during this period include the following:

- Dana Point - Pacific Coast Highway and Special Event Trolley,
- Huntington Beach - Holiday and Event Shuttle,
- Laguna Beach - Summer Breeze Bus Service,
- Newport Beach - Balboa Peninsula Seasonal Trolley,
- Newport Beach - Balboa Peninsula Seasonal Trolley Expansion,
- San Clemente - Summer Weekend Trolley and Seasonal Service,
- San Clemente - Summer Weekday Trolley and Seasonal Service Expansion.

Services meeting or exceeding their respective minimum performance standards include the following:

- Dana Point - Summer Trolley and Seasonal Shuttle,
- La Habra - Special Event Service,
- Laguna Beach - Summer Weekend Trolley and Seasonal Service,
- Lake Forest - Commuter Vanpool Service Irvine Station and Ossur,
- Lake Forest - Commuter Shuttle Service Irvine Station and Panasonic,
- San Clemente – Demand-Response Service¹,
- San Juan Capistrano - Special Event and Weekend Summer Trolley.

Services not at their respective minimum performance standard requirement include the following:

- County of Orange - Local Circulator and Special Event Service, Center Service,
- Laguna Beach - Residential Trolley Year-Round and Seasonal Service, and
- Mission Viejo - Local Community Circulator.

The County of Orange started service in June 2017. The service is currently trending just below the required performance target for this reporting period. However, the service has previously met the ten B/RVH performance target. Staff will continue to monitor this service and work with the County of Orange to discuss ideas and concepts to reduce unproductive service hours. However, if these efforts do not work, this service would be subject to cancellation during the next reporting period.

The City of Laguna Beach (Laguna Beach) Residential Trolley Year-Round and Seasonal Service² did not meet the minimum performance target in the timeframe required, and M2-funded Project V support for this service is scheduled to be cancelled, effective September 30, 2019. Laguna Beach is currently considering applying for an alternative service model, which could potentially be included in a future Project V call. Moving forward, staff will work with Laguna Beach throughout the summer to bring the current service to an appropriate conclusion, as well as keeping Laguna Beach apprised of future Project V call opportunities.

¹ The City of San Clemente's minimum performance standard was modified in early 2019 in order to better reflect the dynamics of this unique program. As such, its performance standard is reported as boardings per hour of service (no minimum), so long as the cost per boarding remains under OCTA's specified \$9.00 per boarding.

² This service's performance difficulties were reported to the Board in the last two M2 Community-Based Transit Circulators Program Project V ridership reports, which were presented in July 2018 and April 2019.

The City of Mission Viejo's (Mission Viejo) service began in October 2016 and is currently reporting eight B/RVH, which is below the ten B/RVH performance threshold required for year two (and the subsequent remaining years) of the grant period. However, on May 13, 2019, the Board, in recognition of several complex issues and challenges confronting this service, authorized a policy exception to the minimum performance standard in order to give Mission Viejo an additional year to modify the service and meet performance targets. OCTA staff is working with Mission Viejo to implement these changes when school resumes on August 20, 2019. If by the end of June 2020, Mission Viejo has not achieved ten B/RVH, the service will be cancelled.

Services in Start-Up Period:

- Irvine - Irvine iShuttle Route E - Irvine Metrolink Station Service,
- Irvine - Irvine iShuttle Route F - Tustin Metrolink Station/Irvine Business Complex.

The City of Irvine's (Irvine) two new iShuttle routes were launched in February 2019 and are still in the start-up period. Irvine has through January 2020 to meet the first-year service requirement of six B/RVH. Ridership is expected to increase over time.

OCTA staff will continue to closely monitor services that are below minimum performance standards and will meet with local agency staff on ideas and concepts to improve service productivity and ridership, when appropriate. Staff will also continue to provide twice yearly updates to the Board on overall Project V status and performance.

Summary

A status report on Project V services is provided for information purposes. Staff will continue to work with local agencies and monitor these services. The next M2 Community-Based Transit Circulators Program Project V Ridership Report is scheduled for January 2020.

Attachment

- A. Project V Services – Ridership Report

Prepared by:



Joseph Alcock
Section Manager, Local Programs
(714) 560-5372

Approved by:



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

Project V Services - Ridership Report

Reporting Period: Q2 and Q3 of FY 2018-19

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Notes
County of Orange	Local Circulator and Special Event Service	\$ 2,041,547	Local Circulator and Special Event	June 2017	9	Staff will continue to monitor service and work with the County of Orange to discuss ideas and concepts to improve productivity.
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	Seasonal Service	June 2015	46	
Dana Point	Pacific Coast Highway and Special Event Trolley	\$ 905,968	Seasonal Service	June 2017	N/A ²	
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	Special Event	July 2015	N/A	
Irvine	Irvine iShuttle Route E - Irvine Station - East	\$ 2,705,984	Commuter Service	February 2019	2	Service recently launched and productivity is expected to increase throughout year one.
Irvine	Irvine iShuttle Route F - Tustin Station - Irvine Business Complex	\$ 2,712,258	Commuter Service	February 2019	4	Service recently launched and productivity is expected to increase throughout year one.
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	29	
Laguna Beach	Summer Weekend Trolley and Seasonal Service	\$ 3,559,860	Special Event	March 2015	19	
Laguna Beach	Residential Trolley Service Year-Round and Seasonal Service	\$ 1,967,400	Year-Round and Seasonal Service	July 2017	4	60-day discontinuation of service notice has been issued. Staff will work with Laguna Beach on the cancellation of service during this transition period.
Laguna Beach	Summer Breeze Bus Service	\$ 634,357	Seasonal Service	July 2018	N/A	-
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Commuter Service	July 2015	23	
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Commuter Service	June 2017	11	
Mission Viejo	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	8	The Board of Directors authorized an one year extension to June 2020 to allow Mission Viejo time to achieve the Project V minimum performance standard of ten B/RVH, subject to Mission Viejo taking over administration of the service.
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	N/A	
Newport Beach	Balboa Peninsula Seasonal Trolley Expansion	\$ 278,400	Seasonal Service	July 2018	N/A	-
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	N/A	
San Clemente	Summer Weekday Trolley and Seasonal Service Expansion	\$ 1,537,200	Seasonal and Special Event	July 2018	N/A	-
San Juan Capistrano	Special Event and Weekend Summer Trolley Service	\$ 958,642	Seasonal and Special Event	July 2018	48	-

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Hour of Service (B/HOS) ¹	Next Steps
San Clemente	On-Demand	\$ 914,400	On-Demand Service	October 2016	9	-

1. Rounded to the next whole number.

2. N/A - No service hours during reporting period (seasonal services).

Minimum Performance Standards for B/RVH

- Six passenger B/RVH by end of year one (12 months from the first day of operating the service).
- Maintain six B/RVH and meet or exceed ten B/RVH by end of year two.
- Ten B/RVH must then be maintained every year thereafter.

Minimum Performance Standards for B/HOS

- Staff will continue to monitor and measure service performance and assess appropriate next steps for this program which will include evaluation of all project related efforts and existing policies in order to determine how best to support and administer this emerging transit delivery model.

ACRONYMS

Q2 - Quarter 3 (October-December)

Q3 - Quarter 3 (January - March)

FY - Fiscal year

NOTE: Services below the minimum performance standard are shaded



August 8, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: Local Agencies' Interest in Project V Call for Projects

Overview

Measure M2 establishes a competitive program through Project V to fund community-based transit services that complement regional transit services. Earlier this year, the Orange County Transportation Authority Transit Committee directed staff to determine local agencies' level of interest in applying for a fourth Project V call for projects. This report provides findings and recommendations emerging from these efforts.

Recommendation

Direct staff to return by fall 2019 with revised Comprehensive Transportation Funding Programs Guidelines to support a fourth Project V call for projects.

Background

Project V is a competitive program under Measure M2 (M2), which provides funding to develop and implement local transit services. Services currently eligible for this program include community-based transportation services that complement regional bus and rail services and also better suit local needs in areas not adequately served by regional transit. This competitive program provides funding for both capital and operations. Since its inception, the Orange County Transportation Authority (OCTA) Board of Directors (Board) has approved 28 projects and programmed \$41.7 million in Project V funds to support these services, which have primarily consisted of year-round or seasonal/special event trolleys and shuttles, and a demand-responsive service.

Consistent with current Project V Guidelines and program requirements, all Project V-funded services must achieve and maintain a minimum performance standard. Also, the M2 Project V subsidy must not exceed \$9.00 per boarding.

Reports on ridership and performance of all active Project V services are provided twice yearly to the OCTA Board, and general observations from these reports have included the following points:

- Seasonal and special event services appear to be the most successful component of the program, especially in situations where there is limited parking supply to service a major destination and/or event. On average, these services have substantially higher ridership than the other eligible service types;
- Fixed-route services have tended to struggle in achieving the program's minimum performance standards and have been more frequently subject to route/schedule modifications and cancellations.

Based upon these observations, as well as input that Transit Committee (Committee) members received from some local agencies expressing interest in a fourth Project V call for projects (call), the Committee, earlier this year, directed staff to poll all Orange County local agencies to determine the overall county-wide level of interest in a fourth call. This outreach process is now complete, and a summary of findings is provided below for the Board's review and consideration.

Discussion

In total, OCTA received letters from ten eligible local agencies expressing their respective interest in applying for a fourth call (Attachment A). These local agencies include Anaheim, Dana Point, Fullerton, Huntington Beach, La Habra, Laguna Beach, Laguna Niguel, Newport Beach, Orange, and San Clemente. It should be noted that Anaheim, Laguna Beach, and Newport Beach all expressed interest in applying for two different service types (i.e., two different Project V grants per agency, for 13 different expressions of project interest).

The majority of local agencies expressed interest in either providing new and/or expanding existing successful seasonal and special event services. Two agencies are considering/proposing new fixed-route services, one city is proposing to extend its existing fixed-route service, and one city is requesting planning/feasibility study funds to establish a fixed-route concept plan. In addition, three local agencies are proposing demand-responsive micro-transit service types.

Based upon this input, staff conducted a financial analysis of M2 Project V funds to determine if there is available financial capacity to support a fourth Project V call at this time. That analysis, which evaluated outstanding Project V liabilities, cancellations, and project savings, suggests that up to \$9 million, which could support projects over seven years, could potentially be available to support a fourth Project V call.

Therefore, considering the strong level of interest expressed by local agencies and the availability of M2 Project V funds, staff believes that a fourth Project V call can be accommodated, and is, therefore, seeking direction from the Board to initiate development efforts to support a fourth call. These efforts will include refining assessments of potentially available Project V funds and also developing Comprehensive Transportation Funding Programs Guidelines (Guidelines) changes for Project V, as appropriate.

Staff anticipates that if this recommendation is approved, the changes to the Guidelines will be developed over the next several months in collaboration with interested local agencies and will primarily focus upon tailoring program requirements to ensure successful delivery of new Project V services, based upon lessons learned from previous calls. The changes will likely be focused upon the following key concepts:

- Clarifying that OCTA does not have the resources during this call to be a service provider to local agencies;
- Focusing on encouragement of agency-led seasonal and special event services;
- Discussing suitability, viability, and performance parameters for demand-responsive services based on OCTA's experience to date with OC Flex;
- Allowing for planning/feasibility study allocations to keep the program fresh and evolving;
- Assessing long-term ability to accept and expand the program given funding limitations and desire to continue successful projects.

Once this review and update process is complete, staff will return to the Board with recommendations for revised Guidelines and also seek authorization to initiate a fourth call.

Summary

The Committee directed staff to reach out to all Orange County local agencies in order to determine county-wide level of interest in a fourth call. This outreach process is now complete and ten eligible local agencies (with 13 Project V concept requests) have been received. Staff has concluded that there is sufficient demand to justify a fourth Project V call. If the Board approves the recommendation specified above, staff will initiate development efforts to support a fourth call.

Attachment

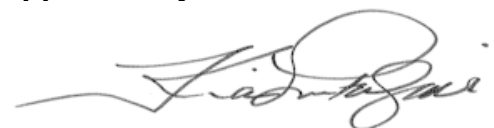
- A. Project V Letters of Interest Overview

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Project V Letters of Interest Overview

Local Agency	Project Title	Type
Anaheim	Extend existing commuter service from: <ul style="list-style-type: none"> • Anaheim Canyon Metrolink Station to Center City (CtrCity) and Anaheim Resort. 	Year-Round
Anaheim	Provide new on-demand services: <ul style="list-style-type: none"> • Extend existing Free Rides Around the Neighborhood (FRAN) Program in CtrCity; and • Provide FRAN-like service to West Anaheim residents during special events within the Disneyland Resort area. 	To Be Determined (TBD)
Dana Point	Extend and modify existing Dana Point Trolley Program to provide two separate north and south routes.	Seasonal
Fullerton	Provide fixed-route shuttle service to: <ul style="list-style-type: none"> • St. Jude Hospital and medical centers; • California State University, Fullerton and Fullerton College; • North Orange County Courthouse; • OC Records Office; • Fullerton Transportation Center; and • Fullerton Community & Senior Center, Public Library, and Farmers Market. 	TBD
Huntington Beach	Extend existing special event services for: <ul style="list-style-type: none"> • The U.S. Open of Surfing; and • The Great Pacific Air Show. 	Seasonal
La Habra	Add event(s) to existing special event services to include: <ul style="list-style-type: none"> • La Habra High School fall football season. 	Seasonal
Laguna Beach	Extend existing coastal weekend service.	Year-Round

Project V Letters of Interest Overview

Local Agency	Project Title	Type
Laguna Beach	Provide new on-demand service <ul style="list-style-type: none"> • To serve multiple riders in the City’s residential areas with accessible vehicles. 	TBD
Laguna Niguel	Provide fixed-route shuttle service expansion from: <ul style="list-style-type: none"> • Anticipated Beach route to the Laguna Niguel/ Mission Viejo Metrolink Station. 	Seasonal
Newport Beach	Provide additional fixed-route shuttle service from: <ul style="list-style-type: none"> • Leased or municipal satellite parking lot(s) to a designated drop off location just off the island. 	Seasonal
Newport Beach	Provide new on-demand services: <ul style="list-style-type: none"> • To serve multiple riders in the City’s shopping/visitor areas; such as Fashion Island, Corona del Mar, and Balboa Island. 	TBD
Orange	Feasibility study to establish fixed-route conceptual plan to service the City’s major destinations including: <ul style="list-style-type: none"> • St. Joseph/Children’s Hospital Orange County/ University California, Irvine Hospitals; • Orange County Transportation Authority; • Old Towne Orange; • Chapman University; and • The Orange Transportation Center. 	TBD
San Clemente	Extend existing fixed-route shuttle service: <ul style="list-style-type: none"> • To provide a new southern route. 	Seasonal

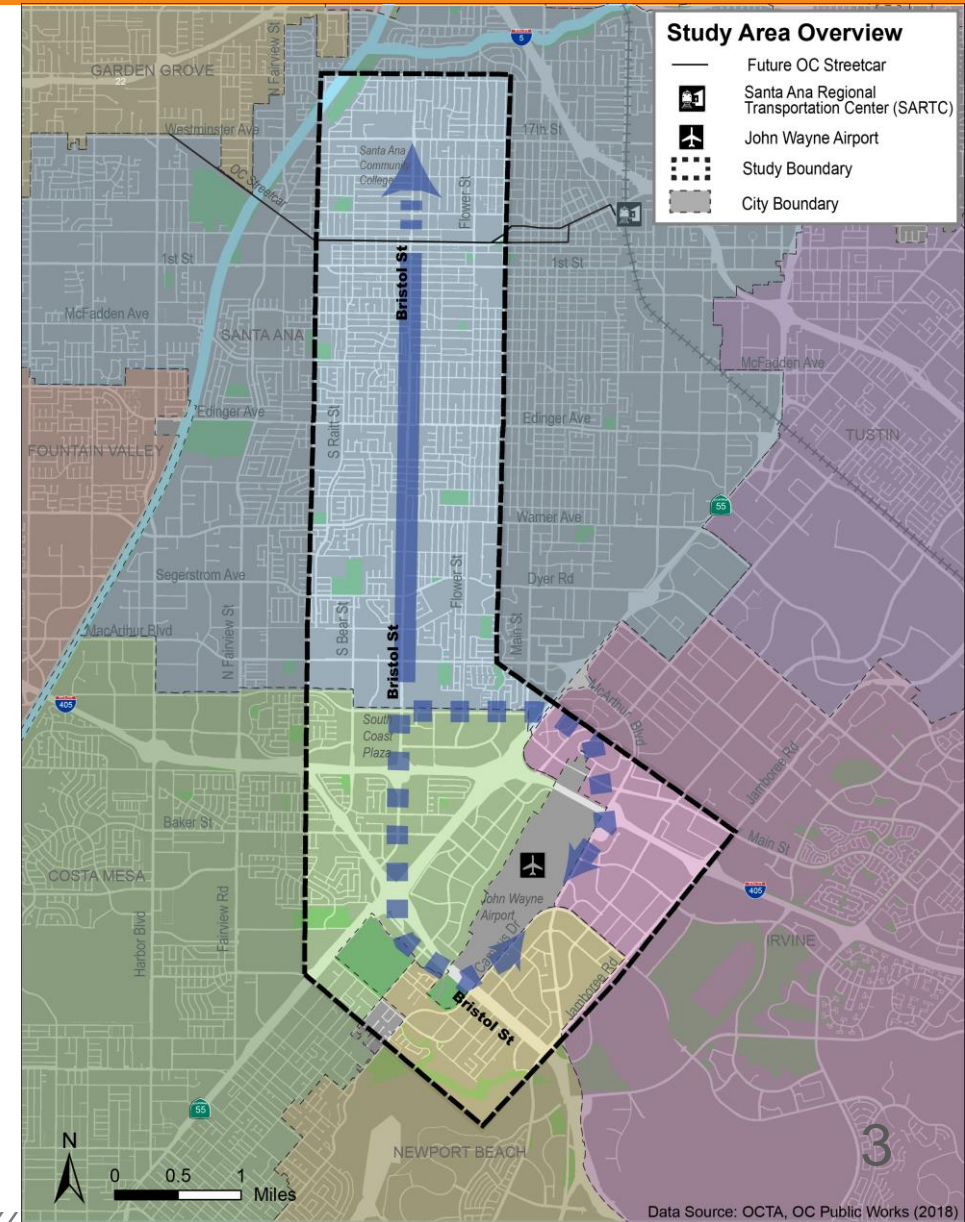
Bristol Street Transit Corridor Study Update

Study Schedule

Study Phase	Description	Timeline
I. Purpose and Need	Corridor definition and mobility needs	April 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Fall 2019
III. Alternatives Evaluation	Evaluate ridership, cost, environmental benefits, and community support	Winter 2020
IV. Final Report	Present report findings and community input received	Summer 2020

Alternatives Development

- Alternatives Definition
 - Six alternatives
 - Each will define the following features:
 - Route
 - Northern and southern termini
 - Station locations
 - Operations
 - Features
 - Mode



Modes and Features

Enhanced Bus



- Shares lanes with other cars
- Receives priority at traffic signals and uses bypass lanes at intersections
- Includes state-of-the-art stops with ticket machines
- Carries around 70 people
- Project Cost: \$

Bus Rapid Transit



- Includes all Enhanced Bus features, but travels on a dedicated bus-only lane
- Carries around 120 people in a longer, 60-foot bus
- Project Cost: \$\$

Streetcar



- Shares lanes with cars but travels on its own track embedded in the road
- Powered by overhead wires
- Includes modern stops with ticket machines and allows riders to board from front or rear doors
- Carries up to 150 people (3x as much as regular buses)
- Project Cost: \$\$\$

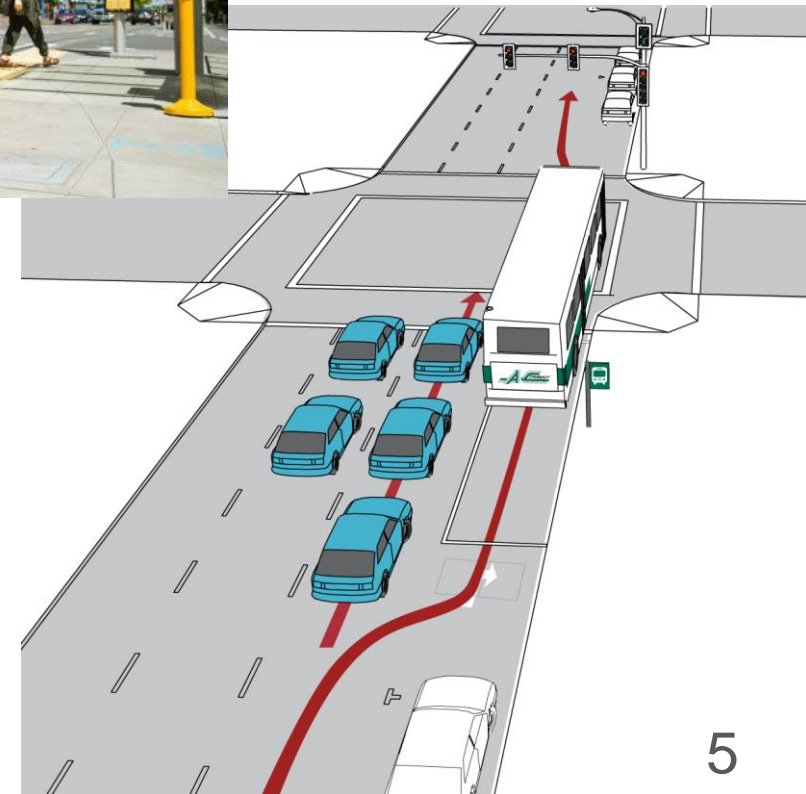
“Rapid” Streetcar



- Includes all Streetcar features, but uses a dedicated streetcar-only lane
- Faster than a regular streetcar or bus
- Project Cost: \$\$\$\$

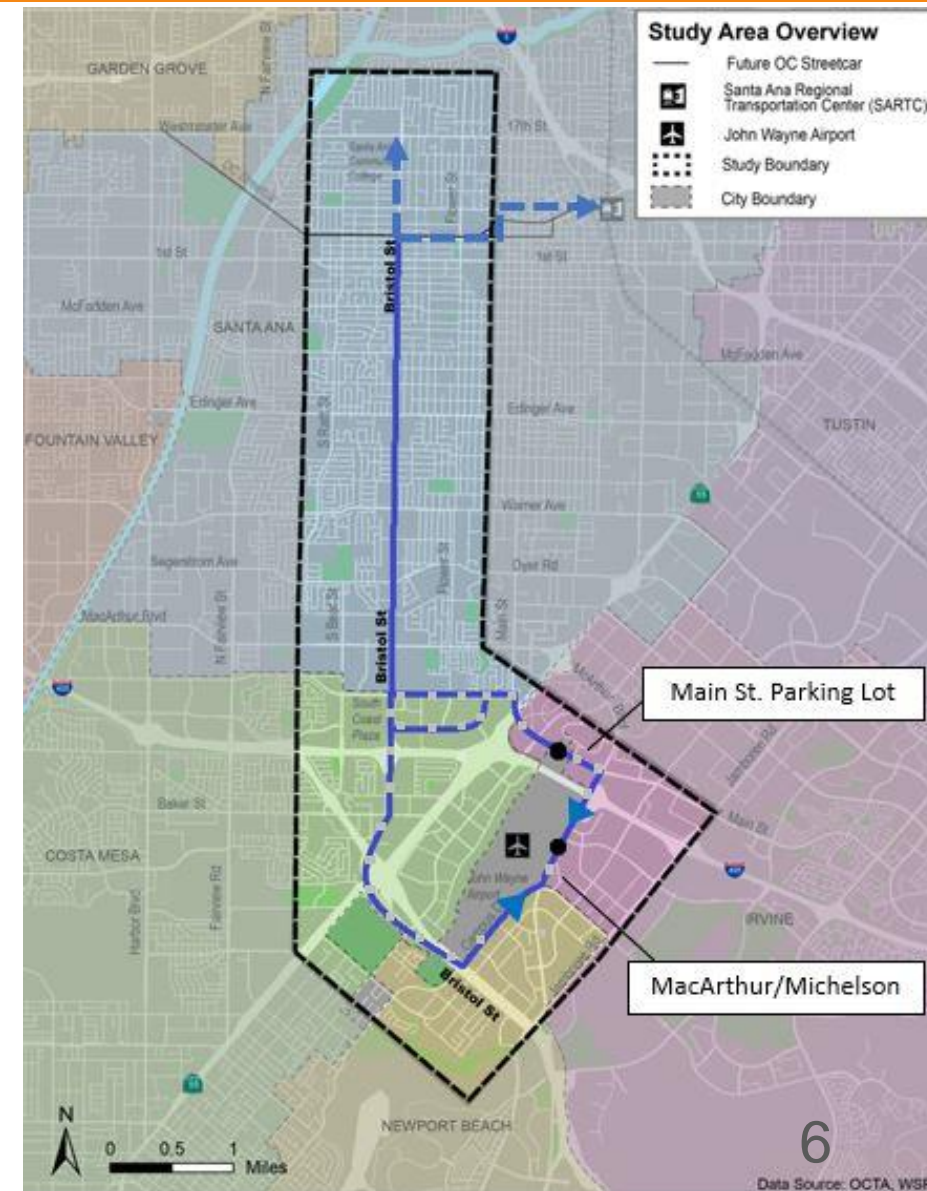
Improving Travel Times

- Frequent service
- Reduced dwell times
 - Stop spacing
 - Off-board ticketing
 - All-door boarding
- Transit prioritization at strategic locations
 - Traffic signal priority
 - Queue jumps
 - Dedicated transit lanes



Emerging Issues

- Bristol Street Widening Project
 - 17th Street to Warner Avenue – added width
 - Existing/planned active transportation improvements and potential transit concepts
- John Wayne Airport (JWA) access points
 - At terminal
 - Near entrance at Michelson Drive/MacArthur Boulevard
 - At Main Street parking lot
- Anton Boulevard vs. Sunflower Avenue routing options
- Traffic congestion concerns
 - Near South Coast Metro area and JWA



Coordination with Cities and External Agencies

- Monthly project development Team meetings
 - Cities of Costa Mesa, Irvine, and Santa Ana
 - JWA
 - California Department of Transportation
- One-to-one agency meetings
- Focus: constraints analysis and alternatives development

Stakeholder and Public Participation

- Stakeholder workshop:
 - Wednesday, July 31, 10:00 AM @ OCTA
- Open houses:
 - Saturday, August 3, 10:00 AM @ Santa Ana Corporate Yard
 - Wednesday, August 7, 5:30 PM @ South Coast Medical Center
- Online survey: July 17 – August 31
- Community events
- Provided overview and solicited feedback on corridor definition and mobility issues

Next Steps

- Complete the one-to-one agency meetings
- Finish the constraints analysis
- Define the six draft alternatives
- Return to the Board of Directors in early fall with draft alternatives

Bristol Study webpage: www.octa.net/bristol