



Orange County Transportation Authority

Transit Committee Agenda Thursday, July 9, 2026 at 9:30 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

Call to Order

Pledge of Allegiance

Director Tam Nguyen

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 and 2)

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 June 16, 2026 Special Transit Committee Meeting

Attachments:

[Minutes](#)

TRANSIT COMMITTEE MEETING AGENDA

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

Charvalen Alacar/Rose Casey

Overview

Measure M2 is a multimodal transportation improvement program and includes a community-based transit circulator funding program known as Project V. The goal of this program is to provide local transit services that complement regional bus and rail service in areas not adequately served by regional transit. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and are required to report on the performance of the services to ensure the required performance standards are being met. This report covers the period from October 2025 to March 2026.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

3. Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases

James G. Beil/Nhatran Do

Overview

On March 18, 2026, the Orange County Transportation Authority issued a request for proposals for consultant services to conduct a feasibility study for solar photovoltaic systems installations at its five bus bases. Board of Directors' approval is requested for the selection of the firm to perform the required work.

Recommendation(s)

- A. Approve the selection of Dahl Taylor & Associates, Inc. as the firm to conduct a feasibility study for solar photovoltaic systems installations at Orange County Transportation Authority bus bases.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250221 between the Orange County Transportation Authority and Dahl Taylor & Associates, Inc. to conduct a feasibility study for solar photovoltaic systems installations at Orange County Transportation Authority bus bases.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

4. Bimonthly Transit Performance Report

Melissa Mungia/Johnny Dunning, Jr.

Overview

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

Attachments:

[Presentation](#)

5. Public Comments

6. Chief Executive Officer's Report

7. Committee Members' Reports

8. Adjournment

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

9:30 a.m. on Thursday, August 13, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Accessibility

Any person with a disability requiring modification or accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting.

Agenda Descriptions and Public Availability of Agenda Materials

Agenda descriptions are intended to provide a general summary of items of business to be transacted or discussed. Posting the recommended actions does not indicate what action will be taken. The Board may take any action that 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 at OCTA Headquarters, 600 S. Main Street, Orange, CA.

Meeting Access and Public Comments on Agenda Items

Members of the public can access live streaming of Board and Committee meetings at <https://octa.legistar.com/Calendar.aspx>.

Public comments will be limited to three minutes (unless otherwise determined by the Chair), and

TRANSIT COMMITTEE MEETING AGENDA

can be provided the following ways:

In-Person Comment

Members of the public may attend in person and address the Board regarding any item. Complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board of the item number on which you wish to speak. The Clerk will recognize speakers during appropriate comment periods. Language translation can be provided upon request, if available.

Live Virtual Comment

Members of the public may provide live comments during the meeting by Zoom or conference call.

To join via Zoom:

<https://us02web.zoom.us/j/83074408202>

When the Clerk calls for public comments on the item/s in which you wish to speak, virtually "raise" your hand on Zoom. After the Clerk confirms the commenter's Zoom ID and unmutes them, you will be prompted to unmute yourself and may begin speaking.

To join via Conference call:

669-444-9171

Webinar ID: 830 7440 8202

Press # to continue without Participant ID

When the Clerk calls for public comments on the item/s in which you wish to speak, dial *9 to "raise" your hand. After the Clerk confirms the commenter's last four digits of the phone number, and unmutes them, press *6 to speak.

Written Comment

Written public comments may emailed to ClerkOffice@octa.net, and must be received by 5:00 p.m. the day prior to the meeting—noting the agenda item they are intended for. Timely public comments will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.



Committee Members Present

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

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Erin Galang, Clerk of the Board Specialist Assistant
Angel Garfio, Employee Rotation Program
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The June 16, 2026, meeting of the Special Transit Committee was called to order by Committee Chair Jung at 9:01 a.m.

Chair Jung requested that Staff address Regular Calendar Item 7, followed by Discussion Item 10, then Regular Calendar Items 8 and 9, and finally, the Consent Calendar.

Consent Calendar (Items 1 through 5)

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

Director Leon was not present to vote on these items.

1. Approval of Minutes

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

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

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

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



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

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

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

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

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

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

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



- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2290 between the Orange County Transportation Authority and SoCal Senior Services, LLC, to continue transportation services in the amount of \$340,478.40, and to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$1,219,570.40.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-4-2291 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, to continue transportation services in the amount of \$1,770,904.20, to adjust the per-trip rate to \$26.70, effective July 1, 2026, through June 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$5,107,518.20

4. August 2026 OC Bus Service Change

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

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

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

Regular Calendar

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

A motion was made by Director Amezcua, seconded by Director Kleiman and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C250095 between the Orange County Transportation Authority and Hexagon Agility FleetCare, LLC, in the amount of \$2,723,165, for the purchase of up to 48 compressed natural gas fuel tank kits for 40-foot buses.

Director Leon was not present to vote on this item.

7. Amendment to Agreements for the OC Streetcar Project

Jeff Mills, Director of Capital Project Delivery, provided a verbal report on this item.



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

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

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

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

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

Director Janet Nguyen abstained from this item.



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

Rose Casey, Executive Director of Planning, and Katie Persons, Department Manager of Transit Planning, provided a presentation on this item.

The committee discussed a non-binding term sheet with the City of Newport Beach to evaluate the potential relocation of the Newport Transit Center (NTC). Key points include:

- The city would fund 100% of the costs for a comparable replacement transit center.
- There would be multiple decision points and "off-ramps" throughout the process.
- Relocation could occur no earlier than 2031, pending all approvals.
- Necessary steps include an environmental review, FTA approvals, funding plans, and establishing operational readiness.

Members discussed whether the term sheet should be binding and whether there is justification for relocating a well-functioning transit center.

The significance of rider outreach and compliance with federal requirements.

A motion was made by Director Kleiman, seconded by Director Janet Nguyen, and declared passed by the members present to:

- A. Direct staff to enter into an agreement with Newport Beach within 30 days to relocate the Newport Transit Center, with the understanding that the City of Newport Beach will be responsible for relocation costs for a functionally equivalent transit center, and take all reasonable actions necessary to advance toward the goal of relocation with a target completion date of 2031, with the key inclusion of being subject to environmental regulatory Orange County Transportation Authority Board of Directors and Newport Beach City Council approval.
- B. Direct staff to bring the completed study back with the site relocation recommendation by November 30, 2026, while keeping all actions subject to environmental review and future approvals.

Director Sarmiento opposed this item.

Director Tam Nguyen abstained on this item.

Director Leon was not present to vote on this item.



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

Rose Casey, Executive Director of Planning, and Katie Persons, Department Manager of Transit Planning, provided a verbal report on this item.

The Committee explored expanding the feasibility study to include up to five additional sites in southwest Orange County: Costa Mesa, Irvine, Santa Ana, and Newport Beach.

Key discussion points included:

Balancing a broader search area with the need to maintain an accelerated schedule.

Concerns about extending the study's timeline.

Identifying a site that meets Federal Transit Administration requirements by demonstrating a transit benefit over the current location.

A motion was made by Director Lauren Kleiman, seconded by Director Janet Nguyen, and declared passed by those present, to approve the study scope amendment with the direction to remove the current Avocado Avenue site from consideration, in addition to any sites that the project development team has deemed potentially infeasible, if any, and new sites to be studied may be within southwest Orange County but outside of the City of Newport Beach.

Director Sarmiento opposed this item.

Director Tam Nguyen abstained on this item.

Director Leon was not present to vote on this item.

Discussion Items

10. Newport Transportation Center Relocation Feasibility Study Update

Dan Phu, Director of Planning, and Katie Persons, Department Manager of Transit Planning, presented this item.

No action was taken on this item.

11. Marketing and Communications Update

Amelia Hsu, Section Manager of Marketing and Customer Engagement, provided a presentation on this item.



No action was taken on this item.

12. Public Comments

There were no Public Comments received.

13. Chief Executive Officer's Report

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

- Special World Cup bus service
- Temporary shutdown and service delays on rail service in San Clemente due to king tides
- Measure M2 Taxpayer Oversight Committee deemed OCTA in compliance for the 35th year in a row

14. Committee Members' Reports

Director Amezcua announced a Coffee with the Mayor event to be held in Santa Ana on June 20, 2026.

15. Adjournment

The meeting was adjourned at 10:08 a.m.

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

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

OCTA Headquarters
550 South Main Street
Orange, California



July 9, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

Overview

Measure M2 is a multimodal transportation improvement program and includes a community-based transit circulator funding program known as Project V. The goal of this program is to provide local transit services that complement regional bus and rail service in areas not adequately served by regional transit. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and are required to report on the performance of the services to ensure the required performance standards are being met. This report covers the period from October 2025 to March 2026.

Recommendation

Receive and file as an information item.

Background

The Measure M2 (M2) Community-Based Transit Circulators Program, known as Project V, is a competitive grant program that provides funding to develop and implement local transit services. Funded services include seasonal, special-event, commuter, fixed-route, and demand-responsive services intended to complement and not compete with regional transit, while meeting specific local needs.

Project V services are required to adhere to established minimum performance standards and are evaluated on a quarterly basis. This ridership report covers the second and third quarters of fiscal year (FY) 2025-26, and provides information on boardings per revenue vehicle hour, cost per boarding, and achievement of local jurisdictions' customer satisfaction and on-time performance standards.

Consistent with the established program guidelines, Project V-funded services are expected to operate within a maximum cost per boarding standard, which is set at twice the M2 Project V per boarding subsidy. Local jurisdictions are responsible for costs beyond the Orange County Transportation Authority (OCTA) subsidy. Services not meeting this standard are required to disclose the cost per boarding information one time per year to their governing board and seek direction on whether to continue, restructure, or cancel the service. This approach provides local jurisdictions with the flexibility to deliver Project V services under metrics that are context sensitive, yet financially sustainable, and locally driven. For FY 2025-26, the maximum cost per boarding was established at \$21.63 and OCTA's maximum subsidy is \$10.81 per passenger.

Discussion

Active Project V services during this reporting period, from October 2025 through March 2026, include a combination of seasonal, special event, commuter, fixed-route local circulator, and demand-responsive services, which serve a variety of community needs. The prior ridership report reflected 21 services in operation. Since then, the status of four individual services changed, including one service initiation, one service conclusion, and two service cancellations.

During this reporting period, the City of Los Alamitos (Los Alamitos) initiated the Los Alamitos On-Demand Transit Service which is funded with a 2024 grant. Some ridership and cost information was available, but OCTA has requested that Los Alamitos clarify start-up costs and differentiate those costs from operations and maintenance costs as that impacts the cost per boarding calculation. This type of service and the Project V grant is new to Los Alamitos; they are working with the service provider to better categorize costs. As a result, the program performance information will be provided as part of the next Project V report.

During this reporting period, the City of Huntington Beach concluded the Huntington Beach Southeast Rideshare Pilot Program which was supported with a 2020 grant. The service is not planned to continue.

During this reporting period, two grants supporting a circulator service in the City of Anaheim (Anaheim) were cancelled by Anaheim due to a local decision to cease operations. The individual grants were:

- Anaheim Canyon Metrolink Connector Service (2020 grant)
- Anaheim Canyon Circulator Continuation Service (2024 grant)

During this reporting period, 14 of the 17 current Project V services were in operation. Performance information is provided in Attachment A. The community-based transit services that were in service during this period include the following:

- Anaheim Canyon Metrolink Connector Service (2020 grant)
- County of Orange Expanded Ranch Ride Transit Service Program (2024 grant)
- Dana Point Trolley Continuity (2020 grant)
- Huntington Beach Southeast Rideshare Pilot Program (2020 grant)
- Irvine Special Event and Circulator (2024 grant)
- La Habra Community Special Event Service (2024 grant)
- Laguna Beach Off-Season Weekend Trolley Service (2020 grant)
- Laguna Beach Off-Season Weekend and Seasonal Services (2024 grant)
- Laguna Beach Laguna Canyon Road/El Toro Road Local Service (2024 grant)
- Los Alamitos On-Demand Transit Programs (2024 grant)
- Mission Viejo Community Circulator (2024 grant)
- San Clemente Trolley Continuation and Expansion Program (2024 grant)
- San Clemente On-Demand Transit Program (2024 grant)
- San Juan Capistrano Special Event and Weekend Summer Trolley (2024 grant).

Nearly all services successfully met the cost per boarding standard, with one exception from the City of Laguna Beach (Laguna Beach). The Laguna Canyon Road/El Toro Road Laguna Local Service, which provides free on-demand microtransit service from downtown Laguna Beach to neighborhoods around Laguna Canyon Road and El Toro Road, performed with a cost per boarding of \$32.11 which is higher than the OCTA Board of Directors (Board)-established maximum of \$21.63. However, this represents a 33 percent improvement from the prior semi-annual ridership report, when the cost per boarding was \$48.04. Laguna Beach reports the recent improvement being attributed to increased ridership levels, primarily through growing public awareness and expanded marketing efforts, such as informational videos, social media posts, weekly and monthly newsletters, printed quarterly brochures mailed to all residents, and published advertisements. Despite the improvement to the actual cost per boarding, OCTA's subsidy is capped at \$10.81 per boarding.

On April 14, 2026, and consistent with the Project V requirement of notification and action by city council when the cost per boarding is greater than \$21.63 per passenger, the Laguna Beach City Council (City Council) acknowledged that the

operating costs exceeding the \$10.81 per boarding OCTA subsidy would be the responsibility of Laguna Beach. The City Council also expressed support for continuing the service and directed city staff to develop operational recommendations to improve the service's fiscal viability. On May 12, 2026, Laguna Beach staff presented the City Council with potential options, including reducing off-season service hours and implementation of a year-round passenger fare. The City Council directed staff to conduct additional public outreach on these options before a final recommendation to approve any service modification is considered. Laguna Beach's response will be reported back to the Board through a future Project V ridership update.

While some local jurisdictions are still developing strategies and tools to meet the on-time performance and customer satisfaction standards, all Project V services successfully met their customer satisfaction and on-time performance standard. For the City of La Habra's (La Habra) Community Special Event Service, refinements to the customer satisfaction target threshold were delayed due to city staffing changes, which affected its ability to implement and manage a consistent customer satisfaction data collection process. La Habra is anticipated to deploy customer satisfaction surveys during the next upcoming community transit cycle to capture ridership feedback and satisfaction metrics more reliably. Staff will continue to monitor progress and include updated ridership satisfaction metric targets and survey results in future reporting as they become available.

During this reporting period, these services altogether carried 275,830 total passengers, provided 20,399 hours of service, and traveled 225,393 miles.

Summary

A ridership and status report on Project V services covering the period of October 2025 through March 2026 is provided. Most of the active services met the ridership and service performance standards, with the exception of Laguna Beach, which has notified its City Council, consistent with Project V requirements. Also, OCTA was unable to provide the ridership and service performance information for Los Alamitos as the jurisdiction is working with their service provider to better categorize costs.

Staff will continue to work with local jurisdictions and monitor these services. A status report on Project V services will continue to be provided to the Board on a semi-annual basis with the next update scheduled for January 2027.

Attachment

- A. Project V Services – Semi-Annual Review Ridership Report

Prepared by:



Charvalen Alacar
Section Manager III,
Measure M2 Local Programs
(714) 560-5401

Approved by:



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

Project V Services Semi-Annual Review Ridership Report

ATTACHMENT A

Reporting Period: Q2 of FY 2025-26 and Q3 of FY 2025-26

No.	Agency	Service Description	Call Cycle Awarded	Measure M2 Total Grant	Service Type	Service Start Month/Year	Total Boardings	Total RVH	Total RVM	Boardings per RVH (B/RVH) ^{1,2}	Cost Per Boarding (O&M/B) ^{1,2}	Met CS Threshold (Y/N/NA)	Met OTP Threshold (Y/N/NA)
1	Anaheim	Anaheim Canyon Circulator	2020	\$ 1,141,864	Commuter Service	July 2020	3,030	503	6,290	6.0	\$ 19.00	Y	Y
2	County of Orange	Expanded Ranch Ride Transit Service Program	2024	\$ 1,219,784	Local Circulator and Special Event	July 2025	5,900	322	4,669	18.3	\$ 14.87	Y	Y
3	Dana Point	Dana Point Trolley Continuity	2020	\$ 2,209,739	Seasonal Service	July 2024	6,050	83	419	73.3	\$ 20.27	Y	Y
4	Irvine	Irvine Special Event and Circulators	2024	\$ 4,471,421	Seasonal and Special Event, Local Circulator	August 2024	9,652	557	7,881	17.3	\$ 8.89	Y	Y
5	La Habra	Community Special Event Service ³	2020	\$ 66,234	Special Event	December 2022	347	39	379	8.9	\$ 8.65	TBD	Y
6	Laguna Beach	Off-Season Weekend Trolley Service	2020	\$ 3,850,000	Seasonal and Special Event	September 2021	94,092	5,248	53,015	17.9	\$ 4.08	Y	Y
7	Laguna Beach	Off-Season Weekend and Seasonal Services	2024	\$ 5,212,250	Seasonal and Special Event	June 2025	7,013	386	6,525	18.1	\$ 7.44	Y	Y
8	Mission Viejo	Circulator and Special Event Service	2024	\$ 4,423,545	Local Circulator and Special Event	March 2025	32,941	2,994	42,900	11.0	\$ 8.75	Y	Y
9	San Clemente	Trolley Continuation and Expansion Program	2024	\$ 8,235,081	Seasonal and Special Event	July 2024	74,994	2,526	19,740	29.7	\$ 2.66	Y	Y
10	San Juan Capistrano	Expanded Summer Weekend and Special Event Trolley Service	2024	\$ 2,526,012	Seasonal and Special Event	July 2025	3,857	98	979	39.4	\$ 5.87	Y	Y
11	Huntington Beach	HB Southeast Rideshare Pilot Program	2020	\$ 806,240	Shared-Ride Hailing	January 2024	14,719	2,422	15,282	6.1	\$ 8.27	Y	Y
12	Laguna Beach	Laguna Canyon Road/El Toro Road Laguna Local Service ⁴	2024	\$ 2,024,489	On-Demand, Microtransit	July 2025	6,512	3,145	27,096	2.1	\$ 32.11	TBD	N/A
13	Los Alamitos	Los Alamitos On-Demand Service ⁵	2024	\$ 1,930,472	Shared-Ride Hailing	January 2026	-	-	-	-	-	-	-
14	San Clemente	On-Demand Transit Programs	2024	\$ 1,057,500	Shared-Ride Hailing, Microtransit	July 2025	16,723	2,077	40,217	8.1	\$ 8.57	Y	N/A
Total							275,830	20,399	225,393				

NOTE: Service above the maximum cost per boarding limit is shaded.

- Average of Q2 and Q3 rounded to next whole number.
- FY 2025-26 maximum cost per boarding is \$21.63.
- The City of La Habra previously indicated the revised customer satisfaction targets would be finalized in FY 2024-25. The CS was not established due to staffing stabilization and the development of a formal CS revision. The City of La Habra plans to deploy CS surveys during the next community transit cycle and will provide updated targets and results in future reporting.
- The City of Laguna Beach exceeded the FY 2024-25 maximum cost per boarding of \$21.63—twice the allowable OCTA subsidy rate of \$10.81—with a reported O&M cost per boarding of \$32.11 primarily due to the initial launch of the service. The Laguna Beach City Council directed staff to conduct public outreach on two potential cost improvement options, reducing off-season service hours and implementing a year-round user fare on a go-forward basis.
- Pending start-up cost data from the City of Los Alamitos to verify performance. Ridership update to be provided in the next semi-annual report anticipated in the January/February 2026.

NA - data not applicable for current reporting period (i.e., service provides real-time ETA information, service did not operate with a fixed schedule).
TBD - refinement to target threshold in progress.

Minimum Performance Standards for Cost Per Boarding, O&M/B

- Maintain O&M/B below maximum cost per boarding limit.
- \$21.63 maximum cost per boarding set at twice the allowable per boarding OCTA subsidy rate of \$10.81 for FY 2025-26.

Acronyms

B/RVH - Boardings per Revenue Vehicle Hour
 Call - Call for Projects
 CS - Customer Satisfaction
 ETA - Estimated Time of Arrival
 FY - Fiscal Year
 HB - Huntington Beach
 N/A - Not Applicable
 No. - Number
 O&M - Operations and Maintenance
 O&M/B - Operations and Maintenance Cost per Boarding
 OC - Orange County
 OCTA - Orange County Transportation Authority
 OTP - On-time Performance
 Q2 - Quarter 2 (October 2025 - December 2025)
 Q3 - Quarter 3 (January 2026 - March 2026)
 RVH - Revenue Vehicle Hours
 RVM - Revenue Vehicle Miles
 SC - San Clemente
 TBD - To Be Determined
 Y/N - Yes/No



July 9, 2026

To: Transit Committee

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "To:" field and extends into the "From:" field.

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases

Overview

On March 18, 2026, the Orange County Transportation Authority issued a request for proposals for consultant services to conduct a feasibility study for solar photovoltaic systems installations at its five bus bases. Board of Directors' approval is requested for the selection of the firm to perform the required work.

Recommendations

- A. Approve the selection of Dahl Taylor & Associates, Inc. as the firm to conduct a feasibility study for solar photovoltaic systems installations at Orange County Transportation Authority bus bases.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250221 between the Orange County Transportation Authority and Dahl Taylor & Associates, Inc. to conduct a feasibility study for solar photovoltaic systems installations at Orange County Transportation Authority bus bases.

Discussion

The Orange County Transportation Authority (OCTA) owns five maintenance and operations bus bases in Orange County, with one located in each of the following cities: Anaheim, Garden Grove, and Santa Ana, and two located in Irvine. In February 2022, OCTA initiated development of the Climate Adaptation and Sustainability Plan (CASP). In November 2024, staff presented an update to the Board of Directors (Board) which set the framework for goals under the CASP, including potential strategies for sustainability to reduce emissions compared to a business-as-usual scenario. OCTA continues to evaluate onsite renewable energy generation options to support sustainable operations, and this

Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases Page 2

work effort is for the feasibility study for solar photovoltaic (PV) systems installations at OCTA's five bus bases (Project) which will advance OCTA's sustainability objectives to meet its goals under the CASP. The study will focus on OCTA's power usage at the bus bases, both in terms of amount of power and time of use and related costs, the available space on bus base properties, including parking areas and building roofs to install solar PV systems to generate onsite renewable electricity to the extent feasible, permitting, regulations, and utility provider requirements, along with the economics in terms of costs and benefits of delivery alternatives.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with Board-approved procurement policies.

On March 18, 2026, Request for Proposals (RFP) 250221 was issued electronically on OpenGov, OCTA's online e-procurement system. The solicitation was advertised in a newspaper of general circulation on March 18 and March 23, 2026. A pre-proposal conference was held on March 24, 2026, with four attendees representing three firms. Two addenda were issued to make available the pre-proposal conference registration sheets, as well as to provide responses to questions received.

On April 23, 2026, three proposals were received. An evaluation committee consisting of members from OCTA's Facilities Engineering, Project Controls, Contracts Administration and Materials Management, and General Services departments met to review all submitted proposals. The proposals were evaluated utilizing the following evaluation criteria and weightings:

- Qualifications of the Firm 20 percent
- Staffing and Project Organization 40 percent
- Work Plan 40 percent

Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases *Page 3*

In developing the criteria and weightings, several factors were considered. The firm's qualifications and experience in performing relevant work of similar scope, size, and complexity are important to the success of the Project. The staffing and project organization criterion was assigned a weighting of 40 percent as the qualifications of the project manager and other key task leaders are critical to understanding project requirements and to the timely delivery and successful performance of the work. Similarly, an equal level of importance was assigned to the work plan, as the technical approach to the requirements is critical to the successful performance of the Project.

The evaluation committee reviewed all three proposals based on the evaluation criteria and found two firms most qualified to perform the required services. The most qualified firms are listed below in alphabetical order:

Firm and Location

Dahl Taylor & Associates, Inc. (Dahl Taylor)
Headquarters: Santa Ana, California
Project Office: Santa Ana, California

NV5 Consultants, Inc. (NV5)
Headquarters: Hollywood, Florida
Project Office: San Rafael, California

On June 3, 2026, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also discussed its staffing plan, work plan, and perceived project challenges. Each firm was asked general questions related to qualifications, relevant feasibility studies experience, project organization, and approach to the work plan. Each firm was asked questions specific to its proposal regarding its team's approach to the requirements of the scope of work, management of the Project, experience with similar projects, and the proposed solutions towards achieving project goals.

Based on the evaluation of written proposals and information obtained during the interviews, the evaluation committee recommends the selection of Dahl Taylor as the top-ranked firm to provide the feasibility study for the Project. Dahl Taylor received the highest ranking due to its experience with projects of similar scope and scale, familiarity with the project requirements, comprehensive understanding of the project objectives and constraints, presentation of relevant technical solutions, and overall approach in performing the required feasibility study. The firm presented a qualified team that met the requirements of the RFP, demonstrated a clear understanding of the project requirements, and presented

Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases *Page 4*

a comprehensive work plan addressing key issues that are critical to the success of the Project.

The following is a summary of the proposal evaluation results.

Qualifications of Firm

The two short-listed firms are well established with recent and relevant experience and are qualified to perform feasibility studies for solar PV systems.

Dahl Taylor's corporate headquarters and project office are in the City of Santa Ana. Dahl Taylor has extensive experience in renewable energy, solar PV systems, conducting feasibility studies, and design-build for public agencies. The firm has provided these services to several agencies in California (CA), including the Port of San Diego, City of San Diego, U.S. Army, San Diego Association of Governments (SANDAG), and Southern California Edison (SCE). Relevant firm experience includes prime experience conducting solar PV systems feasibility studies for the Port of San Diego, and strategic energy assessment, design, and construction of 21 solar-powered shelters for SANDAG's Escondido Rapid Bus 350 Corridor, and SCE's monolith substation Battery Energy Storage Systems (BESS) Building. The firm's prior experience with OCTA includes work on multiple projects as part of OCTA's bench agreements of architectural firms for the Facilities Engineering Department. The team has demonstrated experience working together on projects of similar size and scope with the proposed subconsultant. Positive references were received for the firm.

NV5's project office is based in the City of San Rafael. NV5 specializes in transit agency work, with deep local utility knowledge, and provides finance and risk assessment expertise. The firm has provided services to several public and transit agency clients in CA, including Burbank Water and Power, Santa Barbara Unified School District, Long Beach Transit, and Anaheim Transportation Network. Relevant experience includes 11+ Megawatt (MW) Solar Design and BESS Study for the City of Phoenix and Five MW Solar Project Evaluation in the City of Stockton. Additionally, experience with OCTA includes working as a subconsultant on various OCTA projects. The subconsultants have experience working with NV5 on past projects. Positive references were received for the firm.

Staffing and Project Organization

Both firms proposed experienced project managers, key personnel, and subconsultants with relevant feasibility studies for solar PV systems projects.

Dahl Taylor proposed a qualified project team with relevant experience and understanding of project issues, risks, and challenges. The team, including the subconsultant, is experienced in the various disciplines required for the Project and has relevant experience in feasibility studies. The proposed project manager has 12 years of project management and electrical engineering experience that includes direct prior experience working with OCTA bus bases in the cities of Anaheim, Garden Grove, Irvine, and Santa Ana. The proposed project architect has over 30 years of architectural design, evaluation, and construction management experience. The lead civil engineer has over 30 years of civil engineering and project management experience. Dahl Taylor has mostly in-house services that they will perform but will be using one subconsultant to provide structural engineering services. The information presented during the interview demonstrated the team's knowledge of the scope of work, objectives, and risks associated with the Project. The team provided project-specific responses to all interview questions including any environmental work that might be needed.

NV5 proposed an experienced project team with all key personnel demonstrating relevant solar PV feasibility studies experience. The team is proficient in the various disciplines required for the Project. NV5's proposed senior project manager has 27 years of engineering and management experience in renewable energy, clean transportation, and water sectors. Experience includes planning and design of EV charging infrastructure paired with solar canopies for a portfolio of central valley school districts. The lead architect has over 20 years of experience in architectural design and project management, including over a decade specializing in solar and renewable energy projects. The lead civil engineer is an experienced renewable energy professional who has worked at every stage of solar, BESS, and microgrid projects. The proposed team includes qualified and experienced subconsultants for architecture and structural engineering as well as strong quality assurance and quality control leadership. However, NV5's proposed key personnel have less availability. Additionally, the key personnel did not adequately address all of the evaluation committee's questions during the interview.

Work Plan

Both short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the Project.

Dahl Taylor presented a comprehensive and detailed work plan that demonstrated an understanding of the project requirements and identified project challenges, mitigation measures, and innovations. The detailed work plan demonstrated the firm's understanding of the scope of work and its familiarity with OCTA's bus bases. The work plan demonstrated the firm's

understanding of how to work with the utility providers, SCE and Anaheim Power, and demonstrated the firm's experience with similar scopes of work. An innovation identified in the work plan was to provide HelioScope solar modeling reports to quantify the available solar generation capacity at each site. This report would allow OCTA to quantify how much solar generation capacity is available at each bus base.

NV5 provided a detailed work plan that demonstrated an understanding of the project scope of work and approach to completing each task. NV5's overall approach includes strong methodology for energy modeling, financial analysis, and risk assessment. NV5 proposed enhancements to reduce project risks and add value for clients. This would allow OCTA to focus on solar power generation instead of worrying about something going wrong. The work plan is highly detailed and shows a well-structured approach that aligns with the scope of work tasks and includes full project controls. However, the proposed work plan did not show the firm's understanding of OCTA's bus base operations and requirements of transit facilities. Also, the sequence of activities was hard to understand.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Dahl Taylor as the top-ranked firm to conduct a feasibility study for solar PV systems at OCTA's bus bases. Dahl Taylor presented a comprehensive proposal which addressed all requirements of the RFP.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2026-27 Budget, Capital Programs Division, Account No. 1722-7629-D3120-96N and is grant funded with SB 125 (Chapter 54, Statutes of 2023) Zero Emission Transit Capital Program, Revenue Account No. 0030-6117-D3120-YP0.

Summary

Staff requests Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Agreement No. C250221 with Dahl Taylor & Associates, Inc. to provide the feasibility study for solar photovoltaic systems at the Orange County Transportation Authority's five bus bases.

Attachments

- A. Review of Proposals, RFP 250221 - Feasibility Study for Solar Photovoltaic Systems
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 250221 - Feasibility Study for Solar Photovoltaic Systems
- C. Contract History for the Past Two Years, RFP 250221 - Feasibility Study for Solar Photovoltaic Systems

Prepared by:



Nhatran Do, P.E.
Sr. Project Manager, Capital Programs
(714) 560-5925

Approved by:



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



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

Review of Proposals
RFP 250221 - Feasibility Study for Solar Photovoltaic Systems
 Presented to the Transit Committee - July 9, 2026
3 proposals were received, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments
1	86	Dahl Taylor & Associates, Inc. Santa Ana, California	House of Engineers	Demonstrated extensive experience on renewable energy, solar photovoltaic (PV) projects and feasibility studies. Familiarity with Orange County Transportation Authority (OCTA) bus bases and operations, as well as fire alarm systems and electrical systems at the bus bases. Proposed an experienced and knowledgeable project manager and key personnel. Proposed team has experience working on OCTA facilities projects. Demonstrated understanding and awareness of equipment lead time and market conditions. Provided a structured and detailed work plan aligned with the scope of work. Demonstrated strong understanding of site constraints and technical requirements. Provided strong detailed responses to interview questions. Received positive responses from references.
2	80	NV5 Consultants, Inc. San Rafael, California	MMPV Design Cooperative, Inc. TKJ Structural Engineering	Demonstrated relevant experience with transit agency work, deep local utility knowledge, and emphasis on finance and risk. Extensive experience with solar PV feasibility studies for public agencies. Proposed key personnel that have experience with solar PV projects. Proposed a strong quality assurance and quality control leadership. Proposed a subcontractor to support architectural design. Proposed a subcontractor to provide structural engineering support. Did not adequately address the interview questions. Received positive responses from references.

Evaluation Panel:
 Facilities Engineering (2)
 Project Controls (1)
 General Services (1)
 Contracts Administration and Materials Management (1)

Proposal Criteria
 Qualifications of the Firm
 Staffing and Project Organization
 Work Plan

Weight Factors
 20%
 40%
 40%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)
RFP 250221 - Feasibility Study for Solar Photovoltaic Systems**

Dahl Taylor & Associates, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of the Firm	4.50	4.50	4.50	4.50	4.00	4	17.6
Staffing and Project Organization	4.50	4.50	4.50	4.00	4.50	8	35.2
Work Plan	4.00	4.00	4.50	4.00	4.00	8	32.8
Overall Score	86	86	90	82	84		86

NV5 Consultants, Inc.							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of the Firm	4.00	4.50	4.50	4.00	4.50	4	17.2
Staffing and Project Organization	3.50	4.00	4.00	4.00	4.00	8	31.2
Work Plan	3.50	4.00	4.00	4.00	4.00	8	31.2
Overall Score	72	82	82	80	82		80

The score for the non-short-listed firm was 73.

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 250221 - Feasibility Study for Solar Photovoltaic Systems

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Dahl Taylor & Associates, Inc.	C-0-2113	On-Call Architectural and Engineering Design and Construction Support Services for Transit Facility Projects	December 1, 2020	November 30, 2027		\$ -
Contract Type: Contract Task Order						
Subconsultants:						
<i>ABSG Consulting, Inc.</i>						
<i>Guida Surveying, Inc.</i>						
<i>KOA Corporation</i>						
<i>Lynn Capuya, Inc. Landscape Architects</i>						
<i>M.S. Hatch Consulting, Inc.</i>						
<i>NMG Geotechnical, Inc.</i>						
Contract Type: Contract Task Order	A46856	Fullerton Park-and-Ride Restroom Upgrade	December 1, 2020	November 30, 2027		\$ 262,784
Subconsultants:						
Contract Type: Contract Task Order	A52846	Metered Electrical Switchgear and Standby Generator for Battery Electric Vehicle (BEV) Chargers at Garden Grove and Santa Ana Bus Bases	December 1, 2020	November 30, 2027		\$ 661,810
Subconsultants:						
Contract Type: Contract Task Order	A57720	Hydrogen Fueling Facilities at Garden Grove Bus Base	December 1, 2020	November 30, 2027		\$ 539,111
Subconsultants:						
Contract Type: Contract Task Order	A61312	Installation of BEV Chargers at Irvine Construction Circle Bus Base	December 1, 2020	November 30, 2027		\$ 219,313
Subconsultants:						
<i>Huitt Zollars</i>					\$ 27,366	
Total						\$ 1,683,018
NV5 Consultants, Inc.	None	N/A	N/A	N/A	N/A	\$ -
Contract Type: N/A						
Subconsultants: N/A						
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.



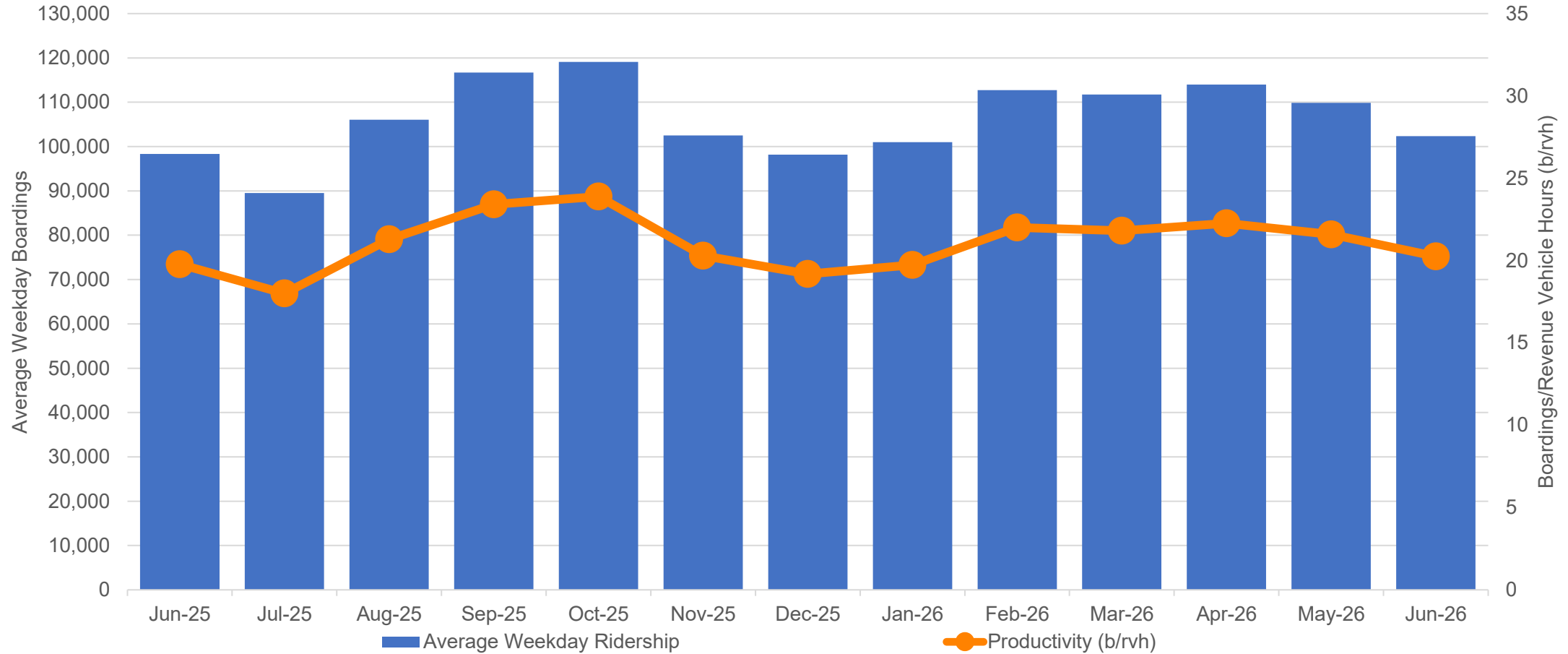
Courtesy

Measures customer feedback and is typically normalized by boardings.

*OCTA - Orange County Transportation Authority



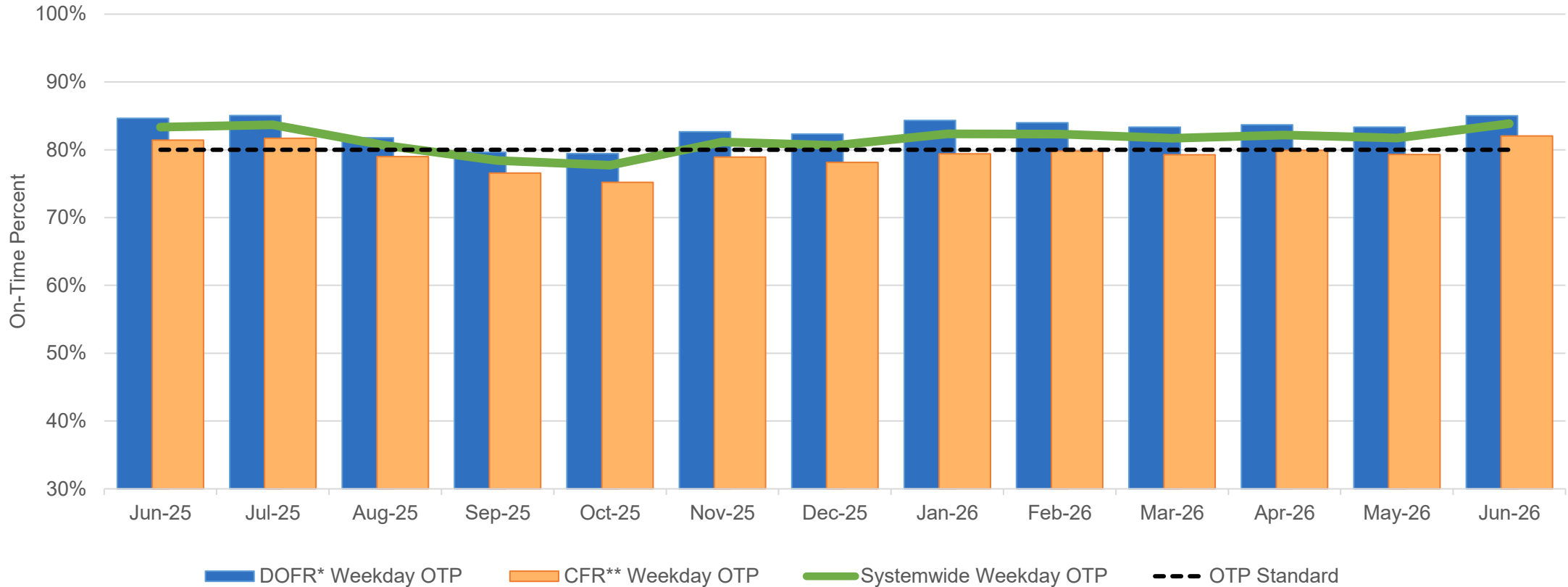
Service Demand - Ridership Snapshot



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.



Service Reliability – On-Time Performance



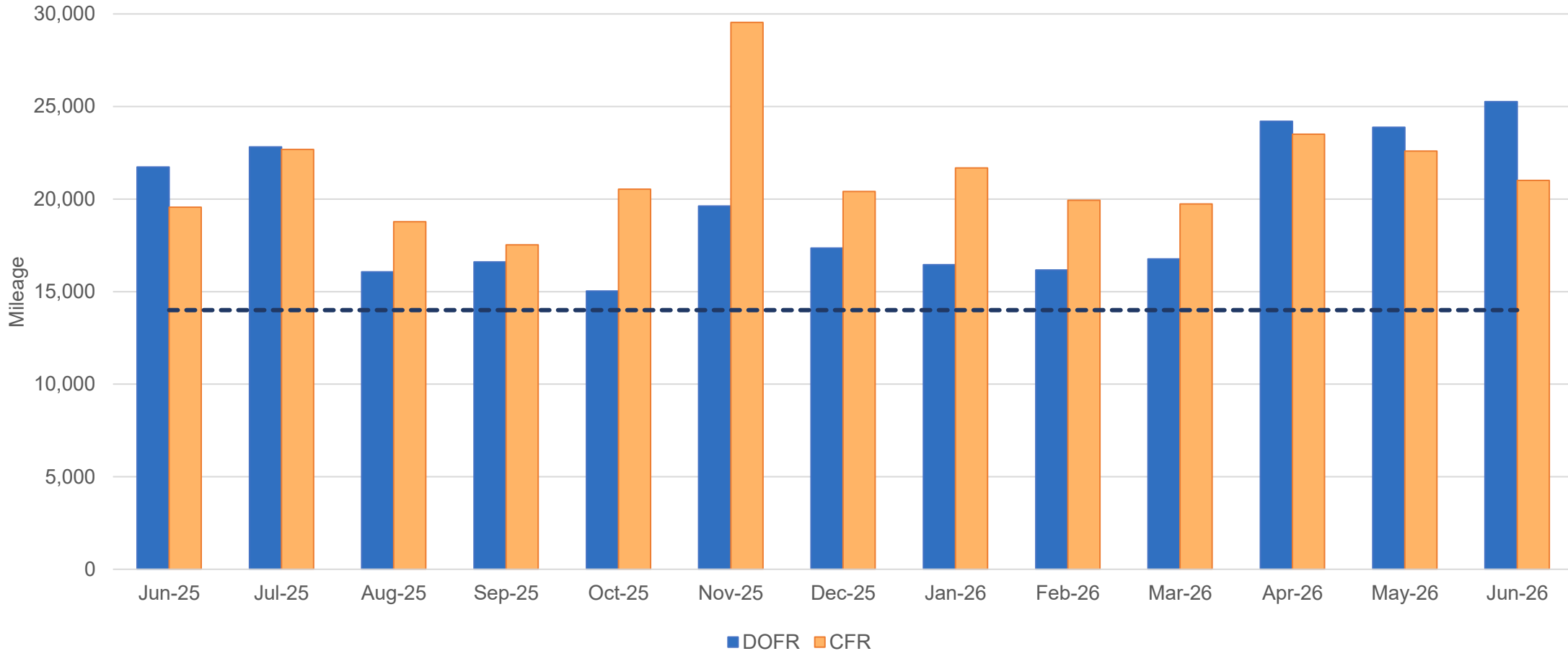
OTP: Measures how well OCTA vehicles adhere to the schedule, and it is calculated by dividing the count of vehicle timepoint departures that are on time (within five minutes late or zero minutes early of the scheduled arrival time) by the number of total departures, reported system-wide. The systemwide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

*DOFR – Directly Operated Fixed Route

*CFR – Contracted Fixed Route



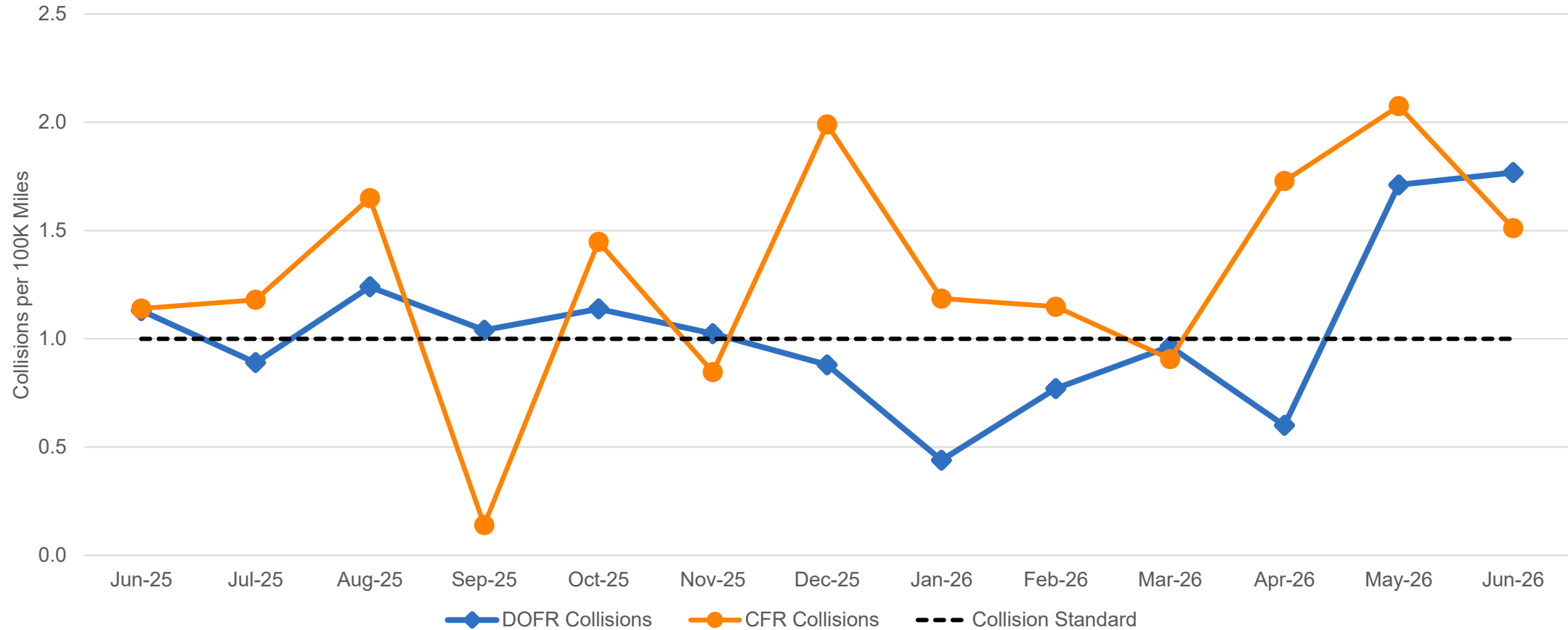
Service Reliability – Vehicle Performance



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.



Safety – Preventable Collisions

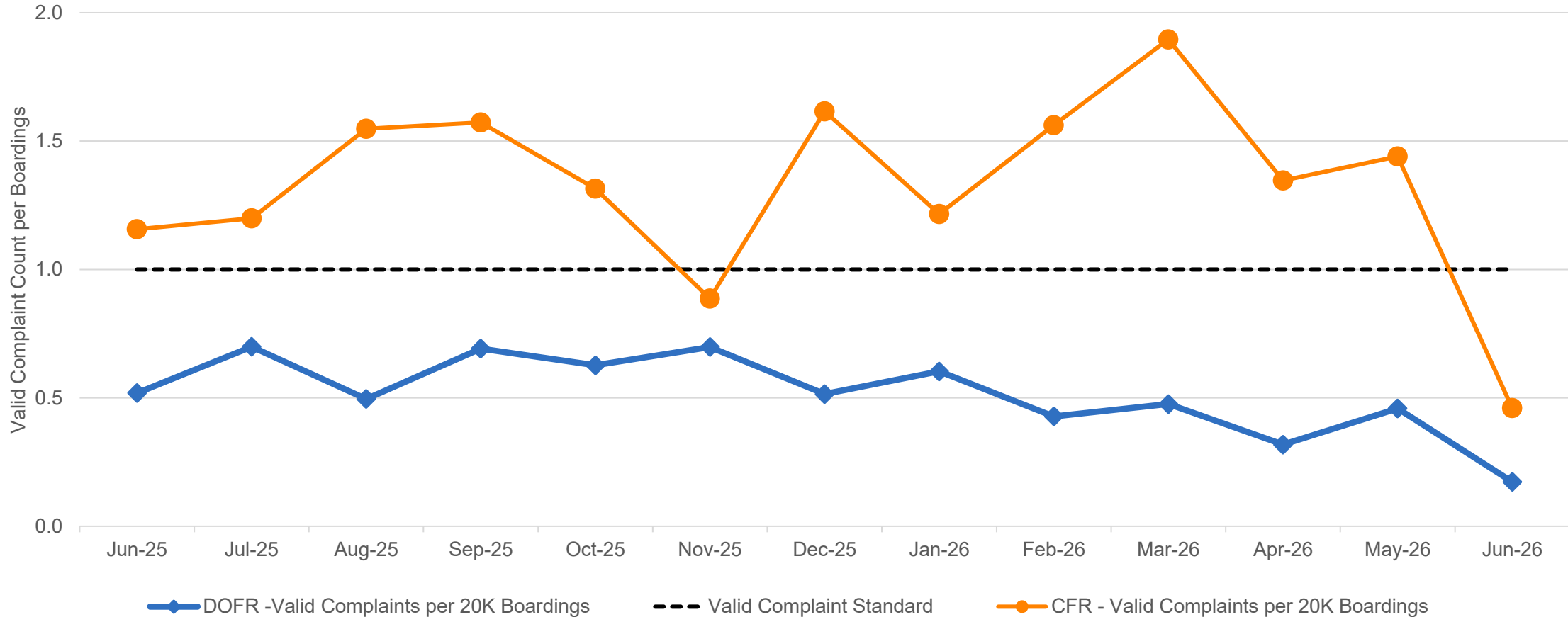


Preventable Collisions: Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians and where a coach operator failed reasonably to prevent the accident. The performance standard is no more than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

Data reported through June 14th, 2026



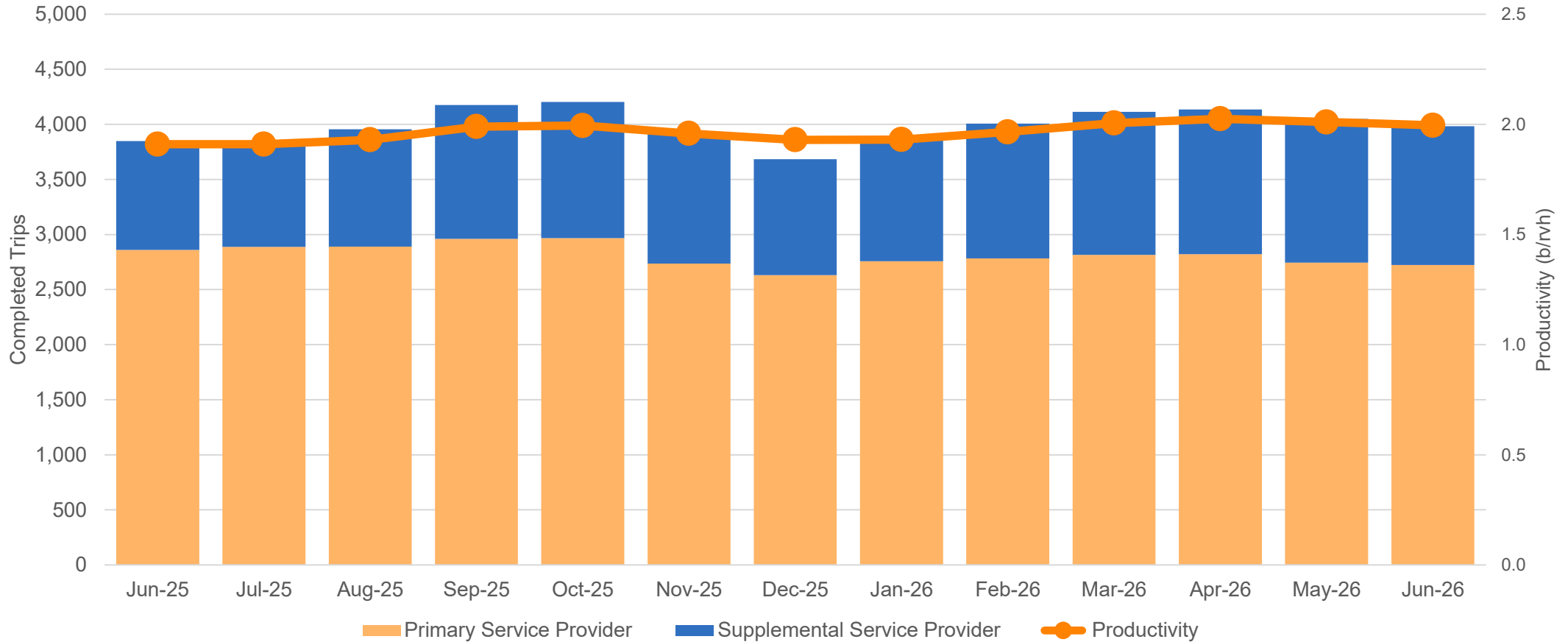
Service Quality – Customer Satisfaction



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.



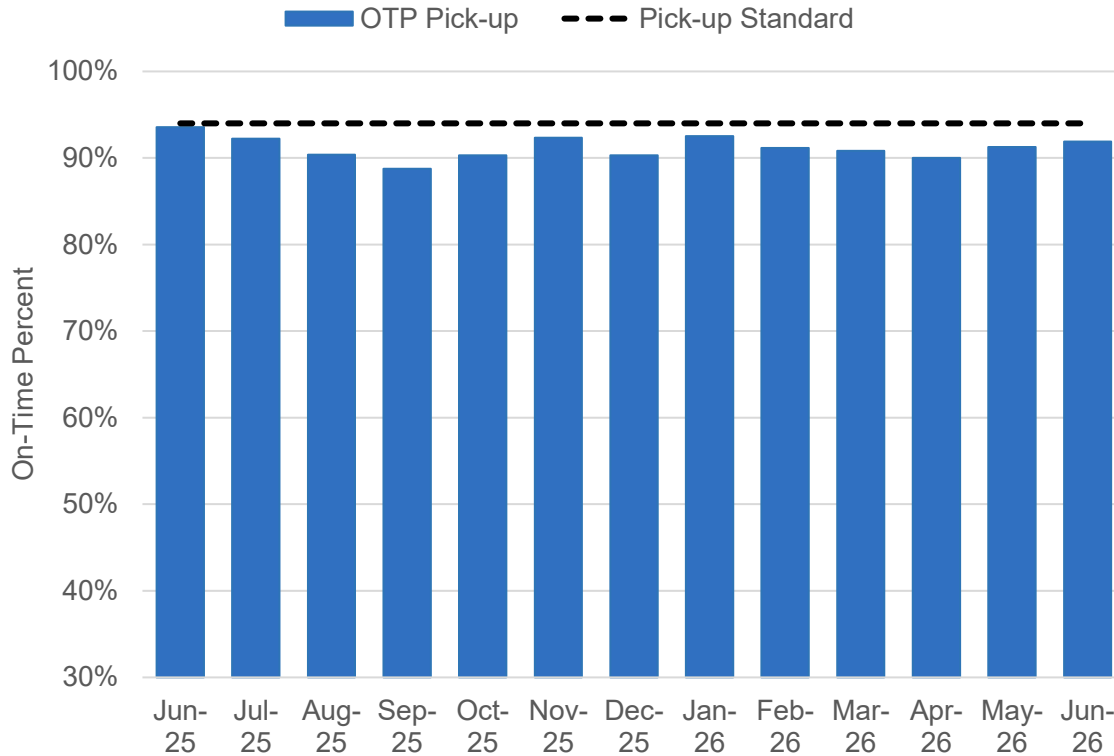
Service Demand – Ridership Snapshot



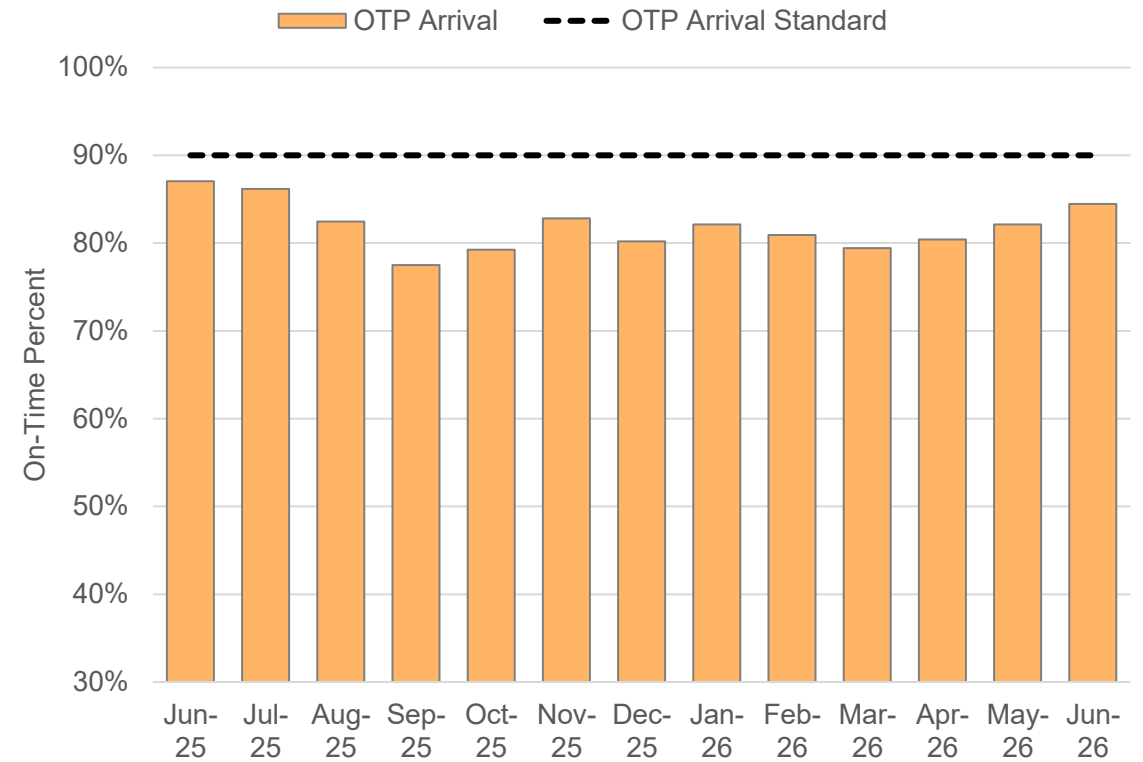
Service Provider Demand: OCTA has a primary service provider, First Transit, Inc., and supplemental providers which are contracted to meet demand on the network.



Service Reliability – On-Time Performance



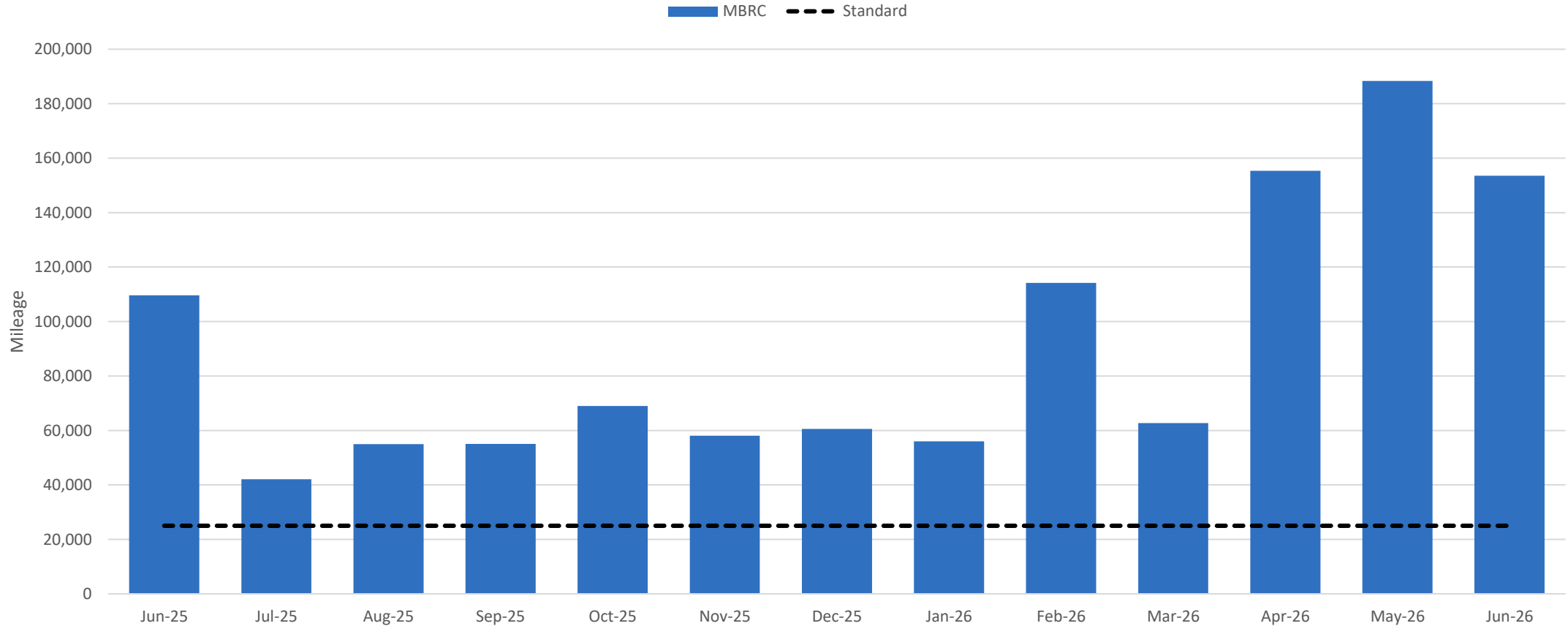
Pick-up OTP: The percentage of trips when the driver arrives within the 30-minute on-time window for scheduled pick-up trips.



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



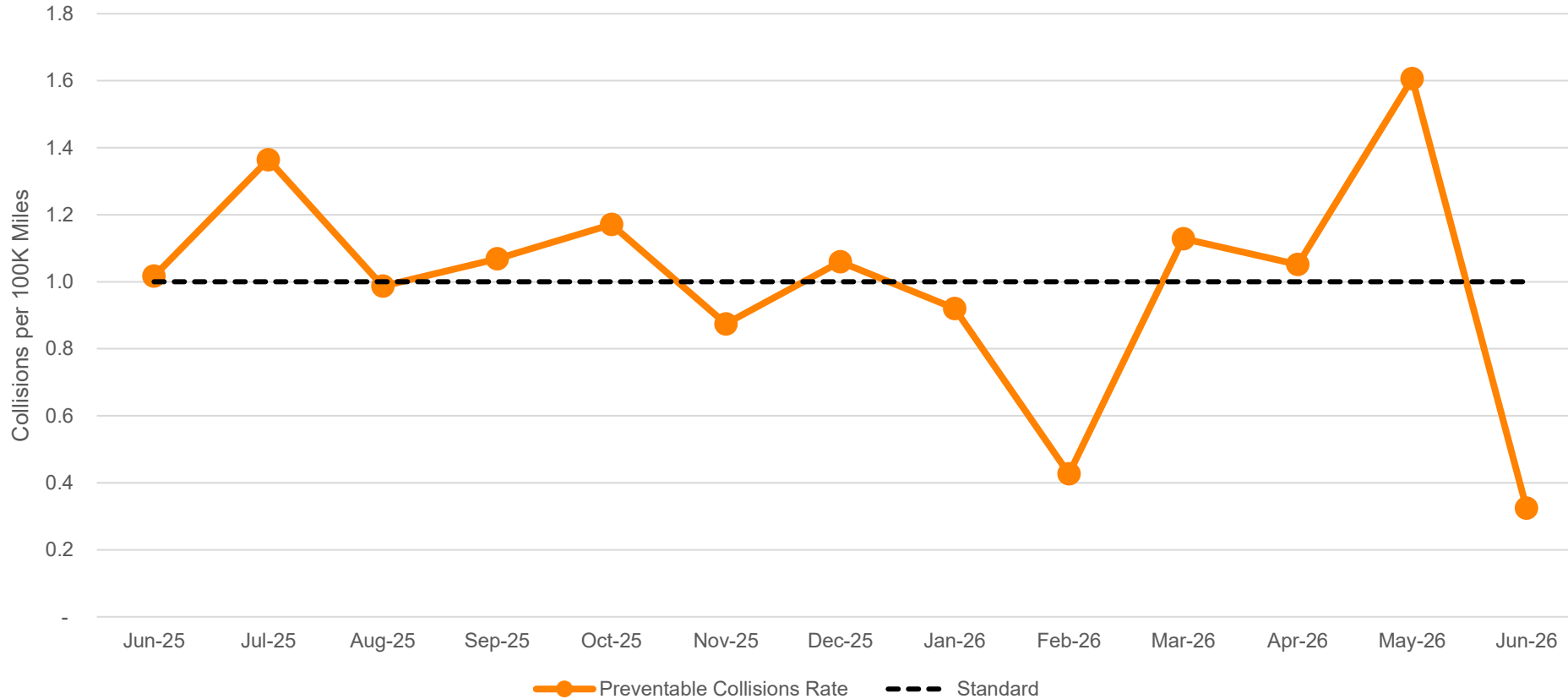
Service Reliability – Miles Between Road Calls



MBRC: Miles Between Road Calls 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

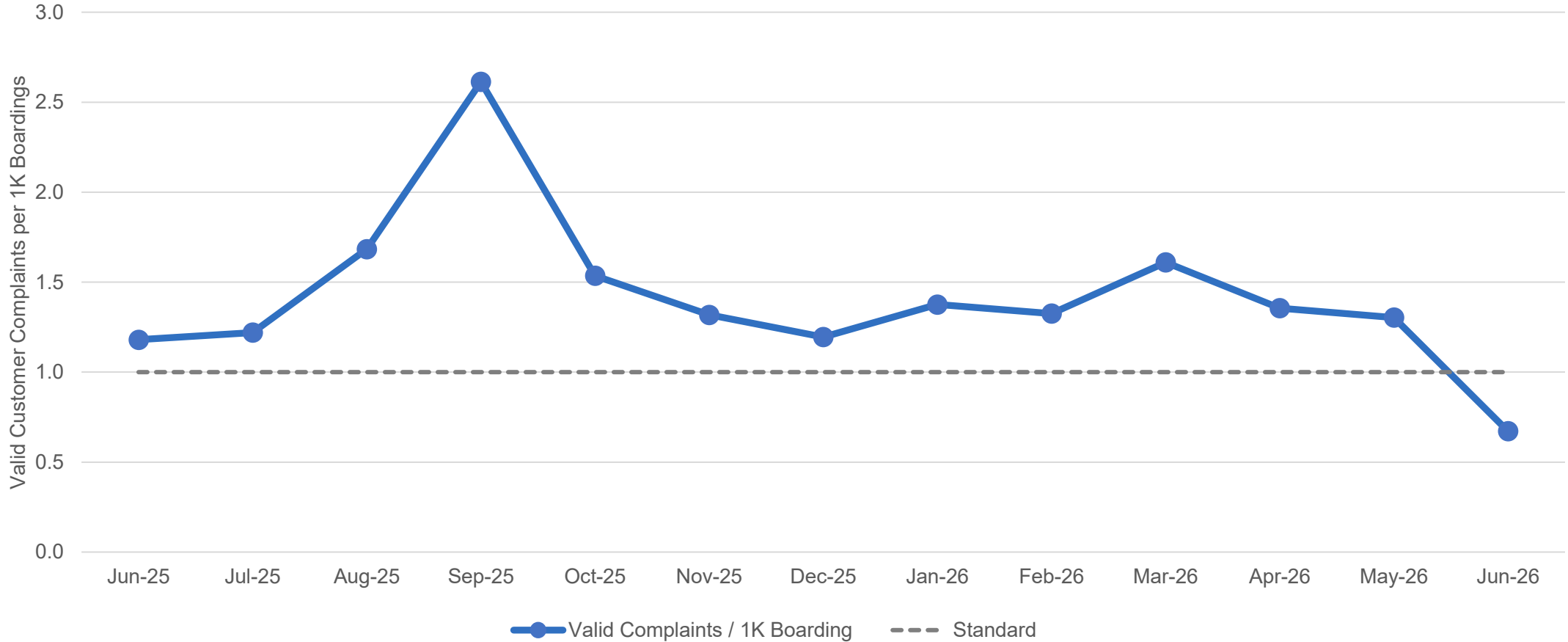


Preventable Collisions: A preventable collision is defined as an event where a driver providing revenue service could have been reasonably avoided by the driver. The performance standard is no more than one vehicle accident per 100,000 miles.

Data reported through June 14th, 2026



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 June 14th, 2026



Upcoming Activities



Special Service

- OC Fair Express Service – July 18, 2026 - August 16, 2026

Future Board Items

- Bimonthly Performance Report – September 10, 2026

*Board - Board of Directors



OC Fair Express Service



- OC Fair Express service begins July 18 and operates weekends through August 16.
- Buses serve six Orange County locations every 30 minutes, with extended evening hours.
- Bus fare is \$2 each way, youth age 18 and under ride free.