



Orange County Transportation Authority

Transit Committee Agenda Thursday, April 9, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

REVISED

Committee Members

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

Accessibility

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

TRANSIT COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Klopfenstein

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 3)

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

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

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

Attachments:

[Minutes](#)

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

Jack Garate/Johnny Dunning, Jr.

Overview

On June 24, 2024, the Board of Directors approved a cooperative agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to individuals served by the Regional Center of Orange County. The agreement included an initial two-year term with two additional two-year option terms. The initial term of the agreement expires on June 30, 2026, and an amendment is required to exercise the first two-year option term of the agreement.

Recommendation(s)

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

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

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

Jack Garate/Johnny Dunning, Jr.

Overview

On May 24, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the County of Orange for programs that expand mobility choices for seniors and individuals with disabilities under Project U, including Measure M2 funding support for the County of Orange Senior Non-Emergency Medical Transportation Program. The agreement includes a five-year initial term with a five-year option term. The initial term expires June 30, 2026. Staff is requesting the Board of Directors' approval to exercise the five-year option term effective July 1, 2026, through June 30, 2031.

Recommendation(s)

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

Regular Calendar

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

Cliff Thorne/Johnny Dunning, Jr.

Overview

On December 8, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide detail bus and streetcar cleaning and pesticide application services. Board of Directors' approval is requested to execute an agreement to provide these services.

Recommendation(s)

A. Approve the selection of Gamboa Services, Inc., doing business as Corporate Image Maintenance, as the firm to provide detail bus and streetcar cleaning and

TRANSIT COMMITTEE MEETING AGENDA

pesticide application services.

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

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

5. Newport Transportation Center Relocation Feasibility Study Update

Katie Persons/Rose Casey

Overview

In October 2025, the Orange County Transportation Authority Board of Directors authorized the Chief Executive Officer to enter into a cooperative agreement with the City of Newport Beach to perform a relocation feasibility study of the Newport Beach Transportation Center. This cooperative agreement was finalized on December 15, 2025.

The procurement process to retain a consultant for the study, which was conducted jointly by the Orange County Transportation Authority and the City of Newport Beach staff, was completed in January 2026 and the project was officially kicked off in February 2026. The project team will provide an update on study progress completed to date. The study is expected to be completed by the end of the calendar year.

Attachments:

[Presentation](#)

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Adjournment

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

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

OCTA Headquarters

550 South Main Street, Orange, California



Committee Members Present

Vicente Sarmiento, Vice Chair
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
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Fred Jung, Chair
Valerie Amezcua

Call to Order

The March 12, 2026, meeting of the Transit Committee was called to order by Committee Vice Chair Sarmiento at 9:32 a.m.

Consent Calendar (Items 1 through 4)

A motion was made by Director Klopfenstein, seconded by Director Tam T. Nguyen, and declared passed by those present, to approve the Items 1 and 2 under the Consent Calendar as follows:

1. Approval of Minutes

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

2. Amendment to Agreement for Rideshare and Vanpool Marketing, Design, and Advertising Services

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-3-2607 between the Orange County Transportation Authority and Jovenville, LLC, doing business as We The Creative, to exercise the first option term, effective May 1, 2026 through February 29, 2028, in the amount of \$490,000, for continued consultant support services for rideshare and vanpool marketing, design, and advertising services. This will increase the maximum obligation of the agreement to a total contract value of \$1,106,667.

3. Master Agreements for Transit and Intercity Rail Capital Program and State-Funded Transit Projects

This item was pulled to receive public comment from Peter Warner.

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and declared passed by those present to:



- A. Authorize the Chief Executive Officer to negotiate and execute Master Agreement No. 64OCTAMA2026 for the Transit and Intercity Rail Capital Program and all necessary program supplement agreements with the California Department of Transportation for the reimbursement of Transit and Intercity Rail Capital Program-funded projects.
- B. Authorize the Chief Executive Officer to negotiate and execute the Master Agreement for state-funded transit projects, Agreement No. 64A0172 2026, and all necessary program supplement agreements with the California Department of Transportation for the reimbursement of state-funded transit projects.
- C. Approve Orange County Transportation Authority Resolution No. 2026-013, as required by the California Department of Transportation, to execute the above agreements No. 64OCTAMA2026 and 64A0172 2026 and authorize the Chief Executive Officer, or his designee, to sign future program supplements.

4. May 2026 Bus Service Change

This item was pulled to receive public comment from Peter Warner.

No action was taken on this receive and file item.

Regular Calendar

5. Zero-Emission Bus Program Update

Cliff Thorne, Director, Maintenance, provided a presentation on this item.

No action was taken on this receive and file item.

Discussion Items

6. Bimonthly Transit Performance Report

Melissa Mungia, Department Manager, Scheduling and Bus Operations Support, provided a presentation on this item.

Public comment was received from Peter Warner.

No action was taken on this item.



7. Public Comments

Public comments were received from Martin C. Nation, M.D., and Peter Warner.

8. Chief Executive Officer's Report

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

- WTS Orange County Reception
- National Transit Employee Appreciation Day, Wednesday, March 18

9. Committee Members' Reports

Director Tam Nguyen recently attended an event at the Islamic Center of Orange County where he met members who use public transit and encouraged staff to continue to provide diverse outreach efforts to the community.

10. Adjournment

The meeting was adjourned at 10:39 a.m.

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

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

OCTA Headquarters
550 South Main Street
Orange, California



April 9, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: Amendment to Cooperative Agreement with Regional Center of Orange County

Overview

On June 24, 2024, the Board of Directors approved a cooperative agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to individuals served by the Regional Center of Orange County. The agreement included an initial two-year term with two additional two-year option terms. The initial term of the agreement expires on June 30, 2026, and an amendment is required to exercise the first two-year option term of the agreement.

Recommendation

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

Discussion

The Regional Center of Orange County (RCOC), under the Lanterman Act, is responsible for assisting individuals with developmental disabilities by providing services and support that promote independent and integrated living. As part of this responsibility, RCOC arranges and funds transportation services for the individuals it serves.

To meet this need, RCOC utilizes a range of transportation options including Orange County Transportation Authority (OCTA) fixed-route bus passes, OC ACCESS paratransit service, and privately contracted providers.

Since 2003, OCTA and RCOC have maintained a cost-sharing agreement to provide OC ACCESS service. This arrangement is mutually beneficial and structured in accordance with the Americans with Disabilities Act (ADA), which allows transit agencies to negotiate rates with social service agencies for services that may exceed minimum ADA requirements.

Under the agreement, individuals served by RCOC receive subscription service, providing a consistent and recurring travel schedule without the need to reserve trips within the standard one-to-three day advance window. Riders are not required to pay a fare at boarding; instead, OCTA tracks all trips provided and submits a detailed monthly invoice to RCOC, including comprehensive trip data to support reconciliation and satisfy state reporting requirements.

Trips provided to individuals served by RCOC represent a significant portion of OC ACCESS ridership. Based on recent trends, OCTA anticipates providing more than 350,000 trips annually during the option term, accounting for approximately one-third of total OC ACCESS demand.

The agreement establishes a negotiated one-way trip rate. The rate was set at \$10.00 for fiscal year (FY) 2024-25 and \$12.00 for FY 2025-26. For subsequent option terms, rates are adjusted based on the Consumer Price Index, as outlined in the agreement. The projected rates are \$12.38 for FY 2026-27 and \$12.77 for FY 2027-28. The estimated reimbursement for the first option term (FYs 2026-27 and 2027-28), is \$10,257,017.

As structured, the agreement does not include a maximum reimbursement cap; all authorized trips are invoiced and reimbursed in accordance with the negotiated rate.

Fiscal Impact

The estimated reimbursement associated with Cooperative Agreement No. C-4-2328 is included in revenue projections for the proposed OCTA FY 2026-27 Budget, Operations Division, Specialized Transit Services, Account No. 0030-5246-00001-SD1.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-2328, in the amount of \$10,257,017, between the Orange County Transportation Authority and the Regional Center of Orange County, to exercise the first two-year option term for a cost-sharing arrangement for the provision of paratransit service to individuals served by the Regional Center of Orange County from July 1, 2026. through June 30, 2028.

Attachment

- A. Regional Center of Orange County Cooperative Agreement No. C-4-2328 Fact Sheet

Prepared by:



Jack Garate
Department Manager,
Transit Services
(714) 560-5387

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer,
Operations
(714) 560-5710

**Regional Center of Orange County
Cooperative Agreement No. C-4-2328 Fact Sheet**

1. June 24, 2024, Cooperative Agreement No. C-4-2328, in the amount of \$9,799,154 (cost shared between Orange County Transportation Authority (OCTA) and Regional Center of Orange County (ROCC), approved by the Board of Directors (Board).
 - Agreement was executed on July 1, 2024, to provide OC ACCESS paratransit service to persons served by ROCC.
 - Agreement was for a two-year initial term with two, two-year option terms.
2. April 27, 2026, Amendment No. 1 to Agreement No. C-4-2328, in the amount of \$10,257,017 (cost shared between OCTA and ROCC), pending Board approval.
 - Exercise the first two-year option term extending the agreement, two years effective July 1, 2026, through June 30, 2028.

Total anticipated revenue obligation of \$10,257,017 shared between: OCTA and ROCC.



April 9, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Measure M2 Project U Senior Non-Emergency Medical Transportation Program

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Overview

On May 24, 2021, the Orange County Transportation Authority Board of Directors approved a cooperative agreement with the County of Orange for programs that expand mobility choices for seniors and individuals with disabilities under Project U, including Measure M2 funding support for the County of Orange Senior Non-Emergency Medical Transportation Program. The agreement includes a five-year initial term with a five-year option term. The initial term expires June 30, 2026. Staff is requesting the Board of Directors' approval to exercise the five-year option term effective July 1, 2026, through June 30, 2031.

Recommendation

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

Discussion

Measure M2 (M2) includes funding under Project U to support the growing transportation needs of seniors and individuals with disabilities. As part of Project U, one percent of net revenues is allocated to the Senior Non-Emergency Medical Transportation (SNEMT) Program (Program), which is administered by the Orange County Office on Aging (OCoA). Established in 2003, the Program is primarily funded through Tobacco Settlement Revenue (TSR), with additional support from Project U, providing approximately 140,000 annual trips for seniors.

Agreement No. C-1-3446, along with the SNEMT Funding Guidelines (Attachment B), was approved by the Board of Directors on May 24, 2021. The Program operates under policies and guidelines established by the Orange County Board of Supervisors. The M2 Ordinance requires the County of Orange (County) to maintain its historical funding commitment by allocating 5.27 percent of total annual TSR funding consistent with the level established in November 2006. As of June 2025, the County has met this requirement, contributing approximately \$22.8 million in TSR funds. Combined with \$45.2 million in M2 funding, this coordinated investment has enabled the Program to provide more than 1.7 million trips since 2011, ensuring that Orange County seniors have reliable access to critical medical appointments.

In addition to administering M2 funding, Orange County Transportation Authority (OCTA) staff works closely with the OCoA to support safe, reliable, and affordable transportation alternatives for seniors across Orange County.

The initial term of the cooperative agreement will expire on June 30, 2026. To ensure continuity of funding and service delivery, staff is seeking Board approval to exercise the five-year option term through June 30, 2031. Projected Measure M2 revenues for the Program over the five-year extension term total approximately \$23.4 million, with annual funding levels ranging from approximately \$4.64 million to \$4.83 million.

Fiscal Impact

Funding for this cooperative agreement is included in OCTA's proposed Fiscal Year 2026–27 Budget, Operations Division Account No. 0017-7831-TU003-TQK. The program will be funded with local Measure M2 revenues. Future year funding is subject to annual budget approval and the availability of Measure M2 revenues.

Summary

Staff requests the Board of Directors authorize the Chief Executive Officer to execute Amendment No. 2 to Cooperative Agreement No. C-1-3446 with the County of Orange to exercise the option term for continued Measure M2 funding for the Senior Non-Emergency Medical Transportation Program through June 30, 2031.

Attachments

- A. Measure M2 Project U, Senior Non-Emergency Medical Transportation, February 2011
- B. M2 Project U, Senior Non-Emergency Medical Transportation Funding Guidelines, May 2021
- C. Projected Available Measure M2 Revenues Senior Non-Emergency Medical Transportation
- D. County of Orange, Cooperative Agreement No. C-1-3446 Fact Sheet

Prepared by:



Jack Garate
Department Manager,
Specialized Transit Services
(714) 560-5387

Approved by:



Johnny Dunning, Jr.
Chief Operations Officer, Operations
(714) 560-5710

Measure M2 Project U Senior Non-Emergency Medical Transportation Program February 2011	
Topic	Description
Funding Eligibility	County of Orange (County) shall continue to fund Senior Non-Emergency Medical Transportation Program (SNEMT) services in an annual amount at least equal to the same percentage of Tobacco Settlement Revenue (TSR) as of November 2006
Allocation Method	No less than the TSR funds annually expended and no greater than one percent of net revenues plus any accrued interest
Funding Distribution	Bi-monthly payments based on actual sales tax receipts
Reporting Requirements	<ul style="list-style-type: none">• Annual TSR and SNEMT expenditure plans as prepared by the County to verify percent of total TSR funds allocated to the SNEMT• Quarterly reports with SNEMT program data and TSR expenditures• Annual audits
Eligible Customers	Seniors age 60+ <i>(Trip prioritization may be implemented on a quarterly basis should actual trip expenditures exceed projected program funding)</i>



M2 Project U

Senior Non-Emergency Medical Transportation Funding Guidelines

May 2021

1.0 Overview

The Measure M2 (M2) Project U – Senior Non-Emergency Medical Transportation (SNEMT) Program provides funding to support the Orange County Office on Aging program which provides non-emergency medical transportation service for seniors such as trips to doctor and dental appointments, therapy, dialysis, and pharmacy visits. M2 Project U SNEMT funding was established to continue and expand the existing program which has been funded with Tobacco Settlement Revenue (TSR) funds since 2003. The County Office on Aging administers the program which is operated through contract service providers.

The purpose of these guidelines is to provide procedures that assist in the administration of funding for the SNEMT program. OCTA shall enforce the provisions spelled out in these guidelines.

2.0 Objectives

- To enhance the existing Orange County SNEMT program.
- To sustain the SNEMT program by providing funds which augment declining TSR revenue.
- To provide non-emergency medical transportation for seniors as an alternative to OCTA ACCESS paratransit service.

3.0 Eligibility Requirements & Maintenance of Effort

The County must satisfy all M2 eligibility criteria to receive the formula allocation for this program.

The Maintenance of Effort requirement, as specified in the M2 Ordinance, indicates that the County shall continue to fund SNEMT program services in an annual amount equal to the same percentage of the total annual TSR funds received by the County as of November 2006. In Fiscal Year 2006-07, the TSR percentage allocated to the SNEMT program was 5.27 percent of the overall TSR received by the County.

The County is required to enter into a cooperative funding agreement with OCTA and adherence to strict funding guidelines is required by the M2 Ordinance.



4.0 Annual Maintenance of Effort Verification

County must submit to OCTA an annual verification of the SNEMT program budget with supporting documentation to confirm the allocation of at least 5.27 percent of TSR funding to the SNEMT program as required by the M2 Ordinance.

Annual documentation submitted to OCTA should confirm budgeted TSR funding for the current fiscal year and actual TSR funding for the prior fiscal year.

5.0 Funding Allocation Method & Distribution

Funding for the program is identified as no less than the TSR funds annually expended and no greater than one percent of M2 net sales tax revenues plus accrued interest. Funding allocations are based on actual sales tax receipts. Funding will be distributed on a bi-monthly basis and must be expended within three years of receipt. OCTA may grant an extension beyond the three-year limitation; however, an extension may not exceed five years from the date of the initial funding allocation. County must submit a justification letter requesting an extension beyond the three-year limitation for review and approval by OCTA at least 90 days prior to the end of the third year from the date of receipt of funds. Requests for an extension must include a plan of expenditure.

SNEMT earned interest must be spent on transportation activities consistent with SNEMT eligible expenses. Interest revenues must be expended within three years of receipt.

In the event the time limits for use of SNEMT funds are not satisfied, any retained SNEMT funds, including interest, shall be returned to OCTA.

6.0 Service Guidelines

SNEMT services are limited to non-emergency medical trips available to individuals 60 years of age and older.

The County is responsible for establishing program guidelines, operational policies, and administering and monitoring the provision of program services.

The County may initiate trip prioritization if actual expenditures exceed, or are within 75 percent of, the amount of TSR and M2 funding dedicated to the program (Attachment A). Once trip prioritization has been activated, it will remain in effect through the end of the same fiscal year in which the activation occurred. The Office on Aging will re-evaluate the need to continue or deactivate the trip prioritization



within the first quarter of the new fiscal year. If sufficient funding is available, all eligible older adults will be served, even if trip prioritization is still activated.

7.0 Eligible Expenses

The County shall ensure M2 funds and earned interest are used exclusively for eligible direct program-related expenses which may include contract service providers, staff time, program supplies and materials, marketing materials and community outreach. County shall ensure all program costs are fair and reasonable. Administrative costs are allowed and considered eligible program expenses consistent with the County's approved cost allocation plan. All program expenses are subject to audit.

8.0 Program Revenue

The County must ensure their service contractors maintain adequate procedures for collecting and reporting program revenue, including fees, donations and cash fares.

9.0 Reporting

The County is required to submit quarterly reports using a reporting template provided by OCTA. The County shall also be required to maintain supporting documentation, as specified by OCTA, to substantiate quarterly reporting data. Required reporting data may include, but is not limited to, the following:

- Quarterly TSR-Funded Trips
- Quarterly M2-Funded Trips
- Total Quarterly Trips
- Cumulative Total Trips
- Quarterly Program Operating Cost
- Quarterly OCTA Contribution
- Quarterly County Contribution
- Cumulative OCTA Contribution
- Cumulative County Contribution
- Program Monitoring Activities

Reports are due within 45 days from the end of each quarter. Failure to meet the established reporting deadline for two consecutive quarters during the fiscal year may result in a reduction of funding and/or other sanctions to be determined.



10.0 Audits & Inspection of Records

M2 funding is subject to audit. The County shall maintain program documentation and records for a period of no less than five years, including documentation evidencing the County's oversight and monitoring of contractors providing services under the Program. Program documents and records, including but not limited to contractor invoices, payroll records, trip sheets, and other program-related expenses, shall be available for review by OCTA SNEMT funding administrators, auditors, and authorized agents upon request. The County must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined by the OCTA Board of Directors. Audits shall be conducted by the OCTA Internal Audit Department, or other authorized agent, as determined by OCTA.

**SENIOR NON-EMERGENCY MEDICAL TRANSPORTATION PROGRAM
PROPOSED M2 FUNDING
CLIENT PRIORITY CRITERIA**

Starting in April 2011, the Senior Non-Emergency Medical Transportation Program (SNEMT) will benefit from increased funding provided by Renewed Measure M (M2). As such, The Office on Aging will expand the program to include all persons age 60 and older. However, with the combination of a rapidly growing 60+ population and long-term uncertainties related to the funding sources for this program, it is necessary to develop procedures to prioritize trips to ensure the program stays within available revenue sources.

M2 funding for the SNEMT program will be made available on a bi-monthly basis. Total funding allocations will be based on actual sales tax receipts. The Office on Aging will be required to submit quarterly reporting with trip data and budget-to-actual program expenditures. If actual expenditures submitted on the quarterly report are 75% or more of the amount of funding dedicated to the program (MOE + M2 revenues) then the Office on Aging will have authorization to prioritize trips.

If the Office on Aging believes it is necessary to begin trip prioritization, they shall provide OCTA with a Notice of Intent for Trip Prioritization within 30 days and shall explain the reasoning for initiating trip prioritization. Trip prioritization will include the flexibility to leverage trips with other transportation resources to maximize program services and ensure that SNEMT serves as many seniors as possible. An example of leveraging trips with other resources is as follows: a client requiring trip services to chemotherapy may utilize other specialized transportation services to the medical appointment destination and utilize SNEMT transportation services for the return trip.

Once trip prioritization has been activated, it will remain in effect through the end of the same fiscal year in which the activation occurred. At the end of the fiscal year and based on information provided in the quarterly report, the need for prioritization will be reevaluated by the Office on Aging to determine if deactivation of prioritization is appropriate. It is important to note that if sufficient funding is available, all eligible older adults will be served, even if trip prioritization is still activated. The following criteria will be utilized for SNEMT trip prioritization:

PRIORITY CATEGORIES

Priority 1: Individuals who are:

Age 60 and over, at or below 50% of the Area Median Income, have no other access to specialized transportation services and in need of the following medically related trips:

- Need for life sustaining medical care such as dialysis, chemotherapy, radiation treatment
- Multi-system failure or conditions requiring immediate medical supervision/care, e.g. diabetes, heart disease, Chronic Obstructive Pulmonary Disease (COPD)
- Surgery or non-elective (immediate need) procedure

Priority 2: Individuals who are:

Age 60 and over in need of the following medically related trips:

- Need for life sustaining medical care such as dialysis, chemotherapy, radiation treatment
- Multi-system failure or conditions requiring immediate medical supervision/care, e.g. diabetes, heart disease, Chronic Obstructive Pulmonary Disease (COPD)
- Surgery or non-elective (immediate need) procedure

Priority 3: Individuals who are:

Age 60 and over, at or below 50% of the Area Median Income, have no other access to specialized transportation services and are in need of the following medically related trips:

- Rehab/Physical Therapy with a physical therapist
- Dental
- Elective procedures
- Vision
- All other non-urgent medical appointments

SENIOR NON-EMERGENCY MEDICAL TRANSPORTATION PROGRAM
PROPOSED M2 FUNDING
CLIENT PRIORITY CRITERIA

Priority 4: Individuals who are:

Age 60 and over in need of the following medically related trips

- Rehab/Physical Therapy with a physical therapist
- Dental
- Elective procedures
- Vision
- All other non-urgent medical appointments

Priority 5: Individuals who are:

Age 60 and over in need of the following medically related trips:

- Health education
- Disease management



Projected Available Measure M2 Revenues

Senior Non-Emergency Medical Transportation

Available Funding						
Program	2027	2028	2029	2030	2031	Total
Senior Non-Emergency Medical Transportation	\$4,639,868	\$4,616,800	\$4,646,602	\$4,663,403	\$4,832,578	\$23,399,251

**County of Orange
Cooperative Agreement No. C-1-3446 Fact Sheet**

1. May 24, 2021, Cooperative Agreement No. C-1-3446, approved by the Board of Directors (Board).
 - Agreement to provide Measure M2 funding in the amount of one percent of net revenues to support the Orange County Senior Non-Emergency Medical Transportation Program.
 - Initial term effective July 1, 2021, through June 30, 2026, with a five-year option term through June 30, 2031.
2. August 27, 2025, Amendment No. 1 to Cooperative Agreement No. C-1-3446, approved by the Contracts Administration and Materials Management Department.
 - Change of agency contact person.
3. April 27, 2026, Amendment No. 2 to Cooperative Agreement No. C-1-3446, pending approval by the Board.
 - Amendment to exercise the five-year option term effective July 1, 2026, through June 30, 2031.



April 9, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Detail Bus and Streetcar Cleaning and Pesticide Application Services

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

Overview

On December 8, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide detail bus and streetcar cleaning and pesticide application services. Board of Directors' approval is requested to execute an agreement to provide these services.

Recommendations

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

Discussion

Transit buses and streetcars require routine detail cleaning and licensed pesticide application services to effectively control pests and maintain safe, sanitary conditions. These services are currently provided through a specialized contractor and are a critical component of the Orange County Transportation Authority (OCTA) pest management program. The existing agreement for these services will expire on April 30, 2026. Without a new agreement in place, there is a risk of service disruption, which could impact vehicle cleanliness, pest control effectiveness, and compliance with safety standards.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in the award for professional and technical services. The award is recommended to the firm offering the most comprehensive overall proposal considering such factors as prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On December 8, 2025, the Board authorized the release of Request for Proposals (RFP) 250080 and the proposed evaluation criteria and weightings, which was issued electronically on OpenGov, OCTA's online e-procurement website. The RFP was advertised in a newspaper of general circulation on December 8 and December 15, 2025. A pre-proposal conference was held on December 15, 2025, with four attendees representing three firms. Two addenda were issued to make available the pre-proposal conference registration sheet and presentation, respond to written questions, and handle administrative issues related to the RFP.

On January 8, 2025, three proposals were received. An evaluation committee consisting of staff from the Maintenance Resource Management, Facilities Maintenance, and Contracts Administration and Materials Management departments met to evaluate all the proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weightings:

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 20 percent
- Work Plan 25 percent
- Cost and Price 25 percent

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm criterion was weighted highest at 30 percent as the proposing firms needed to demonstrate a proven history in successfully completing similar projects and having the required licensing and experience in the application of pesticides and detail bus cleaning requirements. Staffing and project organization criterion was weighted at 20 percent as the firm needed to demonstrate the proposed key personnel have specific skillsets in order to complete the services required in the scope of work. Work plan was weighted at 25 percent to ensure proposals address each section of the work plan in sufficient detail to demonstrate a clear understanding of the scope of work and demonstrate the firm's understanding and ability to provide extensive cleaning and pesticide bait application. The cost and price criterion was assigned

25 percent to ensure OCTA receives fair and competitive pricing for the services provided.

On January 22, 2026, the evaluation committee reviewed the proposals based on the Board-approved evaluation criteria and shortlisted the two most qualified firms listed below in alphabetical order:

Firm and Location

Gamboa Services, Inc. doing business as Corporate Image Maintenance
(Corporate Image)

Headquarters: Santa Ana, California
Project Officer: Santa Ana, California

UNISERVE Facilities Services (Uniserve)

Headquarters: Commerce, California
Project Officer: Commerce, California

On January 29, 2026, the evaluation committee conducted interviews with the two short-listed firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to qualifications of the firm, the availability of the project team, approach to the requirements of the scope of work, as well as specific clarification questions related to each firm's proposal.

At the conclusion of the interviews, a request for a best and final offer (BAFO) was issued to the two short-listed firms to seek additional clarifications related to schedule changes and final pricing. Corporate Image made adjustments to their pricing based on the clarifications. Uniserve did not make adjustments to their pricing based on the clarifications.

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

Qualifications of the Firm

Corporate Image has been providing detail cleaning and pesticide application services since 1994. The firm is headquartered in the City of Santa Ana and has 75 employees. The firm demonstrated relevant experience in providing detail cleaning and pesticide application services to OCTA. In addition, Corporate Image currently provides commercial building cleaning and maintenance

services to libraries, probation departments and sheriff stations in the County of Orange, as well as the Orange County Sanitation District and 24-Hour Fitness centers. Corporate Image proposed one subcontractor to perform pesticide application services and received positive feedback from its references.

Uniserve has been providing detail cleaning and pesticide application services since 1966. The firm is headquartered in the City of Commerce and has 750 employees. The firm demonstrated relevant experience in providing detail cleaning and pesticide application services to the City of Santa Monica Department of Transportation and City of Torrance transit. The firm also provides commercial building cleaning services to County of Los Angeles Internal Services Department and City of Los Angeles General Services Division. Uniserve proposed one subcontractor, K-Town Pest Control, Inc., to perform pesticide application services, and received positive feedback from its references.

Staffing and Project Organization

Corporate Image proposed a highly skilled project team with experience working on projects of similar size and scope. The proposed project manager has 30 years of relevant experience. The firm met the required staffing qualifications and requirements. The proposed staff has extensive experience cleaning OCTA buses and paratransit vehicles. All personnel will be available through the duration of the contract.

Uniserve proposed a skilled project team with experience working on projects of similar scope. The proposed project manager has ten years of experience. The firm met the required staffing qualifications and requirements. The firm proposed a core project team dedicated to this effort. Additionally, the firm maintains a vetted and cross-trained contingency workforce available to support any base facility as needed that can be deployed to any base facility to address unexpected vehicle surges or backlogs. All personnel will be available through the duration of the contract.

Work Plan

Corporate Image presented a comprehensive work plan that demonstrated a thorough understanding of the scope of work requirements. The firm described in detail its proposed approach. Corporate Image has prepared detailed cleaning procedures that will be implemented as part of the training for bus cleaning at OCTA facilities. The firm proposed daily, weekly, and monthly checklists to maintain quality compliance with OCTA requirements. The firm proposed a verification of work form that includes all required cleaning tasks to meet the requirements outlined in the scope of work, that will be signed off by the OCTA

base supervisor and Corporate Image supervisor. The firm also proposed work schedules and employee staffing by facility to demonstrate the resource allocation to meet OCTA's requirements. Additionally, the response to the clarifications in the BAFO provided further assurances regarding Corporate Image's ability to meet OCTA's requirements, as well as transparency related to associated costs.

Uniserve presented a work plan that demonstrates a clear understanding of the scope of work requirements and outlines its proposed approach in detail. The firm identified several enhancements to improve service delivery and performance monitoring. These include electronic real-time task tracking, digital verification with before and after photos, Quick Response Code functionality for instant reporting and feedback, and a synchronized "bait-then-clean" approach to ensure effective pest treatment and removal of residues. In addition, Uniserve offers a client performance dashboard that consolidates data to identify pest activity "hot spots", highlight vehicle models with recurring issues, and support trend analysis to optimize resource allocation and overall performance. Uniserve's responses to clarification requests in the BAFO provided further demonstrated its ability to meet OCTA's requirements and provided transparency regarding associated costs.

Cost and Price

Pricing scores were based on a formula, which assigned the higher score to the firm with the lower total project cost and scored the other proposal's total projected cost based on its relation to the lower total projected cost. Corporate Image proposed the lower total projected cost.

Fiscal Impact

The project was approved in OCTA Fiscal Year 2025-26 Budget, Transit Division, account nos. 2162-7613-D3107-2WP, 2168-7613-D3107-2WP, 2194-7613-D3107-2WP, 0035-7613-OC102-2WP, 2136-7613-D1208-0B2, 2137-7613-D2114-0B1, 2138-7613-D2108-0GH and 2148-7613-D2140-0JT, and is funded through local funds.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250080 between the Orange County Transportation Authority and Gamboa Services, Inc. dba Corporate Image Maintenance, in the amount of \$1,462,070, for a three-year initial term with one, two-year option term to provide detail bus and streetcar cleaning and pesticide application services.

Attachments

- A. Review of Proposals, RFP 250080 Detail Bus and Streetcar Cleaning and Pesticide Application Services
- B. Proposal Evaluation Criteria Matrix, (Short-Listed Firms), RFP 250080 Detail Bus and Streetcar Cleaning and Pesticide Application Services
- C. Contract History for the Past Two Years, RFP 250080: Detail Bus and Streetcar Cleaning and Pesticide Application Service

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Review of Proposals
RFP 250080 Detail Bus and Streetcar Cleaning and Pesticide Application Services

ATTACHMENT A

Presented to Transit Committee - April 9, 2026

3 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Initial Three-Year Term Price
1	89	Gamboa Services, Inc. dba Corporate Image Maintenance Santa Ana, California	Orkin Commercial Services	The firm was established in 1994 and has 75 employees. Currently provides bus cleaning and pesticide application services for all Orange County Transportation Authority (OCTA) buses. The firm proposed a highly skilled project team with experience working on projects of similar size and scope. The proposed project manager has 30 years of experience. The proposed project team have demonstrated experience performing bus and paratransit vehicle cleaning services across multiple OCTA facilities. The firm proposed a comprehensive work plan that demonstrated a thorough understanding of the scope of work requirements. Presented approach that met the requirements outlined in the scope of work and provided comprehensive and complete responses to interview questions. Received positive responses from references. Proposed the lower average price per vehicle, as well as lowest projected total price.	30-Foot bus = \$186.08 40-Foot bus = \$210.12 60-Foot bus = \$325.95 Paratransit bus = \$107.92 Streetcar = \$435.00 Total Price = \$1,462,070
2	88	UNISERVE Facilities Services Commerce, California	K-Town Pest Control, Inc.	The firm was established in 1966 and has 750 employees. Currently provides bus cleaning and pesticide application services for Santa Monica Department of Transportation and Torrance Transit. Proposed a knowledgeable project team with a vetted and cross-trained contingency workforce available to support any base facility as needed. The proposed project manager has ten years of experience. Demonstrated understanding of scope of work and met requirements outlined. Proposed enhancements including electronic real-time task tracking and digital verification of work, Quick Response code to scan for instant reporting and feedback, client performance dashboard to identify trends, and reallocate resources accordingly for performance optimization. Presented approach that met the requirements outlined in the scope of work and provided comprehensive and complete responses to interview questions. Received positive responses from references.	30-Foot bus = \$207.04 40-Foot bus = \$316.51 60-Foot bus = \$371.68 Paratransit bus = \$184.25 Streetcar = \$529.93 Total Price = \$1,747,783

Evaluation Panel:

Internal:
Maintenance Resource Management (2)
Facilities Maintenance (2)
Contracts Administration and Materials Management (1)

Proposal Criteria

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

Weight Factors

30%
20%
25%
25%

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 250080 Detail Bus and Streetcar Cleaning and Pesticide Application Services**

Gamboa Services Inc. dba Corporate Image Maintenance						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	6	26.4
Staffing/Project Organization	4.5	4.5	4.0	4.5	4.5	4	17.6
Work Plan	4.0	4.0	4.0	4.0	4.0	5	20.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	68.0	68.0	65.0	68.0	68.0		89

UNISERVE Facilities Services						Weights	Overall Score
Evaluator Number	1	2	4	4	5		
Qualifications of Firm	4.5	4.5	4.0	4.5	4.0	6	25.8
Staffing/Project Organization	4.5	4.5	4.5	4.5	4.5	4	18.0
Work Plan	5.0	4.5	4.5	4.5	4.5	5	23.0
Cost and Price	4.2	4.2	4.2	4.2	4.2	5	21.0
Overall Score	68.0	66.0	66.0	66.0	66.0		88

Scores for non-short-listed firm was 69.

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 250080: Detail Bus and Streetcar Cleaning and Pesticide Application Services

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Corporate Image Maintenance						
Contract Type: Time and Expense	C-0-2702	Bus Detail Cleaning & Pesticide Application Services	April 16, 2021	April 30, 2026		\$ 1,887,682
Subconsultants:						
<i>Orkin Pest Control</i>						
Contract Type: Time-and-Expense	C-2-2438	Janitorial Services	November 1, 2022	October 31, 2025		\$ 3,800,328
Subconsultants:						
<i>None</i>						
Total						\$ 5,688,010
Uniserve Facilities Services						
Contract Type: N/A	None	N/A	N/A	N/A		N/A
Subconsultants:						
<i>N/A</i>						
Total						\$ -

Newport Transportation Center Relocation Feasibility Study Update





Background

- **NTC Opened for Service in 1991**
 - Hub for OC Bus service in the City serving Fashion Island employment, medical, and recreational centers
 - Key connection point for four OC Bus routes serving coastal and central Orange County
- **OCTA Study in 2023-2024**
 - Explored transit supportive development following the City's interest in relocating fire station or constructing pickleball courts on NTC site
 - Study found relocation of NTC, or non-transit uses were not viable under current conditions
- **City Council requests City staff explore relocation of Fire Station No. 3 to current NTC site in June 2025**
 - City requests a joint study with OCTA to evaluate NTC relocation

City – City of Newport Beach
OCTA – Orange County Transportation Authority
No. – Number
NTC – Newport Transportation Center
Study – Newport Transportation Center Improvement Study



Study Progress

- October 27, 2025: Board Action to Initiate Study
- December 15, 2025: Cooperative Agreement with City of Newport Beach Executed
- January 28, 2026: Jointly Selected Consultant Contract Executed
- February 10, 2026: Project Development Team Study Kickoff Meeting
- March 16, 2026: Project Development Team Meeting



Summary of Project Development Team Meetings

- Attendees included OCTA, City, and consultant staff
- In February 2026, the Project Development Team discussed overall project approach, three proposed candidate sites for potential evaluation, and data collection needs
- In March 2026, the Project Development Team discussed study goals and objectives, evaluation criteria framework, and provided an overview of site visits conducted by OCTA Operations staff

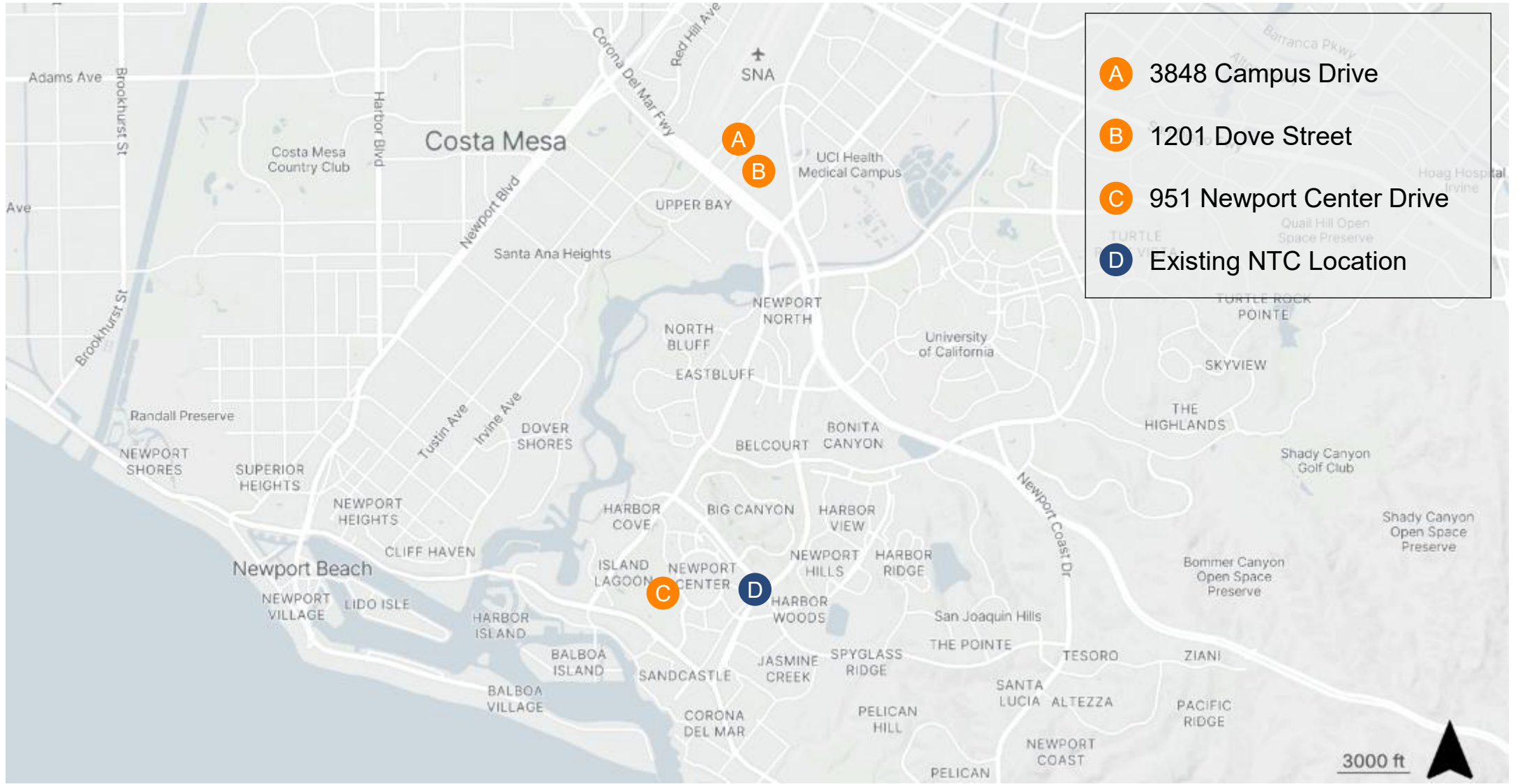


Study Goals and Objectives

- Provide Safe and Efficient Transit Operations
- Maintain or Improve on NTC Ridership and Coach Operator Services
- Align with Community Planning, Economic Development, and Local Land Use
- Minimize Environmental Impacts and Support Regulatory Compliance
- Identify Real Estate Feasibility and Legal Compliance
- Assess Infrastructure Capacity and Resilience
- Assess Financial Feasibility



Review of City Proposed Relocation Sites



- A** 3848 Campus Drive
- B** 1201 Dove Street
- C** 951 Newport Center Drive
- D** Existing NTC Location

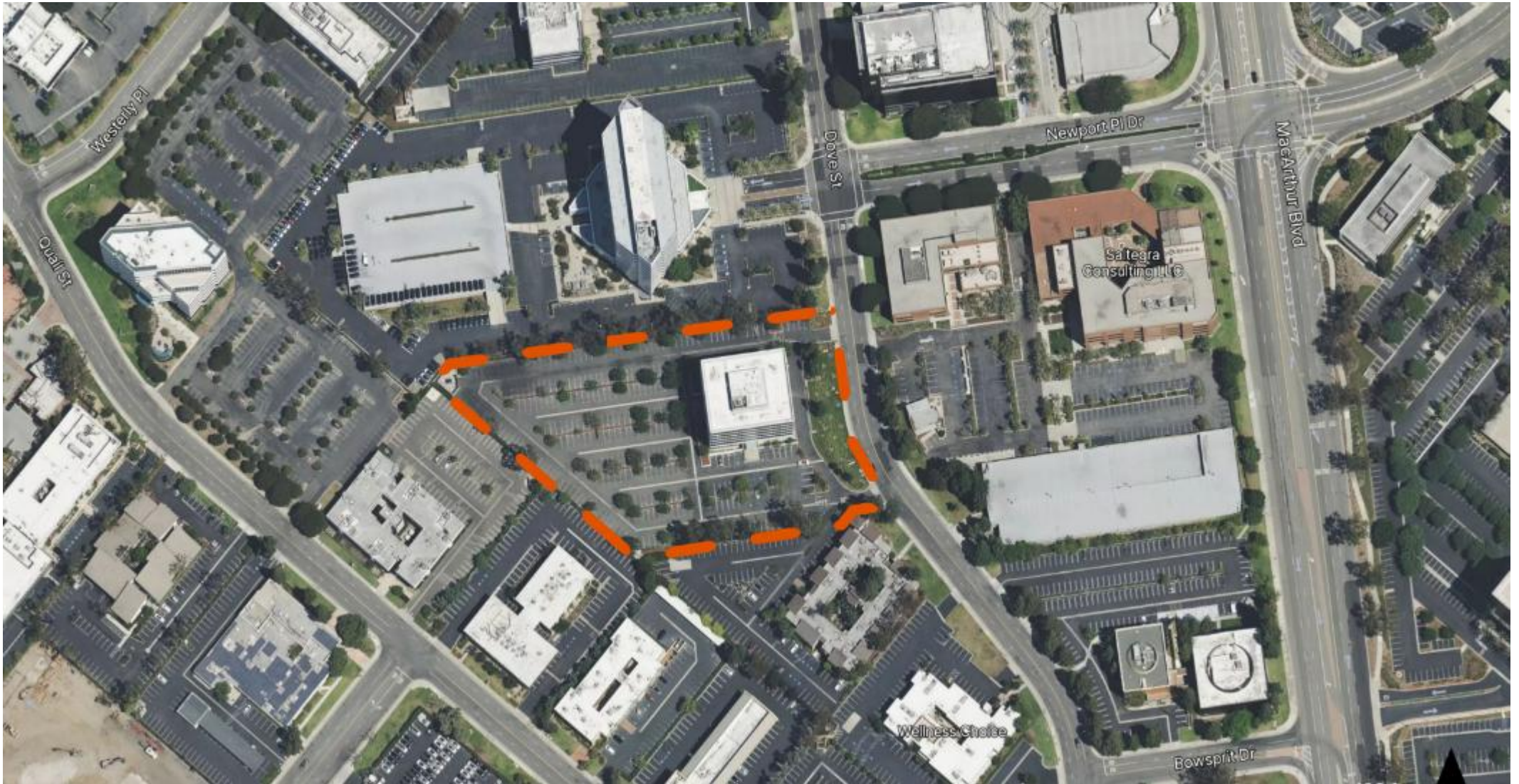


Existing Newport Transportation Center



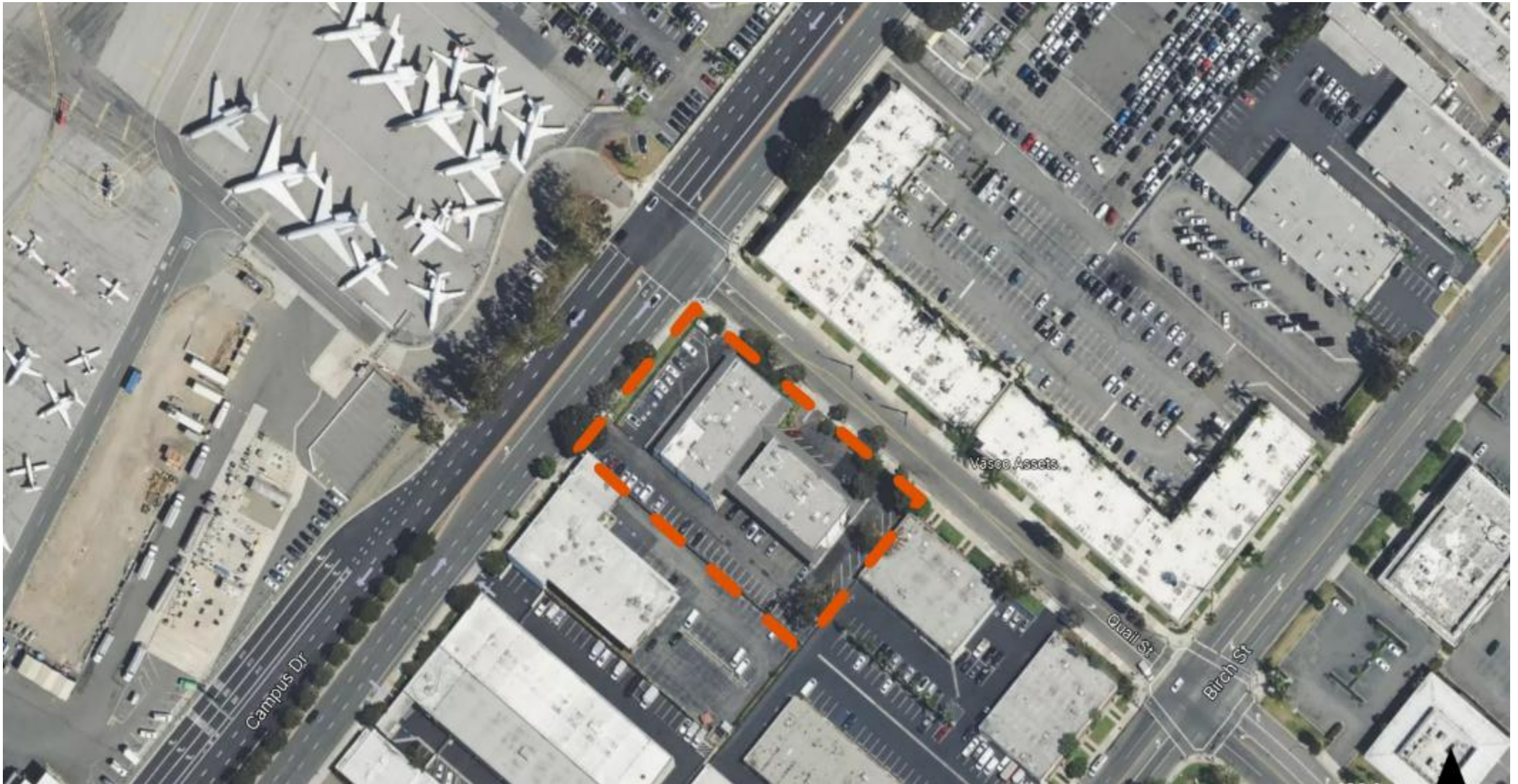


1201 Dove Street



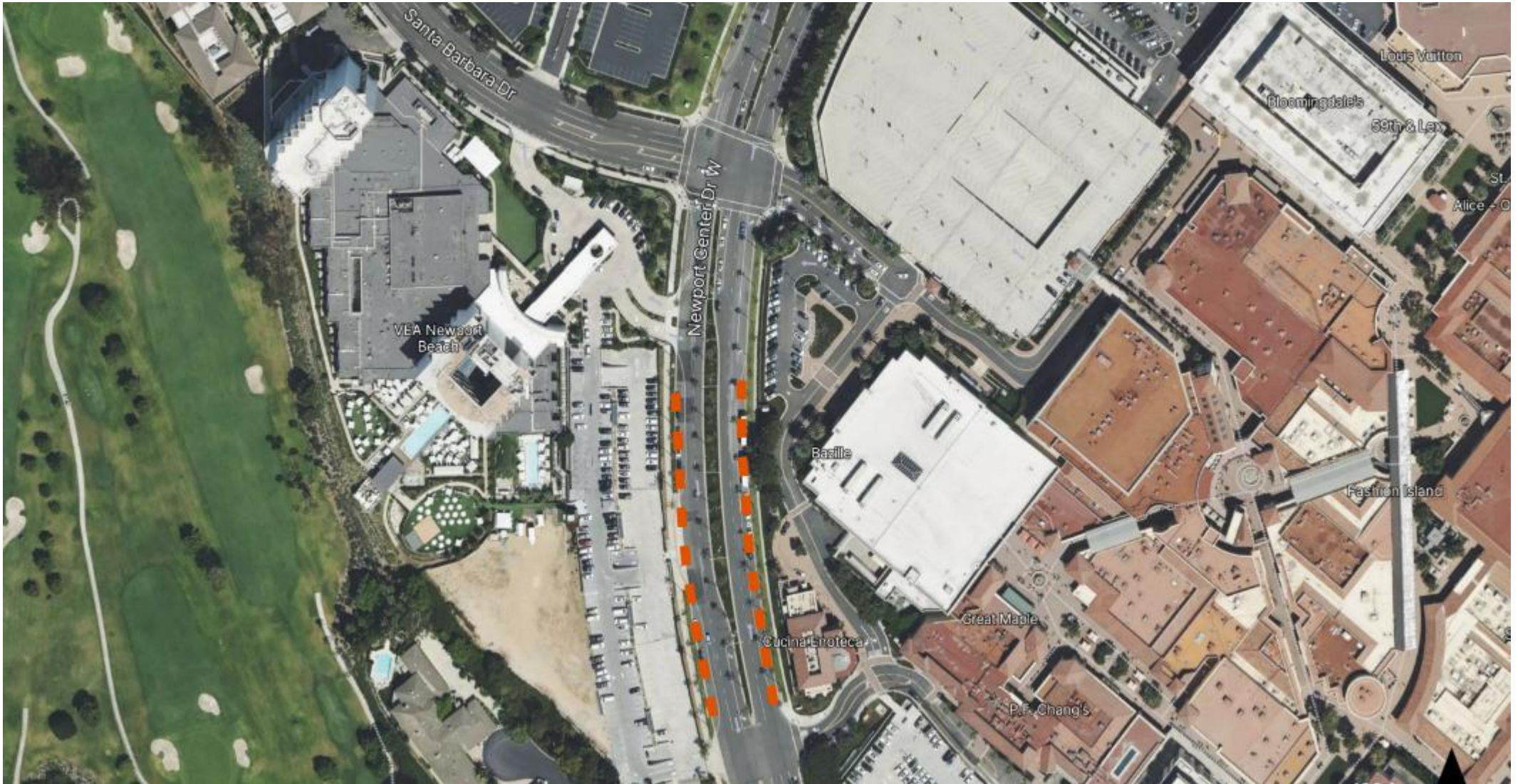


3848 Campus Drive





951 Newport Center Drive





Evaluation Criteria Framework

- Transit Center Functionality
- Operational Continuity, Network Performance, and Ridership
- Access, Community Connectivity, and Equity
- Land Use and Strategic Compatibility
- Fiscal Responsibility and Implementation Feasibility
- Legal and Regulatory Constraints



Evaluation Criteria Framework (continued)



Transit Center Functionality

- Can the site support safe, efficient, and scalable transit operations?
- Evaluates bus circulation, layover capacity, passenger flow and amenities, ADA access, and ability to maintain or improve operational performance

Ridership, Network Performance, and Operational Continuity

- Will the location maintain or enhance access for existing and future riders?
- Assesses travel times, transfer efficiency, regional connectivity, and access to key employment and activity centers



Evaluation Criteria Framework (continued)

Access, Equity, and Community Connectivity

- Does the site provide equitable and convenient access to transit?
- Reviews pedestrian and bicycle access, first/last mile connections, Title VI considerations, and impacts to transit-dependent populations

Land Use and Strategic Compatibility

- Is the site compatible with surrounding uses and long-term planning goals?
- Evaluates consistency with the City's General Plan, growth areas, housing strategy, and OCTA's regional mobility objectives





Evaluation Criteria Framework (continued)



Fiscal Responsibility and Implementation Feasibility

- Is the project economically viable and deliverable?
- Compares capital and operating costs, funding responsibilities, lifecycle considerations, phasing, and constructability

Legal and Regulatory Compliance

- Can the site meet applicable federal, state, and local requirements?
- Assesses FTA property requirements, deed restrictions, environmental clearance pathways, and other statutory constraints



Screening and Evaluation

Threshold Screening		Comparative Evaluation
Does the site meet minimum requirements?		How does each viable site perform across the criteria?
<ul style="list-style-type: none">• Ability to support core transit operations• No critical implementation barriers		<ul style="list-style-type: none">• Quantitative data (ridership impacts, travel times, cost estimates)• Qualitative analysis (land-use compatibility, implementation risk)• Consistent assumptions across all alternatives
Sites that do not meet minimum thresholds will not advance		Results will be summarized in a comparative matrix
No critical flaws identified within the proposed sites at this stage		



Study Timeline

	2/26	3/26	4/26	5/26	6/26	7/26	8/26	9/26	10/26	11/26	12/16
1: Project Management			★		★					★	
1A: Project Management											
1B: Public Outreach and Engagement											
2. Baseline Conditions and Needs Assessment											
3. Evaluation Criteria Development											
4: Site Relocation Assessment											
4A: Alternative NTC Site Identification											
4B. Fire Station #3 Relocation Summarization											
4C. NTC Relocation Assessment											
5: Environmental, Sustainability, and Technical Analysis											



Interim Study Update



OCTA Transit Committee and Board Update



Next Steps

- April 20, 2026, Project Development Team Meeting Scheduled
- Complete the Baseline Conditions and Needs Assessment
- Development of Conceptual Site Plans
- Site Relocation Assessment Process