



Orange County Transportation Authority

Transit Committee Agenda

Thursday, December 14, 2023 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Steve Jones, Chairman
Fred Jung, Vice Chairman
Andrew Do
Jessie Lopez
Tam Nguyen
Vicente Sarmiento

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 listen to audio live streaming of the Board and 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. Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. Comments shall be limited to three minutes.

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.

TRANSIT COMMITTEE MEETING AGENDA

Call to Order

Pledge of Allegiance

Director Nguyen

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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

1. **Approval of Minutes**

Clerk of the Board

Recommendation

Approve the minutes of the November 9, 2023 Transit Committee meeting.

Attachments:

[Minutes](#)

2. **Agreement for Seal Coat and Striping at Irvine Construction Circle Bus Base**

George Olivo/James G. Beil

Overview

The Irvine Construction Circle Bus Base needs pavement seal coat and striping in the bus yard to maintain a state of good repair. An invitation for bids was released on September 11, 2023. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2761 between the Orange County Transportation Authority and Prestige Striping Services, Inc., doing business as Prestige Paving Company, the lowest responsive, responsible bidder, in the amount of \$214,206, for the seal coat and striping project at the Irvine Construction Circle Bus Base.

Attachments:

[Staff Report](#)

TRANSIT COMMITTEE MEETING AGENDA

3. **Award of Sole Source Agreement for the Purchase of Trapeze Itinerary Planning Assistant Solution**

Melissa Mungia/Johnny Dunning, Jr.

Overview

The Orange County Transportation Authority utilizes software from Trapeze Software Group, Inc. for the operation and management of the OC ACCESS paratransit service. Board of Directors authorization is requested for the purchase of an additional software module to enhance the customer experience and operational efficiency of the service.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2884 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$108,543, for the purchase of the Trapeze PASS-Itinerary Planning Assistant software for a one-year term.

Attachments:

[Staff Report](#)

4. **February 2024 Bus Service Change**

Eric Hoch/Kia Mortazavi

Overview

The proposed February 2024 bus service change consists of the implementation of minor adjustments in response to customer comments and operator feedback. The upcoming changes are consistent with the regular service change process.

Recommendation

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

Regular Calendar

5. Contract Change Orders for the Construction of the OC Streetcar Project

Ross Lew/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for work to address pavement modifications and restoration along embedded tracks and grade crossings, Fourth Street extended work hours additional funding, buried overhead contact system pole grounding, schedule impacts associated with time impact evaluation 12, shore power at the maintenance and storage facility, and intumescent fireproof coating on structural steel at the maintenance and storage facility.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 77.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1 million, for pavement modifications and restoration along embedded tracks and grade crossings.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 150.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for Fourth Street extended work hours additional funding.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$123,643, for buried overhead contact system pole grounding.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 195.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$535,000, for schedule impacts associated with time impact evaluation 12.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 196 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$600,000, for shore power at the maintenance and storage facility.
- F. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 201.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$123,039, for intumescent fireproof coating on structural steel at the maintenance and storage facility.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

6. Agreement for Concrete Repairs at Irvine Sand Canyon Bus Base and Newport Transportation Center

George Olivo/James G. Beil

Overview

The Irvine Sand Canyon Bus Base and the Newport Transportation Center require concrete repairs in the bus yard and bus drive areas to maintain a state of good repair. An invitation for bids was released on September 18, 2023. Bids were received in accordance with Board of Directors-approved public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find CT&T Concrete Paving, Inc., the apparent low bidder, as non-responsive due to failure to meet the federal requirement for Disadvantaged Business Enterprise participation.

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2755 between the Orange County Transportation Authority and Falkon Construction Inc., the lowest responsive, responsible bidder, in an amount of \$841,820, for the concrete repairs at the Irvine Sand Canyon Bus Base and the Newport Transportation Center.

Attachments:

[Staff Report](#)

Discussion Items

7. OC Streetcar Project Video Update

Ross Lew/James G. Beil

Overview

Staff will present a video highlighting OC Streetcar construction activities.

8. OC Bus and OC ACCESS Services Update

Kim Tucker/Johnny Dunning, Jr.

Overview

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

Attachments:

[Presentation](#)

TRANSIT COMMITTEE MEETING AGENDA

9. Pre- and Post-Coronavirus Ridership Changes

Kurt Brotcke/Kia Mortazavi

Overview

Orange County bus ridership plummeted in 2020 in response to the Coronavirus and related actions. Since that time, Orange County Bus ridership has returned to near pre-pandemic levels. Staff will present information on how Orange County Bus ridership compares to other transit agencies and sub-regions of Orange County.

Attachments:

[Presentation](#)

10. Public Comments

11. Chief Executive Officer's Report

12. Committee Members' Reports

13. Adjournment

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

9:00 a.m. on Thursday, January 11, 2024

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Steve Jones, Chairman
Fred Jung, Vice Chairman
Jessie Lopez
Tam Nguyen
Vicente Sarmiento

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, Clerk of the Board Specialist, Principal
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Andrew Do

Call to Order

The November 9, 2023, regular meeting of the Transit Committee was called to order by Committee Chairman Jones at 9:06 a.m.

Consent Calendar (Items 1 through 6)

1. Approval of Minutes

A motion was made by Committee Vice Chairman Jung, seconded by Director Sarmiento, and declared passed by those present, to approve the minutes of the October 12, 2023 Transit Committee meeting.

Director Lopez was not present to vote on this item.

2. Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2022 23

A motion was made by Committee Vice Chairman Jung, seconded by Director Sarmiento, and declared passed by those present, to receive and file as an information item.

Director Lopez was not present to vote on this item.

3. Amendment to Agreement for Hydrogen Station Operation, Maintenance, and Fuel Delivery

A motion was made by Committee Vice Chairman Jung, seconded by Director Sarmiento, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-7-1577 between the Orange County Transportation Authority and Trillium USA Company LLC, in the amount of \$625,049, to exercise the second option term of the agreement from January 1, 2024 through December 31, 2024, for continued hydrogen station operation, maintenance, and hydrogen fuel delivery. This will increase the maximum obligation of the agreement to a total contract value of \$8,651,734.

Director Lopez was not present to vote on this item.



4. Amendment to Agreement for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

A motion was made by Committee Vice Chairman Jung, seconded by Director Sarmiento, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Mobility, Inc., in the amount of \$1,725,750, to purchase additional spare parts, special tools and test equipment. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$54,558,983.

Director Lopez was not present to vote on this item.

5. Amendment No. 9 to Cooperative Agreement No. C-0-1892 with the City of Irvine for Proposition 116 Replacement Funds

A motion was made by Committee Vice Chairman Jung, seconded by Director Sarmiento, and declared passed by those present, to authorize the Chief Executive Officer or his designee to negotiate and execute Amendment No. 9 to Cooperative Agreement No. C-0-1892, which allows both the City of Irvine and the Orange County Transportation Authority to use Proposition 116 payback funds to support ongoing transit services in and the transfer of vehicles to the City of Irvine.

Director Lopez was not present to vote on this item.

6. 2024 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects

This item was pulled by Director Sarmiento.

Adriann Cardoso, Department Manager, Capital Programming, provided a report on this item.

Director Sarmiento suggested that the language referring to areas served be expanded to be more specific to include looking at proposals that highlight residential areas, accessibility, and new developments/projects for seniors and those with special needs to better serve the community.

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

- A. Approve proposed revisions to the Comprehensive Transportation Funding Programs guidelines for the Project V Community-Based Transit Circulators Program.



- B. Authorize staff to issue the 2024 Measure M2 Community-Based Transit Circulators Program call for projects.

Discussion Items

7. OC Streetcar Project Video Update

Ross Lew, Program Manager, provided a presentation on this item.

A discussion ensued among the Members and staff regarding the following:

- Equipment staging areas
- Removal of fencing
- Continued work with Nova Academy for student safety
- Preservation of Native American remains in the project area

No action was taken on this item.

8. OC Bus and OC ACCESS Services Update

Kim Tucker, Department Manager, Scheduling and Bus Operations Support, and Ryan Maloney, Manager, Marketing and Data Analytics, provided a presentation on this item.

A discussion ensued among the Members and staff regarding the following:

- Options for on-board messaging to riders
- Dip in on-time performance levels when school starts
- Youth ride free program affects on ridership

No action was taken on this item.

9. Public Comments

No public comments were received.

10. Chief Executive Officer's Report

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

- Clean Bus Conference
- OC Transit Vision



9. Committee Members' Reports

Director Lopez thanked staff for attending City sponsored events and providing information to the community.

10. Adjournment

The meeting adjourned at 9:38 a.m.

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

9:00 a.m. on Thursday, December 14, 2023

OCTA Headquarters

550 South Main Street

Orange, California



December 14, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Seal Coat and Striping at Irvine Construction Circle Bus Base

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

Overview

The Irvine Construction Circle Bus Base needs pavement seal coat and striping in the bus yard to maintain a state of good repair. An invitation for bids was released on September 11, 2023. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2761 between the Orange County Transportation Authority and Prestige Striping Services, Inc., doing business as Prestige Paving Company, the lowest responsive, responsible bidder, in the amount of \$214,206, for the seal coat and striping project at the Irvine Construction Circle Bus Base.

Discussion

The Orange County Transportation Authority (OCTA) purchased the Irvine Construction Circle Bus Base from Laidlaw Transportation (Laidlaw) in 2006. Transportation facilities on the property were originally constructed for Laidlaw in 2000. The Irvine Construction Circle Bus Base is currently used solely by OCTA's contract operator for the daily operation and maintenance of the OC ACCESS service. Asphalt pavement maintenance is necessary every five to seven years to prolong the life of the asphalt pavement, enhance parking safety, and to maintain a state of good repair. Based on a recent assessment, the Irvine Construction Circle Bus Base is in need of asphalt pavement crack filling, seal coat, and new painted stripe markings in the bus yard.

Procurement Approach

This procurement was handled in accordance with OCTA’s Board of Directors (Board)-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require contracts to be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 3-2761 was released on September 11, 2023, through OCTA’s CAMM NET system. The project was advertised on September 11 and September 18, 2023, in a newspaper of general circulation. A pre-bid conference was held on September 19, 2023, and was attended by three firms. Two addenda were issued to provide the pre-bid conference registration sheet and presentation, as well as to handle administrative issues related to the IFB. On October 9, 2023, two bids were received and publicly opened.

All bids were reviewed by staff from both the Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with the contract terms and conditions and technical specifications. The list of bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Prestige Striping Services, Inc., doing business as Prestige Paving Company (Prestige) Corona, California	\$214,206
Century Paving, Inc. La Mirada, California	\$278,415

The OCTA engineer’s estimate for the project was \$135,000. The recommended firm’s bid is 59 percent higher than the OCTA engineer’s estimate and is considered by staff to be reasonable and acceptable due to the current unstable, unpredictable, and fluctuating oil prices, which affects the price of seal coat material.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Prestige, the lowest responsive, responsible bidder, in the amount of \$214,206, for the seal coat and striping project at the Irvine Construction Circle Bus Base.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 1722-7611-D3120-TX3, and is funded through Federal Transit Administration 5337 State of Good Repair Formula grant funds, Revenue Account No. 0030-6049-D3120-MNK.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2761 between the Orange County Transportation Authority and Prestige Striping Services, Inc., doing business as Prestige Paving Company, the lowest responsive, responsible bidder, in the amount of \$214,206, for the seal coat and striping project at the Irvine Construction Circle Bus Base.

Attachment

None.

Prepared by:



George Olivo, P.E.
Program Manager
(714) 560-5872

Approved by:



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



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



December 14, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Award of Sole Source Agreement for the Purchase of Trapeze Itinerary Planning Assistant Solution

Overview

The Orange County Transportation Authority utilizes software from Trapeze Software Group, Inc. for the operation and management of the OC ACCESS paratransit service. Board of Directors authorization is requested for the purchase of an additional software module to enhance the customer experience and operational efficiency of the service.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2884 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$108,543, for the purchase of the Trapeze PASS-Itinerary Planning Assistant software for a one-year term.

Discussion

Trapeze Software Group, Inc. (Trapeze) provides proprietary trip scheduling, routing, and dispatching software modules to approximately 600 transit agencies in North America. In the Southern California region, these agencies include Los Angeles Access Services, OmniTrans, Riverside Transit Agency, San Diego Metropolitan Transit System, and the Orange County Transportation Authority (OCTA).

Trapeze software modules are used to schedule and dispatch trips, and generate operating data, trip data, and financial reporting data for the OC ACCESS service. To improve the administration and operation of the OC ACCESS service, staff is requesting approval to add the Trapeze PASS-Itinerary Planning Assistant (IPA) software to the current Trapeze platform.

OC ACCESS is OCTA's complementary paratransit service, and as required under the Americans with Disabilities Act (ADA), paratransit service must be comparable to the level of service provided to individuals who use the fixed-route system in terms of service area, operating hours, and travel time. To ensure travel time comparability, OC ACCESS has a defined trip-length performance standard. In the current operating environment, the OC ACCESS contractor utilizes settings in Trapeze PASS to set maximum trip lengths according to trip mileage, to meet the trip-length performance standard.

The Trapeze PASS-IPA solution will allow OCTA to store fixed-route service data within the Trapeze platform, allowing the OC ACCESS contractor the ability to obtain comparable fixed-route trip information at the time each OC ACCESS trip is scheduled. The addition of Trapeze PASS-IPA will provide valuable information to enhance scheduling of OC ACCESS trips by accounting for comparable fixed-route travel time at the time of scheduling, to increase operational efficiency and performance. Additionally, OC ACCESS riders will have the opportunity to determine whether a fixed-route trip is possible at the specified date and time, and what the fare and travel time are for such a fixed-route alternative.

This solution will provide various benefits, which include an increase in productive shared rides and a decrease in excessive travel time violations for OC ACCESS trips.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for a sole source procurement.

Trapeze is the exclusive owner of all proprietary rights for Trapeze PASS-IPA software and the sole provider to any related maintenance, hardware, development, customization, and consulting services required to support the software. Trapeze meets OCTA's criteria for being a sole source provider. Based on its technical ability and financial status, Trapeze is deemed responsible.

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

In accordance with OCTA's sole source procurement procedures, a sole source over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of Trapeze's proposed pricing. Trapeze did not provide

a detailed cost breakdown of the proposed price. Instead, Internal Audit applied the agreed-upon comparative procedures to prices proposed by Trapeze to contracted rates between Trapeze and another transit agency. The review confirmed that the Trapeze PASS-IPA licenses and implementation service fees were lower than the agreed-upon procedures rates in the areas of licensing and implementation services. Internal Audit's report recommended adjustments for the maintenance portion. Therefore, staff performed a comparative price analysis on the maintenance fee for the first year of PASS-IPA and determined that the quoted pricing from Trapeze is lower than what Maryland Transit Administration has paid for similar maintenance fees. As a result, pricing is deemed fair and reasonable.

Agencies	License Fee	Maintenance Fee
OCTA's PASS-IPA (2023)	\$ 85,381	\$ 17,076
Maryland Transit Administration (2020)	\$ 93,101	\$ 18,620

Fiscal Impact

Funding for this purchase was approved in OCTA's Fiscal Year 2023-24 Budget, Specialized Transit Services, Account No. 2147-9028-D4302-2Z3.

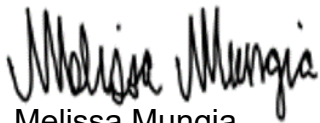
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-3-2884 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$108,543, for the purchase of the Trapeze PASS-Itinerary Planning Assistant solution.

Attachment

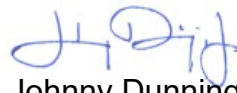
None.

Prepared by:



Melissa Mungia
Section Manager,
Specialized Transit Services
(714) 560-5581

Approved by:



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



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



December 14, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "DEJ", with the word "For" written in smaller letters above it.

Subject: February 2024 Bus Service Change

Overview

The proposed February 2024 bus service change consists of the implementation of minor adjustments in response to customer comments and operator feedback. The upcoming changes are consistent with the regular service change process.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) generally implements regular schedule and route revisions to selected OC Bus routes up to four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on February 11, 2024.

Discussion

Since the initial state emergency declaration due to the coronavirus in March 2020, OCTA has made numerous adjustments to bus service. These changes have been implemented strategically to support ridership trends, requests from customers and coach operators, and changes in travel behavior and traffic conditions.

The proposed changes for the February 2024 service change will focus on improvements to service quality and reliability. This service change will result in on-time performance improvements on routes 35, 43, 55, and 71, the conversion of two existing short-turn trips into longer trips on routes 42 and 47, and a layover adjustment on Route 56 so that all weekday trips end at the same location. No realignment or discontinuation of bus routes are included in this service change. The recommendations are detailed in Attachment A and represented in Attachment B.

The proposed changes will result in a minor increase bus service levels (plus 1.2 revenue hours per day or 314 additional revenue hours annually). System-wide service levels will remain at about 1.47 million annual revenue vehicle hours.

Summary

The proposed February 2024 bus service change will result in minor adjustments to OC Bus service. These adjustments include improvements to service quality and reliability. Customers will be notified of the changes three weeks prior to implementation.

Attachments

- A. February 2024 Service Change: Bus Route Recommendations
- B. February 2024 Service Change: Bus Route Recommendations

Prepared by:



Eric Hoch
Transportation Analyst, Sr.
(714) 560-5830

Approved by:



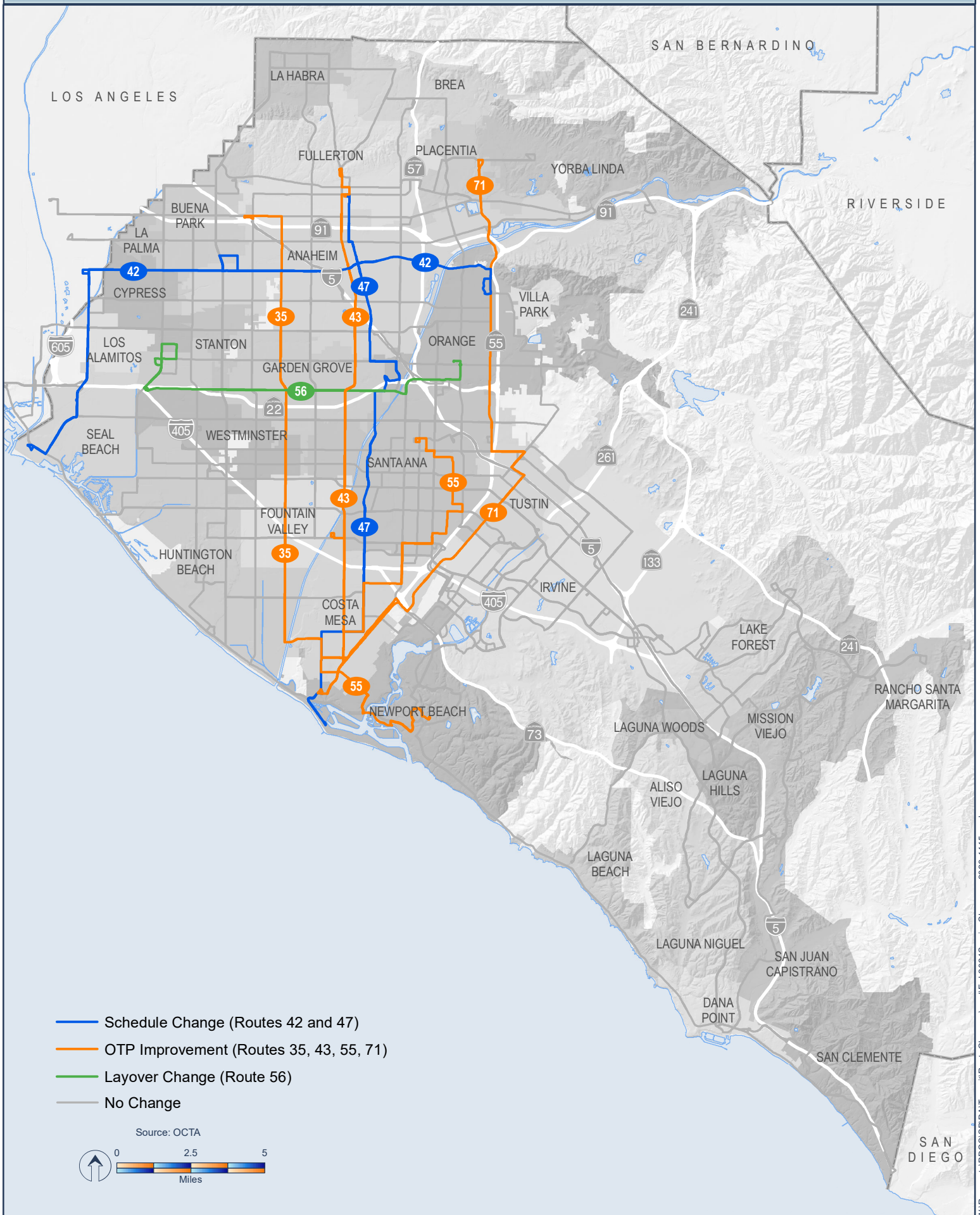
Kia Mortazavi
Executive Director, Planning
(714) 560-5741

February 2024 Service Change: Bus Route Recommendations		CHANGE IN SERVICE LEVELS				
		WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
35	Improve OTP	(0.05)	-	-	(12.75)	-
42	Extend first weekday EB short trip at 5:08am to begin at the City of Seal Beach	0.43	-	-	109.65	-
43	Improve OTP	0.08	-	-	20.40	-
47	Extend first weekday SB short trip at 4:45am to begin at the Fullerton Transportation Center	0.53	-	-	135.15	-
55	Improve OTP	0.22	-	-	56.10	-
56	All trips will layover at Belgrave Avenue & Valley View Street on weekdays	0.02	-	-	5.10	-
71	Improve OTP	-	-	-	-	-
Total		1.23	-	-	313.65	-

Acronyms

- EB - Eastbound
- OTP - On-time performance
- RVH - Revenue vehicle hour
- SAT- Saturday
- SB - Southbound
- SUN - Sunday
- WKD - Weekday

February 2024 Service Change: Bus Route Recommendations





December 14, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Subject: Contract Change Orders for Construction of the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. Contract change orders are required for work to address pavement modifications and restoration along embedded tracks and grade crossings, Fourth Street extended work hours additional funding, buried overhead contact system pole grounding, schedule impacts associated with time impact evaluation 12, shore power at the maintenance and storage facility, and intumescent fireproof coating on structural steel at the maintenance and storage facility.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 77.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,300,000, for pavement modifications and restoration along embedded tracks and grade crossings.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 150.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for Fourth Street extended work hours additional funding.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$123,643, for buried overhead contact system pole grounding.

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 195.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$535,000, for schedule impacts associated with time impact evaluation 12.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 196 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$600,000, for shore power at the maintenance and storage facility.
- F. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 201.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$123,039, for intumescent fireproof coating on structural steel at the maintenance and storage facility.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. Since then, the Project has progressed with several construction activities continuing to advance in all segments, as shown in Attachment A.

Construction is approximately 80 percent complete. Construction milestones include the substantial completion of the Santa Ana River and Westminster Avenue bridges with the placement of concrete plinths and rails. Fairview Street and Fifth Street at-grade crossings are completed with train warning and gate systems installed but not activated. In the Pacific Electric Right-of-Way portion of the alignment, fence installation is ongoing. At the maintenance and storage facility, key activities near completion include installation of exterior walls, conduit and piping, roofing material, girder painting, heating, ventilation, air conditioning, and yard tracks.

A project milestone was achieved in October 2023 when the last of the overhead contact system (OCS) poles were installed. Another project milestone was achieved in September 2023 when the remaining embedded tracks were installed at the Santa Ana Boulevard and Santiago Street intersection. This represents 100 percent of embedded tracks installed in Segments 2, 3, 4, and 5.

Other ongoing construction activities include placement of new traffic signal poles at various street intersections, installation of OCS hardware, service connections for the four traction power substations, sidewalk restoration, and station platform improvements.

For the benefit of the Project and to mitigate potential damages from delays, staff is requesting Board authorization of the following contract change orders (CCO).

Pavement Modifications and Restoration Along Embedded Tracks and Grade Crossings

Grade differentials were encountered between the existing street pavement and the embedded tracks along Santa Ana Boulevard, including at street intersections and grade crossings at Fairview Street and Fifth Street. This required substantial pavement grinding adjacent to the embedded tracks and grade crossings, and repaving to provide a smooth transition and accommodate surface drainage. To advance the Project without further delay, CCO No. 77, in the amount of \$208,000, was issued. Supplemental CCOs No. 77.1 and 77.2, in the amounts of \$400,000 and \$480,000, respectively, were previously approved by the Board and issued to Walsh to continue implementing pavement modifications along embedded tracks and grade crossings. The effort to transition into the existing pavement has been more challenging than anticipated due to the pavement elevation differential. This differential was caused by pavement settlement over time and asphalt overlay by the City of Santa Ana maintenance. The current authorized amount is anticipated to be expended by the end of the year. For efforts in Segments 3 and 5, the remaining work includes reconstruction of the full roadway pavement section since grinding would not work due to the large elevation differential. At several locations in Segments 2, 3, 4, and 5, the existing pavement surface deteriorated due to traffic detours and placement of construction equipment. These locations require restoration with pavement grinding in asphalt overlay. To complete the remaining roadway pavement work, supplemental CCO No. 77.3, in the amount of \$1,300,000, is required.

Fourth Street Extended Work Hours Additional Funding

On February 1, 2022, construction for embedded track began on Fourth Street and immediately after the start of construction, businesses along Fourth Street expressed concerns related to detour signage, safety, pedestrian accessibility, and construction dust and debris. The concerns were shared by various businesses at OCTA Board and Santa Ana City Council meetings. To minimize disruption to local businesses, staff directed Walsh to extend work hours and work on weekends to construct and reopen Fourth Street earlier than planned.

CCO No. 150 and supplemental CCO No. 150.1, in the amounts of \$500,000 and \$800,000 respectively, were previously approved by the Board and issued to Walsh to expedite the work on Fourth Street. The effort was successful and the seven blocks of roadway work was completed and fully opened to the public on November 18, 2022, and before Thanksgiving. Due to late billings by Walsh and their subcontractors, an accounting of the total cost was performed, and it was determined the cost of the extended work hours on Fourth Street exceeded the current change order amount. Supplemental CCO No. 150.2, in the amount of \$250,000, is needed to resolve the cost for the Fourth Street work.

Buried OCS Pole Grounding

Due to the many elements within the Project that generate electrical currents, additional grounding is needed to ensure public safety. Copper electrical grounding wires are used to carry excess electrical energy away from an electrical circuit and into the ground to safely discharge. The Project has encountered theft of copper wires at several OCS poles where the copper wire exits the pole base and enters the ground. To prevent the ongoing theft, it was determined that a metal plate will be welded at 100 pole bases to conceal the copper grounding wires. CCO No. 173, in the amount of \$209,500, was initiated to immediately implement this deterrent. Supplemental CCO No. 173.1, in the amount of \$123,643, is required to complete the work.

Schedule Impacts Associated with Time Impact Evaluation (TIE) 12

On September 16, 2020, Native American remains were unearthed during project construction at the maintenance and storage facility (MSF). CCO No. 195 was executed to extend the contract completion by 54 days due to delays related to the Native American remains at the MSF. On April 24, 2023, the Board approved a not-to-exceed CCO of \$2 million to be used for the Native American burial memorial and for various bid items that are associated with the delays in TIE 12, including progress schedule, time-related overhead, administration, storage, quality control program, storm water pollution prevention plan implementation and maintenance, automated time lapse camera, and traffic control system. Following negotiations with Walsh, supplemental CCO nos. 195.1 and 195.2, in the amounts of \$1,249,403.38 and \$245,501, respectively, were issued to Walsh for the bid item costs and burial memorial work. The remaining balance from the \$2 million is \$505,095.62. Recently, staff completed another evaluation of TIE 12 and determined that there is an additional 47 days due to delays related to the Native American remains. CCO No. 195.3 is needed to extend the contract completion by 47 days with merited compensation related to various bid items. Utilizing the remaining balance of \$505,095.62, CCO No. 195.3 is in the amount of \$535,000.

Shore Power at the MSF

Shore power is an alternative way of providing power for the essential functions during vehicle maintenance without the need to power the OCS. When maintenance crews are inspecting the top of the vehicle or performing other electronic testing/inspections, the electrification to the OCS wires are required to be deactivated for safety. Therefore, shore power is required to provide an alternative energy source for the vehicle. During construction, it was determined that the MSF did not incorporate shore power for the streetcar vehicles. The plug-in shore power requires a long lead time for the various equipment, and CCO No. 196, in the amount of \$600,000, is required to procure the needed equipment and avoid further delays to the construction.

Intumescent Fireproof Coating on Structural Steel at the MSF

For fire protection, intumescent fireproof coating is a material used to help retain the structural integrity of steel members by maintaining an effective thermal barrier . At the MSF, the Project contract documents require that structural steel members within critical electrical rooms have fireproof coating. Prior to the placement of the coating, it was determined that structural steel members extend beyond the electrical rooms. Therefore, the required area of coating increased. CCO No. 201, in the amount of \$450,000, was approved by the Board and issued to Walsh to provide additional intumescent fireproof coating. Within the MSF main building, numerous utility hangers are connected to steel members to support utility and communication lines, and heating and air condition ducts. Placing and inspecting the fireproof coating at the connections for the utility hangers required more effort than anticipated. To advance the Project without further delay, supplemental CCO No. 201.1, in the amount of \$123,039, is required.

The CCOs will be paid as a combination of a lump sum and time-and-expense basis to the contractor after labor and equipment quantities are confirmed through daily extra work reports prepared by Walsh and approved by the construction management team. The cost of the work associated with these CCOs will be funded from the project budget as previously approved by the Board on April 24, 2023.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO nos. 77.3, 150.2, 173.1, 195.3, 196, and 201.1, in the cumulative amount of \$2,931,682, will increase the cumulative value of the contract to \$293,786,253, as shown in Attachment B. Board approval is required for CCO nos. 77.3, 150.2, 173.1, 195.3, 196, and 201.1 pursuant to the State of California Public Contracting Code Section 20142. These CCOs will be issued with a reservation of rights to advance the Project pending resolution of disputes between OCTA and Walsh. The statements in this report are made in the context of, and subject to, OCTA's reservation of rights.

Fiscal Impact

The additional work for this Project is included in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, account nos. 0051-TS010-9017-Z32, 0051-TS010-9017-Z47, 0051-TS010-9017-Z48, and 0051-TS010-9017-Z54, and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds.

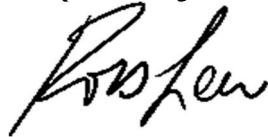
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute CCO No. 77.3, in the amount of \$1,300,000, for pavement modifications and restoration along embedded tracks and grade crossings, CCO No. 150.2, in the amount of \$250,000, for Fourth Street work additional funding, CCO No. 173.1, in the amount of \$123,643, for buried OCS pole grounding, CCO No. 195.3, in the amount of \$535,000, for schedule impacts associated with TIE 12, CCO No. 196, in the amount of \$600,000, for shore power at the MSF, and CCO No. 201.1, in the amount of \$123,039, for intumescent fireproof coating on structural steel at the MSF to Agreement No. C-7-1904 between the Orange County Transportation Authority and Walsh Construction Company II, LLC for the construction of the Project.

Attachments

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

Prepared by:



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Sr. Program Manager
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Approved by:



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

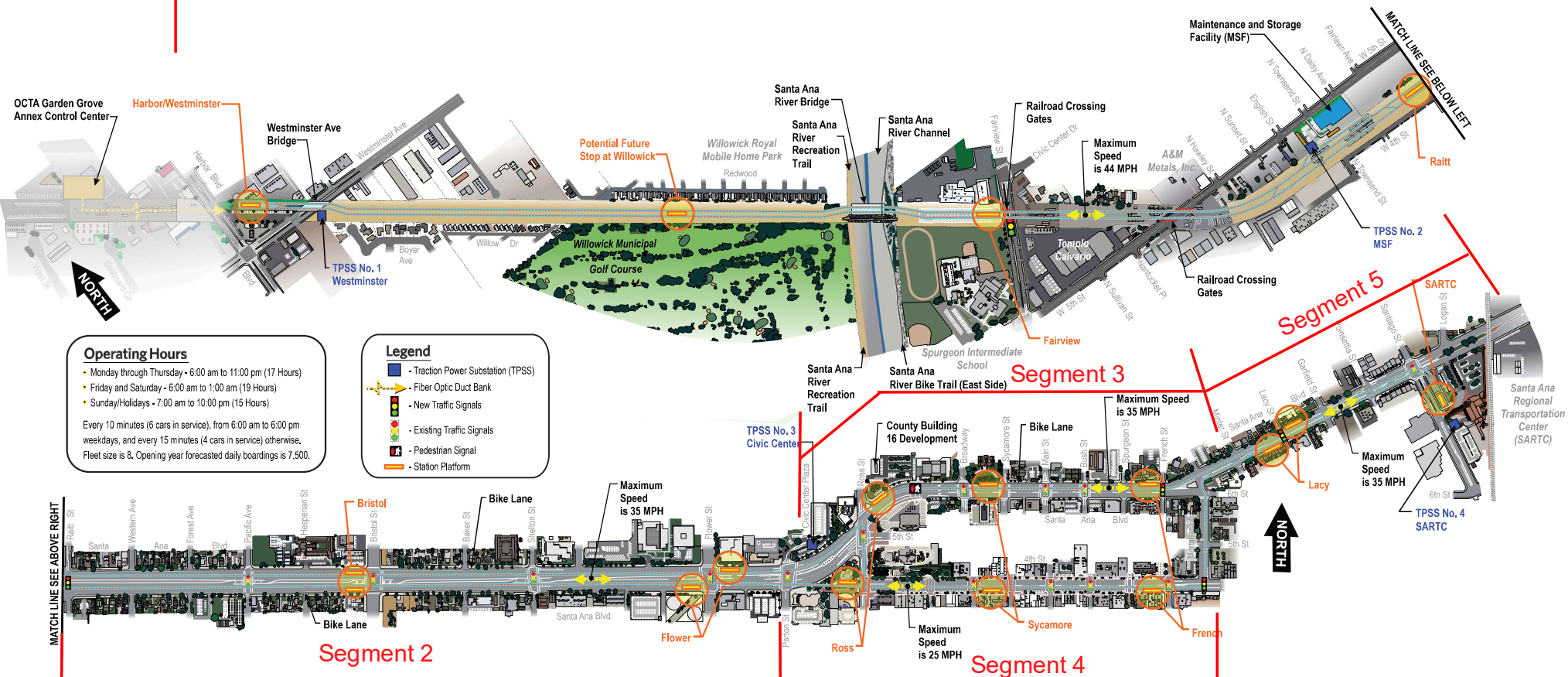


Pia Veesapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



Project Map

Segment 1



Operating Hours

- Monday through Thursday - 6:00 am to 11:00 pm (17 Hours)
- Friday and Saturday - 6:00 am to 1:00 am (19 Hours)
- Sunday/Holidays - 7:00 am to 10:00 pm (15 Hours)

Every 10 minutes (6 cars in service), from 6:00 am to 6:00 pm weekdays, and every 15 minutes (4 cars in service) otherwise. Fleet size is 8. Opening year forecasted daily boardings is 7,500.

Legend

- Traction Power Substation (TPSS)
- Fiber Optic Duct Bank
- 🚦 New Traffic Signals
- 🚦 Existing Traffic Signals
- 🚶 Pedestrian Signal
- 🚏 Station Platform



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

CCO No.	Title	Status	Date Executed	Cost
1	Maintenance and Storage Facility (MSF) Removals	Approved	6/20/2019	\$199,749.00
1.1	MSF Removals Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) 01 - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
1.3	Schedule Impacts Associated with TIE 01	Approved	10/17/2022	\$2,100,000.00
2	MSF Removal of Additional Hazardous Materials	Approved	6/25/2019	\$200,000.00
2.1	MSF Removal of Additional Hazardous Materials Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District (OCTD)-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Additional Funding	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Additional Funding	Approved	10/18/2021	\$1,100,000.00
3.3	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/18/2023	\$1,500,000.00
4	Work Related to Existing Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Work Related to Existing Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
4.4	Work Related to Existing Utility Conflicts Additional Funding	Approved	11/19/2021	\$3,500,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	Pending		\$300,000.00
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Orange County Flood Control District Maintenance Path Profile Revisions	Approved	6/9/2020	\$6,055.00
9	MSF Vapor Barrier	Approved	12/22/2020	\$395,717.00
10	112 Tram Rail Ultrasonic Testing	Approved	6/10/2020	\$0
11	GPS Priority Control System	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge (SARB) Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Utility Relocations for Overhead Contact System (OCS) Pole Foundations and Traffic Signal Pole Foundations	Approved	6/17/2020	\$195,723.00
16	OCS and Traffic Signal Pole Foundations Hand Excavation and Survey	Approved	6/23/2020	\$198,808.00
16.1	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	6/26/2020	\$1,400,000.00
16.2	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	4/15/2021	\$1,400,000.00
16.3	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	5/1/2023	\$250,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Remove Buried Man-Made Objects	Approved	11/23/2020	\$300,000.00
18.1	Remove Buried Man-Made Objects Additional Funding	Approved	10/25/2021	\$300,000.00
18.2	Remove Buried Man-Made Objects Additional Funding	Approved	5/1/2023	\$600,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0
23	SARB, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens Portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization Additional Funding	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass, and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Schedule Impacts Associated with TIE 04 and 07	Approved	12/8/2020	\$0.00
28.1	Schedule Impacts Associated with TIE 07	Approved	10/17/2022	\$1,300,000.00
29	Revision to MSF, Traction Power Substation (TPSS), and OCS Siemens Portion	Approved	11/19/2020	\$34,216.80
29.1	Revision to MSF, TPSS, and OCS Siemens Portion	Approved	6/22/2023	\$209,947.55
30	SARB Pile, Westminster Bridge, and Demonstration Section Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing Additional Funding	Approved	3/16/2021	\$320,164.40
31	MSF Building and Southern California Edison (SCE) Design Revisions	Approved	1/17/2022	\$207,367.00
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
39.1	Additional Revisions to OCS Hardware	Approved	6/26/2023	\$180,709.28
40	MSF Remote Yard Gates	Approved	11/3/2021	\$32,307.66
40.1	MSF Remote Yard Gates	Pending		\$62,989.67
41	Auxiliary Feeder Pullbox Sizes- Segment 3A	Approved	11/23/2021	\$61,041.24

CCO No.	Title	Status	Date Executed	Cost
42	Department Acceptance Testing for Gamma-Gamma Logging of Cast-In-Drilled-Hole (CIDH) Piles	Approved	10/22/2021	\$35,138.00
43	End of Life Communication Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A - Stages 1 and 2	Approved	4/26/2021	\$41,967.00
44.1	Design of Temporary Traffic Signals Segment 3A	Approved	11/24/2021	\$50,813.00
44.2	Design of Temporary Traffic Signals and Video Detections	Approved	10/4/2022	\$907,220.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove Bus Annex to MSF	Approved	10/13/2021	\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
47.1	Archaeological Security and Data Recovery at MSF Additional Funding	Approved	5/8/2023	\$98,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
50	MSF Street and Yard Utility Conflicts	Approved	5/25/2021	\$200,000.00
51	MSF Yard Light Connection Details	Approved	2/17/2023	\$193,803.00
52	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$209,500.00
52.1	Over Excavation of Unsuitable Soils Additional Funding	Approved	6/21/2021	\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
54	Revisions to the Traction and Power Substation Site Plan	Approved	5/18/2022	\$1,200,000.00
55	Bid Item 24 - Earthwork Credit	Approved	5/3/2022	(\$659,666.73)
56	Exploratory Potholing Allowance	Approved	4/26/2001	\$200,000.00
56.1	Exploratory Potholing Allowance	Approved	9/8/2021	\$1,100,000.00
56.2	Exploratory Potholing Allowance	Approved	5/8/2023	\$500,000.00
58	Vehicle Platform Tolerances	Approved	12/6/2021	\$0.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits	Approved	5/25/2021	(\$1,842,680.00)
61	Loop Relocation and Block Out	Approved	10/25/2021	\$80,000.00
62	Backfill of OCS Foundations	Approved	11/8/2021	\$200,000.00
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	SCE Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
64.1	SCE Meter Switchgear Additional Funding	Approved	10/13/2021	\$191,950.00
64.2	SCE Meter Switchgear Additional Funding	Approved	1/19/2022	\$669,573.00
65	Additional Environmental Soil Investigation on West Santa Ana Boulevard/ Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Approved	9/1/2021	\$208,000.00
67	City of Garden Grove Driveway Standard Update	Approved	11/24/2021	\$20,637.83
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00
69	Optical Backbone Network System Redundancy	Approved	2/25/2022	\$520,582.00
71	Traffic Signal Interconnect	Approved	4/12/2022	\$208,000.00
71.1	Traffic Signal Interconnect Additional Funding	Approved	5/31/2022	\$500,000.00
72	Cathodic Protection at MSF and Car Wash	Pending		\$300,000.00
77	Pavement Modification at Street Intersections	Approved	12/28/2021	\$208,000.00
77.1	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	5/3/2022	\$400,000.00
77.2	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	9/22/2023	\$480,000.00
77.3	Pavement Modifications and Restoration Along Embedded Tracks and Grade Crossings	Pending		\$1,300,000.00
79	MSF Permit Drawings and Revisions	Approved	6/24/2022	\$3,000,000.00
80	Contract Language Modifications Escrow Documents	Approved	4/12/2022	\$0.00
82	Third-Party Utility Work - Southern California Gas: Expose Abandoned Gas Lines	Approved	6/9/2022	\$100,000.00
82.1	Third-Party Utility Work - AT&T	Approved	6/21/2022	\$108,000.00
83	Additional Storage of Four TPSS Units at Factory	Approved	6/21/2022	\$208,000.00
86	OCS Pole Grounding Conduit Routing at PEROW	Approved	5/24/2022	\$200,000.00
86.1	OCS and Platform Grounding Conduit Additional Funding	Approved	4/18/2023	\$300,000.00
88	Traction Power Sub-Station Grounding Revisions	Approved	6/6/2022	\$209,839.49
89	Equipment and Security Upgrades	Approved	6/22/2022	\$2,200,000.00
90	Contract Language Modifications - Electronic Compliance Auditing Tool Disadvantaged Business Enterprise Reporting	Approved	11/17/2022	\$0.00
91	Customer Information Center Enclosure and Component Modifications	Approved	6/20/2022	\$1,650,000.00
92	Changes to Platform SCE Meter Pedestals	Approved	6/28/2023	\$208,613.05
93	Wheel Turing Pit Modifications	Pending		\$318,486.42
94	Traffic Signal Pole Modifications	Approved	6/22/2022	\$800,000.00
96	Relocate Bumping Posts and Train Signal Cabinet at Harbor Station	Approved	6/22/2022	\$400,000.00
105	Modifications to the Track Slab Detail to Clear Utility Conflicts	Approved	5/18/2023	\$3,500,000.00
108	Traffic Signal and Pedestrian Crossing Equipment Modifications	Pending		\$300,000.00
110	Malcom and Spectrum Utility Concurrent Impacts (Claim 09)	Approved	12/30/2021	\$123,714.20
117	Manual Train Control Override	Approved	4/29/2022	\$208,000.00
117.1	Manual Train Control Override Additional Funding	Approved	6/9/2022	\$700,000.00
118	Added Pedestrian Crossing and Updated City Standard Signage	Pending		\$26,158.00
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00
131	Impedance Bond Assembly at Embedded Track Slab	Pending		\$82,137.00
133	MSF Western Concrete Masonry Unit Wall Modifications	Approved	1/27/2023	\$208,000.00



December 14, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Concrete Repairs at Irvine Sand Canyon Bus Base and Newport Transportation Center

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

Overview

The Irvine Sand Canyon Bus Base and the Newport Transportation Center require concrete repairs in the bus yard and bus drive areas to maintain a state of good repair. An invitation for bids was released on September 18, 2023. Bids were received in accordance with Board of Directors-approved public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find CT&T Concrete Paving, Inc., the apparent low bidder, as non-responsive due to failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2755 between the Orange County Transportation Authority and Falkon Construction Inc., the lowest responsive, responsible bidder, in an amount of \$841,820, for the concrete repairs at the Irvine Sand Canyon Bus Base and the Newport Transportation Center.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Irvine Sand Canyon Bus Base and the Newport Transportation Center in 1977 and 1989, respectively. Periodic concrete pavement repairs are necessary to maintain a state of good repair. Based on a recent assessment, several areas of concrete pavement at the Irvine Sand Canyon Bus Base and Newport Transportation Center in the bus yard and bus drive areas need to be replaced.

Procurement Approach

This procurement was handled in accordance with OCTA’s Board of Directors-approved procedures for public works projects. These procedures, which conform to both state and federal requirements, require that contracts be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 3-2755 was released on September 18, 2023, through OCTA’s CAMM NET system. The project was also advertised on September 18 and September 25, 2023, in a newspaper of general circulation. A pre-bid conference and job walk was held on September 27, 2023, and was attended by nine firms. Three addenda were issued to make available the pre-bid conference registration sheets and handle administrative issues related to the IFB. On October 23, 2023, five bids were received and publicly opened.

All bids were reviewed by staff from OCTA’s Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with contract terms and conditions, and technical specifications. The list of bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
CT&T Concrete Paving, Inc. Diamond Bar, California	\$781,258
Falkon Construction, Inc. Diamond Bar, California	\$841,820
A2Z Construct, Inc. Rancho Santa Margarita, California	\$850,000
Golden Gate Steel, Inc., doing business as Golden Gate Construction Norwalk, California	\$923,120
Vicon Enterprise Anaheim, California	\$955,500

The apparent low bidder, CT&T Concrete Paving, Inc., (CT&T) was found non-responsive due to failure to meet the federal requirement for Disadvantaged Business Enterprise participation and did not demonstrate adequate good faith

efforts (GFE) as required by the United States Department of Transportation regulations, which is providing funding for this project.

The OCTA engineer's estimate for this project was \$741,000. The recommended firm's bid is 13.6 percent higher than the engineer's estimate. A bid analysis was completed to confirm that the bid submitted accounts for all elements of the scope of work and technical specifications. The increase over the engineer's estimate is attributed to risk of fluctuations in gas prices effecting material delivery prices and mitigation against risk of inflation during the construction phase, therefore the bid amount was determined to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Falcon Construction, Inc., the lowest responsive, responsible, bidder, in the amount of \$841,820, for concrete repairs at the Irvine Sand Canyon Bus Base and Newport Transportation Center.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2023-24 Budget, Capital Programs Division, Account No. 1722-7611-D3120-TX7, and is funded through Federal Transit Administration 5337 State of Good Repair Formula grant funds, Revenue Account No. 0030-6049-D3120-MNK.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-3-2755 between the Orange County Transportation Authority and Falcon Construction, Inc., the lowest responsive, responsible bidder, in the amount of \$841,820, for concrete repairs at the Irvine Sand Canyon Bus Base and Newport Transportation Center.

Attachment

None.

Prepared by:



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Approved by:



Jim Beil
Executive Director, Capital Programs
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Pia Veesapen
Director, Contracts Administration and
Materials Management
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OC Bus and OC ACCESS Services Update

Ridership

- Average weekday boardings and productivity as measured by boardings per revenue vehicle hour (B/RVH)

On-Time Performance

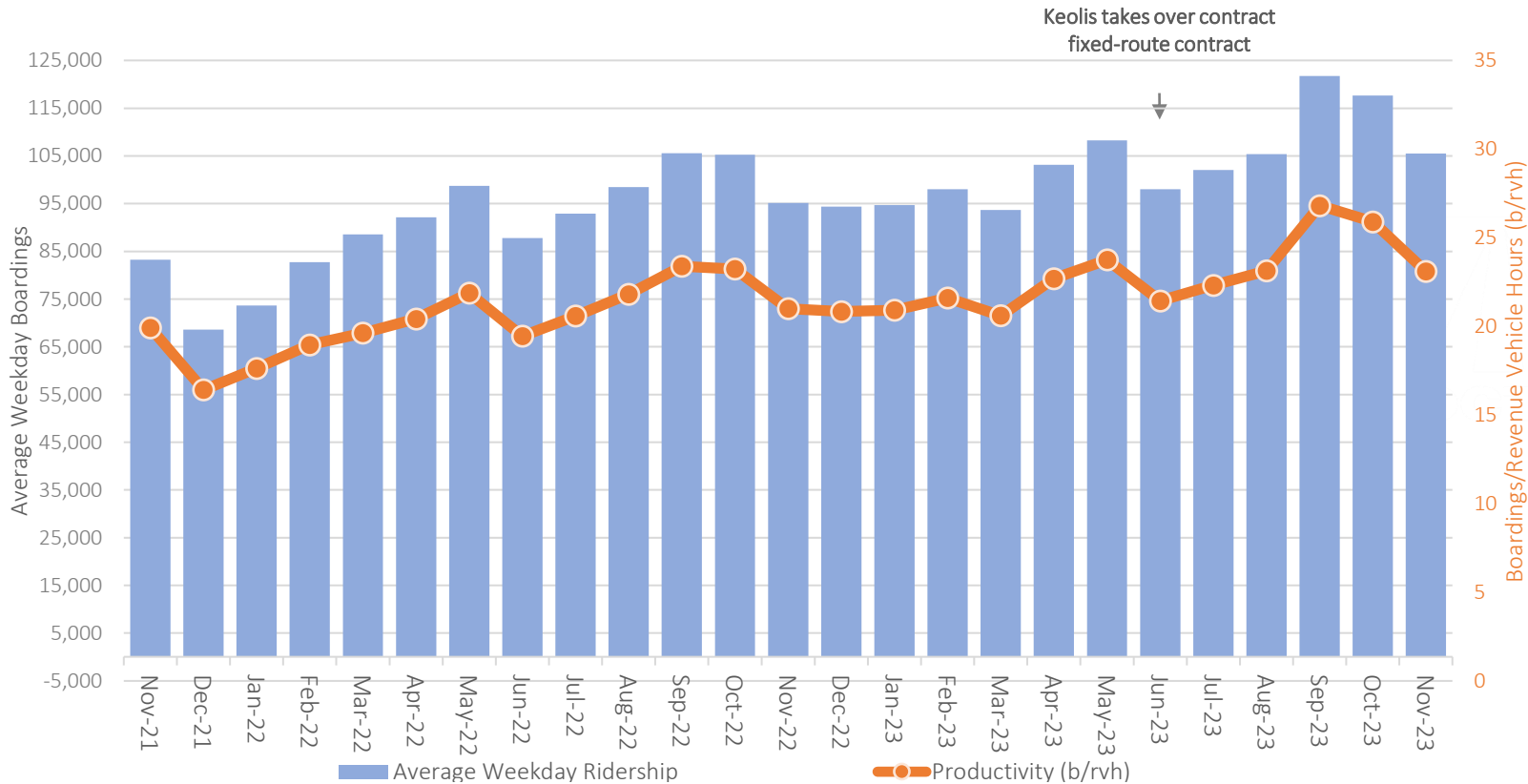
- Measuring service quality

Customer Comments

- Trends, feedback, and issues reported

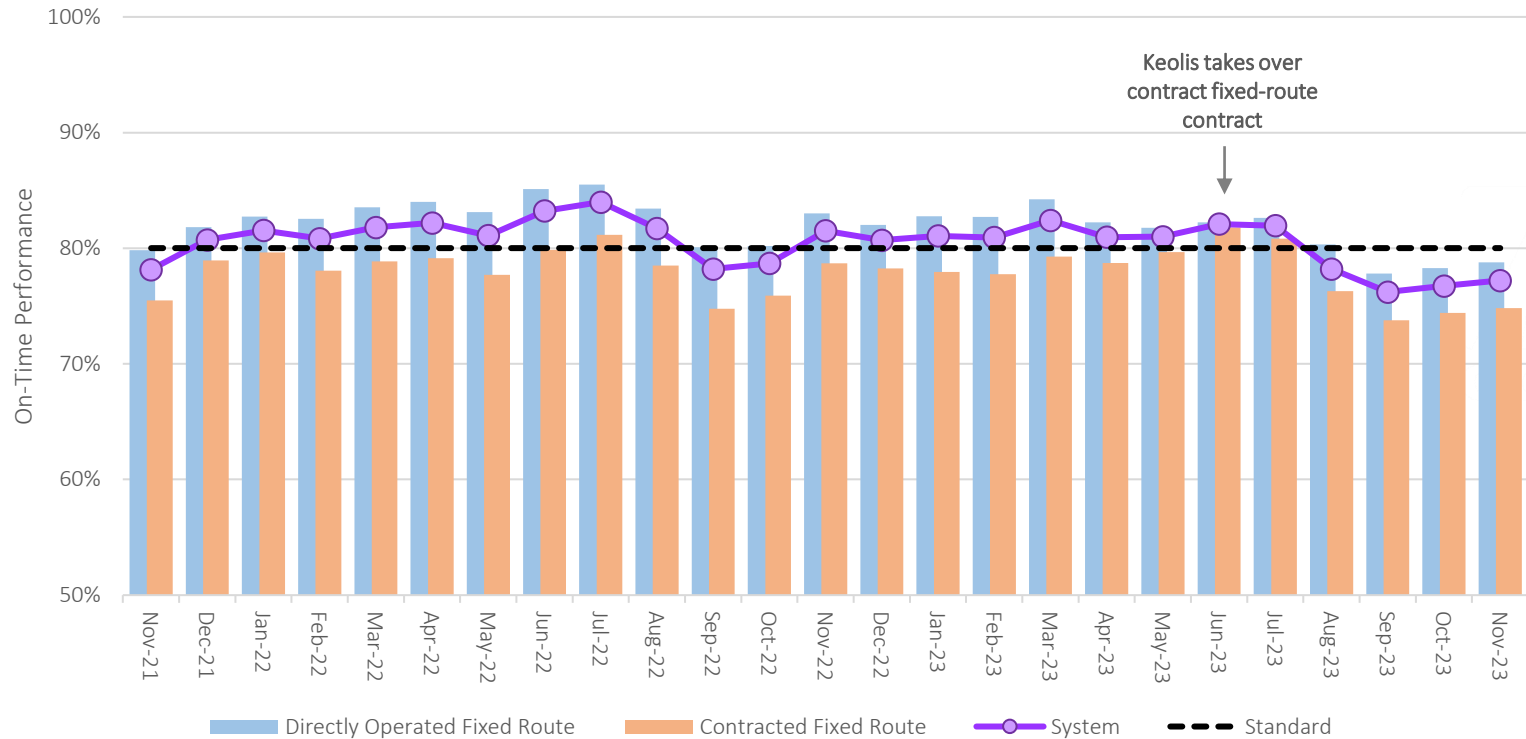
OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY – LAST TWO YEARS)



OC BUS ON-TIME PERFORMANCE

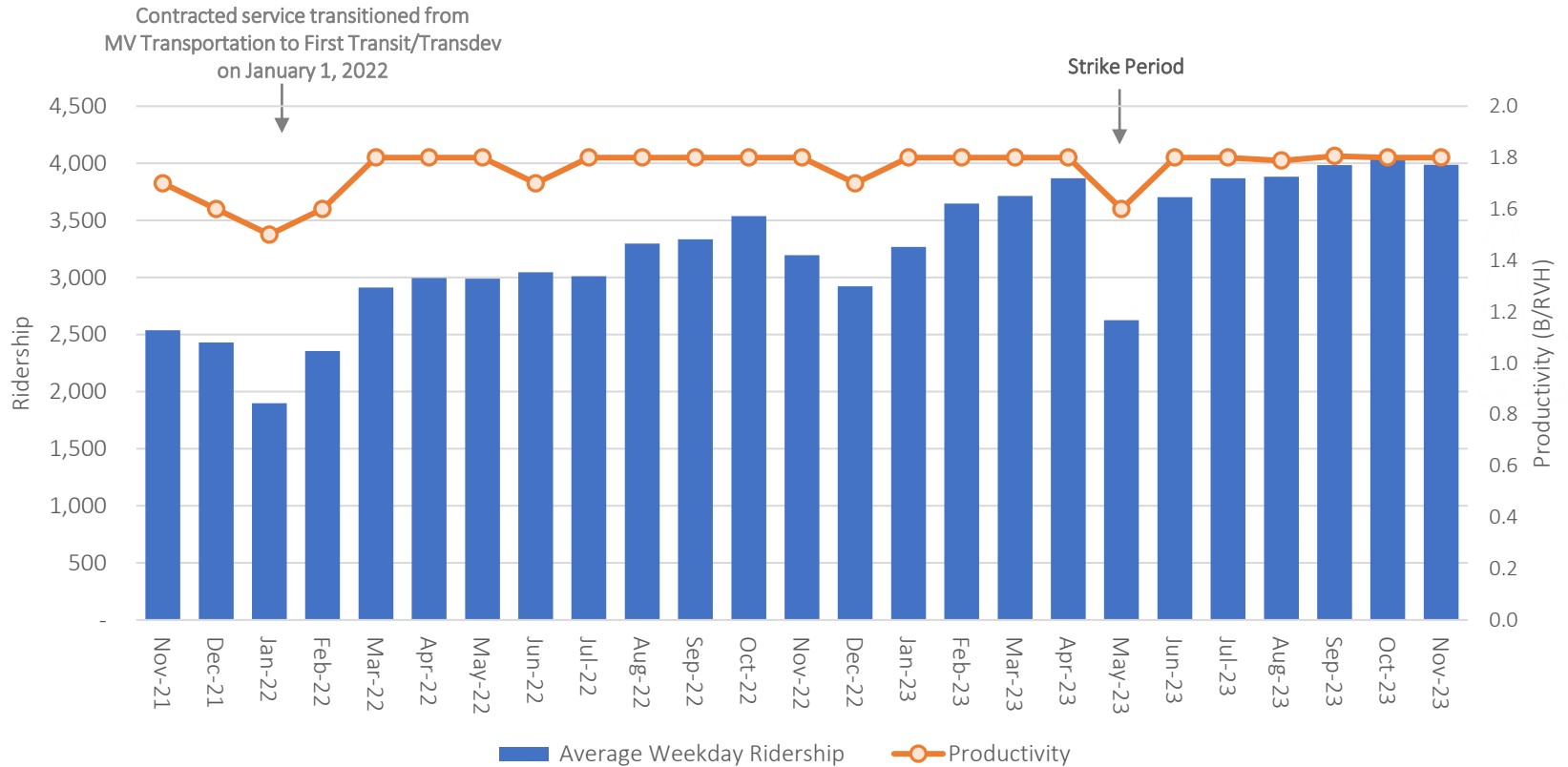
(AVERAGE WEEKDAY)



OC ACCESS RIDERSHIP AND PRODUCTIVITY



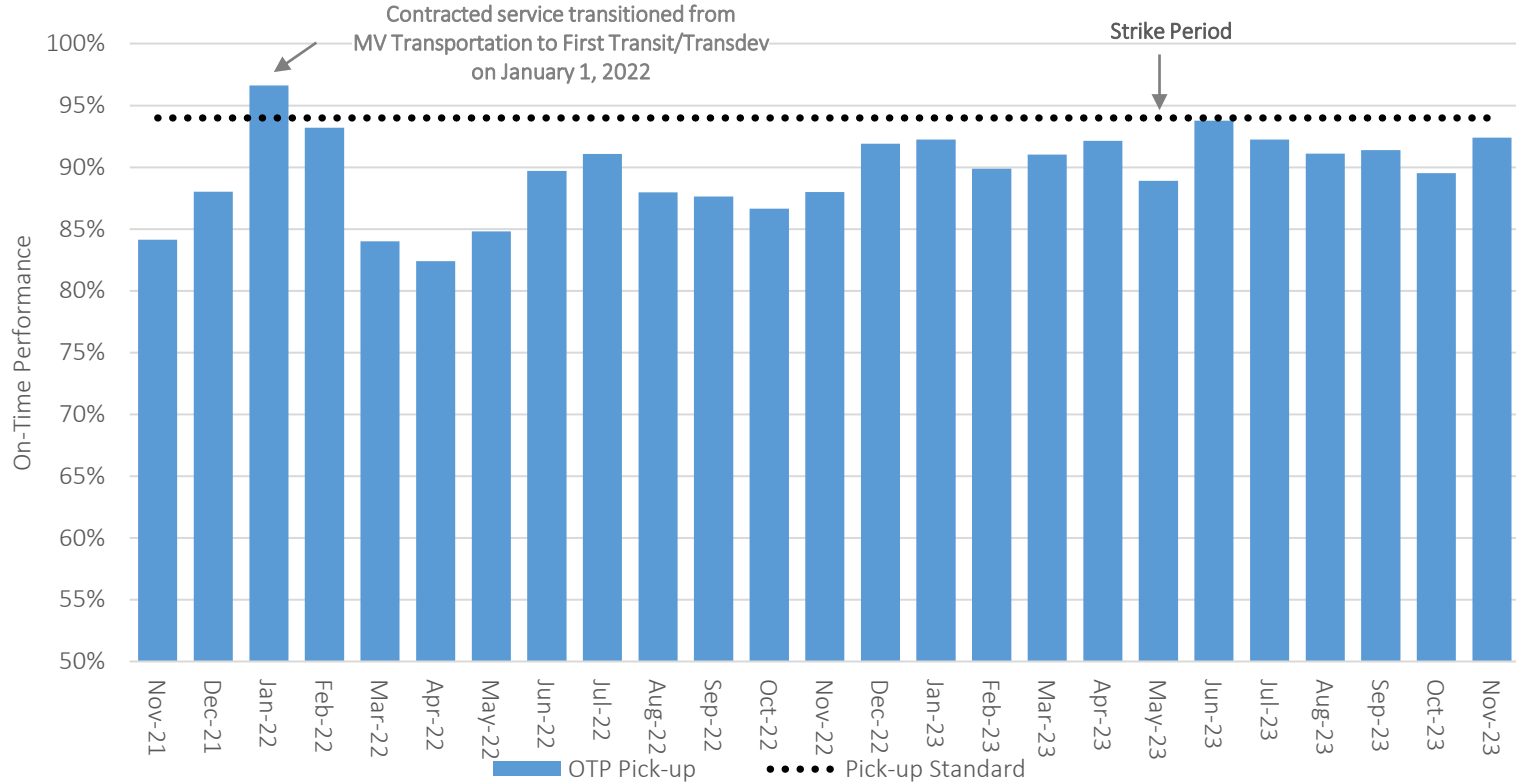
(AVERAGE WEEKDAY)



OC ACCESS ON-TIME PERFORMANCE



(AVERAGE WEEKDAY)



CUSTOMER COMMUNICATION AND FEEDBACK

Marketing and Customer Communications

Customer Communications

- Launched customer campaign for the November service change using traditional and digital communications.



Customer Comments

Bus Pass-bys

- Complaints on pass-bys in November decreased to an average of 8.9 complaints per week compared to an average of 12.7 complaints per week in November.

No Shows

- Complaints for “no show” routes in November decreased to an average of 1.2 complaints per week from an average of 2.3 complaints per week in October.

Good News Story

“I wanted to reach out and recognize a bus driver for his amazing service. I had a syncopal episode that had rendered me unable to stand, walk, or even talk. Rather than continue with the route the driver checked on me. He called the paramedics and didn’t leave my side until they’d arrived.” – Customer Email

NEXT STEPS

Continue to Track Service Performance

- Ridership trends
- On-time performance



Next Service Change

- February 11, 2024



Pre- and Post-Coronavirus Ridership Changes

Status Report

December 14, 2023



Goals

Ridership Changes – Pre-/Post-COVID-19

- Evaluate ridership changes
- Identify potential drivers such as changes in service and fares
- Compare among Southern California peer agencies and geographically across Orange County

Data Sources

Ridership Changes – Pre-/Post-COVID-19

- APTA ridership reports for peer agency comparison
- APC, farebox ridership, and bus trips from OCTA systems
(time series and point-in-time comparisons)
- Ridership aggregated to TAZ for mapping

Agenda

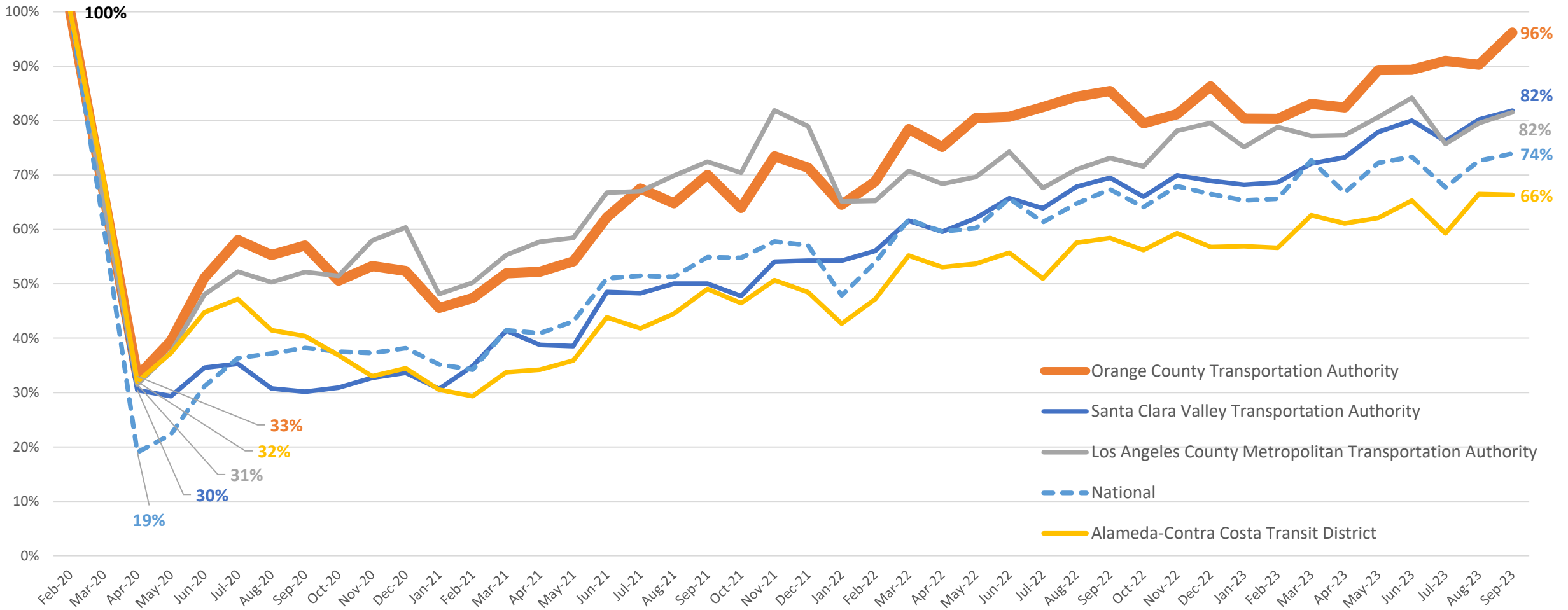
Ridership Changes – Pre-/Post-COVID-19

- Peer review
- Supply (bus trips) and demand (ridership) changes over time
- Ridership changes by fare type
- Zone level changes between October 2019 and October 2023
- Route performance comparison
- Initial observations and next steps

Peer Agencies

Ridership Changes Total System (2/2020 to 9/2023, Unlined Passenger Trips) – Pre/Post-COVID-19

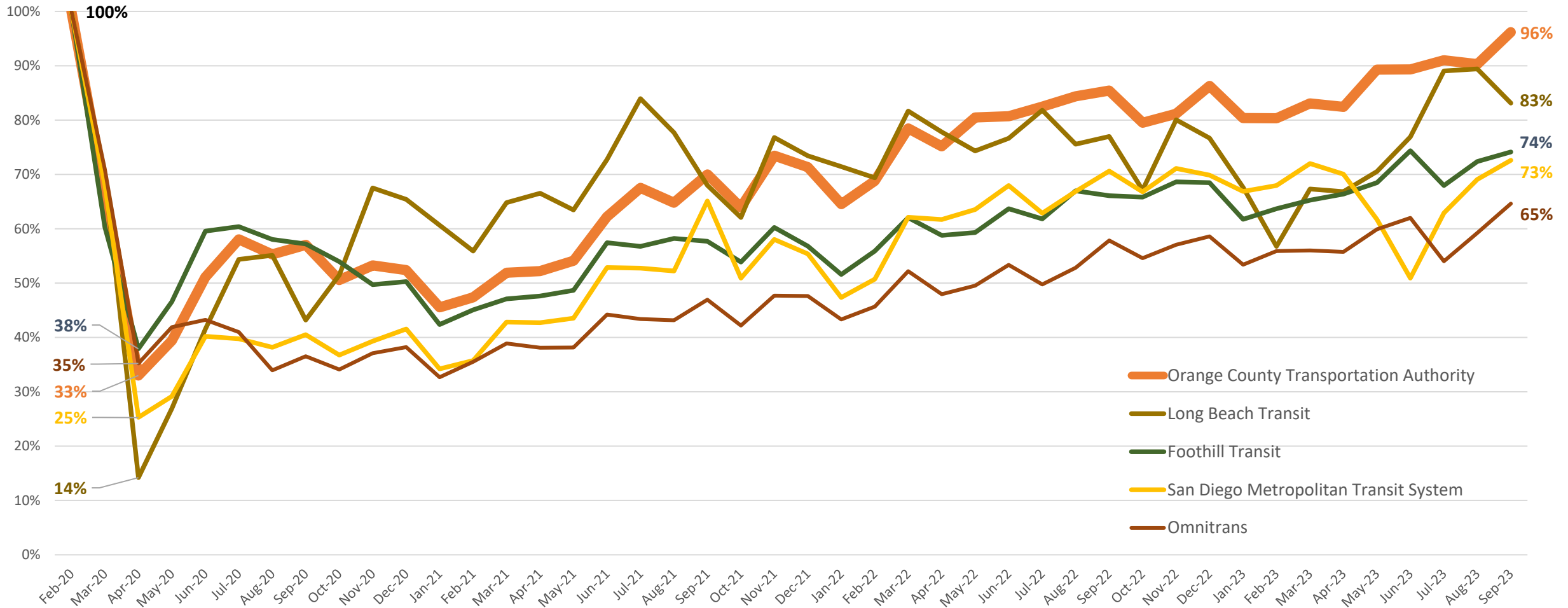
Source: NTD/APTA



SoCal Agencies

Ridership Changes Total System (2/2020 to 9/2023, Unlined Passenger Trips) – Pre/Post-COVID-19

Source: NTD/APTA

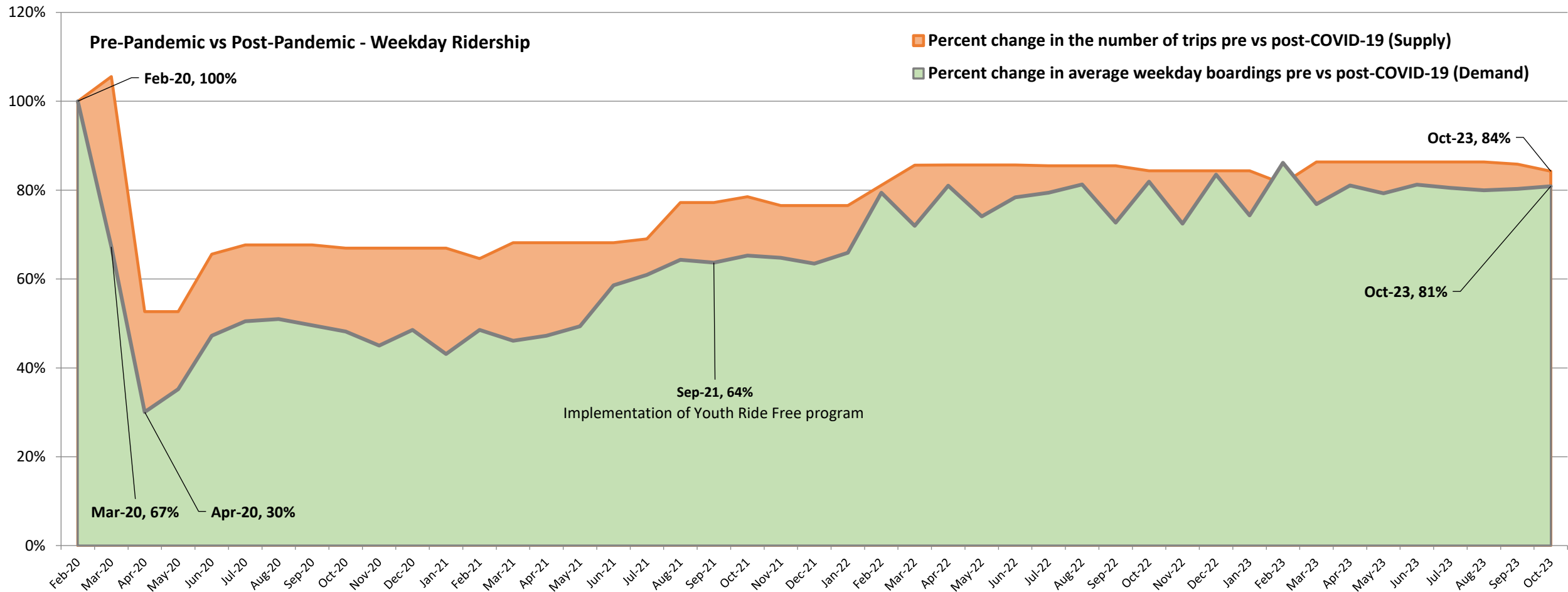


APTA - American Public Transportation Association
 NTD - National Transit Database
 SoCal – Southern California

Supply and Demand Changes

Ridership Changes Average Weekday – Pre/Post-COVID-19

Source: APC

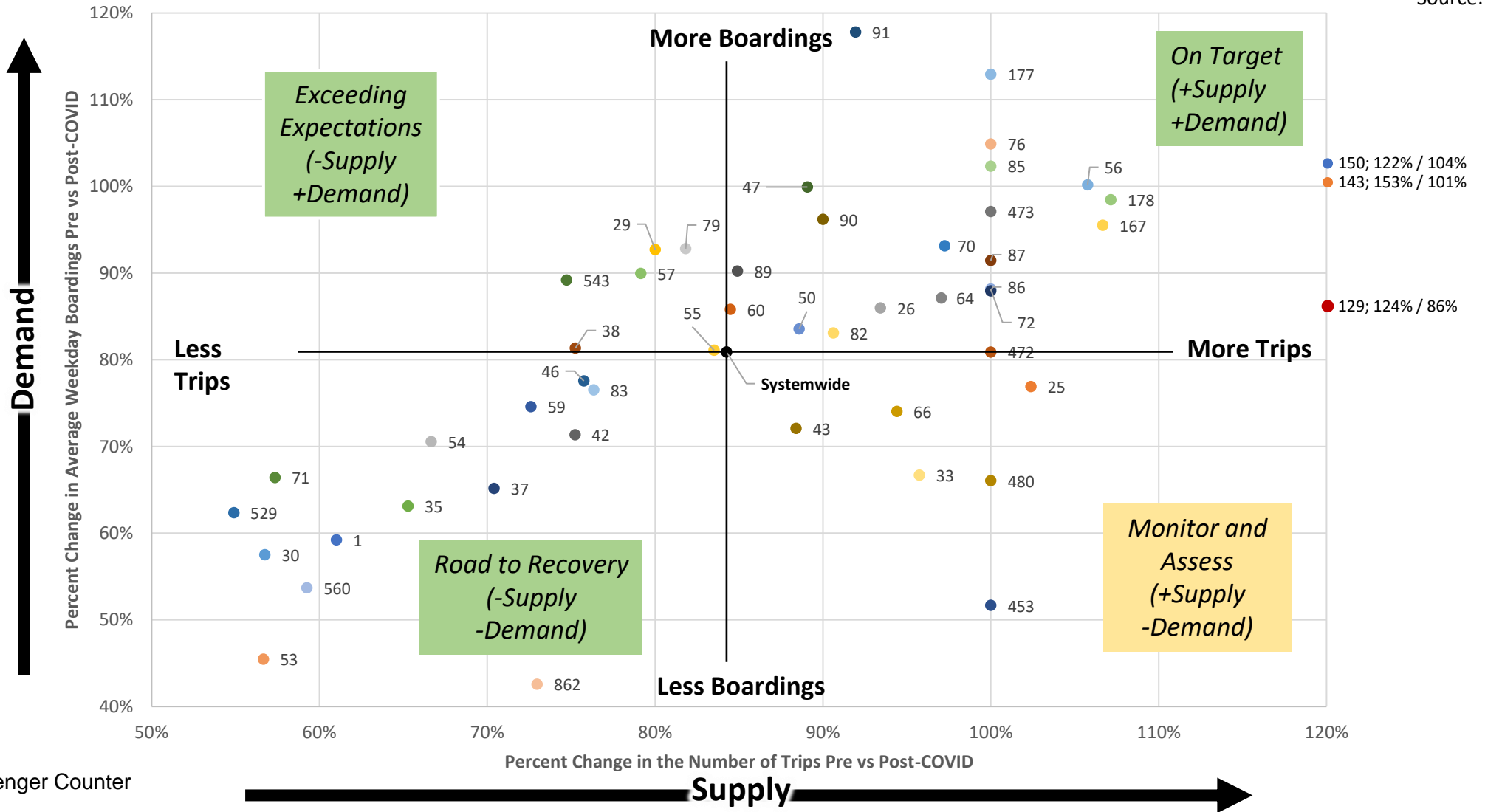


Route Performance Comparison

Weekday (October 19 vs October 23)

Source: APC

Percent Compared to Pre-COVID-19 (Systemwide)
Boardings = 81%
Bus Trips = 84%



OC Bus Routes and Performance Classification

Quadrant	Route Number and Description	*MBC Improvements
Exceeding Expectations	29-La Habra - Huntington Beach via Beach Boulevard	Less Frequency
	38-Lakewood - Anaheim Hills via La Palma Avenue	Span
	55-Santa Ana - Newport Beach (various streets)	None
	57-Brea - Newport Beach via Bristol Street/State College Boulevard	Frequency
	79-Tustin - Newport Beach via Bryan Avenue/Culver Drive/San Miguel Drive	Frequency/Span
On Target	543-Fullerton - Costa Mesa - Bravo! via Harbor Boulevard	Frequency/Span
	26-Buena Park - Yorba Linda via Commonwealth Avenue/ Yorba Linda Boulevard	None
	47-Fullerton - Newport Beach via Fairview Street/Anaheim Boulevard	Frequency/Span
	50-Long Beach - Orange via Katella Avenue	Frequency
	56-Garden Grove - Orange via Garden Grove Boulevard/La Veta Avenue	Frequency/Span
	60-Long Beach - Tustin via Westminster Boulevard/17th Street	Frequency
	64-Huntington Beach - Tustin via Bolsa Avenue/First Street	Span
	70-Sunset Beach - Tustin via Edinger Avenue	Span
	72-Sunset Beach - Tustin via Warner Avenue	Span
	76-Huntington Beach - Newport Beach via Talbert Avenue/MacArthur Boulevard	None
	82-Mission Viejo - Rancho Santa Margarita via Santa Margarita Parkway	Replace
	85-Mission Viejo - Dana Point via Marguerite Parkway/Crown Valley Parkway	None
	86-Costa Mesa - Mission Viejo via Alton Parkway/Jeronimo Road	Frequency
	87-Rancho Santa Margarita - Laguna Niguel via Alicia Parkway	Frequency
	89-Lake Forest - Laguna Beach via El Toro Road/Laguna Canyon Road	Frequency
	90-Tustin - Dana Point via Irvine Center Drive/Moulton Parkway/Golden Lantern Street	Less Frequency
	91-Mission Viejo - Laguna Hills via Paseo de Valencia/Camino Capistrano/PCH	Span
	129-La Habra - Anaheim via La Habra Boulevard/Brea Boulevard/Kraemer Boulevard	Frequency/Span
	143-La Habra - Brea via Whittier Boulevard/Harbor Boulevard/Brea Boulevard	Span
	150-Santa Ana to Costa Mesa via Fairview Street/Flower Street/Sunflower Avenue	None
167-Anaheim - Irvine via Hewes Street/Irvine Boulevard/Jeffrey Road/Campus Drive	None	

Quadrant	Route Number and Description	*MBC Improvements
On Target	177-Foothill Ranch - Laguna Hills via Lake Forest Drive/ Muirlands Boulevard	Frequency/Span
	178-Huntington Beach - Irvine via Adams Avenue/Del Mar Avenue/Campus Drive	Frequency
	473-Tustin Metrolink Station to UCI	None
Road to Recovery	1-Long Beach - San Clemente via PCH	Frequency
	30-Cerritos - Anaheim via Orangethorpe Avenue	Frequency/Span
	35-Fullerton - Huntington Beach via Brookhurst Street	Frequency/Span
	37-La Habra - Fountain Valley via Euclid Street	None
	42-Orange - Seal Beach via Lincoln Avenue/Seal Beach Boulevard	Frequency/Span
	46-Long Beach - Orange via Ball Road	Frequency
	53-Orange - Irvine via Main Street	None
	54-Garden Grove - Orange via Chapman Avenue	Span
	59-Anaheim - Irvine via Glassell Street/Grand Avenue	Frequency
	71-Yorba Linda - Newport Beach via Tustin Avenue/Red Hill Avenue	Frequency
	83-Anaheim - Laguna Hills via I-5 Freeway/Main Street	Span
	529-GWTC to FPNR - Bravo! via Beach Boulevard	Less Frequency
Monitor and Assess	560-Santa Ana - Long Beach - Bravo! via Westminster Boulevard/17th Street	Frequency
	862-Downtown Santa Ana Shuttle	None
	25-Fullerton - Huntington Beach via Knott Avenue/Goldenwest Street	Frequency/Span
	33-Fullerton - Huntington Beach via Magnolia Street	Frequency/Span
	43-Fullerton - Costa Mesa via Harbor Boulevard	Frequency
	66-Huntington Beach - Irvine via McFadden Avenue	Frequency/Span
	453-Orange Metrolink Station - Orange	None
	472-Tustin Metrolink Station - Irvine	None
480-Irvine Metrolink Station - Irvine Spectrum	None	

FPNR – Fullerton Park and Ride
 GWTC – Goldenwest Transportation Center
 MBC – Making Better Connections
 PCH – Pacific Coast Highway
 UCI – University of California, Irvine

Percent Change in Fare Type (October 2019, 2022, 2023)

Ridership Changes – Pre-/Post-COVID-19

Source: Farebox

Change in Major (>85%) Fare Uses

Fare Type	Oct. 2019	Oct. 2022	Oct. 2023
Adult	43%	41%	39%
Senior	25%	26%	23%
Youth Ride Free	0%	11%	12%
University	7%	5%	6%
Senior/Disabled	7%	6%	5%
Youth (\$)	5%	0%	0%



Use of youth fares has more than doubled as a percentage of all fares.

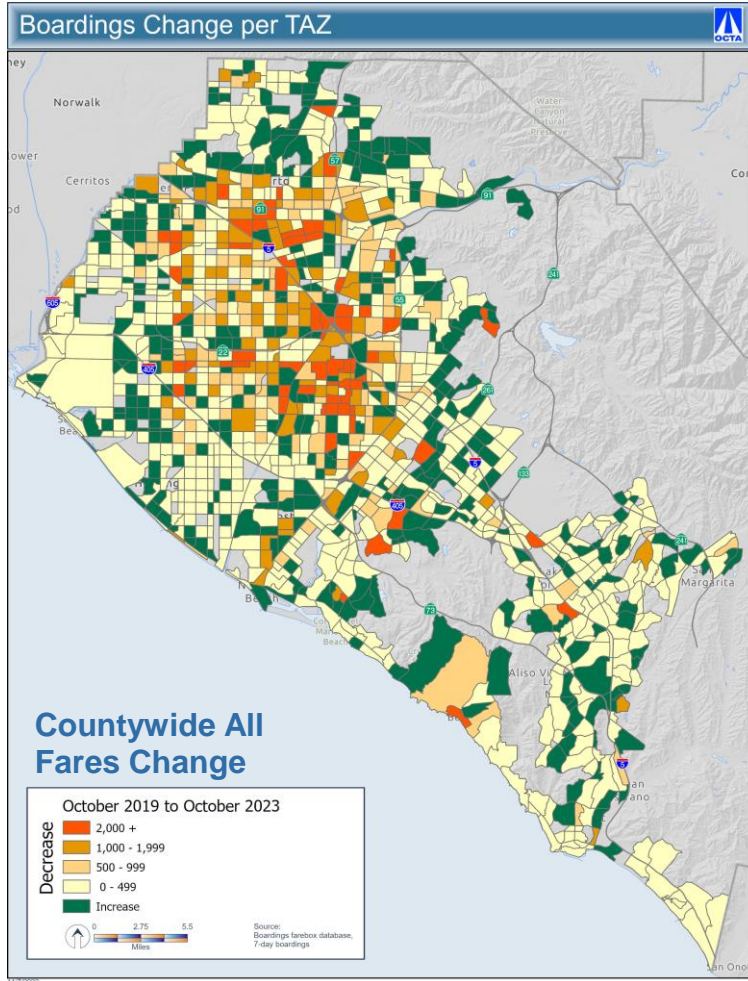
Changes Between October 2019 and 2023

Countywide All Fares Decrease: **500,617**

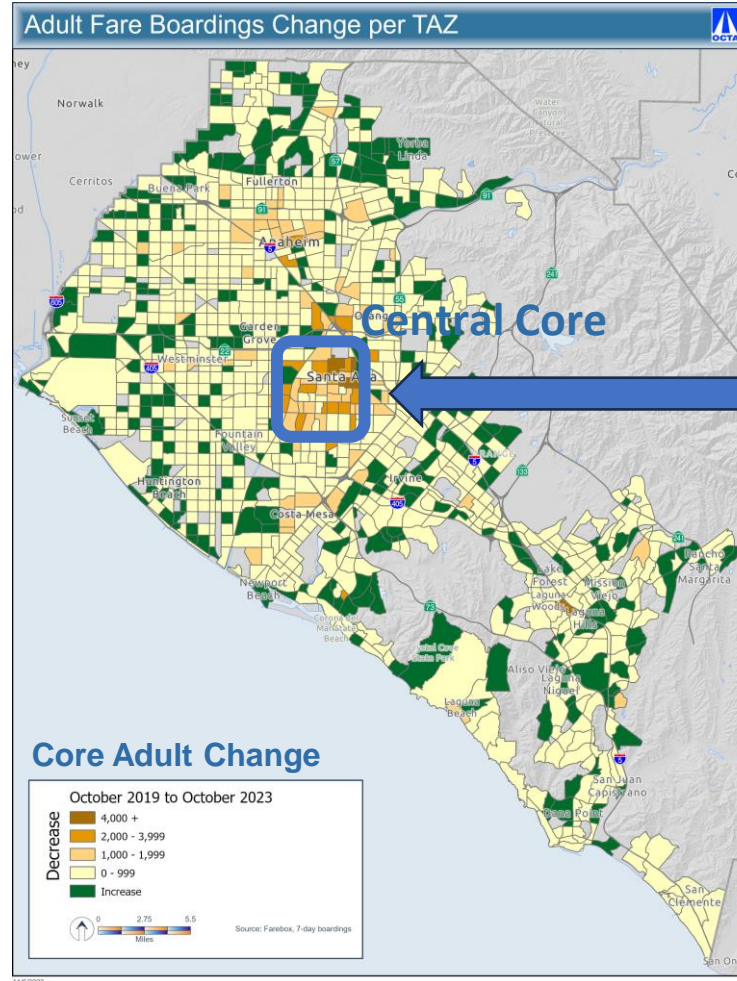
Countywide Adult Decrease: **338,975**

Countywide Youth Increase: **165,376**

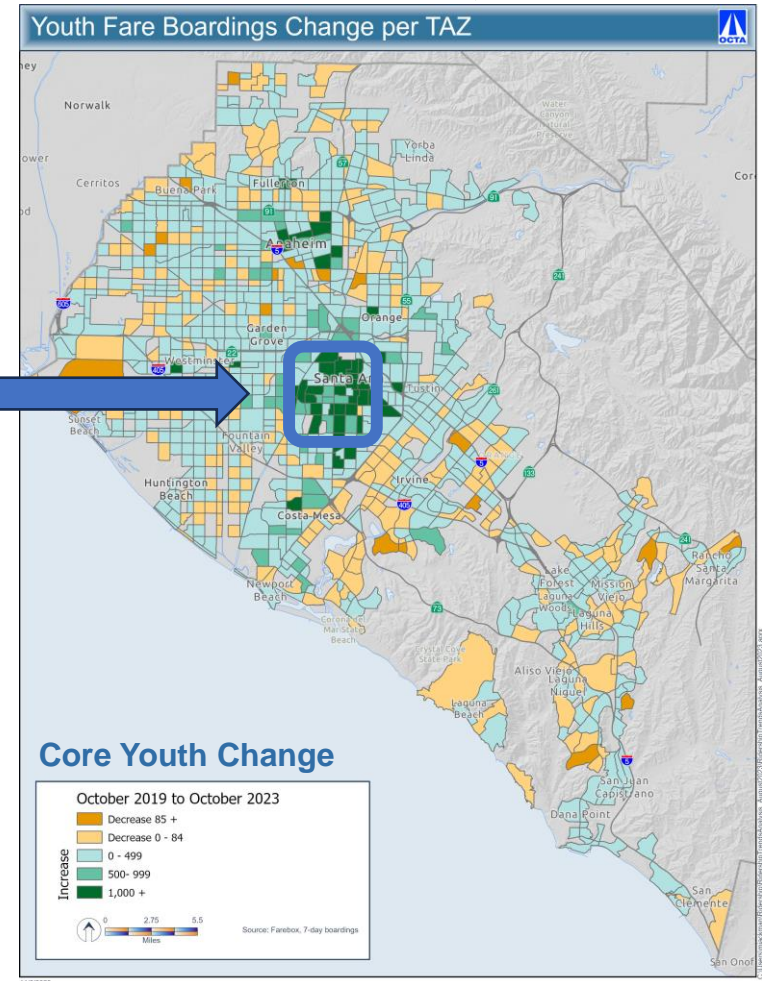
Source: Farebox



Core Adult Decrease: **86,565**



Core Youth Increase: **57,450**



*Youth ridership is the combination of both 2019 youth category and 2023 youth ride free category

Initial Observations/Next Steps

Ridership Changes – Pre-/Post-COVID-19

- Better recovery than peer agencies
- Overall gap between supply and demand narrowing over time
- Recovery varies greatly by route
- Ridership growth in outer core needs further research
- Ridership loss concentrated in central core needs further research
(e.g., work from home and related impacts to service sector jobs, etc.)
- Youth ridership growth helped minimize ridership loss in central core
- Service improvements will continue to grow ridership

