



Orange County Transportation Authority

Transit Committee Agenda

Thursday, October 9, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Valerie Amezcua
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.

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

TRANSIT COMMITTEE MEETING AGENDA

agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Leon

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 4)

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 September 11, 2025 Transit Committee meeting.

Attachments:

[Minutes](#)

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

Jeff Mills/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 additional compensation for maintenance and storage facility access control system installation support, maintenance and storage facility service inspection pit safety enhancements, additional work to implement an accelerated schedule, public conveyance and safety enhancements, overhead contact system modifications, modifications to miscellaneous maintenance and storage facility systems, maintenance and storage facility mezzanine fall protection modifications, overhead contact system adjustments, and train signal control modifications.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 89.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for maintenance and storage facility access control system installation support.

TRANSIT COMMITTEE MEETING AGENDA

- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 248 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for maintenance and storage facility service and inspection pit safety enhancements.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 251.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional work to implement an accelerated schedule.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 252.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for public conveyance and safety enhancements.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 255.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for overhead contact system modifications.
- F. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 266.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for modifications to miscellaneous maintenance and storage facility systems.
- G. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 277 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$425,000, for maintenance and storage facility mezzanine fall protection modifications.
- H. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 291.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$160,000, for overhead contact system span wire to contact wire changes.
- I. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 301 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,000,000, for train signal control modifications.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

3. Amendment to the Agreement for Same-Day Taxi Service

Melissa Mungia/Johnny Dunning, Jr.

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Cabco Yellow, Inc., doing business as California Yellow Cab, for the management and operation of Same-Day Taxi service for a two-year initial term, with one two-year option term. The initial term expires on November 30, 2025. Effective as of June 1, 2025, the agreement was assigned to OCY Management LLC, with approval from the Orange County Transportation Authority and in accordance with the contract terms. Staff is requesting the Board of Directors' approval to exercise the two-year option term, effective December 1, 2025, through November 30, 2027, and authorize that a pilot which expands the reach of the program from five to seven miles be included in the contract amendment.

Recommendation(s)

- A. Approve a pilot to expand the Same-Day Taxi service model and the per-trip subsidy to accommodate trips up to seven miles.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-2396 between the Orange County Transportation Authority and OCY Management LLC to exercise the option term, in the amount of \$2,440,758, to continue providing Same-Day Taxi service effective December 1, 2025, through November 30, 2027. This amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$5,041,901.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Programming Recommendation for the City of Newport Beach Project V Service

Charvalen Alacar/Rose Casey

Overview

In September 2024, the Orange County Transportation Authority Board of Directors approved programming recommendations for the fifth Measure M2 Project V call for projects. At that time, the Board of Directors requested that staff work with the City of Newport Beach on operational refinements for its proposed Project V service. These efforts are now complete, and recommendations are presented for Board of Directors' review and approval.

Recommendation(s)

- A. Approve Project V funding in the amount of \$2,624,060 for the City of Newport Beach's Balboa Island/Corona del Mar Local Area Transit Service.
- B. Authorize the Chief Executive Officer to negotiate and execute a cooperative funding agreement with the City of Newport Beach to support implementation of its proposed new Project V service.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Staff Report](#)

[Attachment A](#)

Regular Calendar

5. Agreement for the Construction of the Inland Slope Rehabilitation Phase II Project

Jason Lee/James G. Beil

Overview

The Orange County Transportation Authority's Board of Directors approved the construction of the Inland Slope Rehabilitation Phase II Project as part of the Orange County Transportation Authority's Fiscal Year 2025-26 Budget. Bids were received in accordance with the Orange County Transportation Authority's procurement policies and procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2666 between the Orange County Transportation Authority and Bosco Constructors, Inc., the lowest responsive, responsible bidder, in the amount of \$4,450,000, for construction of the Inland Slope Rehabilitation Phase II Project.

Attachments:

[Staff Report](#)

6. Cooperative Agreement with the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study

Katie Persons/Rose Casey

Overview

At the request of, and in partnership with, the City of Newport Beach, the Orange County Transportation Authority proposes to conduct a joint feasibility study evaluating potential relocation of the Newport Transportation Center currently located at 1550 Avocado Avenue, Newport Beach. The study will follow a standard process to assess alternative sites, ridership impacts, operational considerations, environmental and regulatory requirements, and opportunities for improved regional mobility connections. The scope of work and cooperative agreement are discussed herein.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute a Cooperative Agreement between the Orange County Transportation Authority and the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)
[Attachment A](#)
[Attachment B](#)
[Attachment C](#)
[Attachment D](#)
[Presentation](#)

Discussion Items

7. **Public Comments**
8. **Chief Executive Officer's Report**
9. **Committee Members' Reports**
10. **Adjournment**

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

9:00 a.m. on Thursday, November 13, 2025

OCTA Headquarters
550 South Main Street
Orange, California



MINUTES

Transit Committee Meeting

Committee Members Present

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Stephanie Klopfenstein
Janet Nguyen
Tam T. Nguyen

Committee Members Absent

Valerie Amezcua
Carlos Leon

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist
James Donich, General Counsel
OCTA Staff

Call to Order

The September 11, 2025 meeting of the Transit Committee was called to order by Committee Chair Jung at 9:05 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present to approve the minutes of the August 14, 2025, Transit Committee meeting.

2. Amendment to Agreement for Design Support Services for the OC Streetcar Project

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to Authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$37,819,150.

Director Janet Nguyen voted in opposition to this item.

3. Amendment to Agreement for Janitorial Services

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2438 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, to exercise the option term in the amount of \$3,286,118, to continue providing janitorial services effective November 1, 2025, through October 31, 2027. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$7,086,446.

4. Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3317 between the Orange County Transportation Authority and Trillium USA Company, LLC, in the amount of \$640,802 to exercise the second option term of the agreement from December 1, 2025, through November 30, 2026, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$3,127,144.

5. Amendment to Agreement for Lot Sweeping Services

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-3-2835 between the Orange County Transportation Authority and Superior Sweeping Ltd. to exercise the option term in the amount of \$307,380, to continue providing lot sweeping services effective November 1, 2025, through October 31, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$681,972.

6. Federal Transit Administration Program of Projects for Federal Fiscal Year 2024-25

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to:

- A. Approve the Federal Fiscal Year 2024-25 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of Projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve changes to funding for preventive maintenance and capitalized cost of contracted services in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.



- C. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.
- D. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Infrastructure Investment and Jobs Act, and direct staff to include updated numbers in grant and programming status reports.
- E. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications that are required for the recommendations above to the Federal Transit Administration.
- F. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

7. November 2025 OC Bus Service Change

This item was pulled to receive public comment from Jose Bedolla-Lopez, Coach Operator/Union Shop Steward.

Eric Hoch, Planning, provided an overview of proposed service changes.

Committee Vice Chair Sarmiento requested additional information on the proposed changes.

A motion was made by Committee Chair Jung, seconded by Director Klopfenstein, and passed by those present, to receive and file as an information item.

Regular Calendar

8. Agreement for OC ACCESS Eligibility Assessments and Transit Support Services

Jack Garate, Specialized Transportation Services, provided a report.

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Tam T. Nguyen, and passed by those present, to:

- A. Approve the selection of MTM Transit, Inc., as the firm to provide the management and operations of the OC ACCESS eligibility assessments and transit support services.



- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5- 3959 between the Orange County Transportation Authority and MTM Transit, Inc., in the amount of \$4,428,810, to provide OC ACCESS eligibility assessments and transit support services for an initial three-year term commencing on January 1, 2026, with one two-year option term.

Discussion Items

9. Bimonthly Transit Performance Report

Kim Tucker, Operations, provided a presentation.

No action was taken on this item.

10. Public Comments

No public comments were received.

11. Chief Executive Officer's Report

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

- Anniversary of September 11
- OC Streetcar update
- Wave card launch

12. Committee Members' Reports

There were no Committee Members' reports.

13. Adjournment

The meeting adjourned at 9:32 a.m.

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

9:00 a.m. on Thursday, October 9, 2025

OCTA Headquarters

550 South Main Street

Orange, California



October 9, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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 additional compensation for maintenance and storage facility access control system installation support, maintenance and storage facility service inspection pit safety enhancements, additional work to implement an accelerated schedule, public conveyance and safety enhancements, overhead contact system modifications, modifications to miscellaneous maintenance and storage facility systems, maintenance and storage facility mezzanine fall protection modifications, overhead contact system adjustments, and train signal control modifications.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 89.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for maintenance and storage facility access control system installation support.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 248 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for maintenance and storage facility service and inspection pit safety enhancements.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 251.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,100,000, for additional work to implement an accelerated schedule.

- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 252.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for public conveyance and safety enhancements.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 255.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for overhead contact system modifications.
- F. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 266.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for modifications to miscellaneous maintenance and storage facility systems.
- G. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 277 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$425,000, for maintenance and storage facility mezzanine fall protection modifications.
- H. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 291.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$160,000, for overhead contact system span wire to contact wire changes.
- I. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 301 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,000,000, for train signal control modifications.

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. The construction of the Project is nearing 95 percent complete. The project alignment is referenced in Attachment A.

Staff is requesting Board authorization of the following contract change orders (CCO).

Maintenance and Storage Facility (MSF) Access Control System Support

Access cards and readers are required to enhance security at the MSF and adjacent areas. Initially, the contractor was to install wiring only, with OCTA procuring and installing the equipment. To ensure system connectivity, staff directed the contractor to procure and install the full access control system. In January 2022, the Board approved CCO No. 89, in the amount of \$2,200,000, to install the full access control system. In June 2024, the Board approved supplemental CCO No. 89.1, in the amount of \$750,000, for higher than assumed labor costs for the installation of the access control system. Due to the complexity of the system, the level of effort for programming, system integration, and commissioning were beyond the original estimate. CCO No. 89.2 is needed, in the amount of \$350,000, to cover additional labor to support the programming, integration, and commissioning of the access control system.

MSF Service and Inspection Pit Safety Enhancements

During construction, it was determined that modifications to the MSF service and inspection pit access points were needed to enhance worker safety. Enhancements include additional stair enclosures, gates, and guardrails at the work platforms, as well as relocation of existing gates and related items to accommodate these changes. These enhancements were not anticipated in the original design. CCO No. 248, in the amount of \$350,000, is needed to implement these safety enhancements at the MSF.

Additional Work to Implement Accelerated Schedule

In September 2024, the Board approved CCO No. 251 for partial settlement of the construction contractor's claims and to implement an accelerated schedule targeting opening of the streetcar service to the public in summer 2026. As part of CCO No. 251, up to \$4,000,000 was authorized for initial acceleration costs, including additional equipment, crews, resources, and overtime to advance critical work. The initial authorized costs are nearly expended and CCO No. 251.1, in the amount of \$1,100,000, is now needed for additional compensation similar to those already encountered to implement the accelerated schedule to allow streetcar service to open to the public as soon as possible.

Public Conveyance and Safety Enhancements

OCTA is coordinating completion of work with the City of Santa Ana (City) to inspect and transfer project improvements for City maintenance. Inspections of final work identified additional safety enhancements, such as streetlight

replacements and handrails and pavement markings that ensure conformance with the existing field conditions that were difficult to anticipate in the original scope of work. CCO No. 252, in the amount of \$150,000, was issued to cover initial costs and is now fully expended. As completion of work continues and final inspections are conducted, additional work is anticipated to conform with existing conditions for public safety. CCO No. 252.1, in the amount of \$250,000, is needed to fund the remaining work necessary for final project completion and turnover of improvements to the City.

Overhead Contact System (OCS) Modifications

Various OCS design modifications were required to address minimum clearance requirements discovered during installation. The modifications include changes to OCS wire supports, OCS wire adjustments, and rerouting of OCS wiring. CCO No. 255, in the amount of \$200,000, was issued to cover these modifications for Segment 1 and has now been fully expended. To complete anticipated OCS modifications in Segments 2 to 5, similar to those already encountered, CCO No. 255.1, in the amount of \$350,000, is required to reduce any impacts to the project schedule.

Modifications to Miscellaneous MSF Systems

As construction progresses towards final completion and occupancy of the MSF, miscellaneous modifications not anticipated in the original design to various mechanical, electrical, and plumbing systems are required. The modifications include changes to the fire alarm, gas service, compressor feed, and other various systems. CCO No. 266, in the amount of \$200,000, was issued to cover these modifications and has now been fully expended. CCO No. 266.1, in the amount of \$250,000, is required to compensate the contractor for modifications to miscellaneous MSF systems.

MSF Mezzanine Fall Protection Modifications

Modifications on the mezzanine level of the MSF are required to improve fall protection safety. The changes were not anticipated in the original design and include closing a gap between the mezzanine and the the top of the train with metal plates. CCO No. 277, in the amount of \$425,000, is needed to improve fall protection safety on the MSF mezzanine.

OCS Span Wire to Contact Wire Changes

Modifications were required to the OCS system associated with span wire to contact wire adjustments and modifications at various locations to meet

minimum clearance requirements. CCO No. 291, in the amount of \$205,000, was issued to cover these modifications for Segment 1 and has now been fully expended. To complete the anticipated OCS modifications in Segments 2 to 5, similar to those already encountered, CCO No. 291.1, in the amount of \$160,000, is needed.

Train Signal Control Modifications

The train signal control system coordinates streetcar movements with City traffic signals to ensure safe operations. Modifications to the system's hardware and software are needed to ensure that it functions safely and properly. The modifications were not included in the original design. The hardware modifications include adjustments and additional detector loops and signal equipment at multiple locations throughout the Project. Software modifications include costs to install and configure the system. CCO No. 301 is required, in the amount of \$1,000,000, for train signal control modifications.

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. 89.2, 248, 251.1, 252.1, 255.1, 266.1, 277, 291.1, and 301, in the amount of \$4,235,000, will increase the cumulative value of the contract to \$355,919,592, as shown in Attachment B. Board approval is required for CCO nos. 89.2, 248, 251.1, 252.1, 255.1, 266.1, 277, 291.1, and 301 pursuant to the State of California Public Contracting Code Section 20142. The 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

Funding for these changes was included in the revised OC Streetcar Federal Transit Administration Full Funding Grant Agreement approved by the Board on February 24, 2025, and is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0051-TS010-9017-Z32 (CCO nos. 89.2, 248, 266.1, 277), 0051-TS010-9017-Z55 (CCO No. 251.1), 0051-TS010-9017-Z42 (CCO No. 252.1), 0051-TS010-9017-Z46

(CCO No. 252.1), 0051-TS010-9017-Z54 (CCO nos. 255.1, 291.1), and 0051-TS010-9017-Z51 (CCO No. 301), is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds. The cost of the work associated with the CCOs noted above will be funded by, and are included in, the project budget that was previously approved by the Board on February 24, 2025.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 89.2, in the amount of \$350,000, for MSF access control system installation support; CCO No. 248, in the amount of \$350,000, for MSF service and inspection pit safety enhancements; CCO No. 251.1, in the amount of \$1,100,000, for additional work to implement an accelerated schedule; CCO No. 252.1, in the amount of \$250,000, for public conveyance and safety enhancements; CCO No. 255.1, in the amount of \$350,000, for OCS modifications; CCO No. 266.1, in the amount of \$250,000, for modifications to miscellaneous MSF systems; CCO No. 277, in the amount of \$425,000, for MSF mezzanine fall protection modifications; CCO No. 291.1, in the amount of \$160,000, for OCS span wire to contact wire changes; and CCO No. 301, in the amount of \$1,000,000, for train signal control modifications to Agreement No. C-7-1904 between OCTA and Walsh for the construction of the Project.

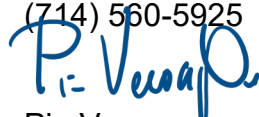
Attachments

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

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925



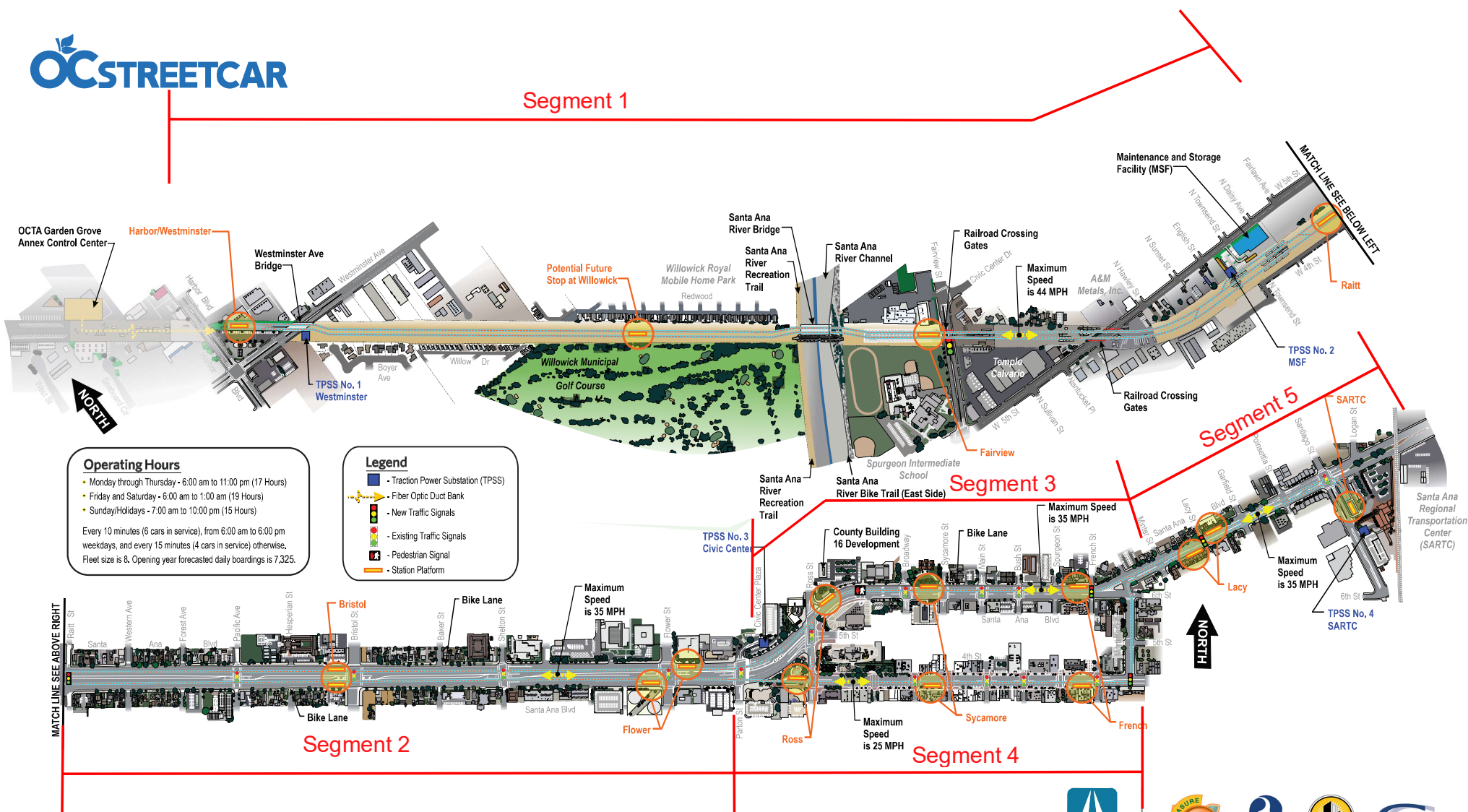
Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

Approved by:



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

Segment 1



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
3.4	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/21/2025	\$657,000.00
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
4.5	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/3/2025	\$250,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	Approved	12/29/2023	\$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	\$0.00
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	\$0.00
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0.00
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
28.2	Schedule Impacts Associated with TIE 07	Approved	1/17/2024	\$0.00
28.3	Schedule Impacts Associated with TIE 07	Approved	6/4/2024	\$1,425,000.00
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	\$175,730.75
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
34	OCS Spanwire Modifications	Approved	5/8/2024	\$10,901.00
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

CCO No.	Title	Status	Date Executed	Cost
40	MSF Remote Yard Gates	Approved	11/3/2021	\$32,307.66
40.1	MSF Remote Yard Gates	Approved	5/29/2024	\$67,819.03
41	Auxiliary Feeder Pullbox Sizes- Segment 3A	Approved	11/23/2021	\$61,041.24
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	4/26/2021	\$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
61.1	Train-to-Wayside Communications Loop Installation in Embedded Track	Approved	6/3/2025	\$233,582.27
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
71.2	Traffic Signal Interconnect Additional Funding	Approved	3/4/2025	\$165,802.56
71.3	Traffic Signal Interconnect - Ethernet Switches	Approved	6/16/2025	\$171,122.00
72	Cathodic Protection at MSF and Car Wash	Approved	11/30/2023	\$292,745.56
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	Approved	6/7/2023	\$1,300,000.00
77.4	Pavement Modifications and Restoration Additional Funding	Approved	5/28/2025	\$350,000.00
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
89.1	Additional Security Modifications	Approved	6/11/2025	\$750,000.00
89.2	MSF Access Control Supplemental	Pending		\$350,000.00
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
91.1	Additional Customer Information Center Enclosure and Component Modifications	Pending		\$1,000,000.00
92	Changes to Platform SCE Meter Pedestals	Approved	6/28/2023	\$208,613.05
93	Wheel Turing Pit Modifications	Approved	2/2/2024	\$318,486.42
93.1	MSF Jib Cranes	Approved	8/18/2025	\$96,938.87
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

CCO No.	Title	Status	Date Executed	Cost
104	MSF Ductwork and Louvers Revised Plans	Approved	8/1/2025	\$48,934.50
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	Approved	9/17/2024	\$253,851.23
108.1	Traffic Signal and Pedestrian Crossing Modifications	Pending		\$21,946.41
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	Approved	6/6/2024	\$64,411.79
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00
133	MSF Western Concrete Masonry Unit Wall Modifications	Approved	1/27/2023	\$208,000.00
139	Soundwall #2 CIDH Foundation Adjustments	Approved	7/24/2023	\$29,570.95
140	TPSS Additional Rear Doors	Approved	9/28/2023	\$64,275.10
145	Structural Steel Quality Control Inspection and Testing	Approved	5/31/2022	\$350,000.00
146	Train Signal Modifications	Approved	6/14/2022	\$850,000.00
148	Emergency Communication Devices	Approved	2/17/2023	\$195,000.00
150	Fourth Street Extended Work Hours and Public Safety	Approved	9/28/2022	\$500,000.00
150.1	Fourth Street Extended Work Hours and Public Safety Additional Funding	Approved	12/15/2022	\$800,000.00
150.2	Fourth Street Extended Work Hours Additional Funding	Approved	6/18/2024	\$250,000.00
157	Traffic Control Allowance Extension (Bid Item 33)	Approved	2/6/2023	\$208,000.00
157.1	Traffic Control Allowance Extension (Bid Item 33)	Approved	9/21/2023	\$300,000.00
158	Station Canopy Glass Price Escalation	Approved	10/17/2022	\$72,607.09
161	Contract Language Modification - Article 9 - Notices	Approved	11/17/2022	\$0.00
164	Station Platform, Parking Lot, and Sasscer Park Lights	Approved	5/18/2023	\$300,000.00
169	Traffic Signal Systems Spare Equipment for City of Santa Ana	Approved	3/28/2025	\$56,626.20
170	Station Spare Parts	Approved	1/2/2025	\$518,592.05
173	Buried OCS Pole Grounding	Approved	8/22/2024	\$209,500.00
173.1	Buried OCS Pole Grounding	Approved	8/27/2024	\$123,643.00
175	Additional Fence and Gates to Minimize Trespassing in PE ROW	Approved	5/6/2025	\$198,210.15
175.1	Additional Fence and Gates to Minimize Trespassing in PE ROW	Pending		\$200,000.00
177	Traffic Signal Plan Revisions: Utilizing Different Anchor Bolt Patterns	Approved	1/27/2023	\$208,000.00
177.1	Traffic Signal Pole Revisions Additional Funding	Approved	5/5/2025	\$100,000.00
178	Station Standby Lighting	Approved	12/16/2024	\$127,795.00
180	Miscellaneous Minor Changes at MSF	Approved	8/29/2025	\$51,406.77
182	Homeless Security and Cleanup	Approved	2/16/2023	\$208,000.00
183	Track Switch Indication Lights	Approved	2/28/2023	\$480,000.00
184	Santa Ana Boulevard Extended Hours	Approved	12/14/2022	\$208,000.00
185	Additional Builder Risk Insurance	Approved	2/8/2023	\$550,000.00
186	MSF Catenary Interlock System	Approved	2/17/2023	\$208,000.00
186.1	MSF Interlock System Additional Funding	Approved	12/27/2024	\$781,619.17
187	Schedule Impacts Associated with TIE 08	Approved	10/24/2022	\$0.00
187.1	Schedule Impacts Associated with TIE 08	Approved	6/22/2023	\$2,847,000.00
188	Relocation of the Traction Power Track Connection Boxes in Segment 4	Approved	5/23/2024	(\$102,757.22)
189	MSF Grounding Additions	Approved	3/28/2025	\$178,283.21
190	Track Bumping Post Modifications	Approved	6/13/2024	\$206,920.32
191	Four-Fold and Coiling Doors at the MSF	Approved	6/20/2023	\$300,902.44
193	Embedded Track Transition to Paved Ballasted Track	Approved	2/20/2024	\$182,498.67
194	Malcom's Differing Site Condition Impacts for CIDH Pile Installation (Claim 10)	Approved	3/16/2023	\$209,999.00
195	Schedule Impacts Associated with TIE 12	Approved	3/27/2023	\$0.00
195.1	Schedule Impacts Associated with TIE 12	Approved	6/20/2023	\$1,249,403.38
195.2	Schedule Impacts Associated with TIE 12	Approved	5/3/2024	\$245,501.00
195.3	Schedule Impacts Associated with TIE 12	Approved	5/6/2024	\$940,580.78
196	Shore Power at the MSF	Approved	8/13/2024	\$363,651.56
197	OCS Pole and Foundation Revisions	Approved	6/19/2023	\$128,706.34
198	Fourth Street Planter Lighting, Irrigation Wiring, and Power Modifications	Approved	9/16/2024	\$85,247.00
199	Improvements at Civic Center Plaza	Approved	3/16/2023	\$208,000.00
200	Infrastructure for Electric Vehicle Charger at Santa Ana Regional Transportation Center	Approved	8/21/2023	\$25,000.00
201	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	12/29/2023	\$450,000.00
201.1	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	5/29/2024	\$123,039.00
203	Sidewalk Paver Material and Labor Escalation	Approved	6/19/2023	\$209,730.72
204	MSF Pedestal Track Spacing M1-M2	Approved	12/28/2023	\$20,325.88
206	Track Isolation at end of Embedded Track	Approved	6/6/2024	\$119,790.41
207	Sewer Ejector Changes at MSF	Approved	2/1/2024	\$208,221.98
208	Ultrasonic Cleaner Model Changes	Approved	6/7/2024	\$44,401.70
209	Harbor OCS Modifications	Approved	2/4/2025	\$205,657.98
210	MSF Extended Work Hours	Approved	1/3/2024	\$209,500.00
211	OCS Pole Re-Raking and Adjustment	Approved	6/4/2024	\$208,000.00
212	Restraining Rail Conflicts at M1, M2, M3 and Y1 Tracks	Approved	5/8/2024	\$35,426.59
213	Various Sidewalk and Brick Restoration Work	Approved	8/12/2024	\$209,500.00
214	SCE Switchgear Breaker Setting and Commissioning	Approved	4/30/2024	\$143,986.69
215	Emergency Walkway Track Crossing at Raitt Street and Fairview Street Platform	Approved	12/28/2023	\$113,812.10
217	Improvements at Sasscer Park	Approved	5/8/2024	\$209,298.00
220	Ross Street Intersection Modifications	Approved	8/30/2024	\$140,421.07
221	Electrical Modifications at Sasscer Park	Approved	8/30/2024	\$128,045.06
222	SCE Electrical and Service Connections at Various Intersections	Approved	12/27/2024	\$368,980.95

CCO No.	Title	Status	Date Executed	Cost
225	Train Control Battery Backup	Approved	9/17/2024	\$349,848.89
226	Traffic Signal Pole and Mast Arm Adjustments at Santiago Street, Shelton Street, and Bristol Street	Approved	9/26/2024	\$52,702.00
227	Traffic Signal and Striping Modifications Due to the City of Santa Ana Bike Lane Project	Approved	8/30/2024	\$45,088.00
228	OCS Feeder Cable Theft Protection	Approved	10/14/2024	\$243,904.68
230	Traffic Signal Cabinet Relocation Sycamore Street and Santa Ana Boulevard	Approved	9/16/2024	\$93,878.89
231	Bid Item 61 (Utility Service Fee) Extension	Approved	6/7/2024	\$185,000.00
232	Platform Modifications	Approved	11/13/2024	\$70,648.35
232.1	Platform Modifications	Approved	7/21/2025	\$122,857.93
233	MSF Information Technology Room and Data Port and Communication Device Changes	Approved	11/18/2024	\$1,519,579.00
233.1	MSF IT Upgrades Supplemental	Pending		\$417,576.00
234	Schedule Impacts Associated with TIE 18	Approved	5/8/2024	\$0.00
235	Diesel Particulate Filter	Approved	10/11/2024	\$77,050.69
237	Garfield Street and Sycamore Street SCE Services Pedestals and Foundation Changes	Approved	9/30/2024	\$56,300.78
239	TPSS #01 Alternative Installation Method	Approved	12/12/2024	\$40,000.00
241	Modifications to the East and West Gates at MSF	Approved	6/9/2025	\$366,813.41
242	OCS Pole Ground Repair in PE ROW	Approved	2/4/2025	\$148,044.06
243	Overhead Utility Conflicts at Mortimer Street and Santa Ana Boulevard - Traffic Signal	Approved	12/12/2024	\$38,498.93
244	Sump Pump Removal from Elevator	Approved	7/31/2025	\$45,697.23
245	Parton Street and Santa Ana Boulevard Sidewalk Restoration	Approved	11/14/2024	\$22,763.02
246	Modifications to Signage, Push Buttons, and Signal Heads	Approved	11/13/2024	\$76,618.35
248	MSF Service and Inspection Pit Access Controlled Gate Revisions	Pending		\$350,000.00
249	Lacy Platform Landscape Changes	Approved	7/31/2025	\$49,908.54
250	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Approved	5/7/2025	\$325,000.00
250.1	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Pending		\$50,000.00
251	Accelerated Schedule Agreement	Approved	9/30/2024	\$40,338,054.00
251.1	Accelerated Schedule Agreement	Pending		\$1,100,000.00
252	Public Conveyance and Safety Enhancements	Approved	2/12/2025	\$150,000.00
252.1	Public Conveyance and Safety Enhancements	Pending		\$250,000.00
253	SCE Invoices for Relocations due to General Order 95 Conflicts	Approved	2/4/2025	\$150,000.00
254	Fairview Street Crossing Traffic Signal Poles Conflict with Overhead SCE Lines	Approved	2/4/2025	\$21,225.37
255	OCS Modifications	Approved	1/21/2025	\$200,000.00
255.1	OCS Modifications	Pending		\$350,000.00
258	Harbor Boulevard Station Adjustments	Approved	4/11/2025	\$200,000.00
260	MSF Finishes	Approved	3/13/2025	\$200,000.00
261	OCS Cross Contact Assemblies on Hand	Approved	3/4/2025	\$200,000.00
262	Auxiliary Contact Wire at Eastbound Track 5	Approved	8/29/2025	\$76,182.28
263	Communication Interface Cabinet Battery Replacement	Approved	5/6/2025	\$202,329.50
264	MSF Room 124 Added Fan Coil Units	Approved	7/31/2025	\$169,835.00
265	MSF Bridge Crane Conflicts with Mechanical, Electrical, and Plumbing (MEP)	Approved	7/21/2025	\$200,000.00
266	MSF Systems	Approved	3/14/2025	\$200,000.00
266.1	MSF Systems	Pending		\$250,000.00
267	Wheel Truing Machine Testing	Approved	3/28/2025	\$92,397.00
268	MSF Additional Roof and Deck MEP Angle Supports	Approved	5/8/2025	\$199,232.85
268.1	MSF Additional Roof and Deck MEP Angle Supports	Pending		\$59,867.90
270	MSF IT Room Power Distribution Unit Update	Approved	7/21/2025	\$34,920.17
271	MSF Lactation Room 109 and Breakroom Room 110 Revisions	Approved	7/21/2025	\$62,795.90
275	Overhead Contact System Pole Twist and Arm Capacity	Approved	5/25/2025	\$400,000.00
277	MSF Fall Protection Modifications	Pending		\$425,000.00
281	MSF Truing Pit Air Assembly Relocation	Approved	8/21/2025	\$10,317.50
285	MSF Fan in Room 124	Approved	7/21/2025	\$42,389.14
288	PE ROW Gate Modifications	Approved	8/1/2025	\$39,630.54
289	OCS – Elastic Arm Assembly Modifications	Approved	5/6/2025	\$100,000.00
290	OCS – Galvanized Steel to Stainless Steel and Kevlar Changes	Approved	5/6/2025	\$205,000.00
291	OCS – Span Wire to Contact Wire Changes	Approved	5/22/2025	\$205,000.00
291.1	OCS – Span Wire to Contact Wire Changes	Pending		\$160,000.00
292	OCS – Feeder Wire and Tap Assembly Modifications	Approved	5/22/2025	\$200,000.00
293	Communications Systems Software and Supervisory Control and Data Acquisition	Pending		\$900,000.00
294	MFS Uninterrupted Power Supply Battery Replacement	Approved	8/29/2025	\$41,841.60
296	Ballast Walkway Modifications	Approved	7/21/2025	\$208,000.00
301	Train Signal Control Changes	Pending		\$1,000,000.00
305	MSF Direct Current Bus Duct Modifications	Approved	8/29/2025	\$22,493.16
307	Systems Integration Testing and Start-Up	Approved	8/1/2025	\$200,000.00
Subtotal Executed CCOs				\$128,496,552.82
Subtotal Pending CCOs				\$6,884,390.31
TOTAL CCOs				\$135,380,943.13
ORIGINAL VALUE				\$220,538,649.00
PROPOSED REVISED VALUE				\$355,919,592.13



October 9, 2025

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Agreement for Same-Day Taxi Service

Overview

On September 25, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Cabco Yellow, Inc., doing business as California Yellow Cab, for the management and operation of Same-Day Taxi service for a two-year initial term, with one two-year option term. The initial term expires on November 30, 2025. Effective as of June 1, 2025, the agreement was assigned to OCY Management LLC, with approval from the Orange County Transportation Authority and in accordance with the contract terms. Staff is requesting the Board of Directors' approval to exercise the two-year option term, effective December 1, 2025, through November 30, 2027, and authorize that a pilot which expands the reach of the program from five to seven miles be included in the contract amendment.

Recommendations

- A. Approve a pilot to expand the Same-Day Taxi service model and the per-trip subsidy to accommodate trips up to seven miles.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-2396 between the Orange County Transportation Authority and OCY Management LLC to exercise the option term, in the amount of \$2,440,758, to continue providing Same-Day Taxi service effective December 1, 2025, through November 30, 2027. This amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$5,041,901.

Discussion

The Americans with Disabilities Act (ADA) requires transit agencies operating fixed-route bus service to provide complementary paratransit service for

individuals with disabilities who are unable to use the fixed-route system. To meet this requirement, Orange County Transportation Authority (OCTA) implemented OC ACCESS service in 1993. In 2004, the Board of Directors approved the Paratransit Growth Management Plan, which included the introduction of Same-Day Taxi service in 2005. This service was designed to help manage growing demand, offset the impacts of aligning the OC ACCESS service area to the ADA-mandated three-quarter-mile boundary, and replace the previously discontinued same-day medical backup trip service.

Same-Day Taxi service is available exclusively to OC ACCESS-certified riders. Unlike OC ACCESS, which requires next-day reservations, Same-Day Taxi provides on-demand service from 6:00 a.m. to 8:00 p.m. daily throughout Orange County. The rider fare is \$3.60 for the first five miles, equal to the OC ACCESS fare, with additional mileage charged at the taxi meter rate. Same-Day Taxi also provides a significant financial benefit to OCTA. A five-mile trip costs OCTA \$18.90 in subsidy, compared to \$65.78 for the same trip on OC ACCESS, resulting in a cost savings of nearly \$47 per trip.

Staff recently analyzed ridership patterns and found that Same-Day Taxi is most often used for trips up to five miles, while longer trips are typically taken on OC ACCESS due to the higher cost of Same-Day Taxi beyond the initial five miles. These findings are consistent with a 2020 paratransit study, which recommended expanding rider benefits to increase use of Same-Day Taxi as a cost-effective alternative. Based on this analysis, staff is recommending a pilot to expand the Same-Day Taxi mileage limit from five to seven miles. Under the proposed model, OCTA would directly reimburse contractors for the sixth- and seventh-mile fares. To ensure program sustainability, staff is also recommending usage limits of up to 20 one-way subsidized trips per month, with no more than four one-way trips per day.

This proposed pilot program is intended to encourage greater use of Same-Day Taxi as a flexible and cost-effective alternative to OC ACCESS while maintaining program sustainability and service reliability. Staff recommends a two-year pilot within the full option term, incorporating the expanded mileage benefit and usage limits. Program use will be monitored throughout the pilot to determine whether the expansion should become a permanent benefit or be adjusted to better meet rider needs.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. The agreement was awarded on a competitive basis and includes a two-year

initial term in the amount of \$2,601,143 and a two-year option term. The agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 3 is to exercise the option term of the agreement through November 30, 2027, and increase the maximum cumulative payment obligation by \$2,440,758, bringing the total contract value to \$5,041,901. The budget for this amendment considers the current per-trip rates as negotiated in the original agreement, incorporates pricing for the six and seven-mile trips as proposed in the expanded pilot service model, and accounts for service demand trends observed over the last 24 months. Exercising the option term will allow OCY Management LLC to continue to provide Same-Day Taxi service under the current agreement through November 30, 2027.

Fiscal Impact

Funding for this project was approved in OCTA's Fiscal Year 2025-26 Budget, Operations Division/Specialized Transit Services Department, account nos. 2136-7315-D1208-33H, 2136-7315-D1208-0JL, and 2136-7315-D1208-DYD, and it will be funded through the general fund.

Summary

Staff requests the Board of Directors approve a pilot to expand the Same-Day Taxi service model and the per-trip subsidy to accommodate trips up to seven miles, and authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-3-2396 with OCY Management LLC, in the amount of \$2,440,758, to continue providing Same-Day Taxi service through November 30, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$5,041,901.

Attachment

A. OCY Management LLC, Agreement No. C-3-2396 Fact Sheet

Prepared by:



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

Approved by:



Kim Tucker
Director, Bus Operations
Operations Division
(714) 560-5964



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



Johnny Dunning, Jr.
Chief Operating Officer,
Operations Division
(714) 560-5964

**OCY Management LLC
Agreement No. C-3-2396 Fact Sheet**

1. September 25, 2023, Agreement No. C-3-2396, \$2,601,143 approved by the Board of Directors (Board).
 - Agreement executed December 1, 2023, with Cabco Yellow, Inc., doing business as California Yellow Cab, to provide Same-Day Taxi service.
 - Two-year initial term effective December 1, 2023 through November 30, 2025, with a two-year option term.
2. September 1, 2024, Amendment No. 1 to Agreement No. C-3-2396, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Revised key personnel and contact information.
3. March 11, 2025, Amendment No. 2 to Agreement No. C-3-2396, \$0.00, approved by CAMM.
 - Revised key personnel and contact information.
4. June 1, 2025, Assignment Agreement No. C-3-2396, \$0.00, approved by CAMM.
 - Assign all rights, title, interest, obligations and liabilities of Agreement No. C-3-2396, including all amendments, to OCY Management, LLC.
5. October 27, 2025, Amendment No. 3 to Agreement No. C-3-2396, \$2,440,758, pending approval by the Board.
 - Amendment to exercise the option term of the agreement effective December 1, 2025 through November 30, 2027.
 - Expand same-day taxi service model and per-trip subsidy to accommodate trips up to seven miles.

Total committed to OCY Management LLC, after approval of Amendment No. 3 to Agreement No. C-3-2396: \$5,041,901.



October 9, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Programming Recommendation for the City of Newport Beach Project V Service

Overview

In September 2024, the Orange County Transportation Authority Board of Directors approved programming recommendations for the fifth Measure M2 Project V call for projects. At that time, the Board of Directors requested that staff work with the City of Newport Beach on operational refinements for its proposed Project V service. These efforts are now complete, and recommendations are presented for Board of Directors' review and approval.

Recommendations

- A. Approve Project V funding in the amount of \$2,624,060 for the City of Newport Beach's Balboa Island/Corona del Mar Local Area Transit Service.
- B. Authorize the Chief Executive Officer to negotiate and execute a cooperative funding agreement with the City of Newport Beach to support implementation of its proposed new Project V service.

Background

The Community-Based Transit Circulator Program (Project V) under Measure M2 (M2) provides funding to jurisdictions seeking to implement local transit services, which complement regional bus and rail service, while also meeting local needs in areas that may not be adequately served by regional transit. Project V provides funding opportunities for capital, initial marketing, operations, and maintenance, and is subject to minimum performance requirements, which are reported semi-annually to the Orange County Transportation Authority (OCTA) Board of Directors (Board). To date, four M2 Project V calls for projects (call) have been issued. Approximately \$96.8 million in M2 Project V funds have been awarded by the Board, with 22 services currently active, six services planned to start over the next two years, and one continuing service planned to start in 2029 when its existing Project V concludes.

On September 23, 2024, the Board awarded Project V funds to 13 local jurisdiction projects as part of a fourth M2 Project V call. At that time, the recommendation for the City of Newport Beach's (City) application for funding was deferred, primarily due to the need to further develop and refine the proposed service's operating scope and funding assumptions. The Board directed staff to continue working with the City on refinements to its proposal. In June 2025, the City completed the M2 Project V-funded Balboa Island/Corona del Mar Local Transit Feasibility Study (feasibility study), with OCTA transit planning staff input, which identified a traditional fixed-route trolley circulator service as the best option to meet the area's mobility needs

Discussion

In July 2025, the City submitted a revised application to OCTA, based on the recommendations in the feasibility study, to request funding for the new Balboa Island/Corona del Mar Local Transit Service. OCTA reviewed and scored the revised application and has now deemed the proposed service to be consistent with the overall objectives and intent of the M2 Project V program.

The Balboa Island/Corona del Mar Local Transit Service is a traditional fixed-route seasonal/weekend trolley circulator that serves neighborhoods and key activity centers within the zone that includes Balboa Island, Corona del Mar, Newport Center, and Newport Dunes, with a connection to the Balboa Peninsula area via the existing Balboa Peninsula Trolley (BPT). This service is intended to serve the local community and visitors, helping them make trips within the zone without using a personal vehicle. The Balboa Island and Corona del Mar areas have limited parking and are congested during the weekends and summer. A connection to the BPT will be made via the Balboa Ferry. The requested grant of \$2,624,060 will support 90 percent of the cost for initial marketing, purchasing of six vehicles, and operating and maintenance over a seven-year period. For more details on the project, see Attachment A.

Key revisions and clarifications that were provided in the July application included the following:

- Better defined scope of services (i.e., type of service, routing, and schedule),
- Better definition of proposed special event service types, parking lot availability (and capacity), and Americans with Disabilities Act considerations and proposed accommodations,

- More well-developed financial assumptions based upon typical costs and input from a potential vendor,
- Stronger coordination with currently active south Orange County Project V services, and
- Routing and level of service that considers previously successful Project V services.

Given these revisions, a programming recommendation of \$2,624,060 in M2 Project V funds to support initial marketing (\$18,000), capital (\$1,620,000), and operations and maintenance (\$986,060) for the Balboa Island/Corona del Mar Local Transit Service is now recommended for Board approval. The total cost for the service, including the City's required ten percent match, is estimated to be \$2,915,623.

Next Steps

Upon Board approval of the recommendations, staff will negotiate and execute a cooperative agreement with the City to determine roles and responsibilities with respect to service implementation, performance criteria, reimbursement, and payment processes. The City is anticipated to start the service in May 2027.

OCTA will continue to provide technical input on the service to the City upon request. Staff will also monitor the service and report on overall performance as part of twice yearly M2 Project V ridership reporting to the Board.

Summary

In September 2024, the Board directed staff to continue working with the City on revisions to its M2 Project V service proposal and application. These efforts are now complete, and staff is recommending that the Board award M2 Project V initial marketing, capital, operations, and maintenance funds to the City in order to support implementation of Balboa Island/Corona del Mar Local Transit Service.

Attachment

- A. Newport Beach Balboa Island/Corona del Mar Local Transit Service Description

Prepared by:



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

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5741

**Newport Beach Balboa Island/Corona del Mar Local Transit
Service Description**

Service Description: The City of Newport Beach is proposing a new Balboa Island/Corona del Mar local fixed-route trolley circulator to expand their existing service area providing new connections to the central part of Newport Beach, including Balboa Island, Corona del Mar, Newport Center, Irvine Terrace, Back Bay/Newport Dunes, Mariners Mile, as well as connection to the existing Balboa Peninsula Trolley at the Avon parking lot. The service would run during the same timeframe and with a similar daily schedule as the Balboa Peninsula Trolley Service, operating during the summer weekends on Saturdays and Sundays for approximately ten hours a day and also providing special event service on Memorial Day, 4th of July, and Labor Day. In the map below, this service is depicted as routes A and B.

Capital funds are also being requested to purchase six vehicles.

Service Type: Seasonal/Special Event

Service Details:

- **Start Date:** May 2027
- **Service Period / Days:** May to September, and special events
- **Service Span:** 10 a.m. - 9:30 p.m.
- **Service Frequency:** Every 20 minutes



*Route A = Westbound Route, Newport Center Drive to Avon Parking Lot
Route B = Eastbound Route, Avon Parking Lot to Newport Center Drive*



October 9, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for the Construction of the Inland Slope Rehabilitation Phase II Project

Overview

The Orange County Transportation Authority's Board of Directors approved the construction of the Inland Slope Rehabilitation Phase II Project as part of the Orange County Transportation Authority's Fiscal Year 2025-26 Budget. Bids were received in accordance with the Orange County Transportation Authority's procurement policies and procedures for public works projects. Board of Directors' approval is requested to execute the construction agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2666 between the Orange County Transportation Authority and Bosco Constructors, Inc., the lowest responsive, responsible bidder, in the amount of \$4,450,000, for construction of the Inland Slope Rehabilitation Phase II Project.

Discussion

The Orange County Transportation Authority, (OCTA) has secured state SB 1 (Chapter 5, Statutes of 2017) – Local Partnership Program Formula (SB 1 LPP) funds, matched with local Measure M2 (M2) funds to repair erosion and perform preventative maintenance to avoid slope failures on the railroad right-of-way. Field investigations conducted jointly with the Southern California Regional Rail Authority (SCRRA) identified six sites in the cities of Laguna Niguel, Lake Forest, and Mission Viejo requiring stabilization. These locations consist of steep embankments, ranging from 200 to 700 linear feet in length, that if left unaddressed could undermine the track bed and/or deposit debris onto the tracks, potentially disrupting rail operations.

A geotechnical evaluation was completed in July 2022 with site-specific mitigation recommendations, including grading, shotcrete lining, and open channel culverts. Final design plans and specifications for the Inland Slope Rehabilitation Phase II Project (Project) were completed in April 2025 and are now ready to be implemented. OCTA will lead the construction for all six site locations. Construction is anticipated to begin in January 2026 and be completed within six months. Work will be coordinated closely with SCRRA to minimize rail service impacts, especially during the rainy season when slope stability risks increase.

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 state requirements, require contracts to be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 4-2666 was released on July 14, 2025, through OCTA's CAMM NET system. The bid was advertised on July 14 and July 21, 2025, in a newspaper of general circulation. A pre-bid conference was held on July 31, 2025, and was attended by five firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On August 18, 2025, two bids were received and publicly opened.

All bids were reviewed by staff from the Contracts Administration and Materials Management and Rail Programs departments to ensure compliance with the contract terms and conditions and technical specifications. The two bidders and bid amounts is presented below:

Firm and Location	Bid Amount
Bosco Constructors, Inc. Chatsworth, California	\$4,450,000
Legion Contractors, Inc. Los Angeles, California	\$5,836,000

The OCTA engineer's estimate for this Project was \$5,048,104. The recommended firm's bid is 11.85 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

Agreement for the Construction of the Inland Slope Rehabilitation Phase II Project *Page 3*

State law requires award to the lowest responsive, responsible bidder. As such, state law recommends award to Bosco Constructors, Inc., the lowest responsive, responsible bidder, in the amount of \$4,450,000, for construction of the Project.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0018-9084-C5054-TYR, and is funded by state grant SB 1 LPP and local M2 funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2666 between the Orange County Transportation Authority and Bosco Constructors, Inc., the lowest responsive, responsible bidder, in the amount of \$4,450,000, for construction of the Inland Slope Rehabilitation Phase II Project.

Attachment

None.

Prepared by:



Jason Lee
Program Manager, Capital Project
Delivery
(714) 560-5833

Approved by:



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



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



October 9, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

[Handwritten signature: D. E. Johnson] For

Subject: Cooperative Agreement with the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study

Overview

At the request of, and in partnership with, the City of Newport Beach, the Orange County Transportation Authority proposes to conduct a joint feasibility study evaluating potential relocation of the Newport Transportation Center currently located at 1550 Avocado Avenue, Newport Beach. The study will follow a standard process to assess alternative sites, ridership impacts, operational considerations, environmental and regulatory requirements, and opportunities for improved regional mobility connections. The scope of work and cooperative agreement are discussed herein.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute a Cooperative Agreement between the Orange County Transportation Authority and the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study.

Background

The Newport Transportation Center (NTC), located at 1550 Avocado Avenue, Newport Beach, serves as a key hub for OC Bus services in the City of Newport Beach (City), providing regional access to destinations across Orange County and connections to employment, educational, and recreational centers (Attachment A). The NTC opened for bus service in 1991 through an agreement with the Irvine Company. Currently, the NTC serves four OC Bus routes (1, 55, 57, and 79) that enable riders to connect to major destinations within and outside of the County. The site also functions as a park-and-ride facility and has long been an anchor for transit access in central coastal Orange County.

In June 2025, the Newport Beach City Council directed staff to explore relocating Fire Station No. 3 to the current NTC site, prompting the City to request a joint study with the Orange County Transportation Authority (OCTA) to evaluate relocating the NTC (Attachment B). The City identified 3848 Campus Drive, Newport Beach as its preferred location for a new transit center. In August 2025, OCTA responded that while the Campus Drive site could be considered, other alternatives must also be evaluated as part of a comprehensive feasibility study, with continuity of service prioritized to minimize impacts to current customers (Attachment C). Coordinated planning between OCTA and the City is necessary to address operational feasibility, ridership demand, environmental and regulatory compliance, and cost-sharing considerations before moving forward with any relocation effort.

The joint study will:

- Evaluate multiple alternative sites, including the City's preferred site at 3848 Campus Drive, Newport Beach
- Analyze operational feasibility, ridership demand, and multimodal access
- Assess legal and regulatory considerations, including compliance with Federal Transit Administration requirements, the California Surplus Land Act, and local land use/zoning regulations
- Evaluate environmental and coastal zone considerations
- Conduct public outreach to stakeholders, including rider surveys
- Identify potential funding sources and provide cost estimates for future improvements

A cooperative agreement is needed to formalize OCTA's and the City's respective roles, responsibilities, and cost-sharing arrangements. The study is estimated to cost less than \$500,000 and is proposed to be cost-shared equally. OCTA will provide project management, technical oversight, and coordination with regional and state partners. The City will provide local coordination, land-use expertise, and additional technical support.

Fiscal Impact

The cooperative agreement with the City will establish cost-sharing arrangements for the study. The study is estimated to cost less than \$500,00, and staff is seeking state and federal funding for OCTA's share of the study cost.

Next Steps

Pending Board of Directors' (Board) approval, OCTA staff will work with the City to finalize a cooperative agreement and initiate procurement of a consultant to conduct the feasibility study. Once a notice to proceed is issued, the study is expected to take approximately 16 months to complete. A detailed project timeline is provided in Attachment D.

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute a cooperative agreement with the City for the NTC Relocation Feasibility Study.

Attachments

- A. Newport Transportation Center - Study Locations Map
- B. Letter from Grace K. Leung, City Manager, City of Newport Beach, to Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority, dated June 26, 2025
- C. Letter from Darrell E. Johnson, Chief Executive Officer, Orange County Transportation Authority, to Grace K. Leung, City Manager, City of Newport Beach, dated August 5, 2025, re: Response to June 26, 2025, Letter Regarding Newport Transportation Center
- D. Feasibility Study Timeline, Newport Transportation Center Potential Relocation

Prepared by:

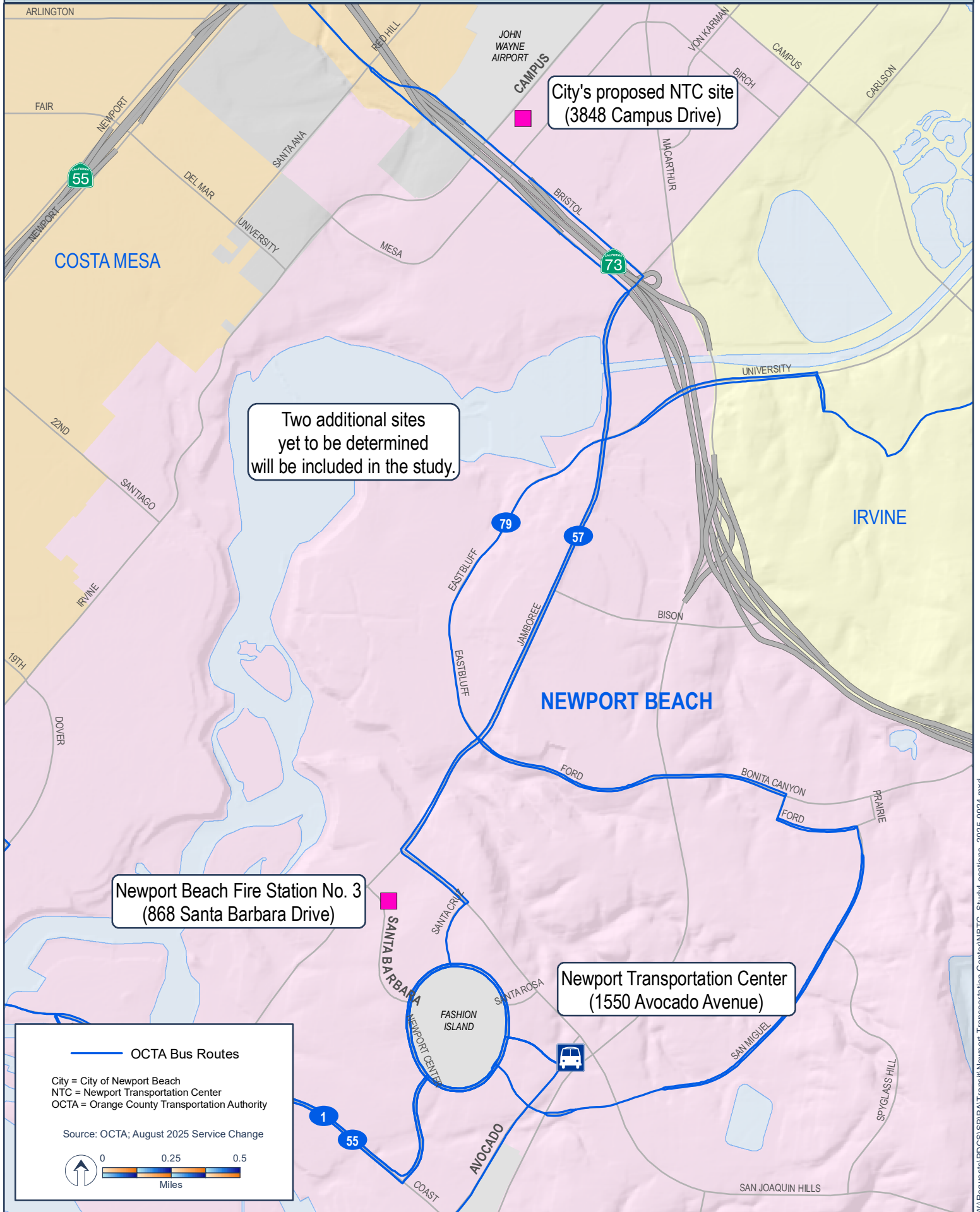


Katie Persons
Department Manager,
Transit Planning
(714) 560-5683

Approved by:



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



**CITY OF NEWPORT BEACH**

100 Civic Center Drive
Newport Beach, California 92660
949 644-3001 | 949 644-3020 FAX
newportbeachca.gov

June 26, 2025

Via Electronic Mail [\[djohnson@octa.net\]](mailto:djohnson@octa.net)

Darrell E. Johnson
Chief Executive Officer
Orange County Transportation Authority
550 South Main Street
Orange, CA 92868

Dear Mr. Johnson,

The City of Newport Beach (City) appreciates the opportunity to work closely with the Orange County Transportation Authority (OCTA) to identify long-term transit needs in the Newport Beach area. Currently, the City is in negotiations for the potential acquisition of the property located at 3848 Campus Drive. To properly evaluate the financial terms under which the City might acquire the property—including, but not limited to, the amount of consideration, as well as the structure and timing of any potential transaction—it is necessary for the City to understand OCTA's potential interest in the site for a new transit center.

During the open session portion of the City Council meeting held on June 10, 2025, the City Council expressed interest in relocating Newport Beach Fire Station No. 3 to 1550 Avocado Avenue. Recognizing the expertise of OCTA in evaluating new sites for the relocation of the transit center, the City Council asked for OCTA's support in facilitating the relocation of Fire Station No. 3 to 1550 Avocado Avenue. To that end, City staff has conducted a preliminary analysis of the property at 3848 Campus Drive, and it is City staff's opinion that this is the best location for a new transit center, allowing for the relocation of the Newport Transportation Center (NTC) to this site.

To inform the City's negotiations about price and payment terms, the City requests OCTA's assistance in evaluating the feasibility of the 3848 Campus Drive site as a transit center and for OCTA to identify the general timing of any studies required to make that determination.

Relocation to 3848 Campus Drive

As noted above, based on City staff's analysis, City staff is of the opinion that the 3848 Campus Drive site is an ideal site for relocating the existing NTC from its current location. Relocation to this site would complement OCTA's transit network goals while aligning with the City's broader land use and housing strategies in the Airport Area, which is slated for significant residential and commercial expansion. Specifically, the 3848 Campus Drive site is located within the City's Airport Area, which is designated for high-density residential and employment growth under the City's Land Use and Housing Elements.

Similarly, it is City staff's opinion that the 3848 Campus Drive site would provide OCTA with additional flexibility because it would be free of deed restrictions, including overnight use restrictions.

Transit Operations Study Funding Commitment

Based on the City Council's June 10, 2025, request, it is our understanding that OCTA has indicated a desire to collaborate with the City and further evaluate the operational feasibility of 3848 Campus Drive. Regarding this evaluation, the City is willing to fully fund 100% of any technical or operational study specific to 3848 Campus Drive.¹ Should OCTA decide to include additional sites in the study for analysis, the City is willing to share the cost of the expanded study and fund 50% of the total cost.

Capital Investment Commitments.

Additionally, we want to emphasize that we fully understand that, if the 3848 Campus Drive site is deemed feasible for the relocation of the NTC, OCTA would expect the City to assume full financial and administrative responsibility for delivering the proposed transit facility. This responsibility would include, but not be limited to:

- The acquisition of the site;
- Completion of all required environmental review and entitlement processing;
- Full design, engineering, permitting, and construction of the new transit center; and
- Procurement and installation of all required transit infrastructure, including bus bays, passenger amenities, operator facilities, bicycle storage, signage, and streetscape improvements.

Also, we understand that the facility would need to be designed to meet or exceed OCTA's standards for operations, safety, and customer experience, while remaining

¹ It is the City's understanding that the cost of the study would be within the City Manager's contracting authority (\$120,000).

consistent with regional mobility goals and Federal Transit Administration (FTA) compliance requirements.

Furthermore, we understand that there would be an expectation that the City would be the lead agency through all phases of project implementation, while coordinating closely with OCTA to ensure operational needs are fully addressed in the final design.

Disposition of Existing NTC Property

As noted above, to properly evaluate the financial terms under which the City might acquire the property, the City needs OCTA to collaborate with the City to determine if the site is viable for OCTA as a future transit center. This determination is critical, as the City cannot establish a purchase price or fully negotiate terms and timing of payments without OCTA's insight into the site's feasibility for a transit center.

If it is determined that 3848 Campus Drive is a suitable location for a new, modernized transit facility—and that it can serve as a viable replacement for the current NTC—City staff would then be able to propose that the City enter real property negotiations with OCTA concerning both properties.

The City also acknowledges that 1550 Avocado Avenue currently may be subject to the Federal Transit Administration (FTA) requirements due to prior federal investment. Should we reach the point of entering real property negotiations, we understand the need to work with OCTA to ensure that any potential disposition of 1550 Avocado Avenue complies fully with all applicable federal and state regulations, including FTA guidelines and the California Surplus Land Act.

Additionally, we understand the importance of maintaining transit continuity, ensuring OCTA drivers and employees are not negatively impacted, and preserving the public benefit currently provided by the Avocado site. As part of any potential agreement, the City recognizes that OCTA will need to:

- Maintain bus service and bus stops on Avocado Avenue and around Newport Center so riders starting or ending their trips in/and around Fashion Island can continue to do so; and
- Coordinate closely with OCTA to minimize any service disruptions during the transition.

Overall, we believe the relocation of the NTC to the 3848 Campus Drive site would be mutually beneficial—enhancing regional mobility, supporting compliance with federal and state transit requirements, and enabling both agencies to further long-range transportation and land use goals.

We look forward to OCTA's thoughtful consideration of this request and we welcome the opportunity to meet and discuss the next steps.

Sincerely,

A handwritten signature in black ink, appearing to read 'Grace K. Leung', with a stylized, flowing script.

Grace K. Leung
City Manager
City of Newport Beach

cc: City of Newport Beach City Council



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

August 5, 2025

**Ms. Grace Leung
City Manager
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660**

**Subject: Response to June 26, 2025, Letter Regarding Newport
Transportation Center**

Dear Ms. Leung:

We are in receipt of the City of Newport Beach's (City) June 26, 2025, letter outlining the City's interest in relocating the Newport Transportation Center (NTC) to the property at 3848 Campus Drive and requesting the Orange County Transportation Authority's (OCTA) support in evaluating the site's feasibility as a possible transit center.

We appreciate the City's recognition of the importance of ensuring OCTA continues to meet both current and future regional mobility needs – a responsibility to the community we have upheld with the NTC for 35 years.

With this understanding and recognizing the many benefits the current NTC location provides to those who rely upon the county's transit system, OCTA remains open to partnering with the City to assess long-term transit needs and potential relocation scenarios. To ensure an objective, transparent, and mutually beneficial outcome, it is essential to agree on the following principles as we proceed.

Clarification of Relocation Criteria

While we recognize and appreciate the City's desire to relocate Fire Station Number 3 to 1550 Avocado Avenue, OCTA must first fully understand and evaluate the rationale for identifying 3848 Campus Drive as a suitable replacement for the NTC. To that end, could you provide the detail supporting the City's site selection criteria, including alternative sites considered and reasons for not being selected, any studies conducted, anticipated land-use benefits, and alignment with regional transit and housing objectives. This information will help OCTA assess potential impacts to current operations, ridership access, and long-term mobility goals.

Joint and Unbiased Feasibility Analysis

To avoid any bias and pre-determination of a suitable potential relocation site, a joint approach is critical in defining the scope of work, procuring consultants, and managing oversight for the feasibility and operational studies. This approach would allow each agency to leverage its respective areas of expertise. All potential relocation sites, including but not limited to 3848 Campus Drive, should be considered as part of this evaluation.

We appreciate the City's offer to cover all study costs; however, OCTA considers a 50/50 cost-sharing arrangement essential for the comprehensive study of all candidate sites. This structure would support a balanced analysis and ensure both agencies are equally invested in the study's outcomes. Given OCTA's long standing experience with procuring professional services contracts for a variety of complex studies, we are well-positioned to lead the procurement process.

Environmental Review Parameters

To maintain integrity in the analysis process, and comply with applicable state and federal environmental regulations, it is also critical that no decisions are predetermined prior to a formal environmental review process. The scope and methodology for environmental analysis must be jointly developed and reflect OCTA's planning, operational, and regulatory requirements.

Governance and Public Input

We also want to emphasize that the study and any potential relocation of the NTC will require review and consideration by OCTA's Board of Directors. As part of this process, OCTA will ensure that the transit-riding public has an opportunity to be informed and provide input. This public engagement and governance process is essential to maintaining transparency and supporting informed decision-making.

In closing, NTC remains a vital part of OCTA's transit network, serving as a key connection point for multiple high-ridership routes and providing critical access to employment, education, healthcare, and retail destinations throughout Newport Beach and beyond. Over the past 35 years, the facility has consistently supported essential travel, including during the pandemic, and continues to serve tens of thousands of riders annually. Preserving the integrity and functionality of the

Ms. Leung
August 5, 2025
Page 3

NTC – whether at its current location or through any future alternative – must remain central to our shared goal of enhancing regional mobility.

OCTA looks forward to continuing dialogue with the City and identifying a framework that supports both agencies' goals while upholding transparency, equity, and regulatory integrity. However, the existing NTC site was developed with federal funding and is subject to restrictions under our agreement with the Irvine Company. Any proposed relocation would require formal determination of compliance with Federal Transit Administration property disposition requirements and concurrence from the property's grantor, the Irvine Company. Please let us know a convenient time to meet and discuss these principles for advancing.

If you have any questions, please feel free to contact me at djohnson@octa.net or (714) 560-5343.

Sincerely,

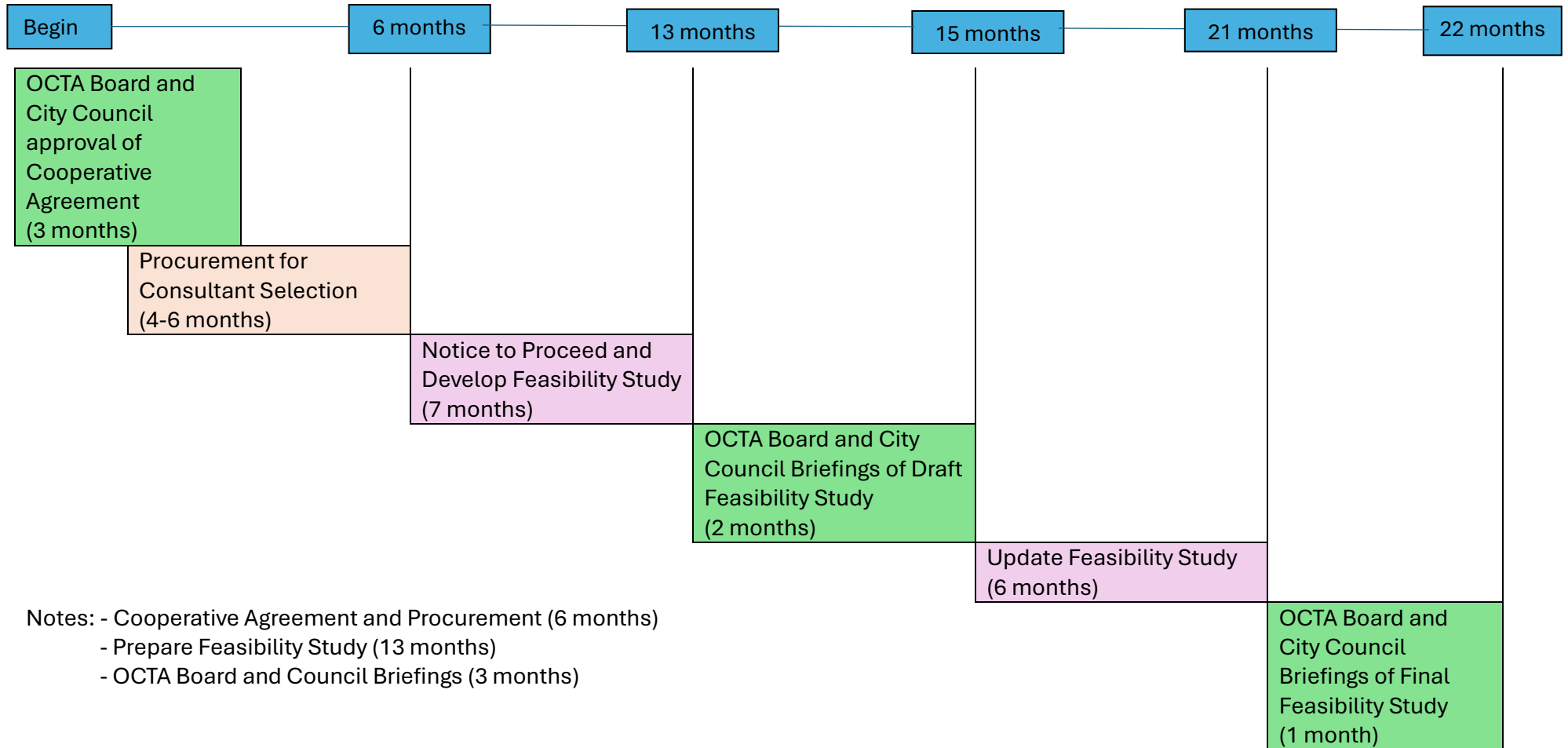
A handwritten signature in blue ink, appearing to read "Darrell E. Johnson".

Darrell E. Johnson
Chief Executive Officer

DEJ:dp

c: OCTA Board of Directors
OCTA Executive Management

Feasibility Study Timeline
Newport Transportation Center Potential Relocation



Feasibility Study Timeline

Newport Transportation Center Potential Relocation

OCTA and the City of Newport Beach are jointly undertaking a 16-month feasibility study to evaluate relocating Newport Beach Fire Station No. 3 from Santa Barbara Drive to the current NTC site, contingent on moving the NTC to an alternate location.

Study Objectives

- Relocate the NTC while preserving its role as a regional transit hub.
- Explore different re-use options for the current fire station site.
- Develop an implementation plan addressing both relocations.

Key Activities

1. **Project Management & Coordination** – Establish governance, communications, and reporting.
2. **Baseline Assessments** – Document current fire station operations, NTC ridership, infrastructure, and constraints.
3. **Evaluation Criteria Development** – Define standardized scoring methods for comparing relocation sites.
4. **Relocation Analyses**
 - **Fire Station No. 3:** Assess site suitability at 1550 Avocado Avenue, Newport Beach, including operations, response times, traffic, environmental compliance, and funding.
 - **NTC:** Evaluate the City’s preferred site at 3848 Campus Drive, Newport Beach and other candidate locations for transit operations, legal encumbrances, community impacts, and cost-benefit tradeoffs.
5. **Environmental, Sustainability, and Technical Studies** – Assess CEQA/NEPA requirements, sustainability analyses, geotechnical studies, and transportation impact analyses.

Board – Board of Directors

CEQA - California Environmental Quality Act

OCTA – Orange County Transportation Authority

NEPA – National Environmental Policy Act

NTC – Newport Transportation Center



Cooperative Agreement with the City of Newport Beach for the Newport Transportation Center Relocation Feasibility Study

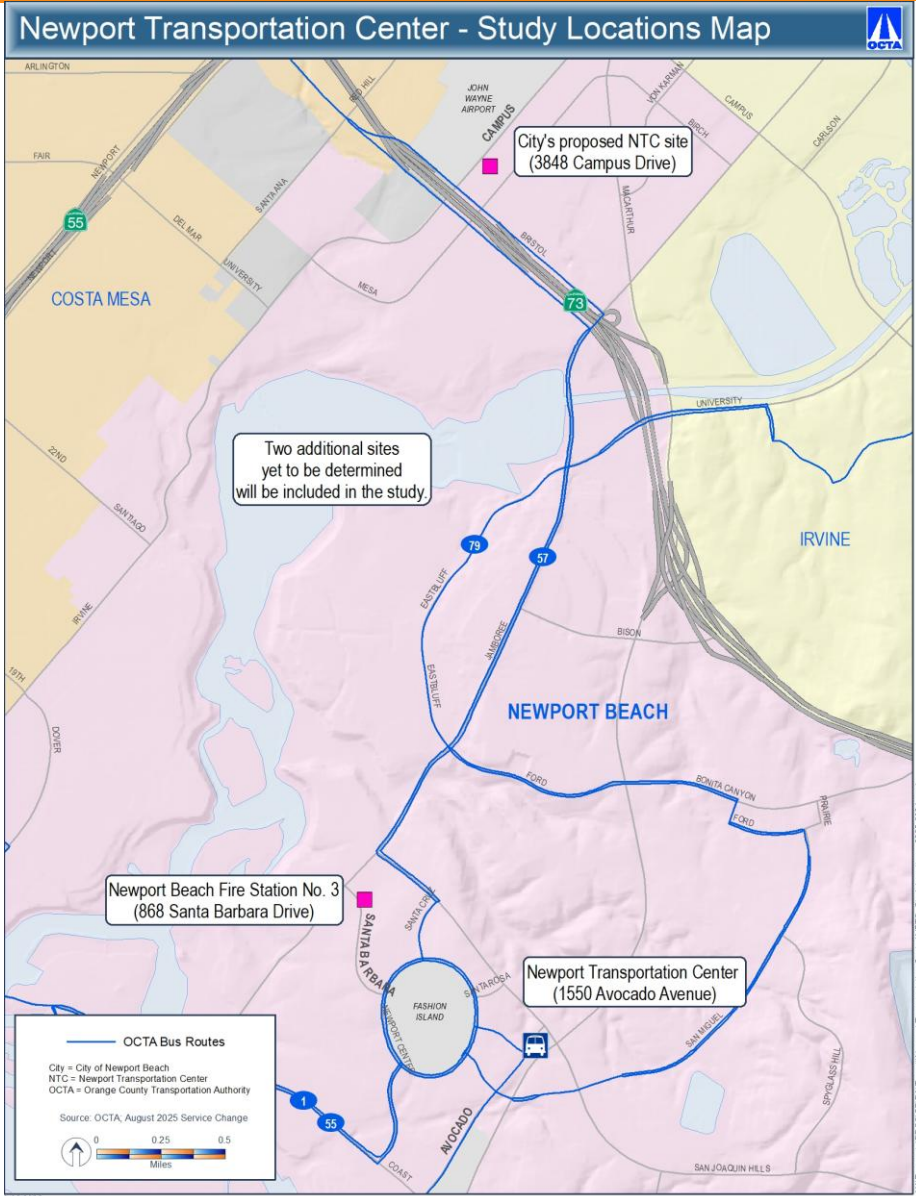
Newport Transportation Center

- Located at 1550 Avocado Avenue, Newport Beach
- Hub for OC Bus services in the City
 - Serves OC Bus routes 1, 55, 57, and 79
 - Provides regional access across Orange County and beyond
 - Connects riders to jobs, schools, and recreation
- Park-and-ride facility
- Anchor for transit access in central coastal Orange County
- Opened in 1991 through an agreement with the Irvine Company

Background

- In June 2025, Newport Beach City Council directed staff to evaluate the relocation of Fire Station No. 3 to the current NTC site (1550 Avocado Avenue, Newport Beach)
- The City requested OCTA's partnership on a joint feasibility study to evaluate potential relocation of the NTC

Study Locations



OCTA-City Coordination

- June 2025: City contacted OCTA requesting joint study to evaluate relocation of NTC
 - City identified 3848 Campus Drive, Newport Beach as their preferred location
- August 2025: In response, OCTA emphasized the need to also evaluate other alternative sites and prioritize service continuity and ridership needs

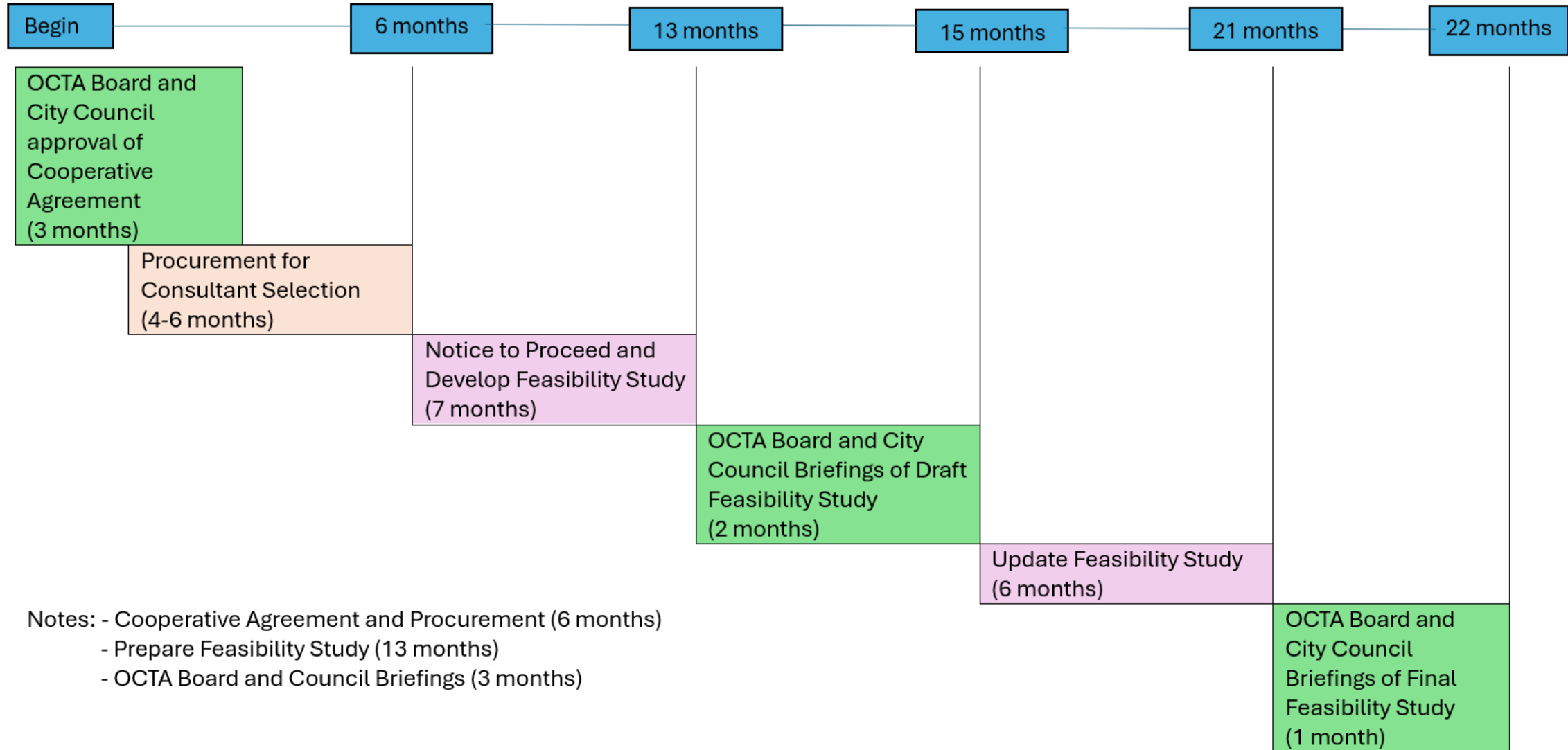
Joint Study Overview

- Evaluate alternative relocation sites for NTC
- Analyze operational feasibility, ridership, and multimodal access
- Assess legal and regulatory compliance
- Review environmental and coastal zone considerations
- Conduct stakeholder outreach
- Identify potential funding sources and estimate costs

Roles and Responsibilities

- OCTA will provide project management, technical oversight, and coordination with regional and state partners
- The City will provide local coordination, land-use expertise, and additional technical support
- The study cost is estimated to be less than \$500,000 and will be cost-shared equally

Timeline



Recommendation and Next Steps

Recommendation

- Authorize Chief Executive Officer to execute cooperative agreement with the City for relocation feasibility study

Next Steps

- Work with the City to finalize the cooperative agreement
- Procure consultant to conduct study
- Following issuance of notice to proceed, initiate study (approximate duration: 16 months)