



Orange County Transportation Authority

Transit Committee Agenda

Thursday, September 12, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair

Vicente Sarmiento, Vice Chair

Valerie Amezcua

Patrick Harper

Stephanie Klopfenstein

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

Agenda Descriptions

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

Public Availability of Agenda Materials

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

Meeting Access and Public Comments on Agenda Items

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

In-Person Comment

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

TRANSIT COMMITTEE MEETING AGENDA

Written Comment

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

Call to Order

Pledge of Allegiance

Director Harper

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

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

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the August 8, 2024 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 traffic signal interconnect work, additional station spare parts, the maintenance and storage facility interlock system, Southern California Edison electrical and service connections at various intersections, and modifications to the east and west gates at the maintenance and storage facility for the OC Streetcar project.

Recommendation(s)

A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 71.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for traffic signal interconnect work.

B. Authorize the Chief Executive Officer to negotiate and execute Contract Change

TRANSIT COMMITTEE MEETING AGENDA

Order No. 170 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$525,000, for additional station spare parts.

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 186.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$900,000, for the maintenance and storage facility interlock system.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 222 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,500,000, for the Southern California Edison electrical and service connections at various intersections.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 241 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$425,000, for modifications to the east and west gates at the maintenance and storage facility.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

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

Cliff Thorne/Johnny Dunning, Jr.

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC, for a three-year initial term with two, one-year option terms, to provide operation and maintenance of compressed natural gas fueling facilities located at the Anaheim, Garden Grove, and Santa Ana bus bases. An amendment is required to exercise the first option term for continued station operation and maintenance.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 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 first option term of the agreement from December 1, 2024, through November 30, 2025, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$2,486,342.

Attachments:

[Staff Report](#)

[Attachment A](#)

TRANSIT COMMITTEE MEETING AGENDA

4. Amendment to Purchase Order for Fluid Management System Operation and Maintenance

Cliff Thorne/Johnny Dunning, Jr.

Overview

On January 25, 2021, the Orange County Transportation Authority Board of Directors approved a purchase order with S&A Systems, Inc., for a four-year initial term with one, three-year option term, to provide operation and maintenance of the fluid management system located at the Orange County Transportation Authority's five bus bases. An amendment is required to exercise the option term for continued system operation and maintenance.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Purchase Order C-0-2615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$576,190, to exercise the option term of the purchase order from January 1, 2025, through December 31, 2027, for continued fluid management system operation and maintenance. This will increase the maximum obligation of the purchase order to a total contract value of \$1,220,486.

Attachments:

[Staff Report](#)

[Attachment A](#)

5. November 2024 Bus Service Change

Eric Hoch/Kia Mortazavi

Overview

The proposed November 2024 bus service change implements changes to OC bus service consistent with the Making Better Connections Study Implementation Plan. The changes include reducing wait times and adjusting bus routes to improve service quality and reliability overall. The service changes also include adjustments to bus schedules in response to planned Metrolink changes, as well as customer comments and operator feedback.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

TRANSIT COMMITTEE MEETING AGENDA

Regular Calendar

6. Agreement for Construction of the Transit Security and Operations Center

George Olivo/James G. Beil

Overview

On March 11, 2024, the Orange County Transportation Authority issued an invitation for bids for construction of the Transit Security and Operations Center Project. Bids were received in accordance with the Orange County Transportation Authority's procurement 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-4-2097 between the Orange County Transportation Authority and Bernard Bros., Inc., the lowest responsive, responsible bidder, in the amount of \$44,452,000, for construction of the Transit Security and Operations Center.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

7. 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations

Charvalen Alacar/Kia Mortazavi

Overview

The Orange County Transportation Authority issued the 2024 Measure M2 Project V call for projects for community-based transit circulators on November 13, 2023. Applications have been received and scored consistent with the Board of Directors'-approved Comprehensive Transportation Funding Programs guidelines for Project V. Projects recommended for funding are presented for review and approval.

Recommendation(s)

- A. Approve programming recommendations for Project V funding in an amount not to exceed \$42,371,101, with a start date of July 1, 2024, if applicable, for 13 local jurisdiction projects.
- B. Direct staff to work with the City of Huntington Beach, the City of Newport Beach, and the City of Orange once operational refinements are submitted by the cities and if consistent with Measure M2 and program requirements, return with a final recommendation on proposed Project V services.
- C. Authorize the Chief Executive Officer to negotiate, execute, amend, and/or consolidate cooperative funding agreements with local jurisdictions for new, expanded, and/or continuing existing Project V services, as applicable.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

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

Discussion Items

8. OC Streetcar Project Video

Jeff Mills/James G. Beil

Overview

Staff will show a video highlighting recent OC Streetcar construction activities.

Attachments:

[Presentation](#)

9. OC Streetcar Overview of Operational Testing Requirements

Cleve Cleveland/Johnny Dunning, Jr.

Overview

Staff will present an overview of OC Streetcar testing plans and regulatory requirements.

Attachments:

[Presentation](#)

10. Bimonthly Transit Performance Report

Kim Tucker/Johnny Dunning, Jr.

Overview

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

Attachments:

[Presentation](#)

11. Public Comments

12. Chief Executive Officer's Report

13. Committee Members' Reports

14. Adjournment

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

9:00 a.m. on Thursday, October 10, 2024

OCTA Headquarters, 550 South Main Street, Orange, California



Committee Members Present

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Ashleigh Aitken
Valerie Amezcua
Patrick Harper
Stephanie Klopfenstein

Staff Present

Darrell E. Johnson, Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
Cassie Trapesonian, General Counsel
OCTA Staff

Committee Members Absent

Andrew Do

Call to Order

The August 8, 2024, regular meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Amezcua, seconded by Director Aitken, and passed by those present to approve the minutes of the July 11, 2024, Transit Committee meeting.

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

A motion was made by Director Amezcua, seconded by Director Aitken, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 228 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$260,000, for overhead contact system feeder cable theft protection for the OC Streetcar project.

3. Cooperative Agreement with the City of Santa Ana for the Operations and Maintenance of the OC Streetcar System

A motion was made by Director Amezcua, seconded by Director Aitken, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-3-2323 between the Orange County Transportation Authority and the City of Santa Ana for the operations and maintenance of the OC Streetcar system.



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

A motion was made by Director Amezcua, seconded by Director Aitken, and passed by those present to receive and file the Project V Ridership Report as an information item.

5. SB 125 (Chapter 54, Statutes of 2023) Transit Program Approval

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

- A. Authorize the use of up to \$380.916 million in the SB 125 Transit Program funds for three projects that include 12 individual project components across Orange County.
- B. Authorize staff to submit project nominations, process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements or previously submitted project nominations to facilitate the above actions.

6. 2024 Title VI Service Standards, Policies, and Service Monitoring Program

A motion was made by Director Amezcua, seconded by Director Aitken, and passed by those present to review and approve Orange County Transportation Authority's service standards, policies, and service monitoring results.

7. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2024 25 and 2025 26

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

- A. Approve Resolution No. 2024-070 to authorize the use of fiscal year 2024-25 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.084 million, for the following projects:
 - San Juan Creek Bridge Replacement Project (Mile Post 197.9) (\$5.578 million)
 - Security gates at Anaheim, Garden Grove, and Santa Ana Bus Bases (\$1 million)
 - Heating, ventilation, and air conditioning, exhaust fan, and vacuum unit replacement at the Santa Ana Bus Base (\$0.506 million)



- B. Authorize the use of fiscal year 2025-26 SB 1 State of Good Repair Program funding for the following projects:
 - Security gates at Anaheim, Garden Grove, and Santa Ana Bus Bases (\$0.849 million)
 - Heating, ventilation, and air conditioning, exhaust fan, and vacuum unit replacement at the Santa Ana Bus Base (\$4.154 million)
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Discussion Items

8. OC Bus Ridership Growth Trends

Kia Mortazavi, Executive Director, Planning, provided a presentation on this item.

No action was taken on this item.

9. Public Comments

No public comments were received.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the New York Rating Trip.

11. Committee Members' Reports

There were no Committee Member's reports.

12. Adjournment

The meeting adjourned at 9:26 a.m.

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

9:00 a.m. on Thursday, September 12, 2024

OCTA Headquarters
550 South Main Street
Orange, California



September 12, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

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

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 traffic signal interconnect work, additional station spare parts, the maintenance and storage facility interlock system, Southern California Edison electrical and service connections at various intersections, and modifications to the east and west gates at the maintenance and storage facility for the OC Streetcar project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 71.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for traffic signal interconnect work.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 170 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$525,000, for additional station spare parts.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 186.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$900,000, for the maintenance and storage facility interlock system.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 222 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,500,000, for the Southern California Edison electrical and service connections at various intersections.

- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 241 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$425,000, for modifications to the east and west gates at the maintenance and storage facility.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. Since then, the Project has progressed with several construction activities continuing to advance in all segments. The construction of the Project is approximately 87 percent complete. The project alignment is referenced in Attachment A.

Staff is requesting Board authorization of the following contract change orders (CCO) which would benefit the Project and mitigate potential delays.

Traffic Signal Interconnect Work

During development of the operations plan and ridership estimates, it was determined that providing traffic signal priority on the route would improve travel time. The City of Santa Ana (City) agreed that green lights could be extended by up to 20 seconds to enhance the flow of traffic and add operational improvements to reduce wait time for the streetcar. It was determined after the Project was bid, that for traffic signal priority to function effectively, it was necessary to replace existing fiber optic cables and install additional fiber optic connections between traffic signals. This would coordinate traffic signal timing along the streetcar route. To advance the work within portions of Segments 3 and 4, and allow Walsh to install, splice, and test the conduit infrastructure between various intersections, CCO No. 71 was executed in the amount of \$208,000. In April 2022, the Board approved CCO No. 71.1, in the amount of \$500,000, to complete the work in Segments 3 and 4, and to extend the work into Segments 2 and 5.

During construction, there were unanticipated underground issues which arose, and it was unknown how much of the existing conduit could be utilized to feed the new fiber optic cables. Walsh was directed to perform investigative work at each intersection to determine the conditions of the existing conduits and fiber optic cables. CCO Nos. 71 and 71.1 were issued with not-to-exceed limits to provide compensation to Walsh for the investigative work performed, as well as the installation of the underground infrastructure for the traffic signal interconnect

system. Proposed supplemental CCO No. 71.2 will augment CCO Nos. 71 and 71.1 by \$200,000 to complete the remaining work for the installation of the fiber optic cables, splicing into existing cables, and testing of the cables and the system.

Station Spare Parts

The contract includes a requirement for Walsh to provide various spare parts for maintenance after construction. However, the contract did not include station spare parts in the requirements. Station elements above ground include dome light fixtures, leaning rails, benches, and a spare communications cabinet with communications equipment. In the event of damage to these elements that requires immediate replacement or repair for safety reasons and to avoid service interruptions, OCTA would need the spare parts on hand. Proposed CCO No. 170, in the amount of \$525,000, will allow OCTA to quickly respond to needed station repairs and eliminate any potential long lead times for the procurement of parts after construction. Such spare parts would be stored with OCTA until needed.

Maintenance and Storage Facility (MSF) Interlock System

The overhead contact system (OCS) is a network of overhead wires used to supply electrical power to streetcars. The interlock component at the MSF is a safety mechanism intended to prevent accidents or damage to the system. Technical specifications issued with the contract on the interlock system were overly general and not specific to the specific requirements of the MSF. Revised technical specifications were issued in March 2021 via a contractual change directive, with revisions to the interlock system based on specific requirements for the MSF. Following the issuance of the revised specifications, staff worked with the design team to update and finalize details of the interlock system programming requirements. The previous CCO No. 186, in the amount of \$208,000, was issued to allow Walsh to proceed with the installation of necessary infrastructure work based on the phase of construction at the time, and to avoid demolition of new work, unnecessary rework, and project delays. Now that the programming requirements are complete, this proposed supplemental CCO No. 186.1, in the amount of \$900,000, will provide compensation for the remaining work, including incorporation of the interlock programming requirements and completion the installation of the interlock system.

Southern California Edison (SCE) Electrical and Service Connections at Various Intersections

At the time of bid, the contract included a list of preliminary SCE drawings and a table showing SCE electrical service connections, locations, and meter requirements for each intersection based on the best available information at the time to OCTA.

There was continued coordination between OCTA and SCE throughout the course of construction. SCE provided updated SCE drawings and requirements for the various services and meters at each intersection as information became finalized and OCTA provides those updates to Walsh. Updates provided from SCE were specific to each location and changes included moving the service meter location from one corner of an intersection to another, relocation of existing utilities, and changes to the type or size of service and meter.

Proposed CCO No. 222, in the amount of \$1,500,000, is to provide compensation to Walsh for any work required to complete the SCE changes that are beyond the original contract requirements.

MSF East and West Gates Modifications

During construction, it was discovered that the gates on the east and west sides of the MSF yard, which allow the streetcars to enter and exit the yard, needed to be relocated to avoid a conflict with the installed train signal system. The relocation of the gates required the train-to-wayside communication loop, to be relocated to maintain accurate information to locate and identify when the streetcars are entering or leaving the MSF yard. The relocation of the gates also required other changes such as extending the asphalt concrete paving limits and relocation of the impedance bond boxes previously installed under the rail and ballasts. Staff reviewed various options and determined that moving the gates is the most cost-effective solution that reduces the potential for project schedule delays.

The proposed CCO No. 241, in the amount of \$425,000, will provide compensation to Walsh for the revised design and layout of the electronically operated gates on the east and west sides of the MSF yard, all associated changes to the gate relocation, and adjustments to a portion of the fence alignment along the south side of the MSF yard to avoid conflict with an installed underground drain system.

The cost of the work associated with these CCOs will be funded from the Project budget as previously approved by the Board on April 24, 2023.

Procurement Approach

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

Proposed CCO Nos. 71.2, 170, 186.1, 222, and 241, in the cumulative amount of \$3,550,000, will increase the cumulative value of the contract to \$304,063,952, as shown in Attachment B. Board approval is required for CCO Nos. 71.2, 170, 186.1, 222, and 241 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

The additional work for this Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, account nos. 0051-TS010-9017-Z52 (CCO No. 71.2), 0051-TS010-9017-Z21 (CCO No. 170), 0051-TS010-9017-Z32 (CCO Nos. 186.1 and 241), 0051-TS010-9017-Z42 (CCO No. 222), and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 71.2, in the amount of \$200,000, for traffic signal interconnect work, CCO No. 170, in the amount of \$525,000, for additional station spare parts, CCO No. 186.1, in the amount of \$900,000, for the MSF interlock system, CCO No. 222, in the amount of \$1,500,000, for the SCE electrical and service connections at various intersections, and CCO No. 241, in the amount of \$425,000, for modifications to the east and west gates at the MSF, to Agreement No. C-7-1904 between OCTA and Walsh for the construction of the Project.

Attachments

- A. Project Alignment – Status of Track Installation
- 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

Approved by:

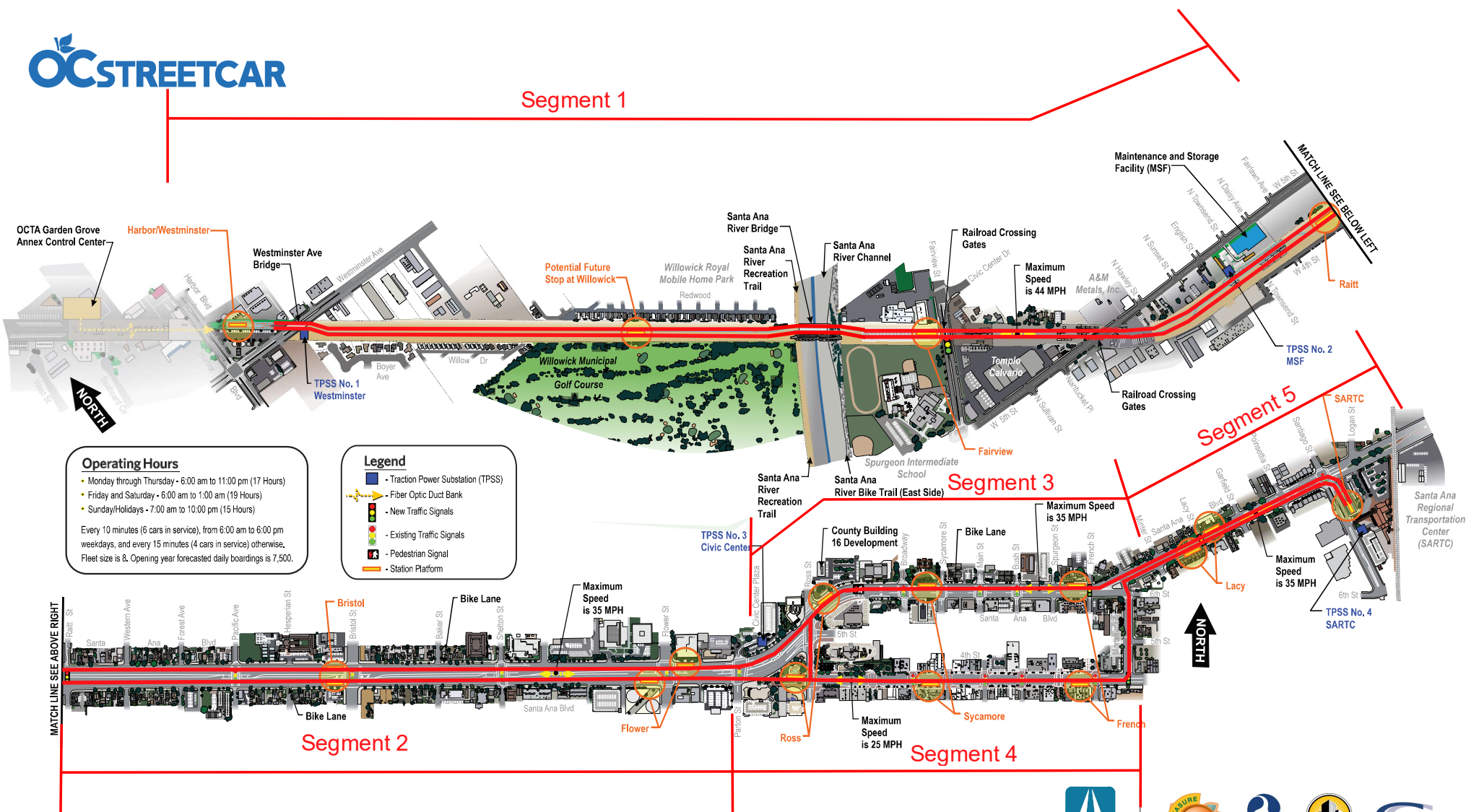


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Pia Veesapen
Director, Contracts Administration and
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Project Alignment - Status of Track Installation



Operating Hours

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

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

Legend

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

Track Installed as of December 31, 2023



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

CCO No.	Title	Status	Date Executed	Cost
1	Maintenance and Storage Facility (MSF) Removals	Approved	6/20/2019	\$199,749.00
1.1	MSF Removals Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) 01 - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
1.3	Schedule Impacts Associated with TIE 01	Approved	10/17/2022	\$2,100,000.00
2	MSF Removal of Additional Hazardous Materials	Approved	6/25/2019	\$200,000.00
2.1	MSF Removal of Additional Hazardous Materials Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District (OCTD)-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Additional Funding	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Additional Funding	Approved	10/18/2021	\$1,100,000.00
3.3	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/18/2023	\$1,500,000.00
4	Work Related to Existing Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Work Related to Existing Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
4.4	Work Related to Existing Utility Conflicts Additional Funding	Approved	11/19/2021	\$3,500,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	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
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

CCO No.	Title	Status	Date Executed	Cost
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	4/26/2001	\$200,000.00
56.1	Exploratory Potholing Allowance	Approved	9/8/2021	\$1,100,000.00
56.2	Exploratory Potholing Allowance	Approved	5/8/2023	\$500,000.00
58	Vehicle Platform Tolerances	Approved	12/6/2021	\$0.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits	Approved	5/25/2021	(\$1,842,680.00)
61	Loop Relocation and Block Out	Approved	10/25/2021	\$80,000.00
62	Backfill of OCS Foundations	Approved	11/8/2021	\$200,000.00
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	SCE Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
64.1	SCE Meter Switchgear Additional Funding	Approved	10/13/2021	\$191,950.00
64.2	SCE Meter Switchgear Additional Funding	Approved	1/19/2022	\$669,573.00
65	Additional Environmental Soil Investigation on West Santa Ana Boulevard/ Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Approved	9/1/2021	\$208,000.00
67	City of Garden Grove Driveway Standard Update	Approved	11/24/2021	\$20,637.83
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00
69	Optical Backbone Network System Redundancy	Approved	2/25/2022	\$520,582.00
71	Traffic Signal Interconnect	Approved	4/12/2022	\$208,000.00
71.1	Traffic Signal Interconnect Additional Funding	Approved	5/31/2022	\$500,000.00
71.2	Traffic Signal Interconnect Additional Funding	Pending		\$200,000.00
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
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	Pending		\$750,000.00
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
94	Traffic Signal Pole Modifications	Approved	6/22/2022	\$800,000.00
96	Relocate Bumping Posts and Train Signal Cabinet at Harbor Station	Approved	6/22/2022	\$400,000.00
105	Modifications to the Track Slab Detail to Clear Utility Conflicts	Approved	5/18/2023	\$3,500,000.00
108	Traffic Signal and Pedestrian Crossing Equipment Modifications	Pending		\$300,000.00
110	Malcom and Spectrum Utility Concurrent Impacts (Claim 09)	Approved	12/30/2021	\$123,714.20
117	Manual Train Control Override	Approved	4/29/2022	\$208,000.00
117.1	Manual Train Control Override Additional Funding	Approved	6/9/2022	\$700,000.00
118	Added Pedestrian Crossing and Updated City Standard Signage	Approved	6/6/2024	\$64,411.79
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00

CCO No.	Title	Status	Date Executed	Cost
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 Sasser Park Lights	Approved	5/18/2023	\$300,000.00
170	Station Spare Parts	Pending		\$525,000.00
173	Buried OCS Pole Grounding	Approved	8/22/2024	\$209,500.00
173.1	Buried OCS Pole Grounding	Pending		\$123,643.00
177	Traffic Signal Plan Revisions: Utilizing Different Anchor Bolt Patterns	Approved	1/27/2023	\$208,000.00
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	Pending		\$900,000.00
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)
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	Pending		\$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
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 and Fairview Platform	Approved	12/28/2023	\$113,812.10
217	Improvements at Sasser Park	Approved	5/8/2024	\$209,298.00
220	Ross Street Intersection Modifications	Pending		\$140,421.07
221	Electrical Modifications at Sasser Park	Pending		\$128,045.06
222	SCE Electrical and Service Connections at Various Intersections	Pending		\$1,500,000.00
225	Train Control Battery Backup	Pending		\$350,000.00
228	OCS Feeder Cable Theft Protection	Pending		\$260,000.00
231	Bid Item 61 (Utility Service Fee) Extension	Approved	6/7/2024	\$185,000.00
233	MSF Information Technology Room and Data Port and Communication Device Changes	Pending		\$2,500,000.00
234	Schedule Impacts Associated with TIE 18	Approved	5/8/2024	\$0.00
241	Modifications to the East and West Gates at MSF	Pending		\$425,000.00

Subtotal Executed CCOs \$74,337,947.02
Subtotal Pending CCOs \$9,187,356.13
TOTAL CCOs \$83,525,303.15
ORIGINAL VALUE \$220,538,649.00
PROPOSED REVISED VALUE \$304,063,952.15



September 12, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance

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

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC, for a three-year initial term with two, one-year option terms, to provide operation and maintenance of compressed natural gas fueling facilities located at the Anaheim, Garden Grove, and Santa Ana bus bases. An amendment is required to exercise the first option term for continued station operation and maintenance.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 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 first option term of the agreement from December 1, 2024, through November 30, 2025, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$2,486,342.

Discussion

The Orange County Transportation Authority (OCTA) currently operates a fleet of 428 compressed natural gas (CNG)-powered buses in fixed-route service. To meet the daily fueling demand of these buses, each of OCTA's four fixed-route bus bases is equipped with a CNG fueling station. Natural gas is provided to these bases by Southern California Gas Company, where it is then compressed and dispensed into high pressure tanks on board CNG buses. The operation and maintenance (O&M) of the CNG compression and dispensing equipment is provided under contract at each of the four fixed-route bases. OCTA and OCTA's fixed-route contractors are responsible for providing natural gas, electrical power, and personnel (direct and contracted) for dispensing fuel into the buses.

The O&M of the CNG equipment at the Anaheim, Garden Grove, and Santa Ana fixed-route bus bases are contracted under one agreement, and the Irvine Sand Canyon bus base is contracted under a separate agreement. This amendment is for the O&M of the CNG equipment at the Anaheim, Garden Grove, and Santa Ana fixed-route bus bases.

The scope of work for the O&M agreement requires the firm to furnish qualified personnel, parts, and materials sufficient to operate and maintain the CNG fueling stations in accordance with all federal, state, and local regulatory agencies, while providing capabilities to fuel the OCTA fleet per established specifications. Staff is recommending an amendment to exercise the first option term to allow Trillium USA Company, LLC (Trillium) to continue providing CNG station O&M.

Procurement Approach

The procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. On September 13, 2021, the Board approved the award of the agreement with Trillium for a three-year initial term with two, one-year option terms, in the amount of \$1,845,540. The original agreement was awarded on a competitive basis and has been previously amended as described in Attachment A.

The initial term of the agreement expires November 30, 2024. The proposed Amendment No. 2 is to exercise the first option term of the agreement through November 30, 2025. Amending this agreement will increase the maximum cumulative payment obligation by \$640,802, bringing the total contract value to \$2,486,342, to continue services.

Pricing for the first option term will remain the same through November 30, 2025, as negotiated in the original agreement.

Fiscal Impact

Funds for these services are included in OCTA's Fiscal Year 2024-25 Budget, Operations Division/Maintenance Department, account nos. 2166-7611-D3103-F59 and 2166-7611-D3107-F59, which are funded with Federal Transit Administration Formula 5337, State of Good Repair Grants Program.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3317 with Trillium USA Company, LLC, in the amount of \$640,802, to exercise the first option term of the agreement from December 1, 2024, through November 30, 2025, for continued CNG station operation and maintenance.

Attachment

- A. Trillium USA Company, LLC, Agreement No. C-1-3317 Fact Sheet

Prepared by:



For Cliff Thorne
Director, Maintenance Administration
714-560-5975

Approved by:



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



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

**Trillium USA Company, LLC
Agreement No. C-1-3317 Fact Sheet**

1. September 13, 2021, Agreement No. C-1-3317, \$1,845,540, approved by the Board of Directors (Board).
 - Agreement to provide compressed natural gas fueling facility operation and maintenance for a three-year initial term effective December 1, 2021, through November 30, 2024, with two, one-year option terms.
2. August 26, 2022, Amendment No. 1 to Agreement No. C-1-3317, \$0.00, approved by the Contracts Administration and Materials Management Department.
 - Incorporated Federal Transit Administration requirements.
3. September 23, 2024, Amendment No. 2 to Agreement No. C-1-3317, \$640,802, pending approval by the Board.
 - To exercise the first option term of the agreement effective December 1, 2024, through November 30, 2025.

Total committed to Trillium USA Company, LLC, Agreement No. C-1-3317: \$2,486,342.



September 12, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Purchase Order for Fluid Management System Operation and Maintenance

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

Overview

On January 25, 2021, the Orange County Transportation Authority Board of Directors approved a purchase order with S&A Systems, Inc., for a four-year initial term with one, three-year option term, to provide operation and maintenance of the fluid management system located at the Orange County Transportation Authority's five bus bases. An amendment is required to exercise the option term for continued system operation and maintenance.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Purchase Order C-0-2615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$576,190, to exercise the option term of the purchase order from January 1, 2025, through December 31, 2027, for continued fluid management system operation and maintenance. This will increase the maximum obligation of the purchase order to a total contract value of \$1,220,486.

Discussion

The Orange County Transportation Authority (OCTA) currently operates a fleet of 700 buses for fixed-route and paratransit services, and 146 non-revenue vehicles. To meet the daily fuel and consumable fluids demand of these buses and vehicles, each of OCTA's five bus bases is equipped with fluid dispensing equipment that is monitored and controlled by a fluid management system (FMS). The FMS has various controls in place which allow only authorized personnel to dispense fluids, places restrictions on which vehicles can receive fluids, and regulates which fluids the vehicles are allowed to receive. Additionally, the FMS records all fluids dispensed and gathers mileage and diagnostic data from the vehicles which drive the preventive maintenance

program, and provides accurate data needed for analysis and to comply with regulatory requirements.

OCTA utilizes a contractor for the operation and maintenance of the FMS. The scope for the FMS requires the firm to furnish qualified personnel, parts, and materials sufficient to operate and maintain the FMS in accordance with all federal, state, and local regulatory agencies, while providing capabilities to dispense fluids to the OCTA fleet per established specifications. The current contract is nearing the expiration of the initial term and staff is recommending to exercise the option term to allow S&A Systems, Inc. (S&A), to continue providing FMS operation and maintenance.

Procurement Approach

The procurement was originally handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for a sole source procurement. On January 25, 2021, the Board approved the award of the purchase order with S&A for the operation and maintenance of the current FMS. The original purchase order was awarded on a sole source procurement basis and has been previously amended as shown on Attachment A.

The initial term of the purchase order expires December 31, 2024. The proposed Amendment No. 2 is to exercise the option term of the purchase order from January 1, 2025, through December 31, 2027. Amending this purchase order will increase the maximum cumulative payment obligation by \$576,190, bringing the total contract value to \$1,220,486 to continue services. In accordance with the current purchase order, the option term rates will remain the same as negotiated in the original purchase order. Exercising the option term will allow S&A to continue performing operation and maintenance of the current FMS through December 31, 2027.

Fiscal Impact

Funds for these services are included in OCTA's Fiscal Year 2024-25 Budget, Operations Division/Maintenance Department, Account No. 2159-7612-D2108-0VR, which is funded by the Local Transportation Fund.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Purchase Order C-0-2615 with S&A Systems, Inc., in the amount of \$576,190, to exercise the option term of the purchase order from

January 1, 2025, through December 31, 2027, for continued fluid management system operation and maintenance.

Attachment

- A. S&A Systems, Inc., Purchase Order C-0-2615 Fact Sheet

Prepared by:



For Cliff Thorne
Director, Maintenance Administration
714-560-5975

Approved by:



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



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

**S&A Systems, Inc.
Purchase Order C-0-2615 Fact Sheet**

1. January 25, 2021, Purchase Order C-0-2615, \$644,296, approved by the Board of Directors (Board).
 - Purchase order for the operation and maintenance of the current fluid management system.
 - Four-year initial term, effective through December 31, 2024, with one, three-year option term.
2. May 3, 2021, Amendment No. 1 to Purchase Order C-0-2615, \$0.00, approved by the Contracts Administration and Materials Management Department.
 - Revised Exhibit B, Price Summary Sheet to add the option term pricing.
3. September 23, 2024, Amendment No. 2 to Purchase Order C-0-2615, \$576,190, pending approval by the Board.
 - To exercise the option term of the purchase order effective January 1, 2025, through December 31, 2027.

Total committed to S&A Systems, Inc., Purchase Order C-0-2615: \$1,220,486.



September 12, 2024

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: November 2024 Bus Service Change

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

Overview

The proposed November 2024 bus service change implements changes to OC bus service consistent with the Making Better Connections Study Implementation Plan. The changes include reducing wait times and adjusting bus routes to improve service quality and reliability overall. The service changes also include adjustments to bus schedules in response to planned Metrolink changes, as well as customer comments and operator feedback.

Recommendation

Receive and file as an information item.

Background

In October 2022, the Orange County Transportation Authority (OCTA) completed a comprehensive study of the bus transit system, known as the Making Better Connections (MBC) Study (MBC Study). The MBC Study assessed emerging travel trends and recommended optimizing the transit network to better serve Orange County residents, workers, and visitors. The Board of Directors approved the MBC Study Implementation Plan (MBC Plan) that emerged from the MBC Study on October 24, 2022. The MBC Plan strives to improve bus service on high-ridership routes, reduce wait times, and simplify route structures. OCTA continues to implement these recommendations steadily through the regular service change process.

OCTA generally implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on November 10, 2024.

Discussion

The proposed November 2024 service changes represent significant progress in implementing the MBC Study recommendations. OCTA regularly monitors OC Bus performance and makes adjustments as needed to improve the service. These adjustments consider changes in traffic conditions, school schedules or land-use changes, customer comments, and coach operator feedback. The changes are intended to improve overall transit service and the performance of the individual bus routes.

The proposed changes for the November 2024 service change will focus on MBC Study-related changes, Metrolink service changes, and improvements to service quality and reliability. These service changes focus on the following enhancements:

- Improved frequencies on Routes 1, 42, 46, 56, 57, and 129.
- Minor trip additions on Route 47.
- Reduced frequencies on Routes 42 Saturday/Sunday and 46 Saturday/Sunday.
- Alignment changes on Routes 42 and 46.
 - Route 42
 - Discontinue segment on Los Alamitos Boulevard/Seal Beach Boulevard south of Cerritos Avenue which will be served by Route 46.
 - Route 46
 - Extend the route from its current western terminal at Wardlow Road and Norwalk Boulevard to serve Los Alamitos Boulevard/Seal Beach Boulevard south of Cerritos Avenue.
- Schedule adjustments to improve on-time performance on Routes 33, 43, 53, 66, 123, 129, 143, 150-151, 453, 472, 473, 480, and 553.

The November 2024 bus service change recommendations are detailed in Attachment A and depicted in Attachments B and C.

The proposed changes will increase bus service levels, equating to approximately 33,535 additional revenue vehicle hours annually. Following implementation of the November 2024 service change, system-wide service levels will reach 1.53 million annual revenue vehicle hours.

Title VI and Environmental Justice Analysis

Staff conducted a Title VI and Environmental Justice Analysis of the MBC Study, per Federal Transit Administration requirements and consistent with OCTA policy. The November 2024 bus service changes were included in that analysis. The analysis accumulated the impacts on minority and low-income communities by comparing the transit service levels before and after the route changes. Based on this analysis, the proposed changes to the bus system, taken in their entirety, will not have a disparate impact on minority people nor a disproportionate burden on low-income people.

Summary

The proposed November 2024 bus service change is a continuation of the Making Better Connections Study Implementation Plan. This includes improvements to the span and frequency of the service, route realignment, service quality, and service reliability. Customers will be notified of the changes through a variety of outlets three weeks before implementation.

Attachments

- A. November 2024 Bus Service Change: Recommendations by Route
- B. November 2024 Bus Service Change: Bus Route Recommendations Map
- C. Routes 42 and 46 Alignment Changes

Prepared by:

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

Approved by:

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

November 2024 Bus Service Change: Recommendations by Route

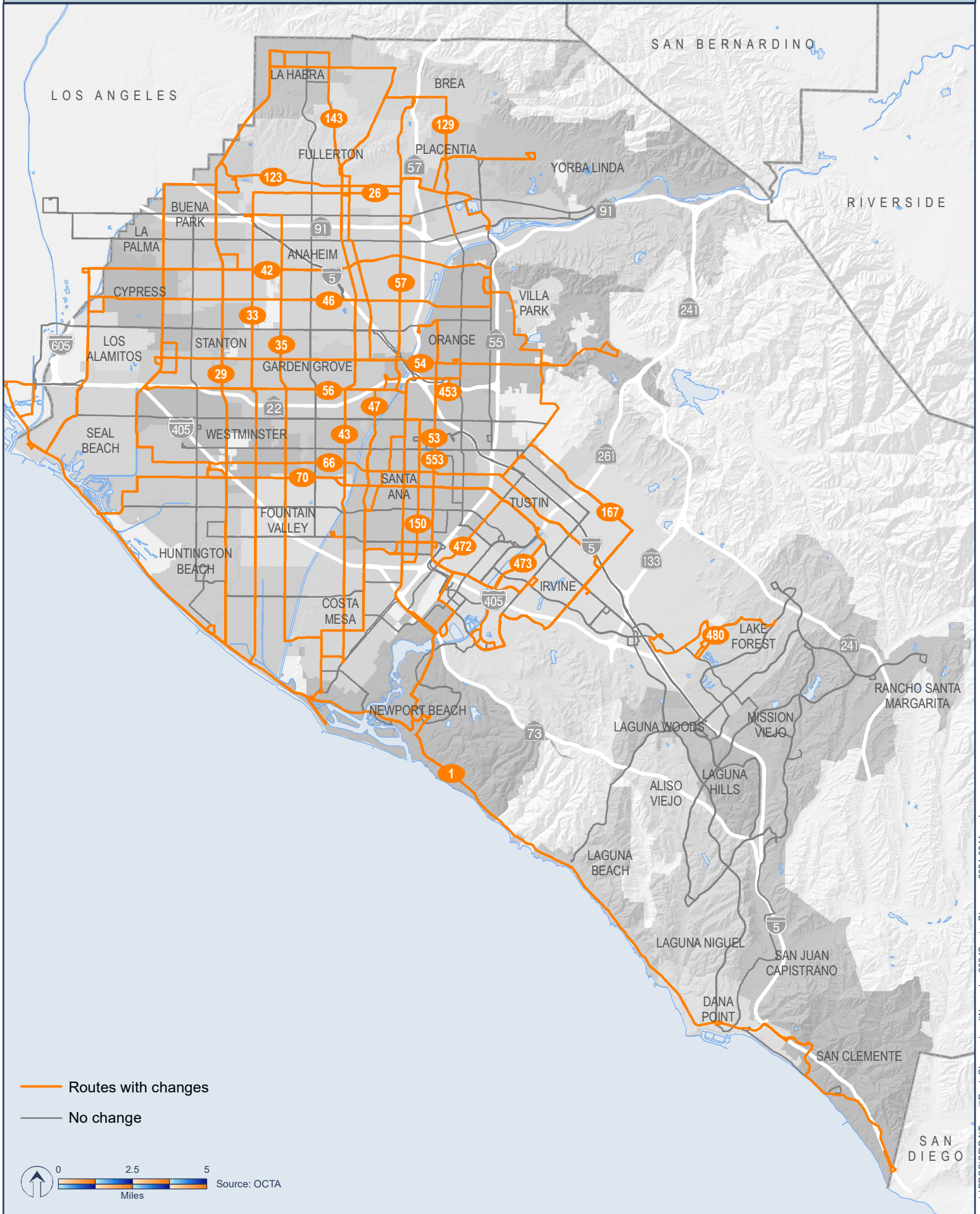
Route	Description	CHANGE IN SERVICE LEVELS				
		WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
1	WKD peak service operates every 30 minutes south of NTC	14.0	-	-	3,575	5
26	Adjust WKD schedule to connect with Metrolink trains at FTC	-1.2	-	-	(293)	-
29	Adjust SAT/SUN schedules for better consistency; Improve SAT/SUN OTP	0.0	2.0	12.1	812	-
33	Improve WKD OTP	0.1	-	-	26	-
35	Adjust SAT/SUN schedules for better consistency	-	(6.6)	5.6	(17)	-
42	Terminate route at Norwalk Boulevard-Wardlow Road; WKD peak service operates every 15 minutes; WKD midday service operates every 20 minutes; Improve WKD evening span; SAT/SUN service operates every 30 minutes; Eliminate SAT/SUN alternate alignment	35.2	(10.0)	(10.0)	7,868	-
43	Improve WKD OTP	0.1	-	-	13	-
46	Extend route from Norwalk Boulevard-Wardlow Road to Seal Beach; WKD service operates every 30 minutes between Village of Orange and Norwalk Boulevard-Wardlow Road; WKD service operates every 60 minutes between Norwalk Boulevard-Wardlow Road and Seal Beach; SAT/SUN service operates every 60 minutes	46.6	20.6	20.6	14,142	2
47	Add one NB afternoon WKD trip to mitigate overcrowding due to student ridership	1.1	-	-	288	1
53	Improve WKD OTP	(2.7)	(0.4)	(0.4)	(738)	-
54	Adjust WKD schedule to connect with Metrolink trains at OTC	(9.5)	-	-	(2,428)	(2)
56	Adjust WKD schedule to connect with Metrolink trains at OTC; WKD service operates every 30 minutes	14.3	(2.9)	(2.9)	3,333	1
57	WKD peak service operates every 12 minutes for short trips and every 24 minutes for long trips; WKD midday service operates every 15 minutes for short trips and every 30 minutes for long trips	30.7	-	-	7,834	3
66	Improve WKD OTP	-	-	-	-	-
70	Adjust WKD schedule to connect with Metrolink trains at Tustin Station	(2.8)	-	-	(722)	-
123	Adjust WKD schedule to connect with Metrolink trains at FTC; Improve WKD OTP	1.9	-	-	472	-
129	WKD service operates every 45 minutes; Improve WKD OTP	(0.5)	-	-	(133)	-
143	Adjust SAT/SUN schedules for better consistency; Improve OTP all days	(1.1)	(1.4)	2.3	(221)	-
150	Maintain clockwise direction as Route 150 and renumber counterclockwise direction as Route 151; Improve WKD OTP	1.2	-	-	311	-
167	Improve WKD OTP	-	-	-	-	-
453	Adjust WKD schedule to connect with Metrolink trains at OTC; Improve WKD OTP	(1.4)	-	-	(357)	(1)
472	Adjust WKD schedule to connect with Metrolink trains at Tustin Station; Improve WKD OTP	(0.2)	-	-	(59)	(1)
473	Adjust WKD schedule to connect with Metrolink trains at Tustin Station; Improve WKD OTP	(0.2)	-	-	(38)	(1)
480	Adjust WKD schedule to connect with Metrolink trains at Irvine Station; Improve WKD OTP	(0.5)	-	-	(115)	(1)
553	Improve WKD OTP	(0.1)	-	-	(18)	-
Total		125.1	1.3	27.2	33,535	6.0

Acronyms

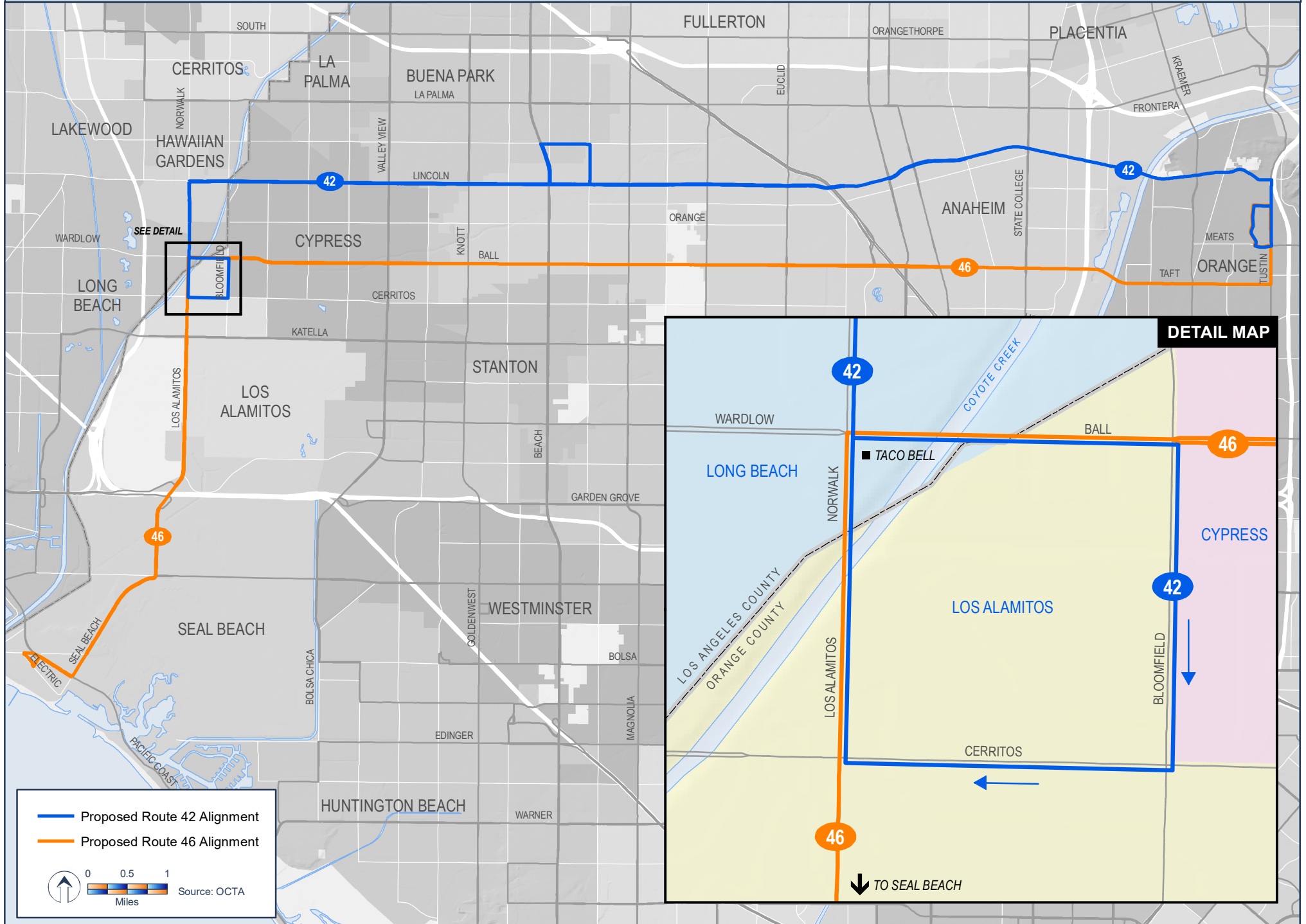
- FTC - Fullerton Transportation Center
- NTC - Newport Transportation Center
- OTC - Orange Transportation Center
- OTP - on-time performance
- RVH - revenue vehicle hour
- SAT- Saturday
- SUN - Sunday
- WKD - weekday

November 2024 Bus Service Change: Bus Route Recommendations

ATTACHMENT B



Routes 42 and 46 Alignment Changes





September 12, 2024

To: Transit Committee

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

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Construction of the Transit Security and Operations Center

Overview

On March 11, 2024, the Orange County Transportation Authority issued an invitation for bids for construction of the Transit Security and Operations Center Project. Bids were received in accordance with the Orange County Transportation Authority's procurement 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-4-2097 between the Orange County Transportation Authority and Bernard Bros., Inc., the lowest responsive, responsible bidder, in the amount of \$44,452,000, for construction of the Transit Security and Operations Center.

Discussion

The Transit Security and Operations Center (TSOC) Project (Project) will be a new facility designed to meet state building standards for current and future operational needs and requirements of the Orange County Transportation Authority (OCTA). Planned uses for the TSOC include OCTA essential services, including an emergency operations center, central communications, field operations, security and emergency preparedness, transit police, technical infrastructure, and personnel to support OCTA operations.

The OCTA Planning Department completed the master planning and site selection for the TSOC in September 2015. A site in the City of Anaheim (City), located at 1460 West Lincoln Avenue, owned by OCTA, is the preferred site recommended for the TSOC (Attachment A). In late 2019, the Board of Directors (Board) approved the selection of a consultant to prepare plans,

specifications, and estimates for the TSOC, and this final design effort began in June 2020. The final design is complete, plan check by the State of California Division of the State Architect for Americans with Disabilities Act-prescribed accessibility compliance was completed on July 25, 2023, and the City plan check is in the property certificate of compliance phase with the City's public works. The final site plan is provided in Attachment B and the exterior renderings are shown in Attachment C.

Procurement Approach

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

Invitation for Bids (IFB) 4-2097 was released on March 11, 2024, through OCTA's CAMM NET system. The Project was advertised on March 11 and March 18, 2024, in a newspaper of general circulation. A pre-bid conference was held on March 19, 2024, and was attended by ten firms. Seven addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On June 17, 2024, six bids were received and publicly opened.

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

<u>Firm and Location</u>	<u>Bid Amount</u>
Bernard Bros., Inc. Diamond Bar, California	\$44,452,000
Kemp Bros. Construction Santa Fe Springs, California	\$50,235,738
SJ Amoroso Construction Co., LLC Costa Mesa, California	\$50,387,000
ACC Contractors, Inc. Azusa, California	\$52,000,000

Agreement for Construction of the Transit Security and Operations Center **Page 3**

Pinner Construction Co., Inc. Anaheim, California	\$52,831,000
2H Construction, Inc. Signal Hill, California	\$55,341,000

The bids submitted by Kemp Bros. Construction, SJ Amoroso Construction Co., LLC, ACC Contractors, Inc., and Pinner Construction were found non-responsive due to the inability to secure the required Disadvantaged Business Enterprise participation or demonstrate sufficient good faith efforts as required by the United States Department of Transportation regulations, which is providing funding for this Project. Following that determination, two bidders remained, Bernard Bros., Inc. and 2H Construction, Inc., and both were found to be responsive.

The engineer's estimate for this Project was \$52,669,000. The recommended firm's bid is 15.6 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Bernard Bros., Inc., the lowest, responsive, responsible bidder, in the amount of \$44,452,000, for construction of the TSOC.

Fiscal Impact

The Project is included in the OCTA's Fiscal Year 2024-25 Budget, Capital Programs, Account No. 0030-9017-D3143-008 and is funded through Federal Transit Administration Coronavirus Response and Relief Supplemental Appropriations Act funds, State of California SB 1 (Chapter 5, Statutes of 2017) State of Good Repair, Local Partnership Program, and State Transportation Improvement Program funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2097 between the Orange County Transportation Authority and Bernard Bros., Inc., the lowest responsive, responsible bidder, in the amount of \$44,452,000, for construction of the Transit Security and Operations Center.

Attachments

- A. Transit Security and Operations Center Project Location Map
- B. Transit Security and Operations Center Project Site Plan
- C. Transit Security and Operations Center Project Exterior Renderings

Prepared by:



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

Approved by:



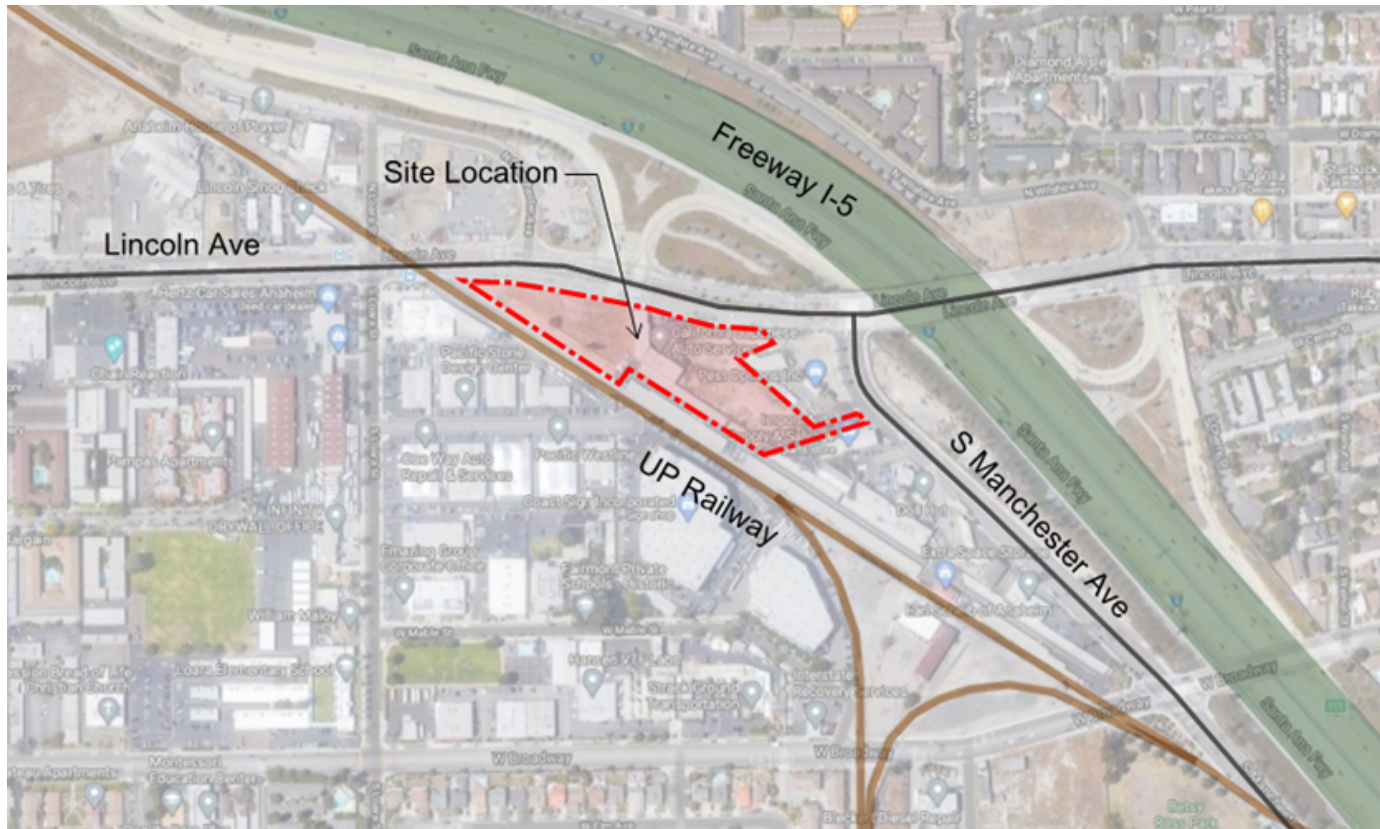
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



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

TRANSIT SECURITY AND OPERATIONS CENTER PROJECT LOCATION MAP

1460 W. LINCOLN AVE, ANAHEIM CA 92801





OCTA C-9-0965 TSOC | 2014225600

MATERIAL LEGEND
1 FIBER CEMENT BOARD - GRAY (Titanium 63) - SHADOW TEXTURE
2 CEMENT PLASTER - LIGHT GRAY (to match Platinum 75) - SMOOTH

EXTERIOR RENDERINGS

**Orange County Transit Authority (OCTA)
TRANSIT SECURITY & OPERATIONS CENTER (TSOC)**



September 12, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations

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

Overview

The Orange County Transportation Authority issued the 2024 Measure M2 Project V call for projects for community-based transit circulators on November 13, 2023. Applications have been received and scored consistent with the Board of Directors'-approved Comprehensive Transportation Funding Programs guidelines for Project V. Projects recommended for funding are presented for review and approval.

Recommendations

- A. Approve programming recommendations for Project V funding in an amount not to exceed \$42,371,101, with a start date of July 1, 2024, if applicable, for 13 local jurisdiction projects.
- B. Direct staff to work with the City of Huntington Beach, the City of Newport Beach, and the City of Orange once operational refinements are submitted by the cities and if consistent with Measure M2 and program requirements, return with a final recommendation on proposed Project V services.
- C. Authorize the Chief Executive Officer to negotiate, execute, amend, and/or consolidate cooperative funding agreements with local jurisdictions for new, expanded, and/or continuing existing Project V services, as applicable.

Background

The Community-Based Transit Circulators Program (Project V) under Measure M2 (M2) is a competitive program that provides funding, in accordance with the Orange County Local Transportation Authority Ordinance No. 3, "for

local jurisdictions to develop local bus transit services such as community based circulators, shuttle and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit.” Also, Project V services cannot duplicate or compete with existing transit services such as OC Bus to ensure effective use of public funds. The Orange County Transportation Authority (OCTA) provides transit service throughout Orange County; however, there are higher transit propensity areas that are receiving better than adequate service. Project V is meant to fill in the gaps in those areas that have less frequent or limited service. Project V funding is targeted to support various types of needs for transit services including special events, local circulators, commuter rail feeder, seasonal demands, demand-responsive, and shared-ride hailing services that better suit local needs in areas not fully served by regional transit.

To inform the 2024 guidelines development, OCTA requested and received 18 letters of interest from local jurisdictions expressing interest in a future Project V call for projects (call). A report outlining the expressed interest was presented to the OCTA Board of Directors (Board) in August 2023. At that meeting, the Board directed staff to return with updated Comprehensive Transportation Funding Programs (CTFP) guidelines for a near-term call. On November 13, 2023, the Board approved the revised CTFP guidelines for Project V and authorized issuance of the 2024 call to fund projects that meet Board-specified 2024 call objectives.

These objectives, in priority order, include:

1. To continue funding existing projects that are expiring,
2. To support the expansion of existing services/projects,
3. To support new traditional Project V services, and
4. To allow for on-demand services that provide shared-ride options.

This staff report describes two categories of service types: traditional services and on-demand services. Traditional services refer to transit options that typically operate on a fixed route and frequency such as special event and trolley type services. Projects under this category are eligible to receive up to \$592,000 per year (with annual escalation over the next six years) and require a minimum ten percent match. This funding provision applies to new routes and expansion of existing projects within this category. The on-demand category refers to shared mobility solutions that typically respond to user-initiated requests for transportation such as ride-hailing and microtransit. On-demand services are eligible to receive up to \$296,000 per year (with annual escalation over the next six years) and require a 50 percent local match. Traditional

services generally have higher operating costs due to operation of larger occupancy vehicles, and therefore the higher grant amounts and potential for moving more people per vehicle and a lower match requirements in light of efficiencies. The funding caps apply to new or expanded traditional and new or expanded on-demand services and does not apply to the continuation of existing services which, if approved, would continue to be funded into the new grant period based on the current funding and level of service.

Discussion

By the January 25, 2024, application deadline, OCTA received 21 applications from 17 local jurisdictions, requesting approximately \$62.6 million in M2 funding. The applications consisted of programming requests for capital, initial marketing, and operations and maintenance funding to support various service concepts, including continuation of existing services, expansion of existing services, new traditional services, and new on-demand services.

Recommendations

Applications were reviewed for eligibility, adherence to guideline requirements, and consistency with 2024 call objectives. Applications were grouped into traditional services and on-demand services. Several of these applications had multiple service proposals. Staff requested clarifying information and met with several of the applicant agencies to discuss the applications and potential costs.

Staff is recommending funding awards for 13 applications which were deemed to be consistent with the Project V guidelines, criteria, and program goals and objectives. In total, staff is recommending the award of \$42,371,701 plus inflationary adjustments where applicable. Because some projects started at risk in advance of the Board action, staff is also requesting authorization to allow for reimbursements back to July 1, 2024, as needed. It should be noted that of the applications recommended for funding, seven include capital requests for vehicles. These include both new capital vehicle purchases and vehicle lease requests. The recommended applications include:

- The cities of Anaheim, Dana Point, Laguna Beach, Laguna Niguel, Mission Viejo, Newport Beach, San Clemente, and San Juan Capistrano and the County of Orange requested and are recommended to receive funding for the continuation of their existing services.
- The cities of Laguna Beach and San Clemente and the County of Orange also requested and are recommended to be awarded funding for service expansion.

- The cities of Irvine, Laguna Beach, Laguna Niguel, Los Alamitos, Mission Viejo, San Clemente, and San Juan Capistrano requested and are recommended to receive funding for new services in their communities. These requests include six special events service proposals, six seasonal service proposals (some including multiple routes), three on-demand service proposals, and one local circulator.

Additional details on these projects, as well as the others noted in this report are provided in Attachments A, B, and C.

Future Consideration for Funding

Individual project applications submitted by the cities of Huntington Beach, Newport Beach, and Orange would better align with a future consideration for funding. The City of Huntington Beach is requesting support for special event services, including shuttle services for the 2028 Olympics. However, the City of Huntington Beach could not provide pertinent information like parking and/or pick-up locations or timing. The City of Newport Beach is requesting support for a new microtransit or similar service for the Balboa Island/Corona del Mar area but could not provide any service details. The City of Newport Beach received a 2020 Project V grant to study transit options in the area, and the feasibility study, which will provide detail for the proposed microtransit or similar service, is expected to be completed later this year. The City of Orange also received a grant for a feasibility study in 2020 which is expected to be completed in the late 2024 to early 2025 timeframe. The City of Orange is studying traditional community circulator and trolley service but was not able to complete the study in time for this call. The City of Orange must also wait to be considered for funding because it was found ineligible to receive M2 net revenues by the Board on May 28, 2024, which excludes them from participating in M2 competitive programs at this time.

Given that these applications require additional technical refinements (which were unable to be completed within the timeframe of the 2024 call) and the infrequent call cycle of Project V, staff is requesting Board direction to continue working with the cities of Huntington Beach, Newport Beach, and Orange to develop appropriate service plans and operational refinements. Once the additional information has been provided by the cities and is reviewed for Project V criteria and objectives, staff will return to the Board with specific recommendations for proposed projects, if appropriate. For the City of Orange, consideration of a future grant will also be contingent on being found eligible again for M2 funding by the Board.

Projects Submitted but Not Recommended or Advanced

Five projects submitted by the cities of Buena Park, Costa Mesa, Garden Grove, Huntington Beach, and Seal Beach are not recommended for funding for various reasons.

The cities of Huntington Beach and Seal Beach both originally submitted applications for microtransit services but withdrew their applications early in the process. The City of Buena Park was found ineligible to receive M2 net revenues by the Board on May 28, 2024, which excludes them from participating in M2 competitive programs for at least five years. Their applications were removed from the process and are not considered for funding. Another Project V call is planned to occur after the five-year exclusion period.

The cities of Costa Mesa and Garden Grove both submitted applications for on-demand microtransit service. However, the proposed service areas have significant level of OC Bus services. Funding either fixed-route or on-demand services in these areas is inconsistent with the Project V Program goals. Project V funding is specified to support transit in areas not already adequately served by OC Bus. Both locations proposed by the cities of Costa Mesa and Garden Grove have at least five OC Bus routes running through them, including at least one high quality transit route that operates with a service frequency of every 15 minutes or less. These areas are considered very well served already and as high transit propensity areas would be considered for increased OC Bus service in the future. Additional information on the City of Costa Mesa and City of Garden Grove projects not recommended for funding is provided in Attachment B.

It should also be noted that funds awarded to support operations and maintenance of Project V services are subject to minimum performance requirements, which are identified in the CTFP guidelines. Awarded local agencies are also required to report to OCTA quarterly on ridership productivity.

Next Steps

If the programming recommendations identified in Attachment A are approved by the Board, staff will develop cooperative agreements with the local agencies, cooperative agreement amendments, and/ or consolidate cooperative agreements for existing projects with new awards, as applicable, which will allow OCTA to reimburse the awarded local jurisdictions for eligible program costs.

Project implementation and delivery will be monitored and reported to the Board through the M2 CTFP Semi-Annual Review and M2 Community-Based Transit Circulators Program Project V Ridership Reports.

Summary

Proposed programming recommendations for the 2024 Project V call have been developed by staff. Staff is recommending the award of \$42,371,701 in M2 Project V funds to 13 projects. In addition, a decision on funding three projects is deferred to a future Board consideration contingent on the receipt of more detailed service plans by the local jurisdiction and meeting M2 and program requirements. Authorization is also requested to execute, amend, and/or consolidate cooperative agreements, as appropriate, with local jurisdictions to support continuation of existing services and the implementation of recommended projects.

Attachments

- A. 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects – Programming Recommendations
- B. 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects – Service Descriptions
- C. 2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects – Service Maps

Prepared by:



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Approved by:



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**2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects
Programming Recommendations**

RECOMMENDED FOR FUNDING

No	Agency	Project ^{1,2}	Initial Marketing	Capital	O&M	Total M2 Grant	Local Match	Match Rate	Total Project Cost
1	Anaheim	Anaheim Canyon Circulator	\$ -	\$ -	\$ 331,714	\$ 331,714	\$ 36,857	10%	\$ 368,571
2	County of Orange	Expanded RanchRide Transit Service Program	\$ -	\$ 339,660 ³	\$ 880,124	\$ 1,219,784	\$ 135,532	10%	\$ 1,355,316
3	Dana Point	Dana Point Trolley Continuity Program	\$ -	\$ -	\$ 2,702,000	\$ 2,702,000	\$ 2,157,326	44%	\$ 4,859,326
4	Irvine	Irvine Special Event Circulators	\$ 44,500	\$ 407,086	\$ 4,019,835	\$ 4,471,421	\$ 552,648	11%	\$ 5,024,069
5	Laguna Beach	Off-Season Weekend and Seasonal Services	\$ -	\$ -	\$ 5,212,250	\$ 5,212,250	\$ 622,550	11%	\$ 5,834,800
6	Laguna Beach	Laguna Canyon Road/EI Toro Road Laguna Local Service	\$ 12,500	\$ -	\$ 2,011,989	\$ 2,024,489	\$ 2,024,489	50%	\$ 4,048,978
7	Laguna Niguel	Laguna Niguel Summer Trolley Program	\$ 72,000	\$ 1,853,176 ³	\$ 1,530,609	\$ 3,455,785	\$ 383,976	10%	\$ 3,839,761
8	Los Alamitos	Los Alamitos On-Demand Service	\$ 1,000	\$ 333,056 ³	\$ 1,596,416	\$ 1,930,472	\$ 1,930,472	50%	\$ 3,860,944
9	Mission Viejo	Mission Viejo Circulator and Special Event	\$ -	\$ 51,100	\$ 4,372,445	\$ 4,423,545	\$ 507,727	10%	\$ 4,931,272
10	Newport Beach	Balboa Peninsula Trolley Service Continuation	\$ 18,000	\$ 1,315,260 ³	\$ 1,241,460	\$ 2,574,720	\$ 318,692	11%	\$ 2,893,412
11	San Clemente	Trolley Program	\$ 9,000	\$ 270,000 ³	\$ 7,956,081	\$ 8,235,081	\$ 915,009	10%	\$ 9,150,090
12	San Clemente	On-Demand Transit Programs	\$ 7,500	\$ 398,448 ³	\$ 2,858,480	\$ 3,264,428	\$ 3,313,522	50%	\$ 6,577,950
13	San Juan Capistrano	Expanded Summer Weekend and Special Event Trolley Service	\$ 9,000	\$ 595,800 ³	\$ 1,921,212	\$ 2,526,012	\$ 280,668	10%	\$ 2,806,680
TOTAL RECOMMENDED PROGRAMMING*						\$ 42,371,701	\$ 13,179,468		\$ 55,551,169

*Adjustments between phase allocations within a project can occur after programming approval; however, changes will not impact total M2 grant amount.

FUTURE CONSIDERATION FOR FUNDING

1	Huntington Beach	Special Event Shuttle Service ⁴	\$ 11,250	\$ 439,830	\$ 426,510	\$ 877,590	\$ 122,510	12%	\$ 1,000,100
2	Newport Beach	Balboa Island/Corona del Mar Microtransit Service ⁵	\$ -	\$ -	\$ 2,142,648	\$ 2,142,648	\$ 2,142,648	50%	\$ 4,285,296
3	Orange, City of	Orange Community Circulator ^{1,6}	\$ 80,000	\$ -	\$ 2,146,600	\$ 2,226,600	\$ 247,400	10%	\$ 2,474,000
TOTAL PENDING						\$ 5,246,838	\$ 2,512,558		\$ 7,759,396

NOT RECOMMENDED FOR FUNDING

1	Costa Mesa	Costa Mesa Community Based On-Demand Services ⁷	\$ -	\$ 218,148	\$ 939,803	\$ 1,157,951	\$ 1,273,331	52%	\$ 2,431,282
2	Garden Grove	Garden Grove On-Demand Service ⁷	\$ 4,968	\$ 303,061	\$ 1,622,785	\$ 1,930,814	\$ 1,934,092	50%	\$ 3,864,906
TOTAL UNFUNDED						\$ 3,088,765	\$ 3,207,423		\$ 6,296,188

- The cities of Buena Park and Orange submitted Project V applications that were not considered for funding. Local jurisdictions were deemed ineligible to receive M2 funds by the OCTA Board of Directors on May 28, 2024.
- The cities of Huntington Beach and Seal Beach withdrew applications, Huntington Beach (HB) On-Demand Rideshare Program, totaling \$3,220,000, and Seal Beach Microtransit Service Program, totaling \$3,358,446, respectively.
- Capital funding request to support vehicle lease or purchase, consistent with the intent of the Comprehensive Transportation Funding Programs Guidelines for Project V.
- Project award contingent on receipt of application review comment response information. Future funding amount request and match rate may differ from what is listed here.
- Project V-funded planning study anticipated to be completed by December 2024. City indicated following their initial request that they are considering traditional fixed route, as well as microtransit. Future funding amount request and match rate may differ from what is listed here.
- Project V-funded planning study anticipated to be completed by December 2024/January 2025. Future funding amount request and match rate may differ from what is listed here.
- Did not meet Project V general program objectives.

Acronyms:

M2 - Measure M2
O&M - Operations and maintenance
OCTA - Orange County Transportation Authority

**2024 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects
Service Descriptions**

RECOMMENDED FOR FUNDING:

No	Project Name	Service Description	Service Type	Service Details
1	Anaheim Anaheim Canyon Circulator <i>Continuation of Existing Service</i>	The City of Anaheim is proposing to continue its existing Project V rail feeder service from the Anaheim Canyon Metrolink Station to the Kaiser Medical Center, CtrCity (downtown Anaheim and City Hall), and the Anaheim Resort. Previously awarded Project V grant for the service will expire on June 30, 2029. The existing service is being requested for an additional two years through June 30, 2031. No capital funds are requested. Vehicles are to be provided by selected transit operator.	Commuter, Rail Feeder	<ul style="list-style-type: none"> • Funding Start Date: July 2029 • Service Period / Days: Year-Round, Monday - Friday • Service Span: Commuter Hours (designed to meet four morning Metrolink trains and three evening Metrolink trains) • Service Frequency: Every 20 to 45 min, contingent on peak hours
2	County of Orange Expanded RanchRide Transit Service Program <i>Continuation and Expansion of Existing Service</i>	The County of Orange is proposing to continue its existing Project V local community circulator service connecting Metrolink Stations at San Juan Capistrano and Laguna Niguel/Mission Viejo, Saddleback Community College, The Shops at Mission Viejo, Mission Hospital and downtown San Juan Capistrano. Special event services connect Sendero residential areas to the recreation center and commercial areas, as well as the Esencia recreation centers and Ladera commercial centers. Previously awarded Project V grant for the service will expire on June 30, 2025. The County is requesting to continue the service for an additional six years through June 30, 2031. Additionally, the County is proposing to expand the service area as more residential homes, recreational areas, and commercial sites are developed in Rancho Mission Viejo. Capital funds are being requested to purchase one 16-seat ADA vehicle, one 22-seat ADA vehicle, and shuttle stop signage and portable benches.	Special Event, Local Circulator	<ul style="list-style-type: none"> • Start Date: Jan 2025; TBD (expanded service) • Service Period / Days: Monday - Friday and special events • Service Span: Varies • Service Frequency: Every 15 min
3	Dana Point Trolley Continuity Program (includes Special Event) <i>Continuation of Existing Service</i>	The City of Dana Point is proposing to continue its existing Dana Point Trolley program, beyond its current 6/30/2027 expiration date. Summer trolley service begins on the Friday of Memorial Day Weekend and offers daily service through Labor Day. After Labor Day, the Dana Point Trolley continues to offer weekend only service throughout the month of September. The Dana Point Trolley is also utilized during popular special events in March and December. The City is requesting to continue service for an additional four years through June 30, 2031. No capital funds are requested. Vehicles purchased with prior Project V grants to be utilized.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: May 2028 • Service Period / Days: Memorial Day to Labor Day / Daily, September / Saturday and Sundays, and special events • Service Span: Varies between 10am-10:30pm • Service Frequency: Every 15 min
4	Irvine Special Event and Circulators <i>New Service</i>	The City of Irvine is proposing five new local circulator and special event services, which will operate during limited periods throughout the year in support of daily travel needs and recurring special events in Irvine such as the Irvine Global Village, Mid-Autumn Festival, Illuminate Irvine, and multi-day sports events. The five distinct services are: <ul style="list-style-type: none"> - The Great Park Events Circulator will provide shuttle service from Great Park parking lots and the Irvine Station into the heart of the Great Park for events expecting 10,000 or more visitors per day. - The Irvine Open Streets Circulator will provide service from parking lots to the annual Irvine Open Streets event. The event is expected to draw 15,000 participants from Irvine and the region. - The Bill Barber Park / Irvine Civic Center Circulator will provide shuttle service from City hubs to Bill Barber Memorial Park or Civic Center for large events. - The Village Connector will serve residents and students (from the villages of Los Olivos, Hidden Canyon, Laguna Alta, Quail Hill, and Turtle Rock), providing connection from the Village Market & Cafe on the east to the UCI / University High School area on the west. - The Airport Connector will provide connection from the City's new Irvine CONNECT service to John Wayne Airport and UCI on peak travel days (i.e. begin/end of semester) Capital funds are being requested for design and construction of approximately 20 shuttle stops. Vehicles are to be provided by selected transit operator.	Seasonal, Special Event, Local Circulator	<ul style="list-style-type: none"> • Start Date: Fall 2024 • Service Period / Days: Varies per service and special event • Service Span: Varies between 8:30am-10:30pm • Service Frequency: Varies between every 15 to 55 min
5	Laguna Beach Off-Season Weekend and Seasonal Services <i>Continuation and Expansion of Existing Service</i>	The City of Laguna Beach is proposing to extend both its existing Off-Season Weekend Trolley Service beyond its current 6/30/2027 expiration date. Off-season trolley service operates along PCH and a portion of Laguna Canyon Road for up to 42 weekends outside the summer festival season, beginning in September and operating Friday through Sunday until June. A limited number of special events within the service period are also provided for -- including Saturday Farmers' Markets, Hospitality Night, Patriot's Day, and select federal holidays. The City is requesting to continue service for an additional four years through June 30, 2031. Additionally, the City is proposing to expand the existing Off-Season Weekend Trolley Service by adding Mondays following four major federal holidays, adding seasonal daily service during Spring Break and Winter Break (about 20 operating days, varies per year), and adding five days of special event service for the Sawdust Winter Fantasy Show. The City is also proposing to extend its Summer Breeze Trolley Service beyond its current 6/30/2025 expiration date. The Summer Breeze service shuttles users from a free peripheral parking lot in Irvine to downtown Laguna Beach for ten weekends during the summer festival season, operating Friday through Sunday from June to September. The City is requesting to continue service for an additional five years through June 30, 2031. Additionally, the City is proposing to expand the existing Summer Breeze Trolley by adding five weekends to provide full summer service from Memorial Day to Labor Day, adding a third trolley for Saturdays and Sundays on ten weekends, adding one weekday for the 15-week summer season, and adding 15 operating days from November to December for "Winter Express" service for the Sawdust Winter Fantasy Show. With respect to the one weekday expansion during summer, the City is requesting operational flexibility needed to evaluate, test, and change service, as needed, contingent upon ridership demands at the time. No capital funds are requested. City to utilize existing fleet of vehicles.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: September 2024 • Service Period / Days: Varies per season and special event • Service Span: Varies between 9am-11:30pm • Service Frequency: Varies between every 15 to 30 min

No	Project Name	Service Description	Service Type	Service Details
6	Laguna Beach Laguna Canyon Road/ El Toro Road Laguna Local Service <i>New Service</i>	The City of Laguna Beach is proposing a new on-demand service area for their existing Laguna Local microtransit service (locally funded). The proposed service area would extend from the bus depot in downtown Laguna Beach to neighborhoods around Laguna Canyon Road north of Canyon Acres, as well as residential areas off El Toro Road near the Artisan and Laguna Audubon. This portion of the City is not currently served by the City's trolley or on-demand systems. A total of 13 stops would be added in this area and the residents in the Canyon can ride-share to City Hall or the Bus Depot. This service would connect residents to downtown Laguna Beach and to existing local and regional transit services in North and South Laguna Beach. No capital funds are requested. Vehicles are to be provided by selected transit operator.	On-Demand, Microtransit	<ul style="list-style-type: none"> • Start Date: August 2024 • Service Period / Days: Year-Round, 363 days • Service Span: Varies from 8am-11:30pm • Service Frequency: On-Demand
7	Laguna Niguel Summer Trolley Program (includes Special Event) <i>Continuation of Existing Service and New Service</i>	The City of Laguna Niguel is proposing to extend its existing Southern Summer Trolley service, beyond its current 6/30/2027 expiration date. The seasonal "South Line" service connects with summer trolleys in Dana Point and Laguna Beach, beginning Memorial Day and operating Thursday through Sunday until Labor Day. A limited number of special events throughout the year are also provided for -- including summer concert series, Fourth of July, Haunted Trails Halloween Event, and the Holiday Parade Event. The City is requesting to continue service for an additional four years through June 30, 2031. The City is also proposing a new summer "North Line" service, which would connect Crown Valley Park with the Laguna Niguel/Mission Viejo Metrolink Station. The new "North Line" would mirror the "South Line," with service from Memorial Day through Labor Day, Thursday to Sunday. Capital funds are being requested to purchase six electric vehicles and for bus stop signage.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: July 2027; May 2025 (new service) • Service Period / Days: May - September, Saturdays and Sundays, and special events • Service Span: Varies from 11am-9pm, contingent on day and event • Service Frequency: Every 20 min
8	Los Alamitos On-Demand Service <i>New Service</i>	The City of Los Alamitos is proposing a new on-demand circulator within a 4.11 square mile contiguous service area, connecting to Los Alamitos Medical Center, Los Alamitos Community Center, other community facilities, and major access points along Katella Boulevard that provide first and last-mile access to existing fixed-route transit lines. The service will operate throughout the year from Monday through Friday for approximately 12 hours a day. Capital funds are being requested to lease four electric vehicles and for vehicle branding.	On-Demand, Local Circulator	<ul style="list-style-type: none"> • Start Date: September 2024 • Service Period / Days: Year-Round, Monday - Friday • Service Span: 7am - 7pm • Service Frequency: On-Demand
9	Mission Viejo Circulator and Special Event Service <i>Continuation of Existing Service and New Service</i>	The City of Mission Viejo is proposing to continue its existing Project V local community circulator that connects Laguna Niguel/Mission Viejo Metrolink Station, The Shops at Mission Viejo, Mission Hospital, Saddleback College, residential areas, community center and Capistrano Valley High School. This service will moderately expand operations by providing more service hours specifically designed to serve more commuters and students, but will generally maintain approximately 12 hours a day during the week, Monday through Friday. The existing service is being requested for an additional seven years through June 30, 2031. The City is also proposing a new service to provide transit for a limited number of special events including -- Symphony in the Cities, Oso Fit 5K, Walk Against Drugs, Fourth of July Street Faire & Fireworks, Aquatics Center Complex swim events, Santa's Arrival, and Senior Excursion. Capital funds are being requested for bus stop signage and vehicle branding. Vehicles are to be provided by selected transit operator.	Local Circulator, Special Event	<ul style="list-style-type: none"> • Start Date: August 2024 • Service Period / Days: Year-Round (school year, 196 days); Approximately 29 special event days annually • Service Span: 7am - 7pm; Varies for new service • Service Frequency: Every 45 min; Varies per special event between every 5 to 25 min
10	Newport Beach Balboa Peninsula Trolley Service Continuation (includes Special Event) <i>Continuation of Existing Service</i>	The City of Newport Beach is proposing to continue its existing Project V summer and special events trolley service within the City providing connections at Hoag Hospital, Balboa Pier on the Balboa Peninsula via Pacific Coast Highway, Newport Boulevard, and Balboa Boulevard. This service will operate during the summer weekends on Saturdays and Sundays for approximately 10 hours a day and will also provide special event service on 4th of July. The existing service is being requested for an additional seven years through June 30, 2031. Capital funds are being requested to purchase five vehicles and for vehicle branding.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: May 2025 • Service Period / Days: May to September, 15 weekends and holidays • Service Span: 10am - 9:30pm • Service Frequency: Every 15 min
11	San Clemente Trolley Program <i>Continuation of Existing Service, Expansion of Existing Service, and New Service</i>	The City of San Clemente is proposing to continue its existing Project V services, which operates daily summer and special events trolley services for approximately ten hours a day, connecting the new Outlets, San Clemente Pier, Metrolink Station, El Camino Real, and Avenida del Mar. The existing service is being requested for an expanded timeframe within each year and an additional seven years through June 30, 2031. The City is also proposing a new "Green Line" route to expand their existing service area providing new connections to Southern San Clemente including the State Beach, several hotels and a connection with a shuttle from Camp Pendleton. A similar service was proposed in the 2020 Call for Projects but at that time the route mirrored Route 1. Changes have been made from the previous application to the 2024 proposed service that now complements Route 1 service as well as the existing Trolley services. The City also proposed a new "Yellow Line" route but prioritized expansion of the existing Trolleys and the new "Green Line" route for the funding that is available when considering the maximum annual allocation allowance. Essentially, the request for funding for this route was withdrawn to prioritize the funding for the other Trolley services. Capital funds are being requested to purchase one vehicle. City to utilize existing Project V-funded vehicles.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: July 2024; July 2024 (new service) • Service Period / Days: Varies per route, season, and special event • Service Span: Varies per route and season • Service Frequency: Every 15 to 25 min, contingent on route

No	Project Name	Service Description	Service Type	Service Details
12	<p>San Clemente On-Demand Transit Programs</p> <p><i>Continuation of Existing Service and New Service</i></p>	<p>The City of San Clemente is requesting to continue their existing SC shared-ride hailing service, beyond its 6/30/2025 expiration date. The on-demand service provides daily year-round transit for previous riders of OCTA routes 191 and 193. The rideshare program picks up riders within 500 feet of former routes 191 and 193 bus stops. The City is requesting to continue the existing service for an additional six years through June 30, 2031.</p> <p>The City is also proposing a new on-demand "Last Mile" microtransit service which could either be provided by expanding the existing SC Rides service to neighborhoods not already served by either the Trolley or SC Rides or by hiring a microtransit provider. The new or expanded service would provide first and last mile connections to specific trolley stop locations and would only operate when the Trolleys operate.</p> <p>No capital funds are requested. Vehicles are to be provided by selected transit operator.</p>	On-Demand, Shared-Ride Hailing, Microtransit	<ul style="list-style-type: none"> • Start Date: July 2024; January 2025 (new service) • Service Period / Days: Year-Round, 365 days • Service Span: Varies per route and season • Service Frequency: On-Demand
13	<p>San Juan Capistrano Expanded Summer Weekend and Special Event Trolley Service</p> <p><i>Continuation of Existing Service and New Service</i></p>	<p>The City of San Juan Capistrano is proposing to continue its existing Project V service, which provides summer trolley service through the City's downtown mobility hub at Camino Capistrano and various community stops, as well as provides a connection to the City of Dana Point's summer trolley service. This service operates as the "Red Line" route approximately 40 days throughout the year on weekends and special events for approximately 5 to 11 hours a day. The existing "Red Line" service is being requested for an additional seven years through June 30, 2031.</p> <p>The City is also proposing a new "Blue Line" route that would connect key areas of interest such as the Los Rios Historic District, community parks, shopping centers, golf clubs, and senior living facilities.</p> <p>Capital funds are being requested to purchase two vehicles and for trolley signage and minor maintenance yard equipment.</p>	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: July 2024; May 2025 (new service) • Service Period / Days: Summer, Friday - Sunday and special events • Service Span: Varies per route and special event • Service Frequency: Every 20 min

* OCTA funding eligibility starts July 1, 2024

FUTURE CONSIDERATION FOR FUNDING:

No	Project Name	Service Description	Service Type	Service Details
1	<p>Huntington Beach Special Event Shuttle Service</p> <p><i>New Service</i></p>	<p>The City of Huntington Beach is proposing a special event shuttle service that has previously been operated by the City through Project V but is not a current service. The proposed service would supplement parking and provide greater access to event venues around the beach area that draw large attendance, including air shows, concerts, and surfing competitions, and potentially the 2028 Los Angeles Olympics surfing events. Historically, the remote parking locations available to the city for events have included the OCTA Transit Center, Goldenwest College, Bella Terra Parking Structure, Central Park Sports Complex, Huntington Beach High School, and Edison High School. To help ease the parking impacts associated with the event and to provide additional access for residents throughout Orange County, the City is proposing to provide a remote parking and shuttle service for all major events.</p>	Special Event	<ul style="list-style-type: none"> • TBD <p>OCTA staff recommends waiting until after the City of Huntington Beach provides application review comment responses with pertinent project information and operating details.</p>
2	<p>Newport Beach Balboa Island/Corona del Mar Microtransit Service</p> <p><i>New Service</i></p>	<p>The City of Newport Beach is in the process of conducting a Project V-funded planning study to determine if microtransit service concepts (including shared-ride hailing) services types are potentially feasible on Balboa Island, Corona del Mar, and potentially in the Newport Center and Irvine Terrace areas. City may also look at feasibility of traditional fixed route type services.</p>	On-Demand	<ul style="list-style-type: none"> • TBD <p>OCTA staff recommends waiting until after the study is completed in order to incorporate the results into the proposed service and operational plan. Feasibility study anticipated to be completed late 2024.</p>
3	<p>Orange, City of Orange Community Circulator</p> <p><i>New Service</i></p>	<p>The City of Orange is in the process of conducting a Project V-funded planning study to determine if community circulator concepts (including trolley type and fixed routes) services types are potentially feasible between existing and future activity center destinations including The Village at Orange, Chapman University, medical centers in the southwest of the City, Old Towne Orange, and the Outlets at Orange. The community circulator would serve Orange residents, students, workers, and visitors.</p>	Local Circulator	<ul style="list-style-type: none"> • TBD <p>OCTA staff recommends waiting until after the study is completed in order to incorporate the results into the proposed service and operational plan. Feasibility study anticipated to be completed late 2024 to early 2025. Also, the City will need to be found eligible again for a future funding recommendation to be presented to the Board.</p>

NOT RECOMMENDED FOR FUNDING:

No	Project Name	Service Description	Service Type	Service Details
1	<p>Costa Mesa Community Based On-Demand Services</p> <p><i>New Service</i></p>	<p>The City of Costa Mesa is proposing to start an on-demand, all electric vehicle, community based service within a 2.89 square mile contiguous service area that covers neighborhoods west of Newport Boulevard, as well as the 17th Street commercial corridor. The service is intended for local trips, connections to existing transit, and a means of reducing both VMT of single occupancy vehicles and congestion from TNC use for short trips. The service would also serve the first/last-mile needs of the residents and visitors of Costa Mesa, particularly low income and disadvantaged census tracts.</p> <p>This project is not recommended for funding because the project is not consistent with the program objectives. The Project V Community Based Transit/Circulators program as described in the Measure M Transportation Investment Plan indicates that the funding should be used "to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit... and they cannot duplicate or compete with existing transit services." This project would serve an area already well served by regional transit and it has the potential to compete with the existing services. It is also in transit propensity area that could be considered for increased service in the future.</p>	On-Demand	<p>Ineligible Project: Proposed for area already well served by regional transit</p> <ul style="list-style-type: none"> • Start Date: July 2027 • Service Period / Days: Year-Round, 362 days • Service Span: 10am - 8pm • Service Frequency: On-demand <p>Area already served by - OC Bus route numbers/frequency or future frequency 35 (30 min. headway), 43 (20 min. headway), 47 (15 min. headway), 55 (25 min. headway), 71 (30 min. headway).</p>

No	Project Name	Service Description	Service Type	Service Details
2	Garden Grove On-Demand Service <i>New Service</i>	<p>The City of Garden Grove is proposing to start an on-demand, all electric vehicle, community based service within one contiguous service area, originally designed to serve the first/last-mile needs of the residents and visitors of Garden Grove. It is intended for local trips, connections to transit, and to reduce VMT. The service area is roughly three square miles serving neighborhoods along State Route 22 west of Harbor Boulevard to Magnolia Street. Service would include two conventional sedans and two ADA accessible sedans, operating 10 hours a day all year.</p> <p>This project is not recommended for funding because the project is not consistent with the program objectives. The Project V Community Based Transit/Circulators program, as described in the Measure M Transportation Investment Plan, indicates that the funding be used "to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit... and they cannot duplicate or compete with existing transit services." This project would serve an area already well served by regional transit and it has the potential to compete with the existing services. It is also in transit propensity area that could be considered for increased service in the future.</p>	On-Demand	<p>Ineligible Project: Proposed for area already well served by regional transit</p> <ul style="list-style-type: none"> • Start Date: September 2024 • Service Period / Days: Year-Round, 362 days • Service Span: 10am - 8pm • Service Frequency: On-demand <p>Area already served by - OC Bus route numbers/frequency or future frequency 33 (30 min. headway), 35 (30 min. headway), 37 (30 min. headway), 43 (20 min. headway), 56 (30 min. headway), 60 (20 min. headway), 543 Rapid (20 min. headway) 560 Rapid (20 min. headway).</p>

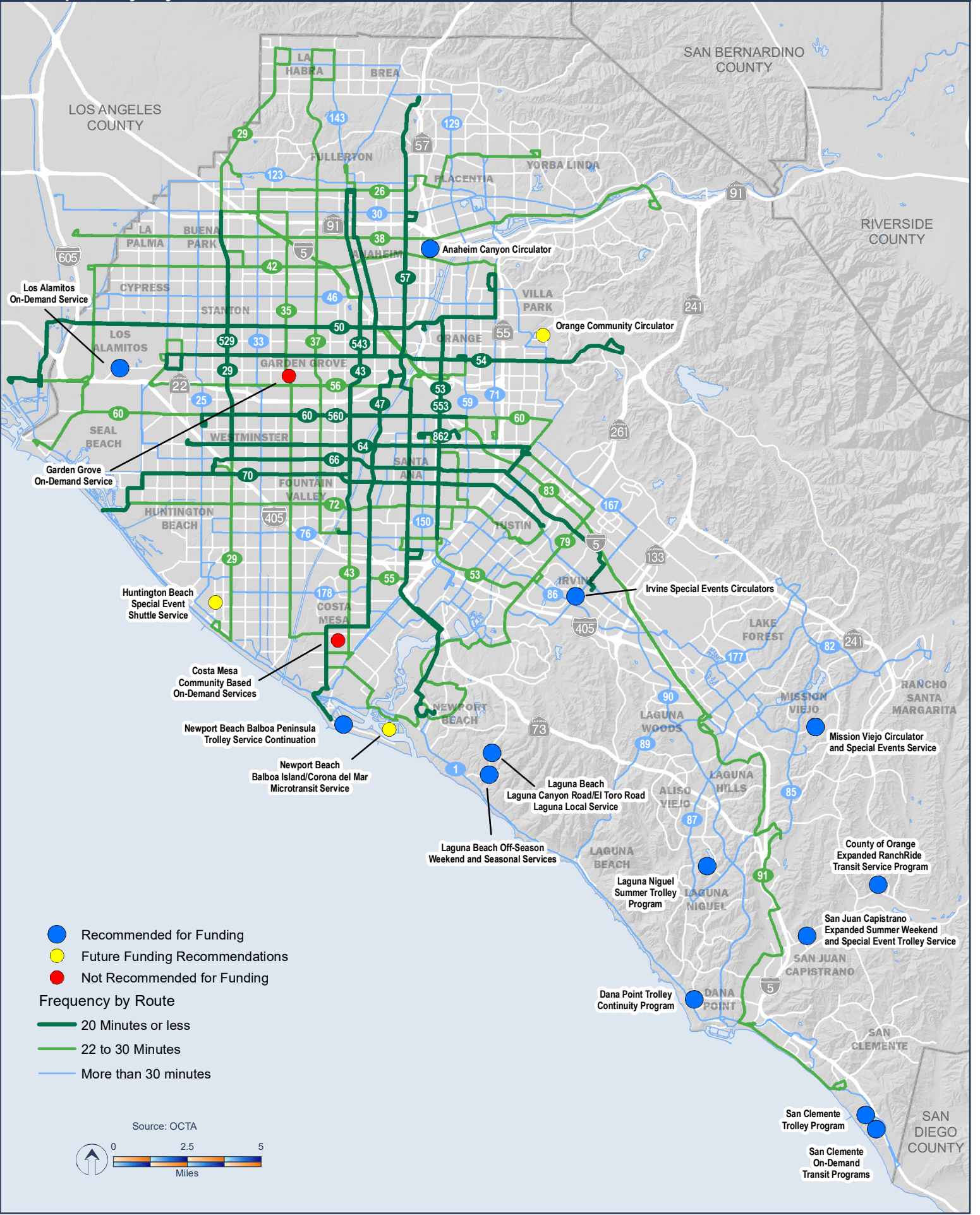
Acronyms:

- ADA - The Americans with Disabilities Act of 1990
- HB - Huntington Beach
- Min - Minute
- PCH - Pacific Coast Highway
- SC - San Clemente
- TBD - To be determined
- TNC - Transportation network company
- UCI - University of California, Irvine
- VMT - Vehicle miles traveled

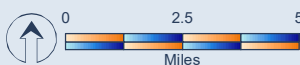
2024 Measure M2 Community-Based Transit
Circulators (Project V) Call for Projects

Service Maps

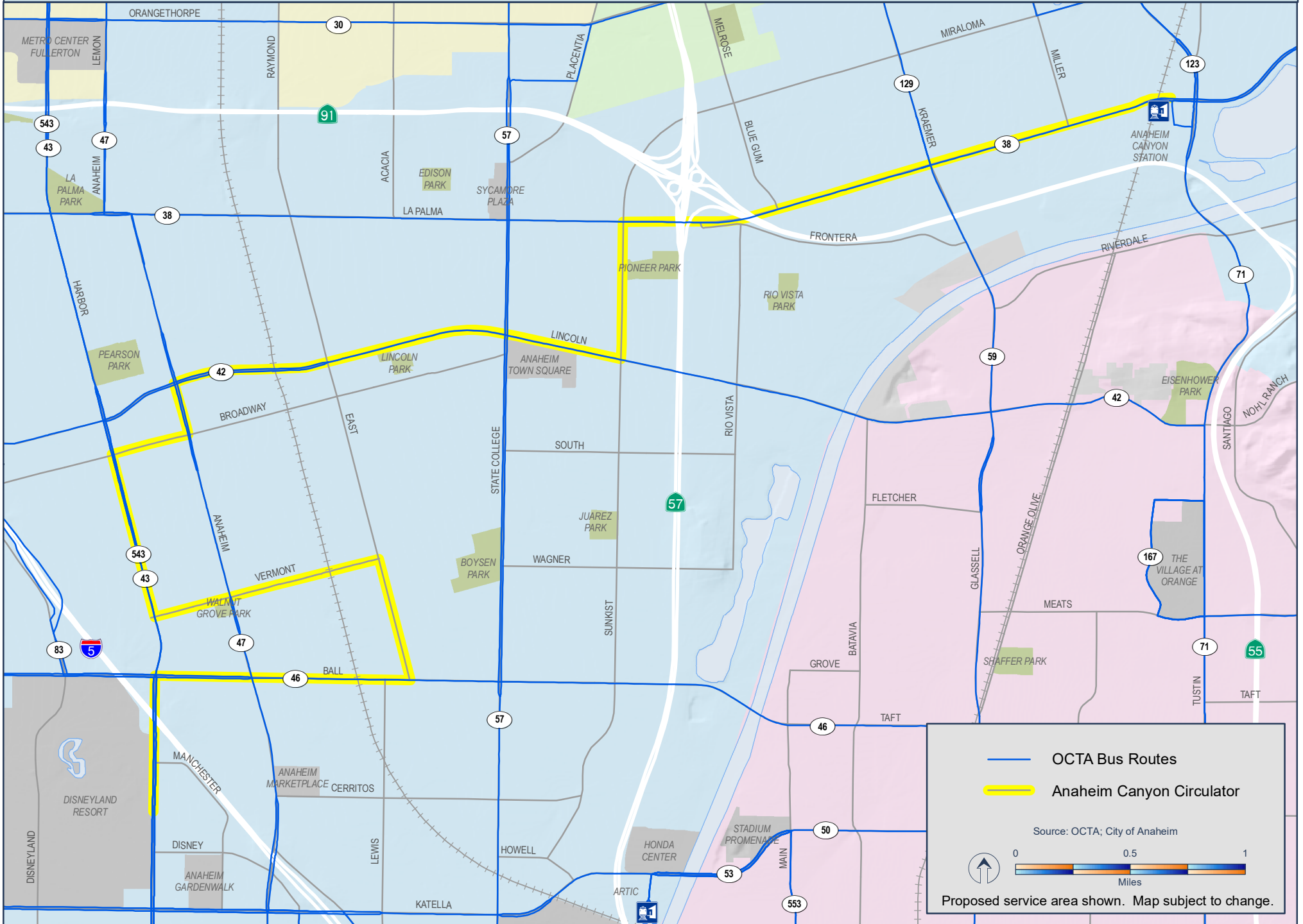
2024 Measure M Community-Based Transit Circulators (Project V) Frequency by Route



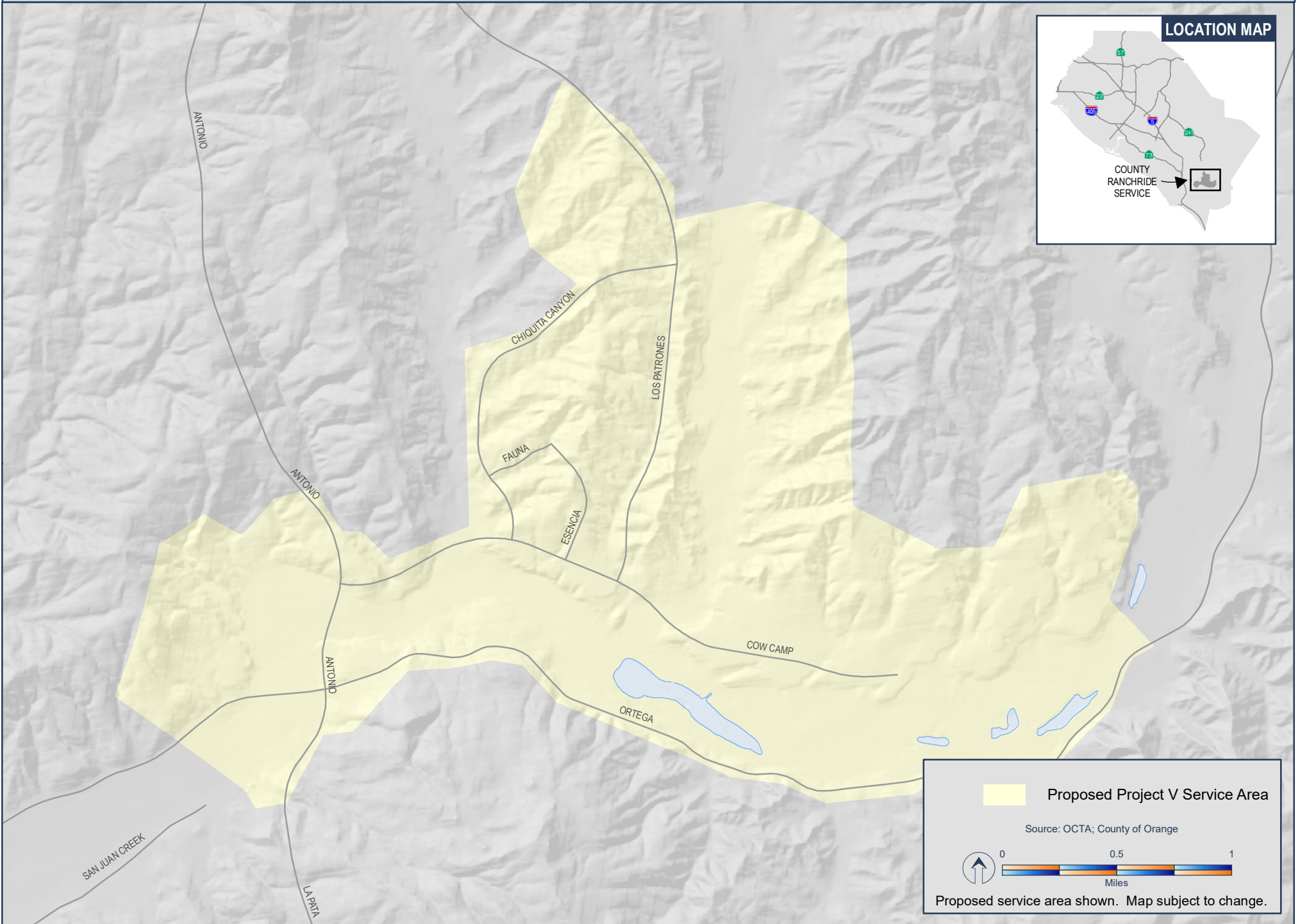
Source: OCTA



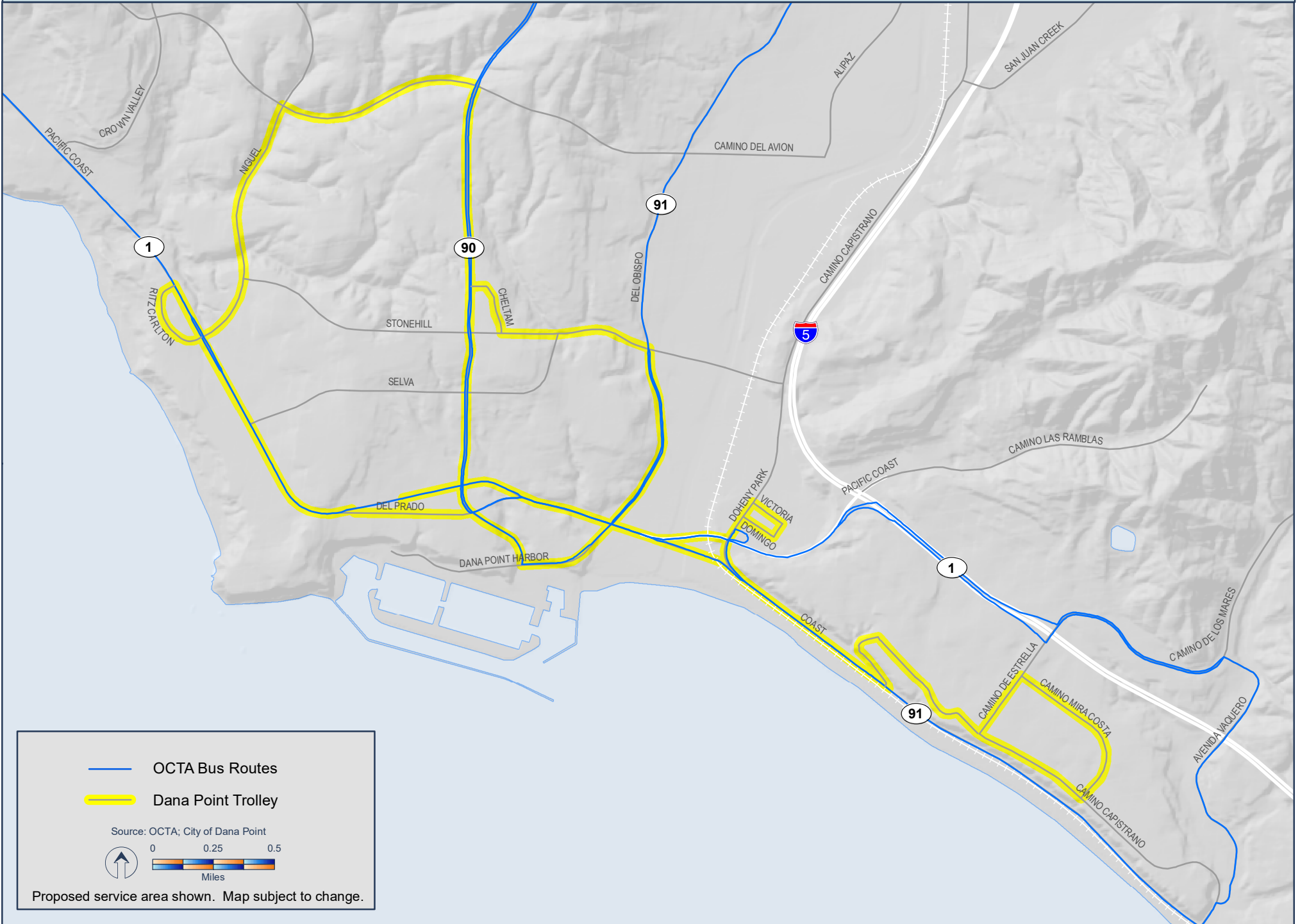
Anaheim Canyon Circulator



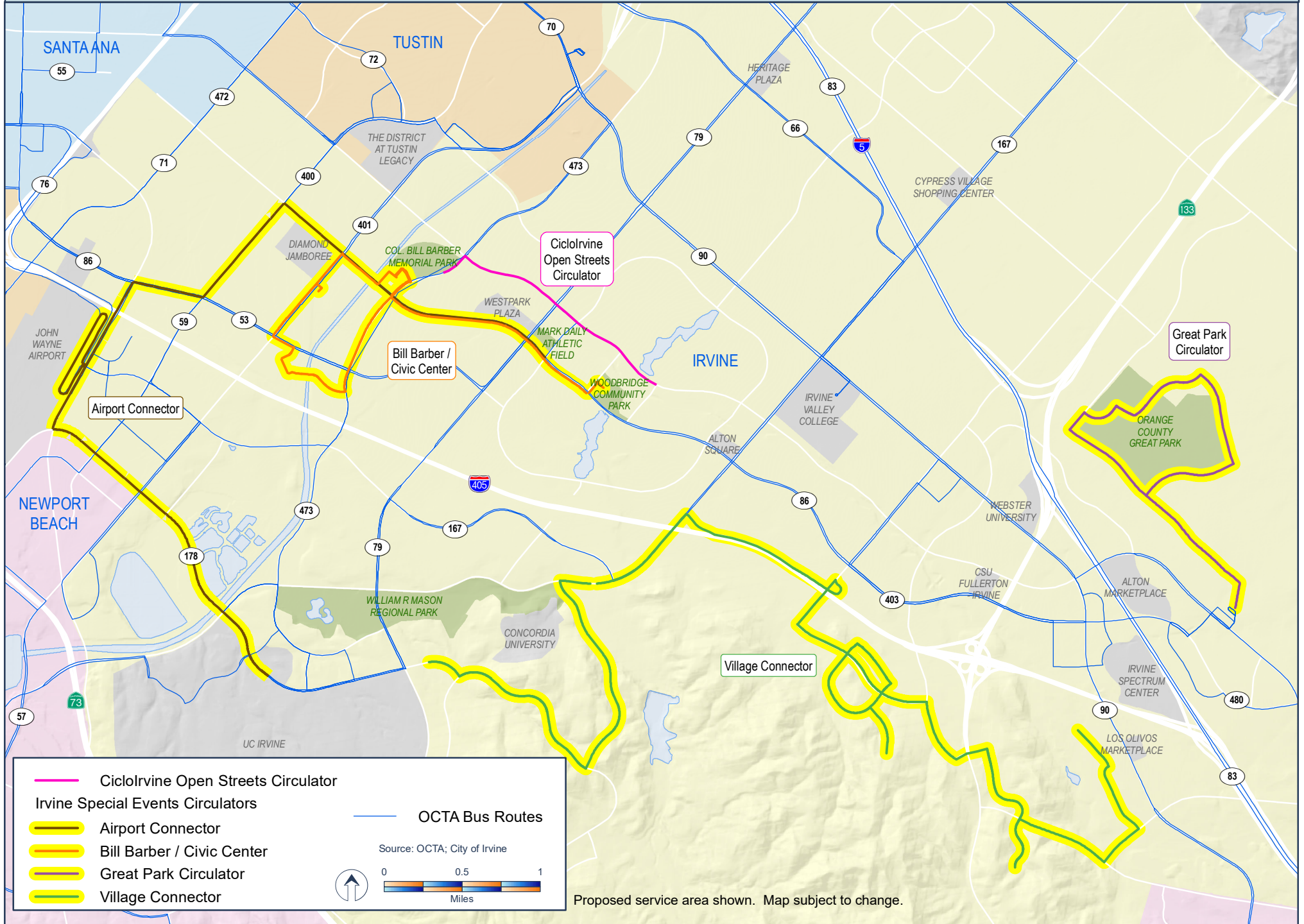
County of Orange Expanded RanchRide Transit Service Program



Dana Point Trolley Continuity Program



Irvine Special Events Circulators

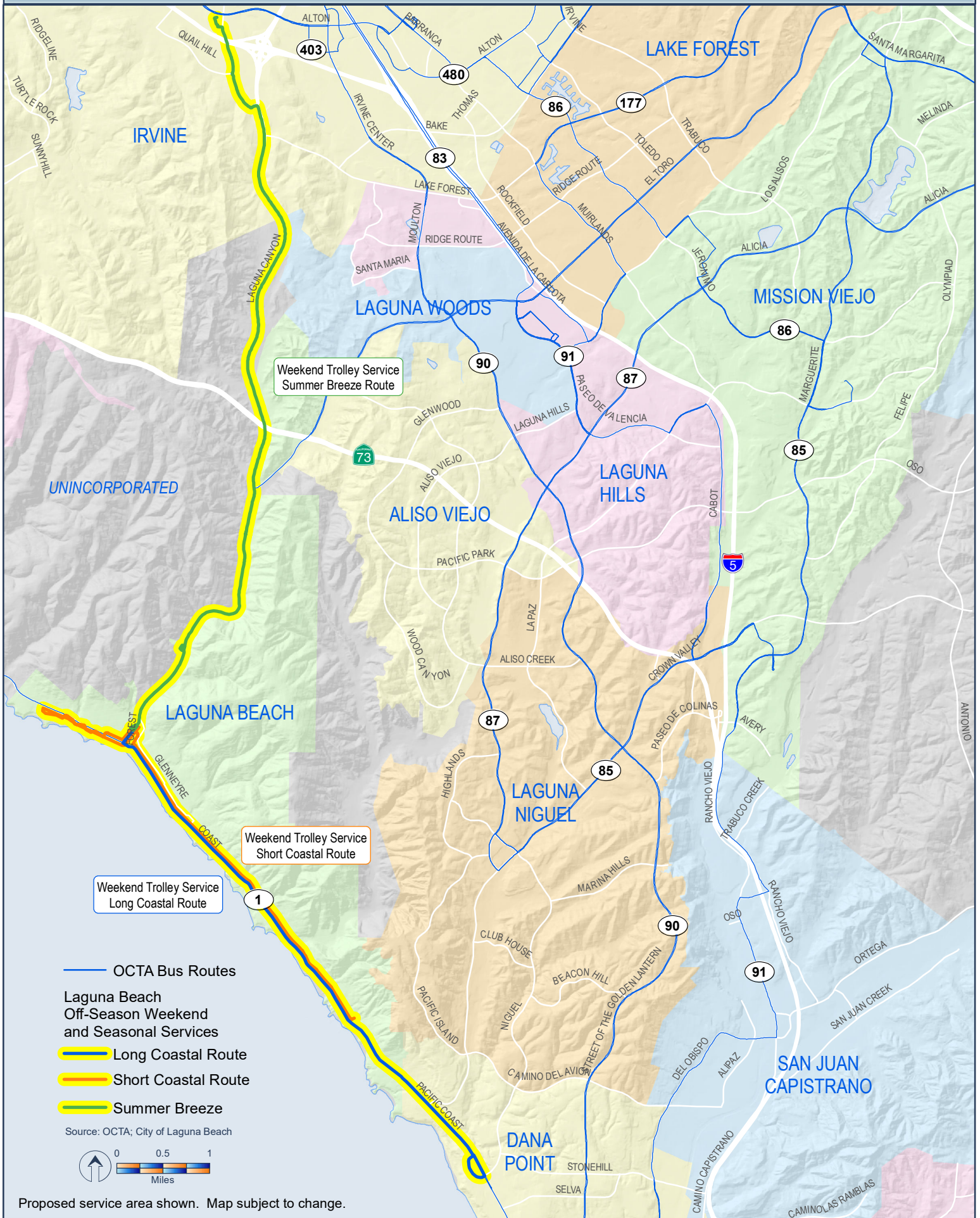


— CiclorIrvine Open Streets Circulator
Irvine Special Events Circulators
 Airport Connector
 Bill Barber / Civic Center
 Great Park Circulator
 Village Connector

— OCTA Bus Routes
 Source: OCTA; City of Irvine
 0 0.5 1
 Miles

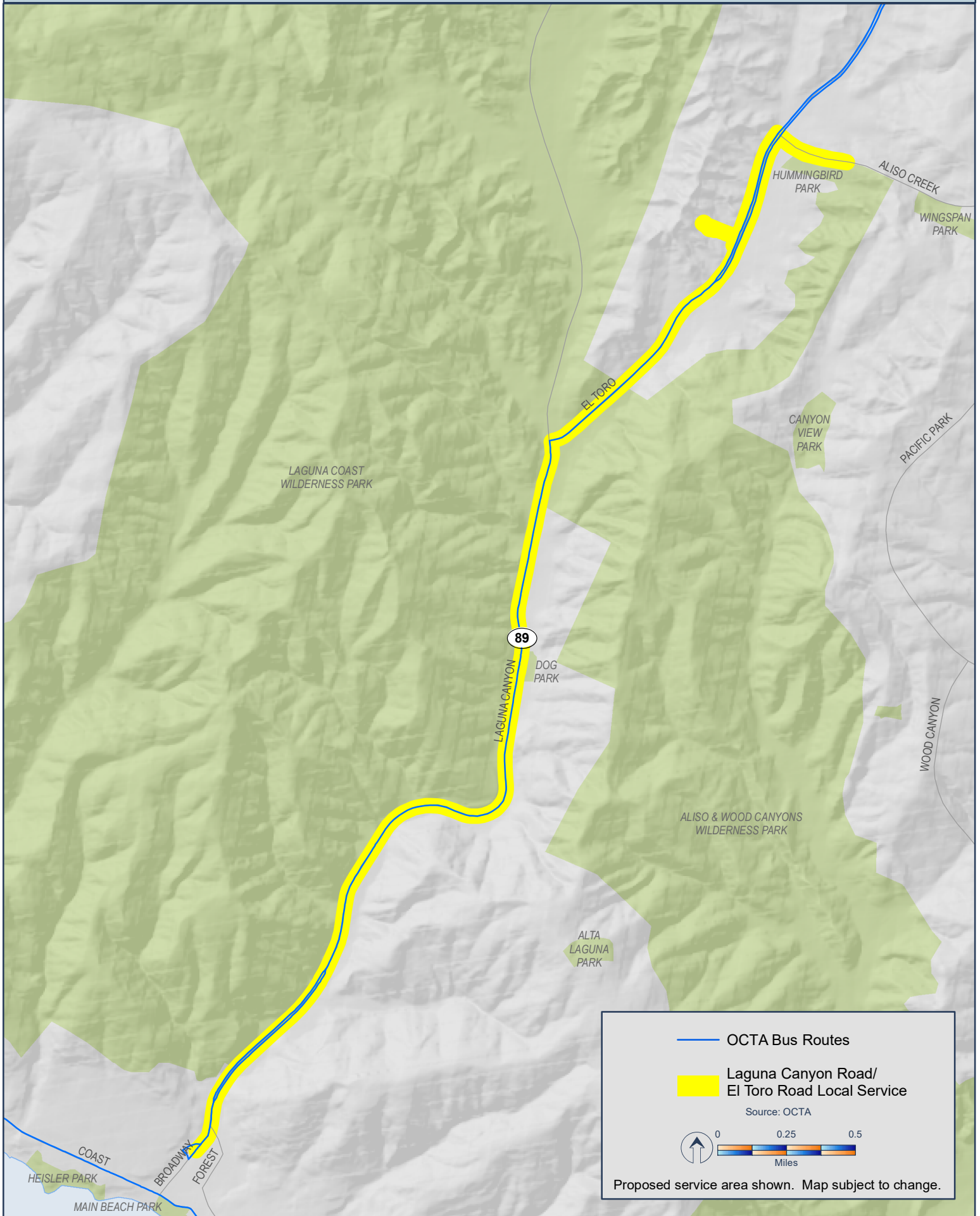
Proposed service area shown. Map subject to change.

Laguna Beach Off-Season Weekend and Seasonal Services

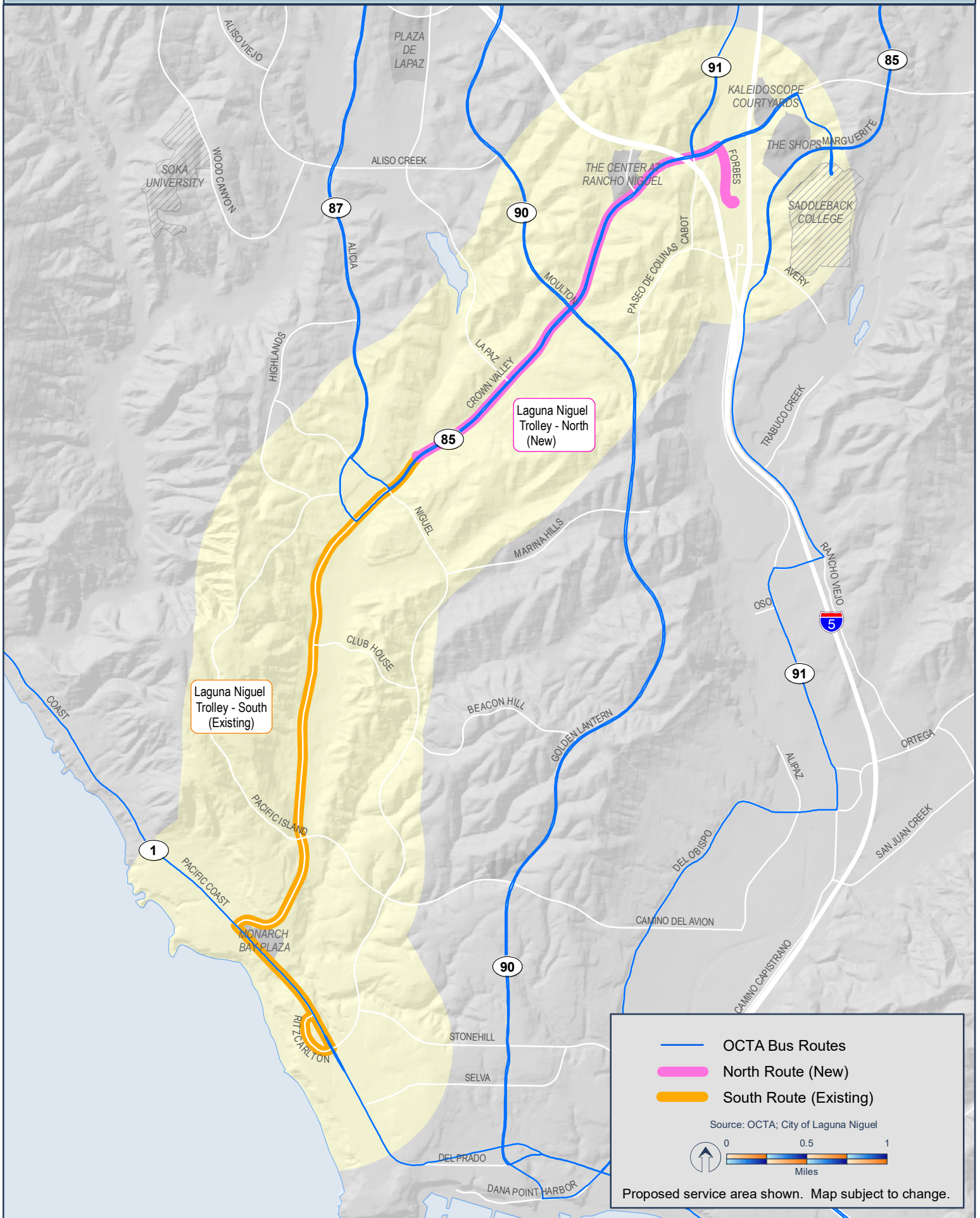


Proposed service area shown. Map subject to change.

Laguna Beach Laguna Canyon Road/El Toro Road Local Service



Laguna Niguel Summer Trolley Program



Laguna Niguel Trolley - South (Existing)

Laguna Niguel Trolley - North (New)

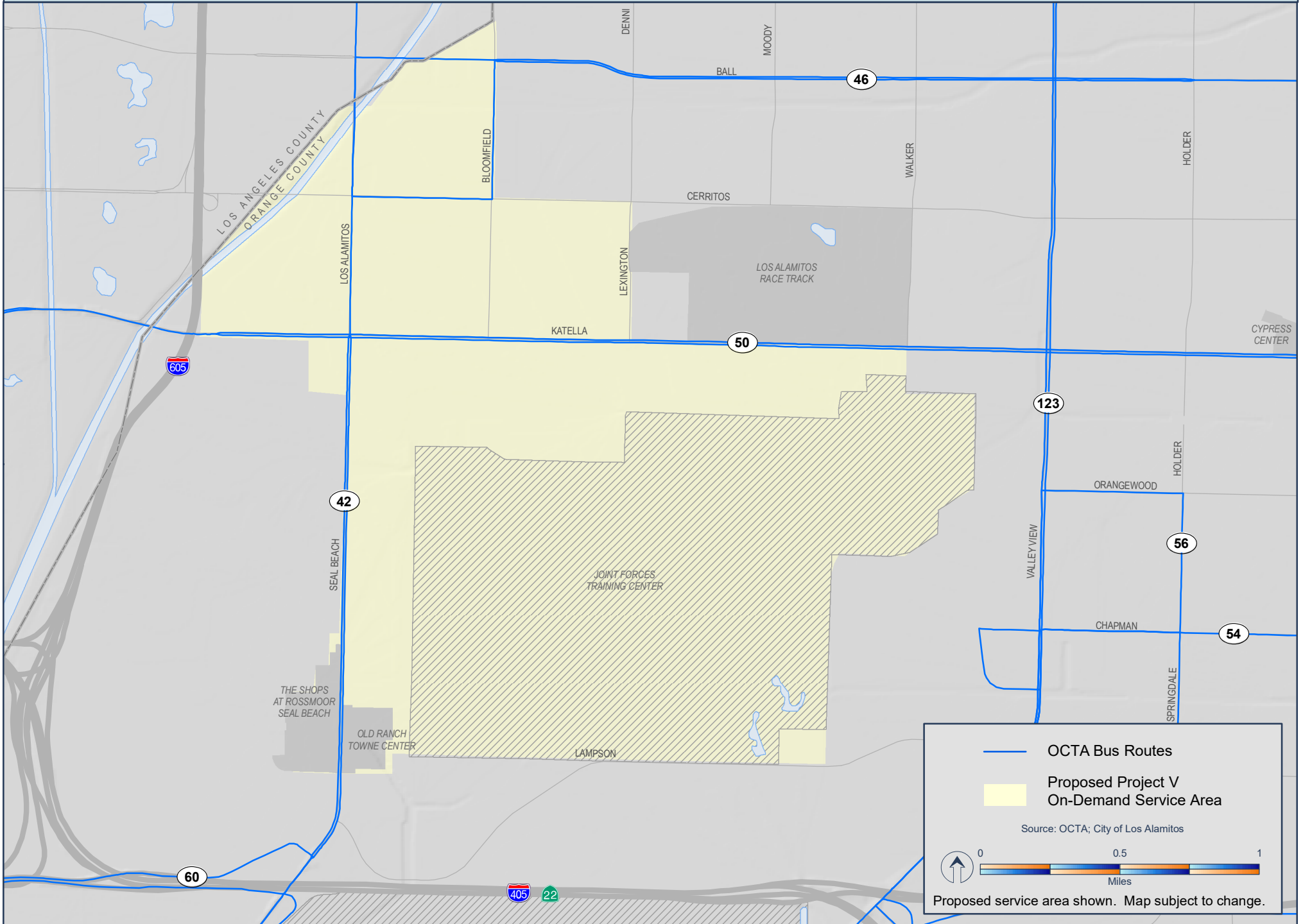
- OCTA Bus Routes
- North Route (New)
- South Route (Existing)

Source: OCTA; City of Laguna Niguel

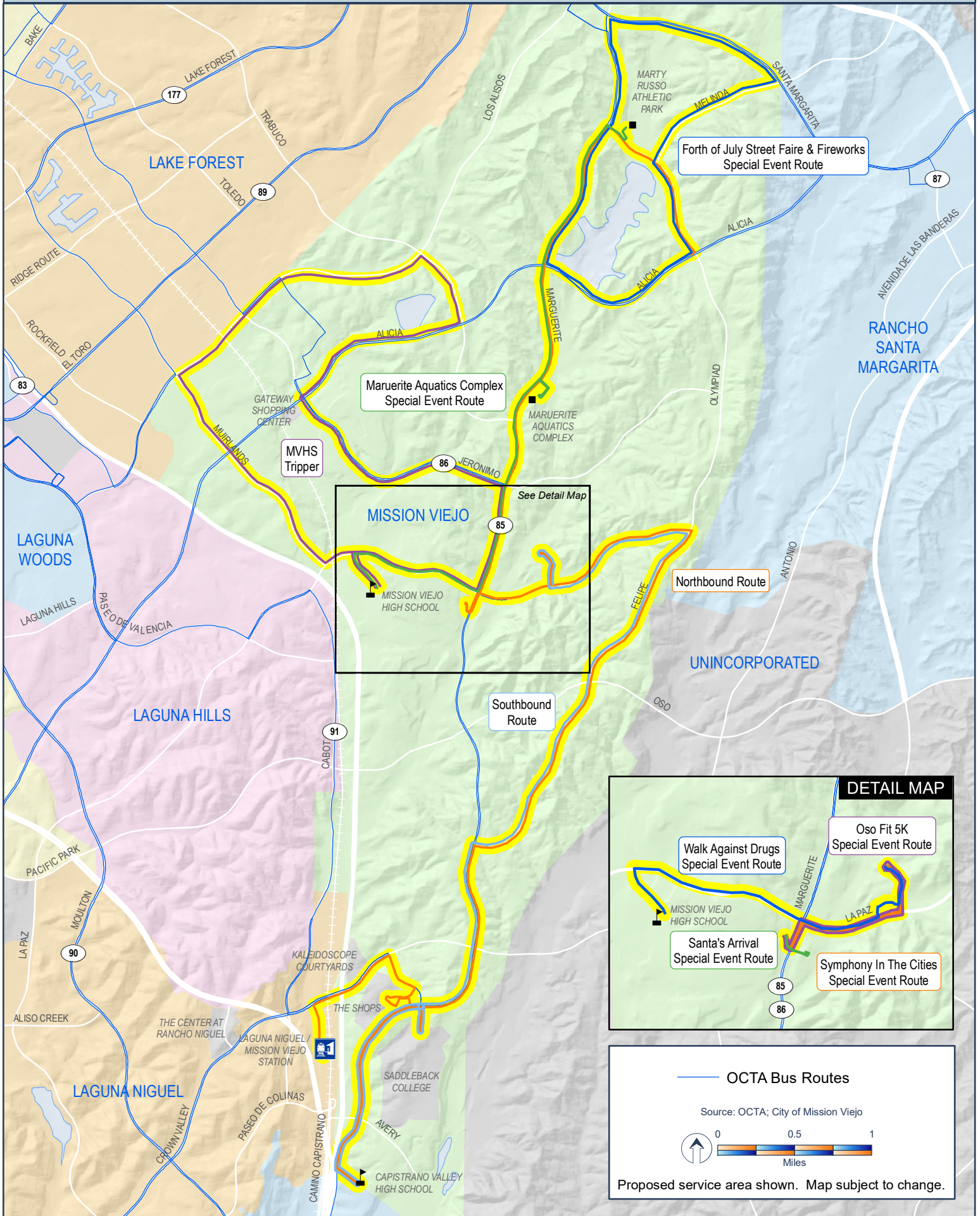
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Miles

Proposed service area shown. Map subject to change.

Los Alamitos On-Demand Service

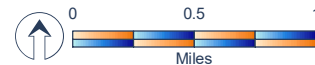


Mission Viejo Circulator and Special Events



OCTA Bus Routes

Source: OCTA; City of Mission Viejo



Proposed service area shown. Map subject to change.

Newport Beach Balboa Peninsula Trolley Service Continuation



San Clemente Trolley Program



San Clemente On-Demand Transit Programs



— OCTA Bus Routes
 San Clemente Trolley Lines

- Red Line
- Blue Line
- Red Line and Blue Line
- Green Line
- Yellow Line

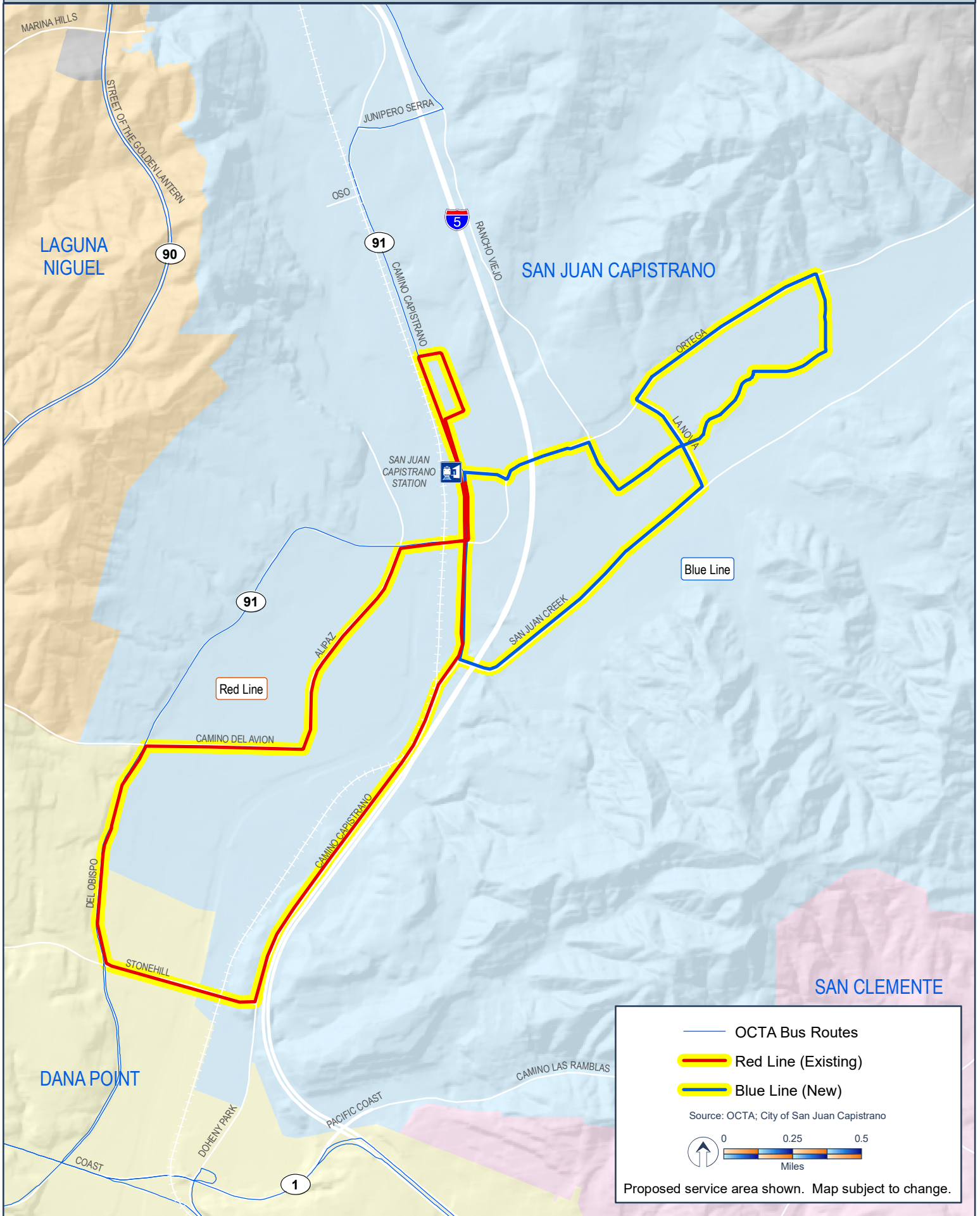
- SC Rides Stops Buffer Zone
- On-Demand Last Mile Microtransit Service Area

Source: OCTA; City of San Clemente



Proposed service area shown. Map subject to change.

San Juan Capistrano Trolley Services

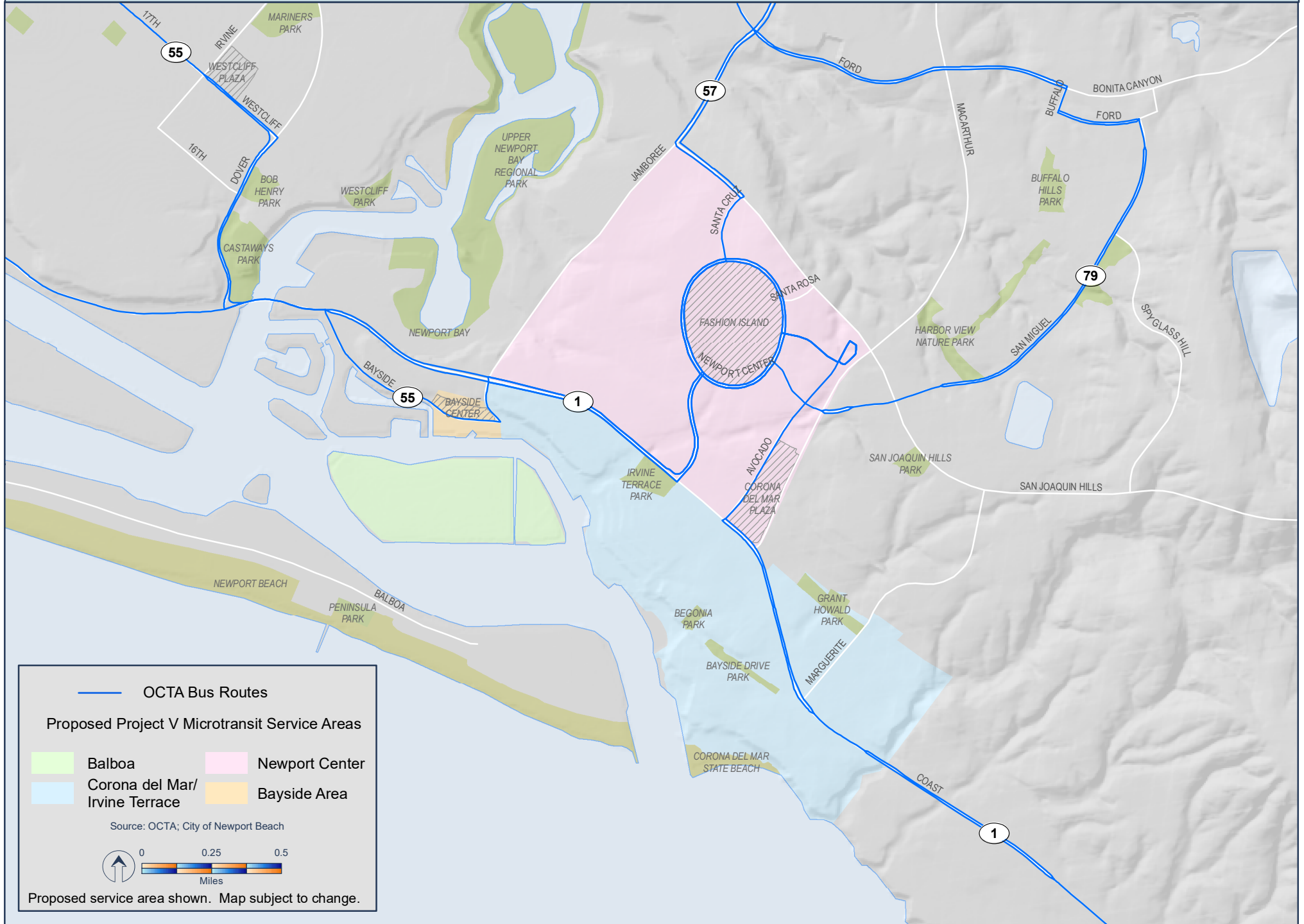


Huntington Beach Special Event Shuttle Service

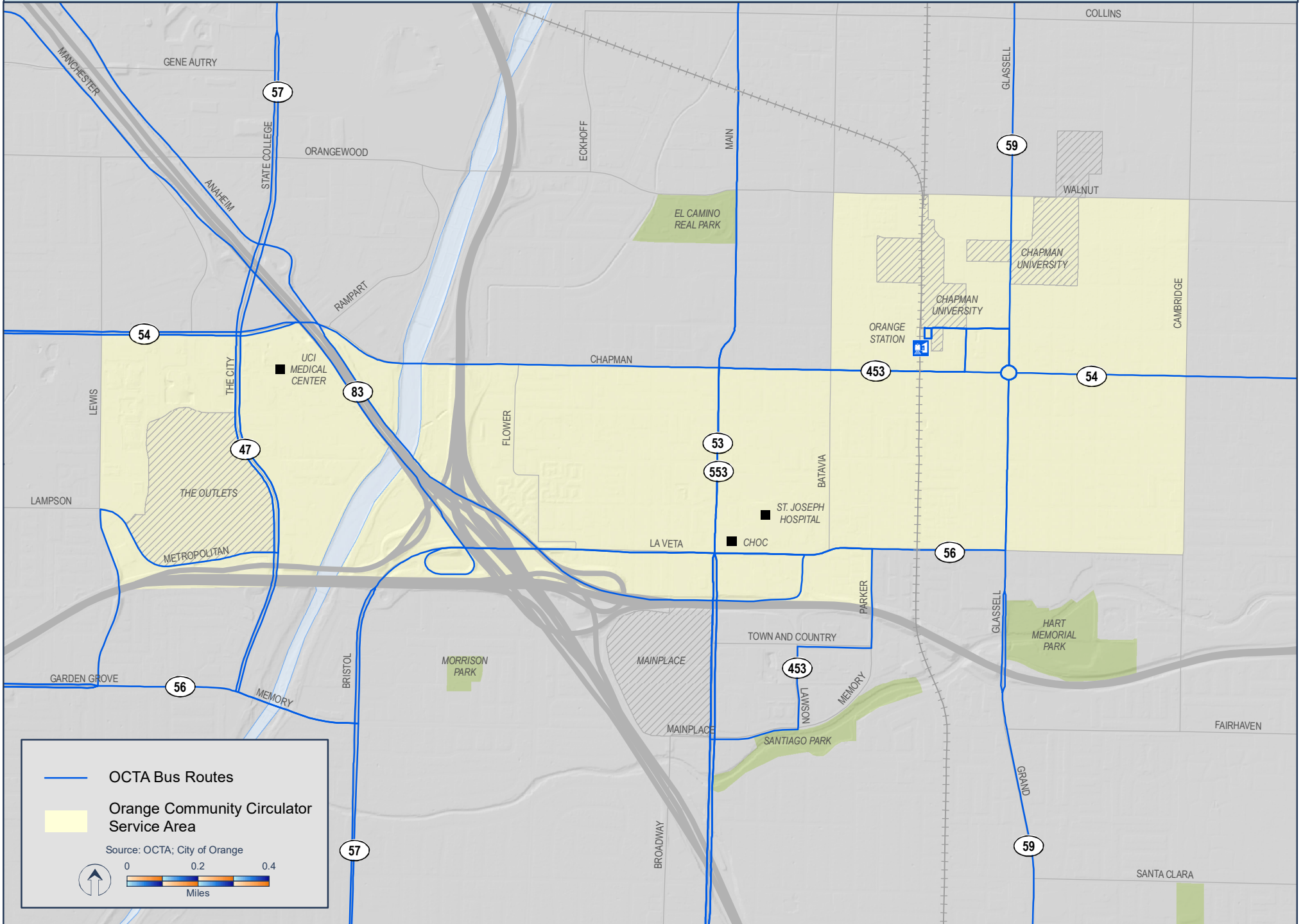


Proposed service area shown. Map subject to change.

Newport Beach - Balboa Island/Corona del Mar Microtransit Service



Orange Community Circulator

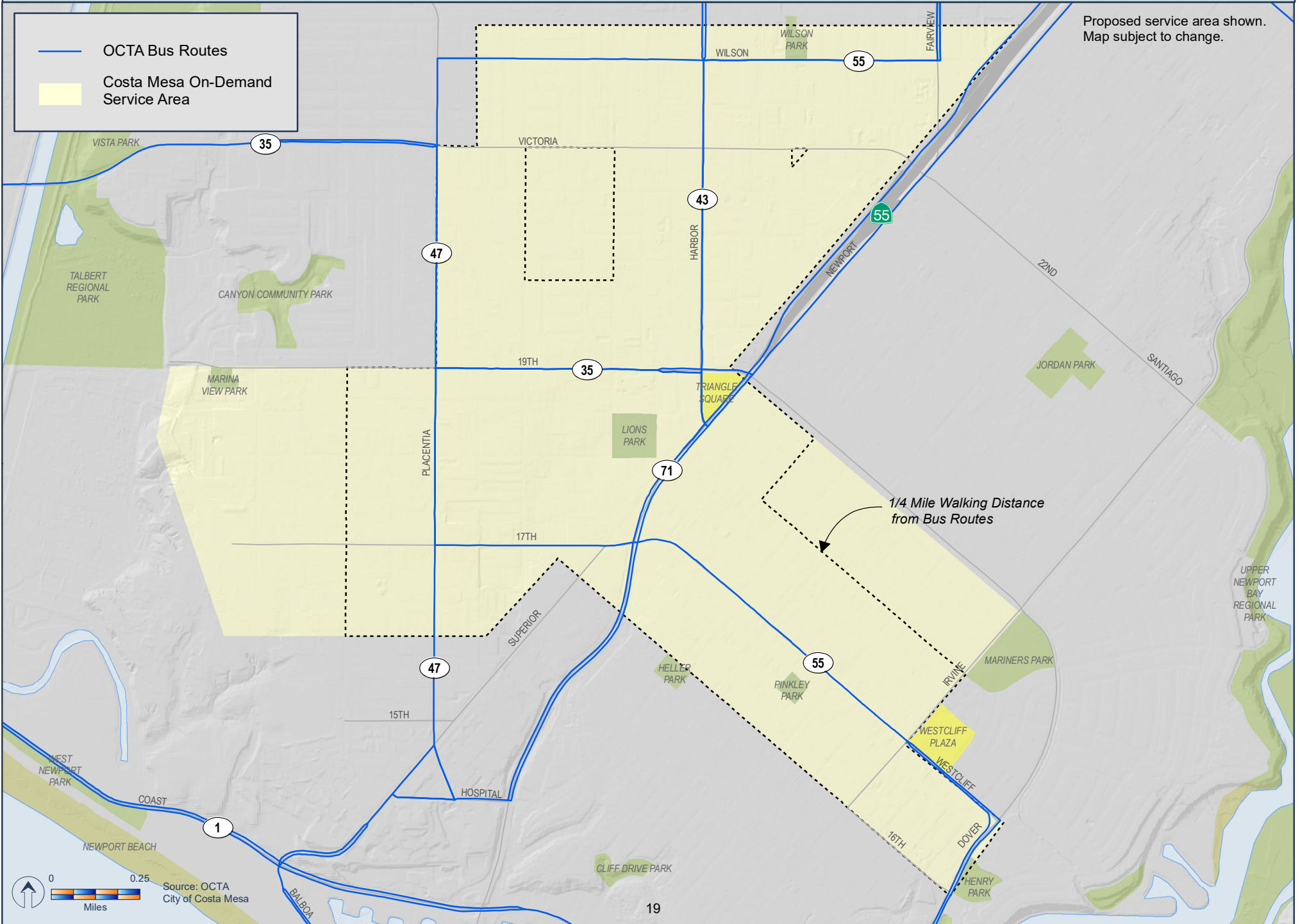


Costa Mesa Community-Based On-Demand Service



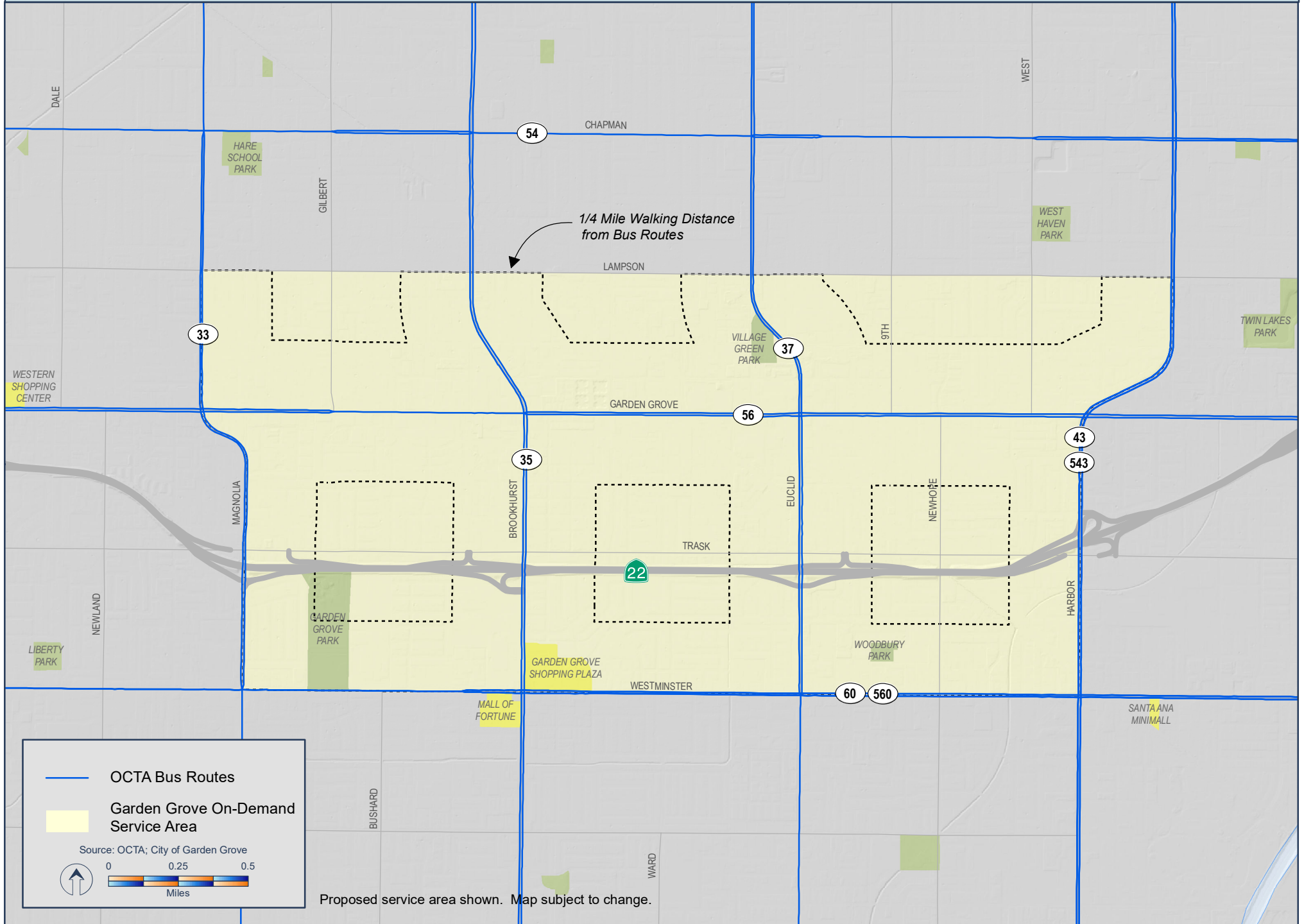
— OCTA Bus Routes
■ Costa Mesa On-Demand Service Area

Proposed service area shown.
Map subject to change.



Source: OCTA
City of Costa Mesa

Garden Grove On-Demand Service





2024 Measure M2 Community-Based Transit Circulators Program (Project V) Call for Projects Programming Recommendations



Project V Program Objectives

- ❖ To encourage new, well-coordinated, flexible transportation systems customized to each community's needs
- ❖ To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service
- ❖ To meet transportation needs in areas not adequately served by regional transit
- ❖ To competitively fund effective and user-friendly services that do not duplicate or compete with existing transit services



Creator: Chet Frohlich | Credit: OC Stock Photos | © OC Stock Photos 2023

Project V Overview



Over \$53 million
awarded for
36 projects and 10
planning studies



Special event
and seasonal
services most
successful
(based on ridership)



Four calls to date,
most recently in
2020



Grants for existing
services ending
between FY 2024
and FY 2029

Call – Call for projects
FY – Fiscal year



2% of M2 net revenues

\$14 million awarded per call, on average



Key Performance Indicators:

- Maximum cost per boarding: \$10.83
- On-time performance and customer satisfaction thresholds met



Underperforming services subject to council determination



Ridership reports presented to the Transit Committee and OCTA Board

2024 Call Timeline and Milestones

August 14, 2023

Local agencies' interest presented to the OCTA Board

October 14, 2023

Stakeholder meeting

November 14, 2023

Call issuance and 2024 Project V guidelines approved

January 25, 2024

Applications received by OCTA

June 24, 2024

Local agency governing body approval

September 12, 2024

Recommendations presented to Transit Committee

September 23, 2024

Recommendations presented to the OCTA Board



Project V Recommendations

**Approve 13 services
totaling \$42.37 million in
M2 funds**

- **Continuation: 11** existing Project V services extended to June 2031
- **Expansions: 4** services
- **New: 8** services

❖ Service Types:

- Seasonal & Special Events
- Local Circulator
- Commuter
- Ride Hailing

❖ Recommended:

- Anaheim
- County of Orange
- Dana Point
- Laguna Beach (2)
- Laguna Niguel
- Mission Viejo
- Newport Beach
- San Clemente (2)
- San Juan Capistrano

Continuing Service Examples



Off-Season
Weekend Trolley
City of Laguna Beach
Seasonal



Summer Trolley
City of San Clemente
Seasonal and
Special Events



OC RanchRide
County of Orange
Local Circulator,
Special Events



Balboa Peninsula
Seasonal Trolley
City of Newport Beach
Seasonal

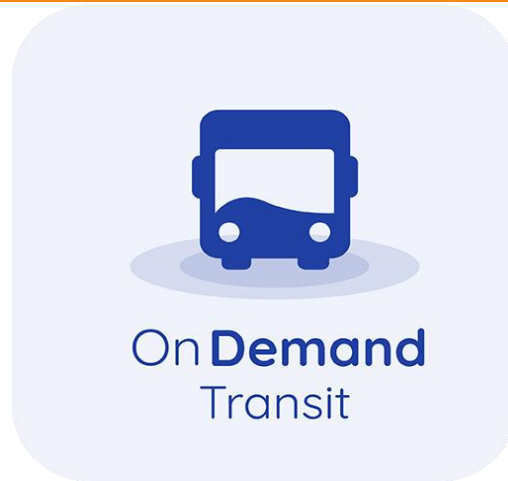
New Project V Services

❖ Recommended:

- Irvine
- Laguna Beach
- Laguna Niguel
- Los Alamitos
- Mission Viejo
- San Clemente (2)
- San Juan Capistrano

❖ Future Proposals:

- Huntington Beach
- Newport Beach
- Orange



On Demand:

- Laguna Beach – Laguna Canyon Road/El Toro Road
- Los Alamitos – Medical Center, Community Center and Katella destinations
- San Clemente – First/last mile support for trolleys

Future:

- Newport Beach



Special event shuttles:

- Irvine
- Mission Viejo

Future:

- Huntington Beach



New trolley route or circulator:

- Irvine
- Laguna Niguel
- San Clemente
- San Juan Capistrano

Future:

- Orange, City of

➤ major destinations and community needs

- Approve the 2024 Project V Program to fund **13 projects**, totaling **\$42.37 million**
 - Includes supporting projects that may have started between July 1, 2024 and Board action.
- Direct staff to work with the cities of Huntington Beach, Newport Beach, and Orange* on pending Project V service proposals
- Authorize OCTA to negotiate and execute cooperative funding agreements and amendments with awarded local agencies

*Requires Orange to be found eligible for M2 prior to consideration of Project V Service Proposal.



A video will be presented for this item.



OC Streetcar Overview of Operational Testing Requirements

Post-Construction Testing Requirements

Federal and state regulations require that prior to OC Streetcar revenue service, the Orange County Transportation Authority (OCTA) must:

- Test that the construction of systems and equipment have been completed and are ready for integrated testing
- Demonstrate that the system, when operating as a whole, satisfies the performance requirements of the design specifications
- Verify interfaces and approval of third-party requirements
- Operate pre-revenue service which verifies integration of equipment and operating procedures, and provides requisite training for personnel



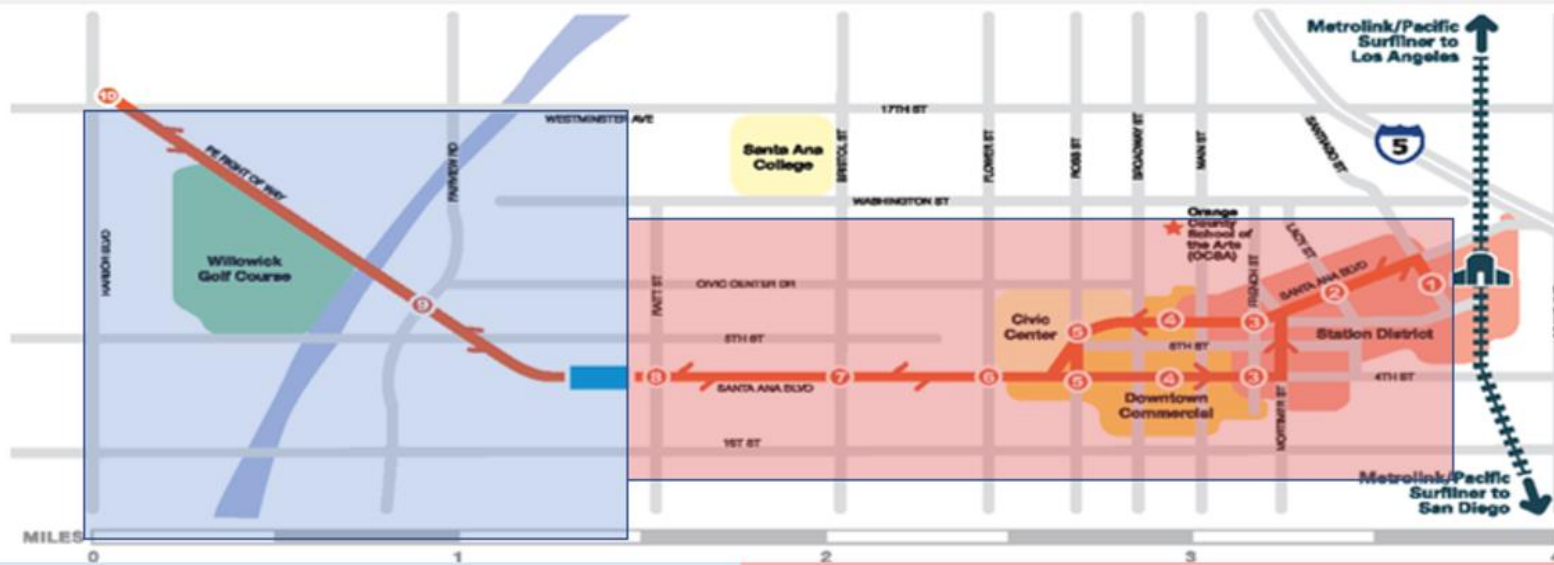
Post-Construction Testing Requirements

This testing phase is conducted to ensure the system is:

- Performing as designed
- Integrated
- Tested
- Reliable
- Safe
- Certified by the California Public Utilities Commission (CPUC)



System Alignment Map



Pacific Electric Right-of-Way (PEROW)

- Dedicated right-of-way owned by OCTA
- Double-track and Ballast
- Two Bridges- Westminister Avenue and Santa Ana River
- Two-Gated Crossings- Fairview Street and 5th Street
- Maintenance facility for eight streetcars west of Raitt Street Center Platforms
- Two-Wire Overhead Catenary System (OCS)

Street Running

- Traffic Signal Priority
- One-way Couplet Downtown
 - 4th Street Eastbound, Santa Ana Boulevard Westbound
- Embedded Track
- Side Platforms (except Santa Ana Regional Transportation Center)
- Protected bike lane on Santa Ana Boulevard
- One-Wire OCS with underground feeder



Siemens S700 Vehicle



- Model: Siemens S700
- Length: 90 ft, three trucks, articulated
- Capacity: 211 Passengers (62 seats + 149 standing)
- Max Speed: 44 mph*
- Four sets of double doors each side
- 70% Low Floor Vehicle
- Meets Americans with Disabilities Act (ADA) requirements for doors, lighting, and accessibility
- Hydraulic Level Boarding



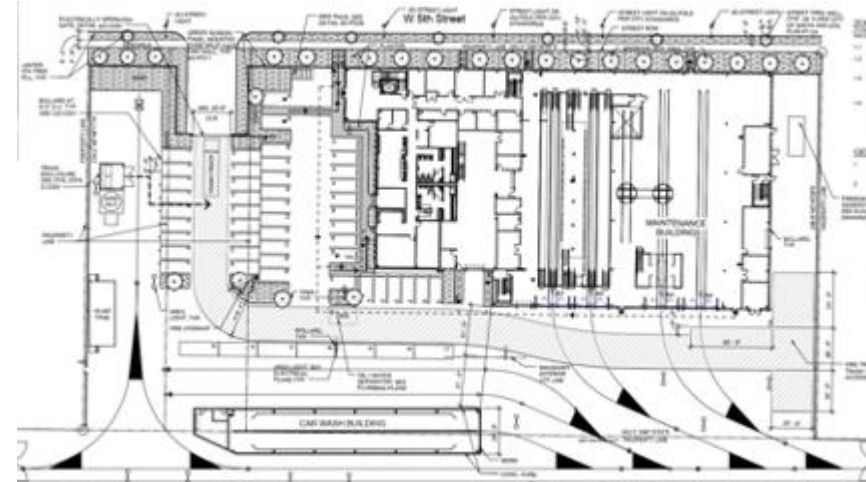
*mph – miles per hour

Maintenance and Storage Facility (MSF)

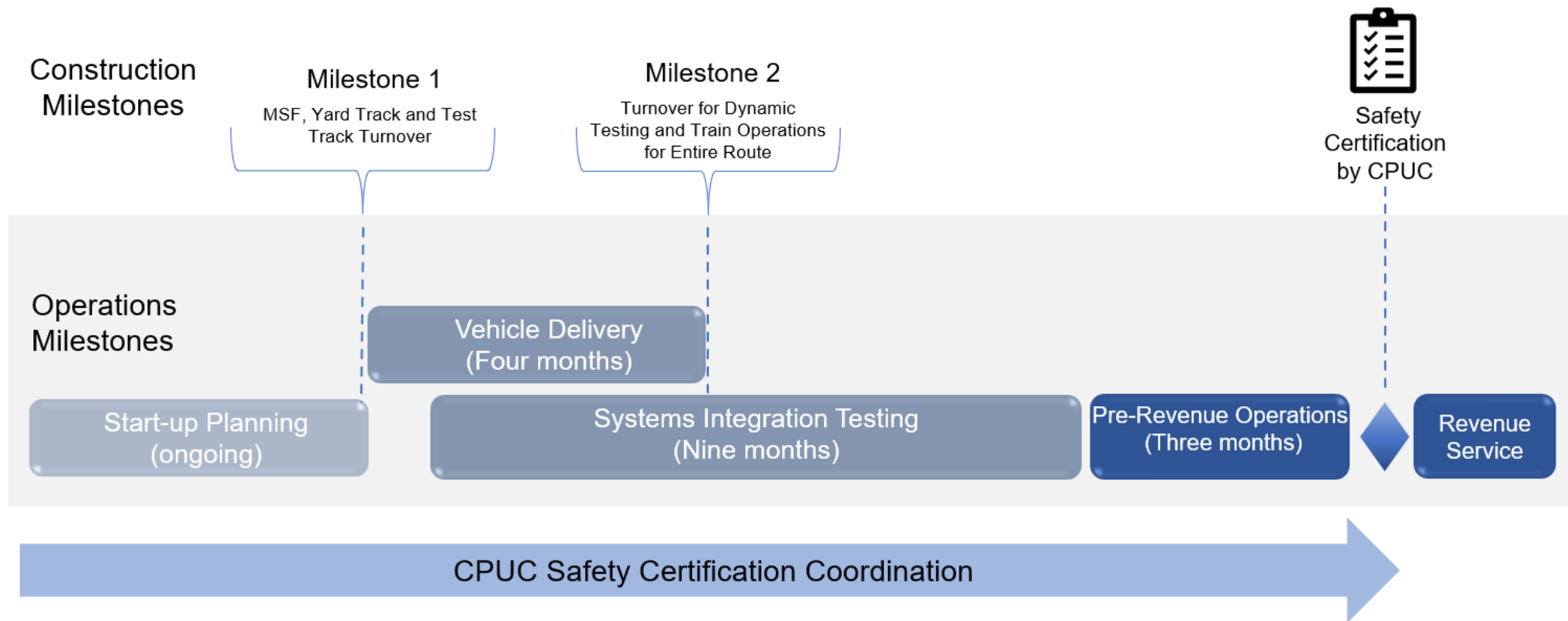


- 12,760 square feet (sq. ft.) office
- 37,719 sq. ft. shop/storage
- 3,400 sq. ft. train wash building
- Employee/staff parking

- Office facilities, four service bays
- Safety/inspection pits
- Wheel-truing machine
- Bridge and monorail cranes
- Truck turntables
- Wye track – used to turn vehicles around



Construction and Testing Schedule Interface



Preparing for Start-Up

- Prior to vehicle delivery, the following Operations and Safety Training Programs are required. OCTA and its operation and maintenance contractor, Herzog, have been working collaboratively with the CPUC to ensure plans developed comply with all regulatory requirements.

PLAN	OBJECTIVE
Rail Activation Plan (RAP)	<ul style="list-style-type: none"> • The RAP identifies and schedules all the critical rail activation tasks and associated documents to transition the project from construction to revenue service. • Consists of over 25 documents (policies, procedures, plans, training programs, etc.)
Systems Integration Testing (SIT) Plan	<ul style="list-style-type: none"> • SIT validates that the vehicle, facilities, equipment, and systems, when operating as an integrated system, perform as designed.
Safety Plans	<ul style="list-style-type: none"> • Regulatory agencies including the Federal Transit Agency (FTA) and CPUC require several different safety plans prior to revenue service. • Includes Roadway Worker Protection Plan, Public Transportation Agency Safety Plan, System Security Plan, and Track Access/ Allocation Certification Program.
Pre-Revenue Operations Plans	<ul style="list-style-type: none"> • Includes detailed Operations & Maintenance plans, employee training programs, safety programs, and emergency response plans.



Vehicle Delivery and Acceptance Timeline

- Delivery plan developed in coordination with the City of Santa Ana and Siemens
- Two vehicles per month for four months
- The first two vehicles take approximately 30 days to assemble
- The first two cars will be used for SIT testing



Vehicle Transporter at the Siemens Facility



In Transport



Unloading the Transport Truck



Towing a Streetcar through Switches



Systems Integration Testing

- The primary objective is to verify vehicle to infrastructure interface
 - Integrated tests provide verification, validation, and demonstration of system performance of the various systems as a whole

Wayside Infrastructure	Streetcar Vehicle	Station Platforms/Alignment
Grade Crossing Signals, Signal Cabinets, and Traffic Signal Prioritization	Communications	Public Address System
Track and Switches	Vehicle Cameras/Closed Circuit Television (CCTV)	Platform CCTV
Overhead Contact System (OCS)	Computer Aided Dispatch/Automatic Vehicle Locator	Communications Equipment
Traction Power Substation	Vehicle/Traffic Control Interface	Fare Collection
Train Control	Vehicle Data Transfer	Emergency Communication at Platforms (ONLY for Orange County Fire Authority)
MSF	Vehicle Platform Interface	Variable Message Signage



Static Testing on the Right of Way



Vehicle and Station Platform Interface



Dynamic Envelope Testing



Pantograph Interface



Brake Testing



Burn-In of Vehicles

- Burn-in is running a vehicle as if it was in revenue service
- Conducted on all eight vehicles
- Burn-in for first vehicle is 1200 miles
- Burn-in for all remaining vehicles is 600 miles
- The last 100 miles of the burn-in must be fault-free or the vehicle must be retested for an additional 100 miles
- Vehicles are conditionally accepted after burn-in is successfully completed



Pre-Revenue Operations

- Evaluate procedures, both for normal and event operations
- Determine whether any rule, procedure, equipment, or facility needs to be modified
- Schedule adherence - designed schedules can be met and are acceptable
- Corrective / unscheduled maintenance
- Emergency response drills
- Operational options
 - Special events
 - Bus bridge



Role of CPUC

- Safety certification requires OCTA to verify compliance to CPUC general orders and safety/security design criteria prior to revenue service.



Safety Education and Public Awareness Program

Identify and educate targeted audiences

- Benefits and features
- How to safely interact with the system
- Three specific public engagement tiers
 - Tier one – Those close to alignment and frequent system interactions
 - Tier two – Those within Orange County and occasional system interactions
 - Tier three – Those within southern California and infrequent system interactions
- Three specific target audiences
 - Pedestrians
 - Drivers
 - Bicyclists

Stay Alert and Get Ready for a New Adventure
Manténgase alerta y prepararse para una nueva aventura
 Luôn cảnh giác và sẵn sàng cho một cuộc phiêu lưu mới

Pedestrians | Peatones | Người đi bộ

EXERCISE CAUTION

STOP AND LOOK

WAIT YOUR TURN

STAY ALERT

Learn how to stay safe while walking or wheeling near the OC Streetcar:

- **Exercise Caution:** Expect streetcars in any direction and at any time.
- **Stop and Look:** Use marked crosswalks and follow traffic signals when crossing tracks.
- **Wait Your Turn:** Stay behind crossing gates when red lights are flashing or gates are lowered.
- **Stay Alert:** Look up from your phone and remove headphones when walking near the streetcars.

Aprende a mantenerse seguro mientras caminas o ruedas cerca del OC Streetcar:

- **Tenga precaución:** Espere tranvías en cualquier dirección y a cualquier hora.
- **Deténgase y mire:** Utilice los pasos de peatones señalizados y respete las señales de tráfico al cruzar las vías.
- **Espera su turno:** Permanezca detrás de las barreras de cruce cuando las luces rojas parpadeen o las barreras estén bajadas.
- **Manténgase alerta:** Levante la vista del teléfono y quítese los audífonos cuando camine cerca de los tranvías.

Tìm hiểu cách giữ an toàn khi đi bộ hoặc đi xe hỗ trợ người khuyết tật gần Xe Điện OC:

- **Thận trọng:** Streetcar sẽ đến theo bất kỳ hướng nào và bất cứ lúc nào.
- **Dừng lại và nhìn:** Sử dụng lối băng qua đường được đánh dấu và tuân theo tín hiệu giao thông khi băng qua đường ray.
- **Chờ đến lượt:** Ở phía sau cổng băng qua đường khi đèn đỏ nhấp nháy hoặc cổng được hạ xuống.
- **Luôn cảnh giác:** Nhìn lên khỏi điện thoại của quý vị và tháo tai nghe khi đi bộ gần streetcar.



Next Steps

- Continue to closely manage construction to complete milestone one to begin vehicle acceptance
- Coordinate with Herzog to ensure all documentation is in place, staffing needs are met in preparation for vehicle acceptance
- Continued coordination with CPUC, cities, and first responders
- Continued safety education and public awareness program
- Return to Board of Directors in the fall 2024 with results from FTA risk analysis





Bimonthly Transit Performance Report

September 2024



What do we measure?



Service Demand

Measures boarding activity on OC Bus, OC Access, and OC Flex.



Reliability

Measures the reliability of the service in terms of schedule adherence (OTP) and miles between road calls (MBRC).



Safety

Measures the safety of the service in terms of preventable collisions normalized by miles traveled.



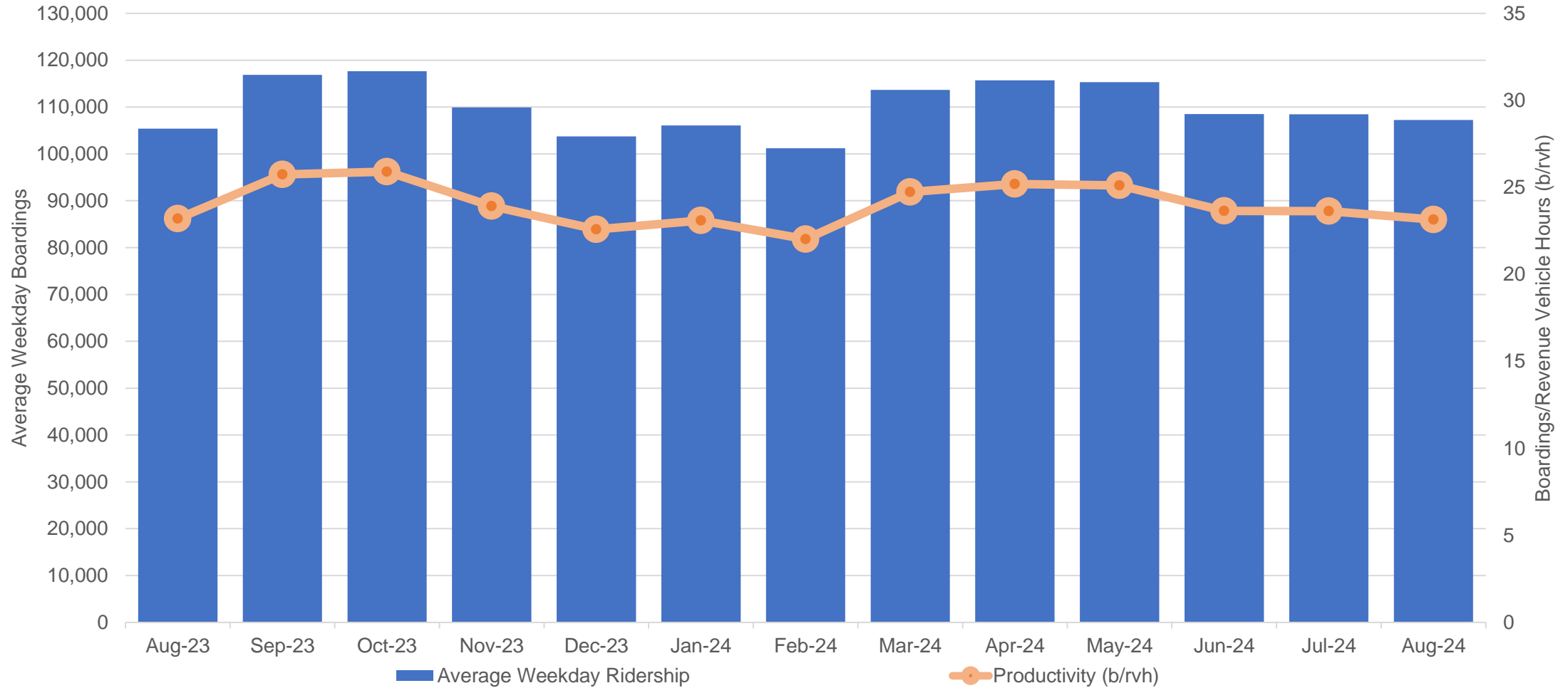
Courtesy

Measures customer feedback and is typically normalized by boardings.

OC Bus



Service Demand - Ridership Snapshot

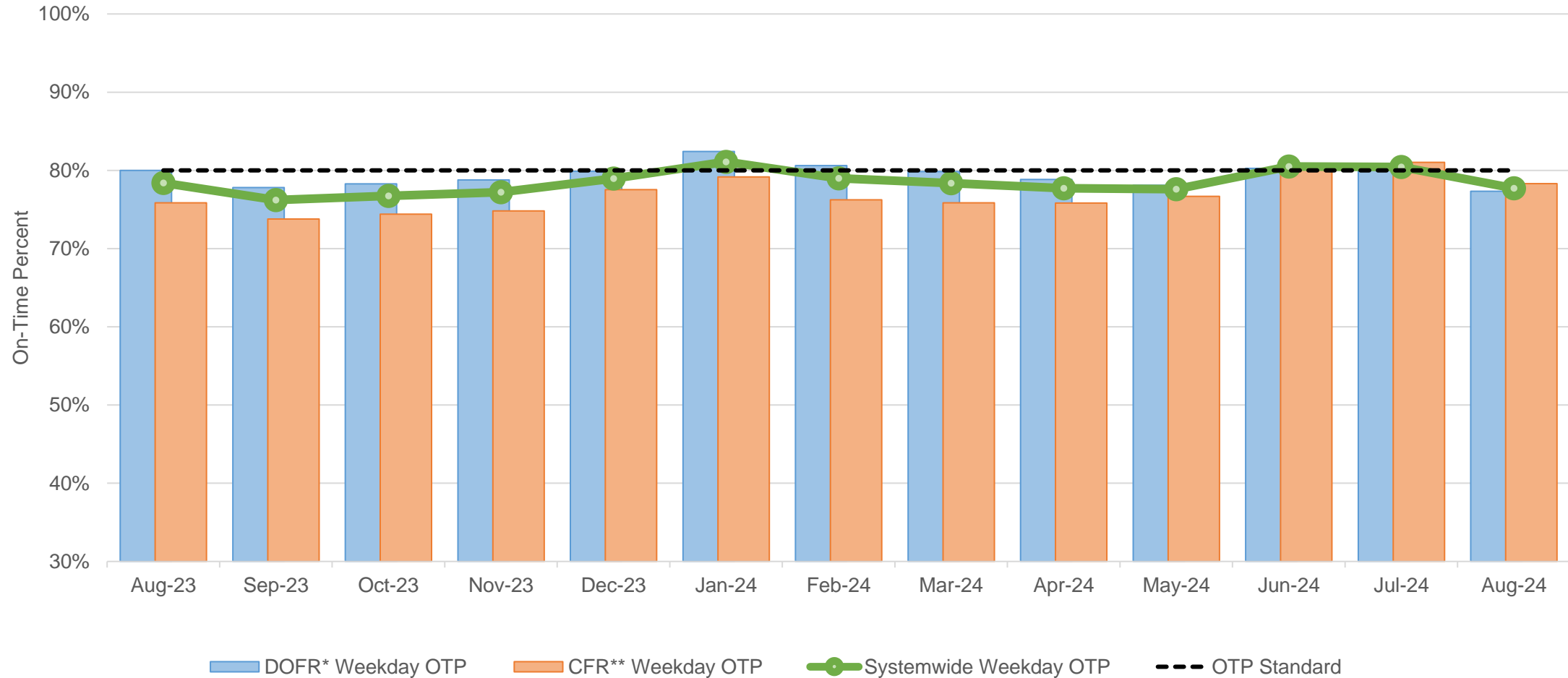


Service Demand: Ridership (or boardings) is the number of rides passengers take using public transit. The average weekday boarding activity is used to measure OC Bus service demand. Productivity is an industry measure that counts the average number of boardings for each revenue vehicle hour (RVH) that is operated.

OC Bus Performance



Service Reliability – On-Time Performance (OTP)

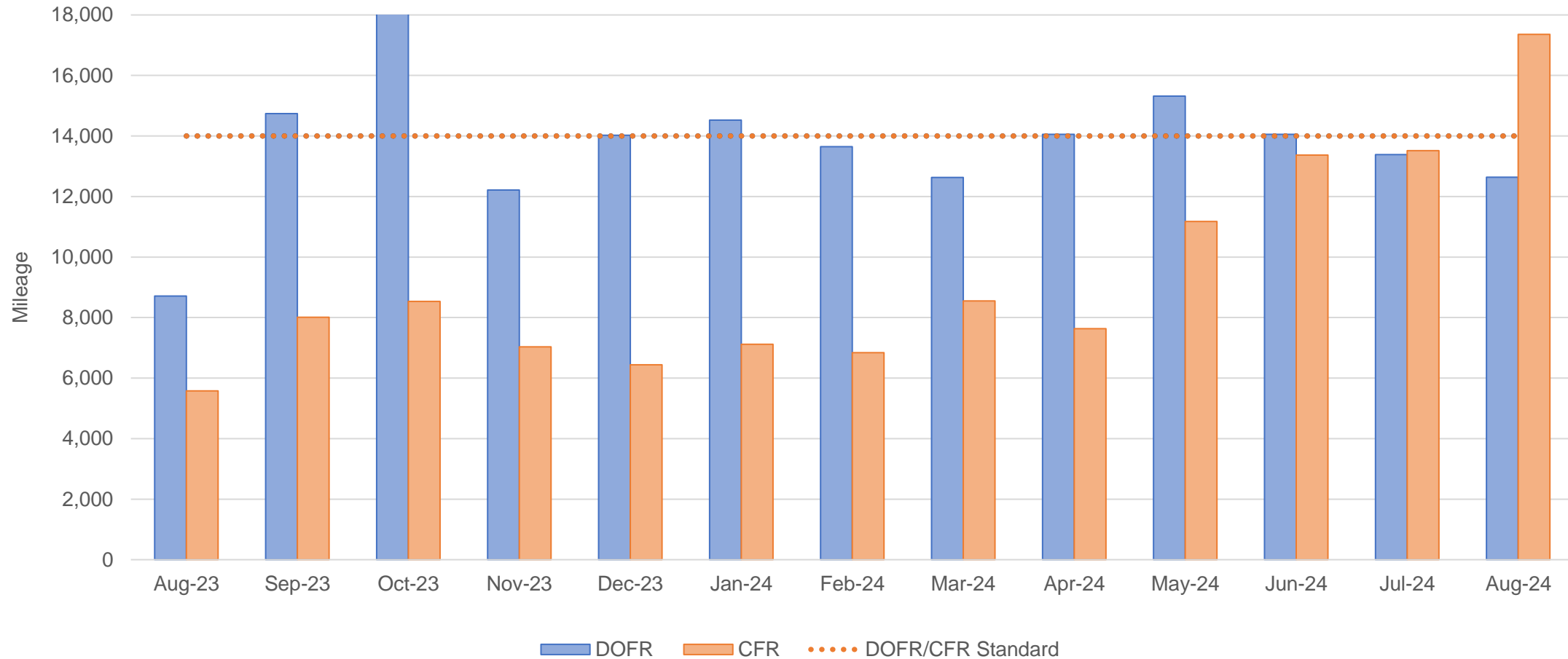


OTP: measures how well Orange County Transportation Authority (OCTA) vehicles adhere to the schedule, and it is calculated by dividing the count of vehicle timepoint departures that are on time (within five minutes late or zero minutes early of the scheduled arrival time) by the number of total departures,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

*Directly Operated Fixed Route

** Contracted Fixed Route

Service Reliability – Vehicle Performance

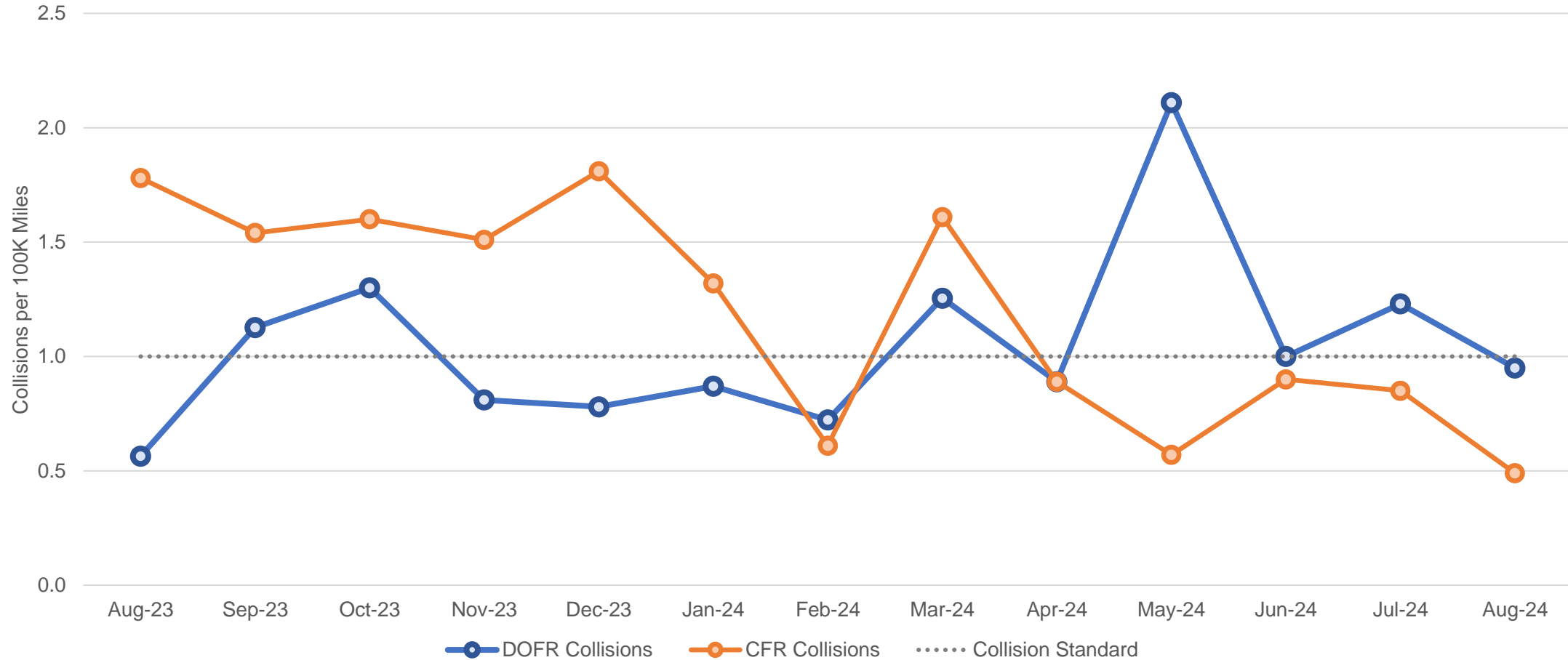


MBRC is determined by the total vehicle mileage divided by the total road calls, or disruptions due to mechanical failures in revenue service. The MBRC standards for DOFR and CFR is 14,000 miles.

OC Bus



Safety – Preventable Collisions

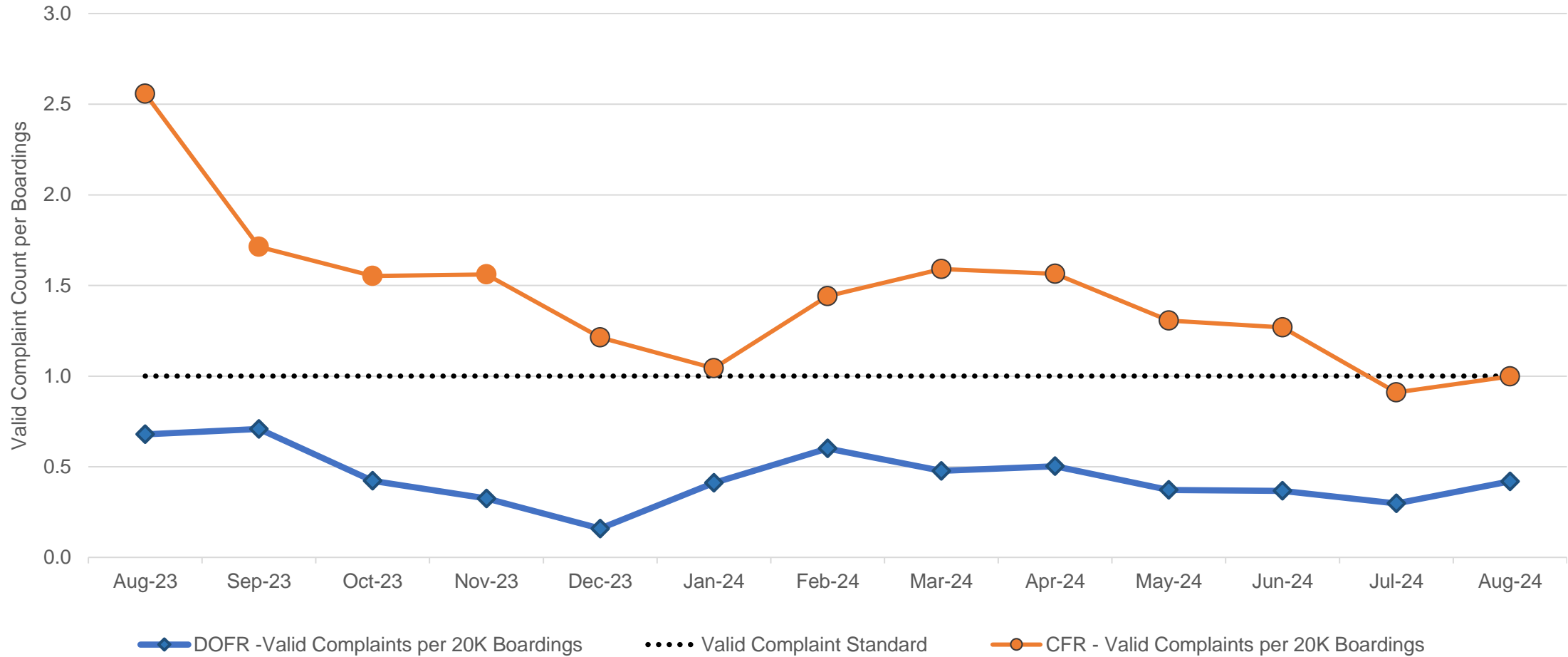


Preventable Collisions: Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians and where a coach operator failed reasonably to prevent the accident. The performance standard is no more than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

OC Bus



Service Quality – Customer Complaints

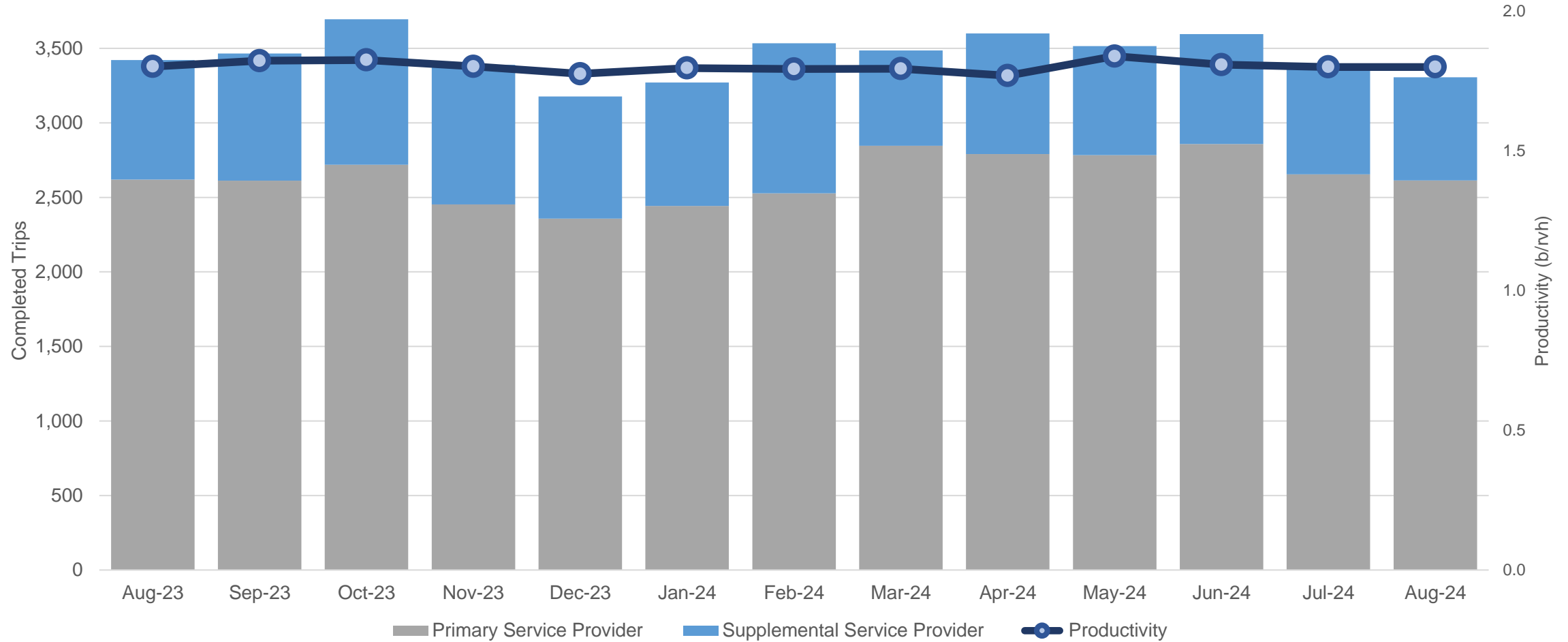


Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction with service. The standard adopted by OCTA for OC Bus is no more than one valid customer complaint per 20,000 boardings.

OC ACCESS



Service Demand – Ridership Snapshot

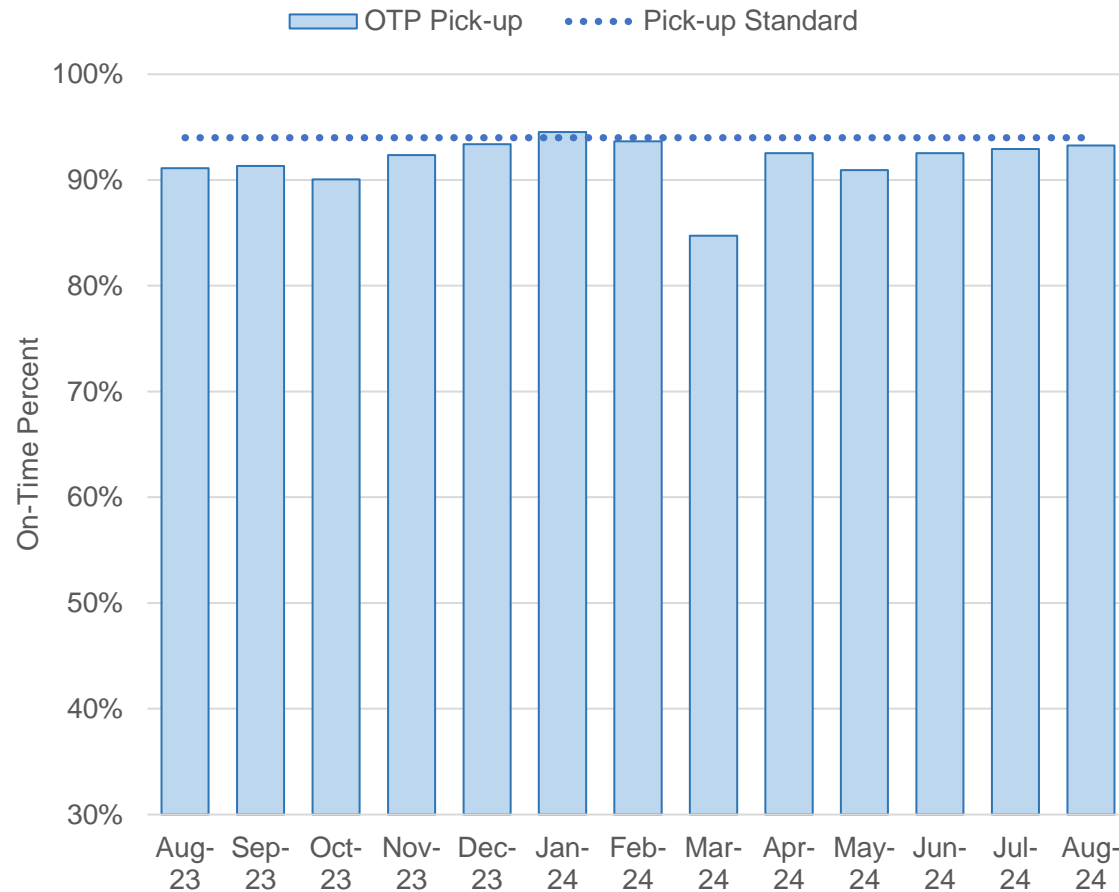


Service Provider Demand: OCTA has a primary service provider, First Transit, and supplemental providers which are contracted to meet demand on the network.

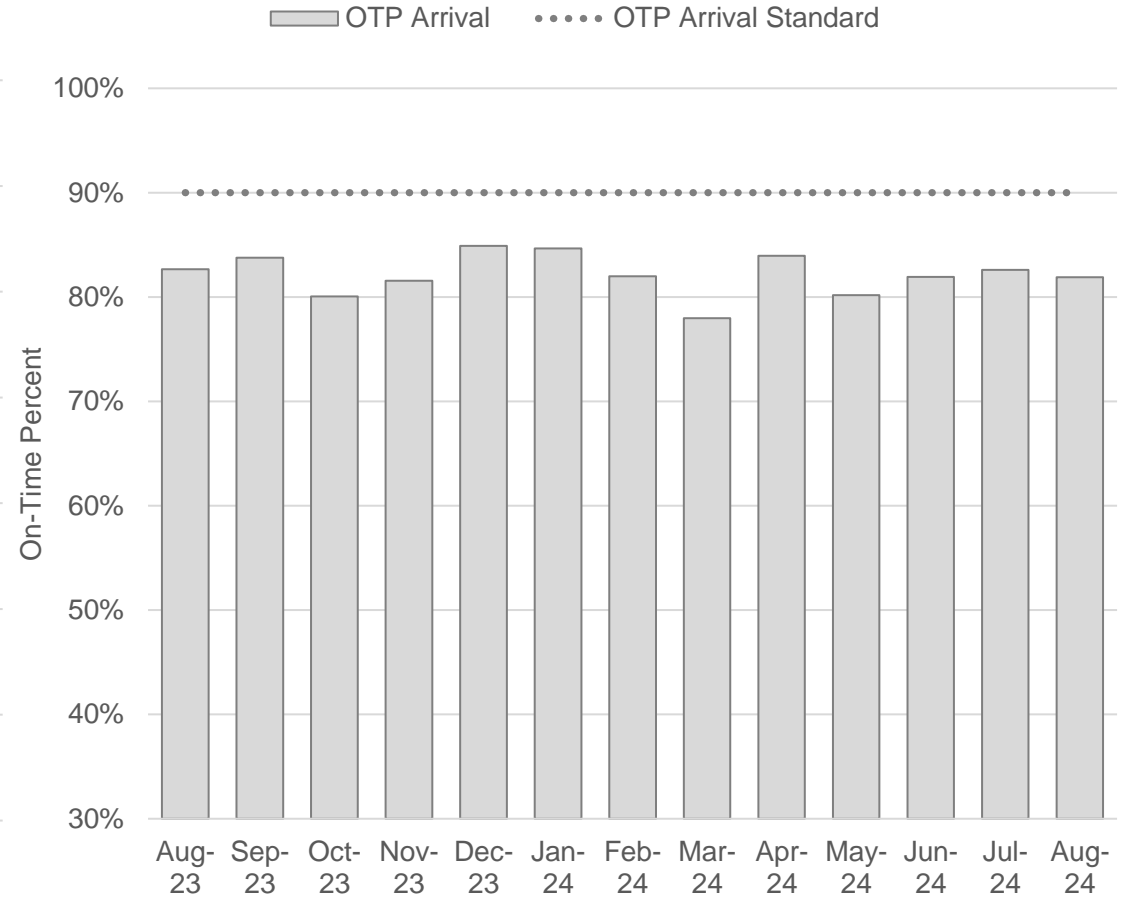
OC ACCESS



Service Reliability – On-Time Performance (OTP)



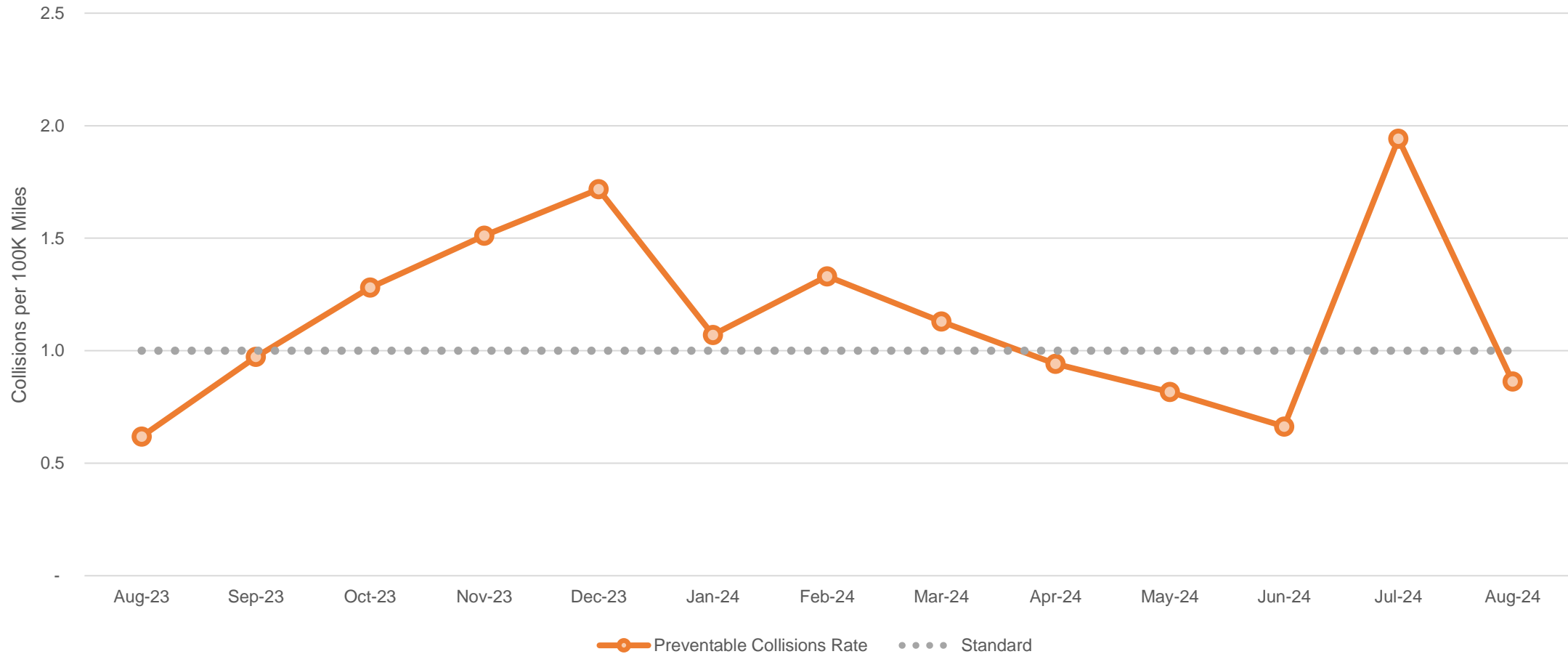
Pick-up OTP: The percentage of trips when the driver arrives within the 30-minute on-time window for scheduled pick-up trips.



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

OC ACCESS

Safety – Preventable Collisions

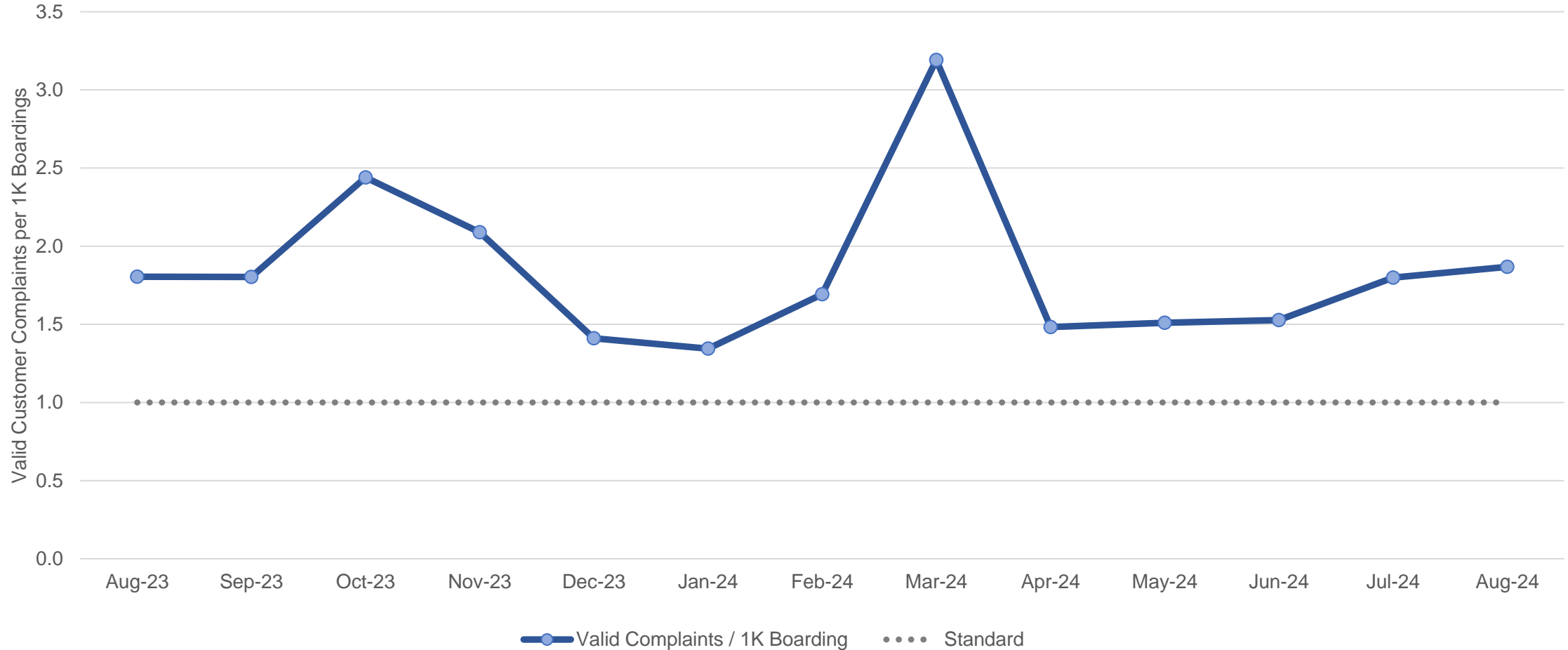


Preventable Collisions: A preventable collision is defined as an event where a driver providing revenue service could have been reasonably avoided by the driver. The performance standard is no more than one vehicle accident per 100,000 miles.

OC ACCESS

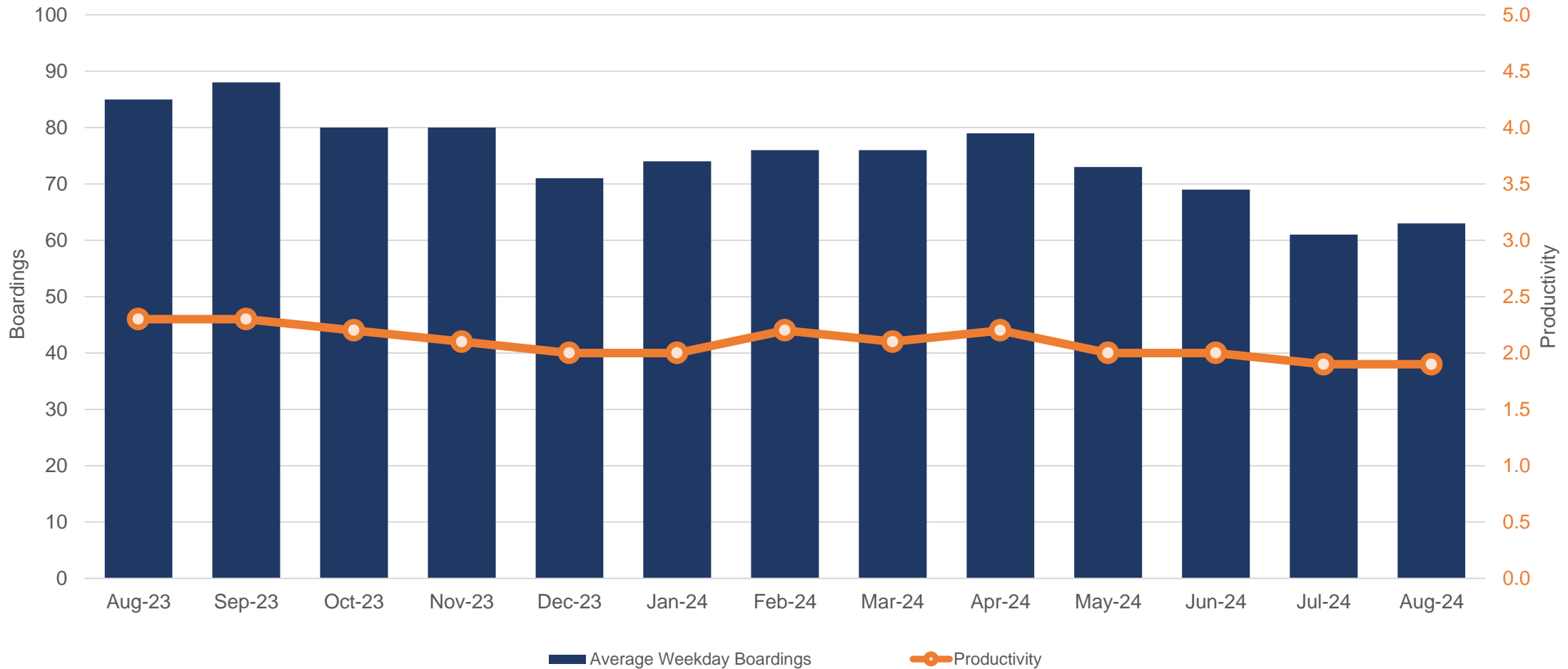


Service Quality – Customer Complaints



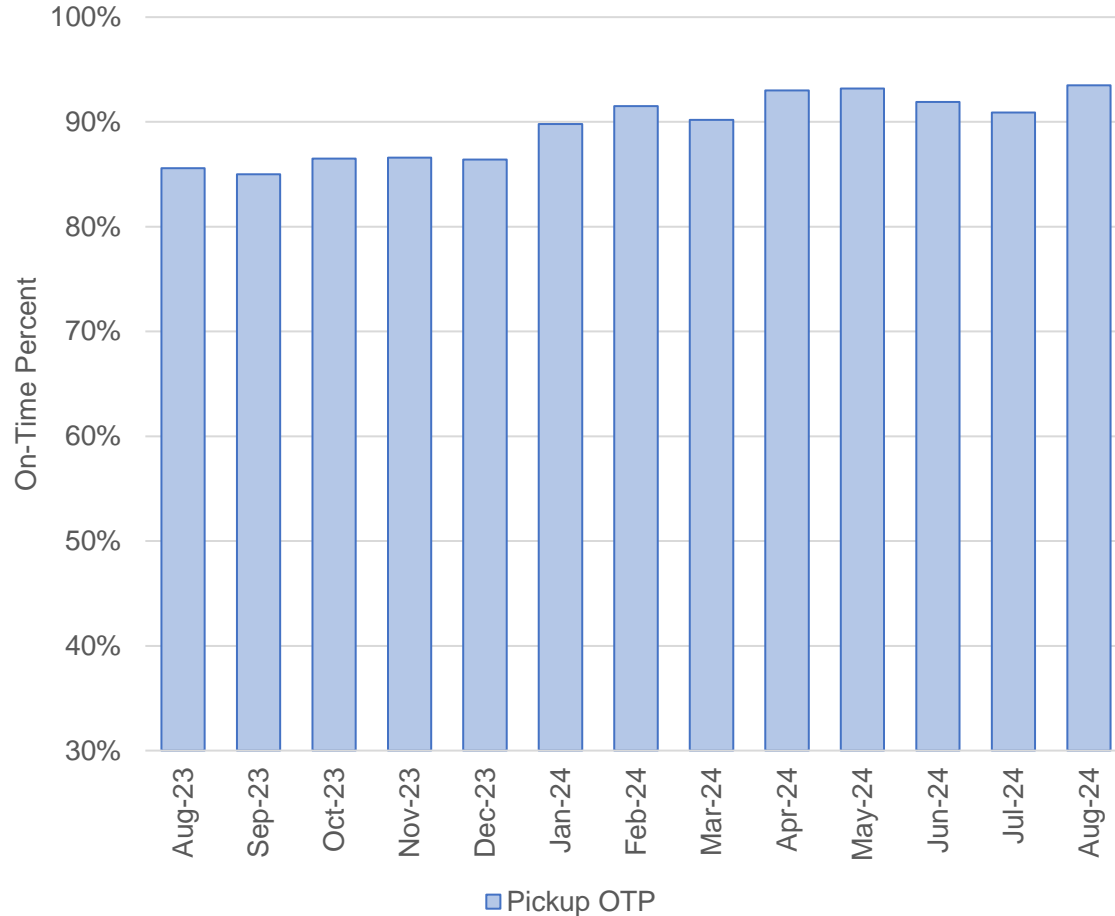
Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. The contractual standard for OC ACCESS is no more than one valid complaint per 1,000 boardings.

Service Demand – Ridership Snapshot

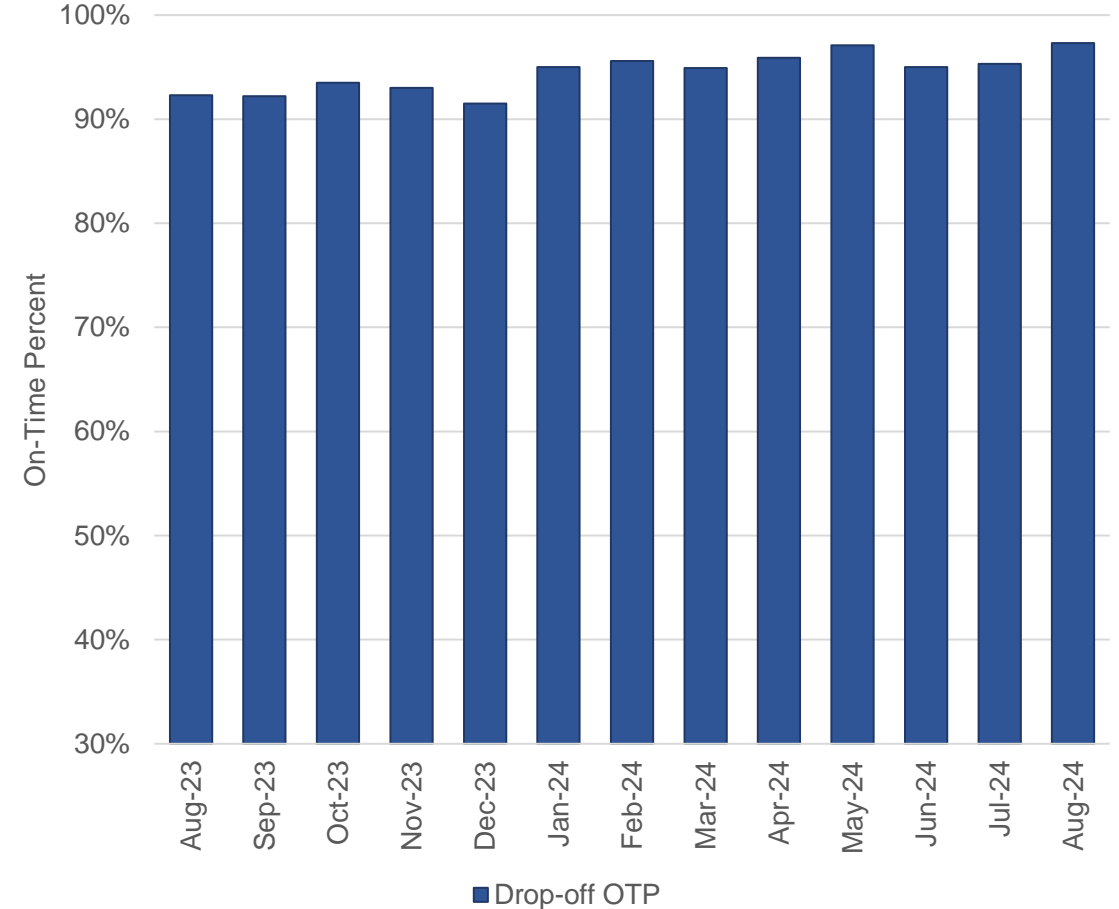


Service Demand: The sum of completed passenger boardings on average per weekday within the existing service area.

Service Reliability – On-Time Performance (OTP)



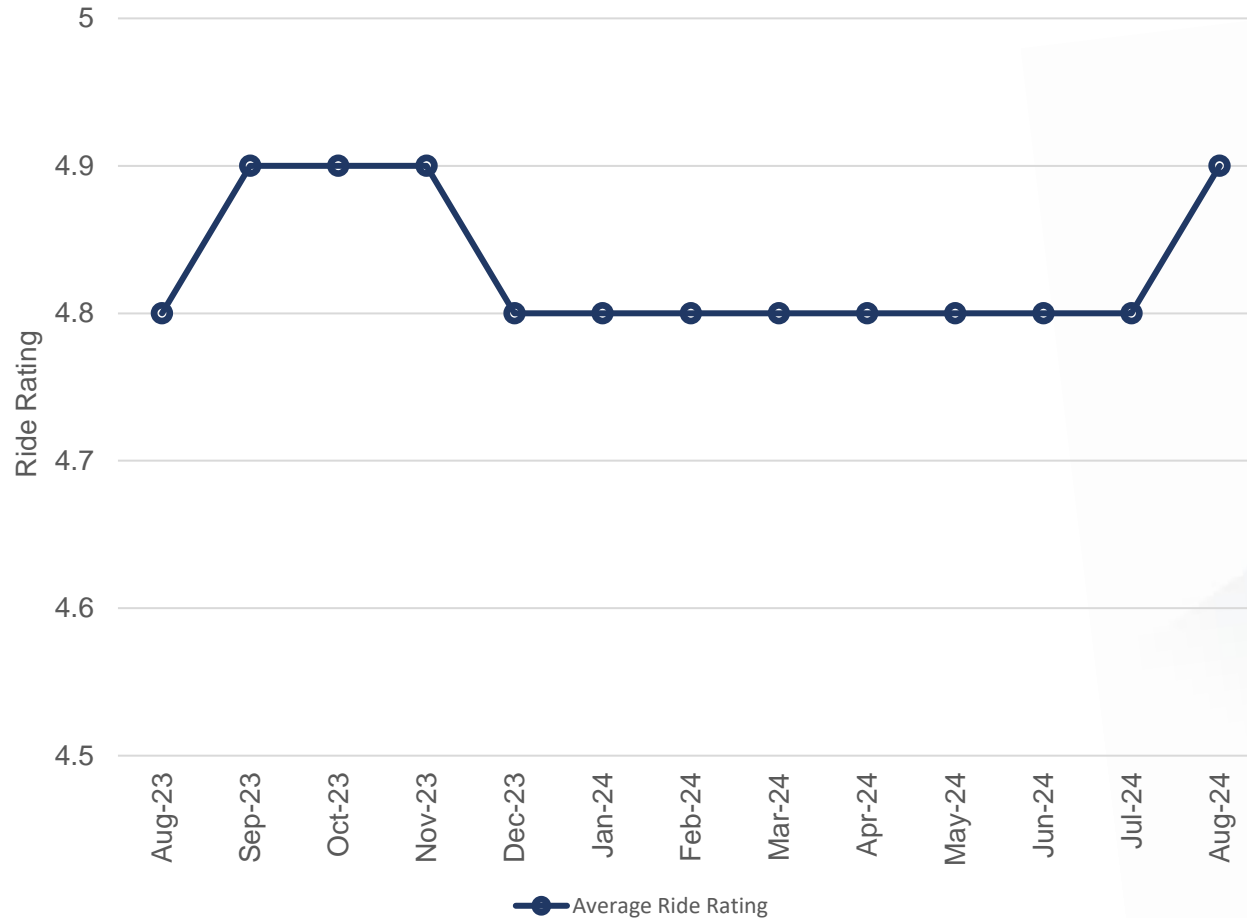
Pick-up OTP: The percentage of completed rides in which the rider was picked up within the 10-minute pick-up window that was provided at booking.



Drop-off OTP: The percentage of completed rides in which the rider was dropped off within the 10-minute drop-off window that was provided at booking.

OC Flex

Service Quality – Average Ride Rating



Average Ride Rating: Passengers can rate their overall experience after each ride. The average ride rating is measured in terms of stars; one star indicates a low-quality ride, while 5 is a high-quality ride.