

Orange County Transportation Authority



Transit Committee Meeting Agenda Thursday, January 12, 2017 at 9:00 a.m.

550 South Main Street, Board Room - Conf. Room 07, Orange, California

Committee Members

Al Murray, Chairman
Gregory T. Winterbottom, Vice Chairman
Andrew Do
Steve Jones
Miguel Pulido
Tim Shaw
Michelle Steel
Tom Tait

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting .

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.

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.

TRANSIT COMMITTEE MEETING AGENDA

Call to Order

Pledge of Allegiance - Committee Vice Chairman Winterbottom

1. Public Comments

Special Calendar

Consent Calendar (Items 2 through 7)

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.

2. Approval of Minutes

Approval of the minutes of the Transit Committee meeting of December 8, 2016.

3. Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016

Author/Executive Director
Ric Teano/Lance M. Larson

Overview

In 2006, Proposition 1B authorized the issuance of general obligation bonds to support transportation improvements throughout the state. Included in Proposition 1B is the California Transit Security Grant Program, which makes available over \$3.52 million annually to Orange County to fund eligible transit system safety, security, and disaster response projects. For fiscal years 2015 and 2016 allocations, a list of candidate projects is presented for consideration, along with an authorizing resolution to execute grant-related agreements, as required by the program.

Recommendations

- A. Adopt Orange County Transportation Authority Resolution No. 2017-003 authorizing the Chief Executive Officer, or designee, to file and execute grant-related agreements with the California Governor's Office of Emergency Services as the designated administrative agency of the California Transit Security Grant Program.
- B. Approve the candidate project list and authorize staff to amend the Federal Transportation Improvement Program to accommodate grant revenues.

TRANSIT COMMITTEE MEETING AGENDA

4. Cooperative Agreement with the Southern California Regional Rail Authority for the Laguna Niguel to San Juan Capistrano Passing Siding Project

Author/Executive Director
Jason Lee/Jim Beil

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles and responsibilities and funding for the installation of rail signals, communications, and wayside positive train control systems in conjunction with the Laguna Niguel to San Juan Capistrano Passing Siding project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1615 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$5,507,000, for the construction of rail signals, communications, and wayside positive train control installations and modifications for the Laguna Niguel to San Juan Capistrano Passing Siding project.

5. Rail Programs and Facilities Engineering Quarterly Report

Author/Executive Director
Jennifer Bergener/Jim Beil

Overview

The Rail Programs and Facilities Engineering Department is responsible for the Orange County Transportation Authority's rail project development, rail capital programs, rail operations, and transit facilities engineering projects. This report provides an update on rail and facilities engineering programs through the third quarter (July, August, and September) of fiscal year 2016-17.

Recommendation

Receive and file as an information item.

TRANSIT COMMITTEE MEETING AGENDA

6. Transit Projects Programming Revisions

Author/Executive Director

Louis Zhao/Kia Mortazavi

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund transit capital projects. Additional funds for the Southern California Regional Rail Authority's rehabilitation budget and specific project-level funding revisions for transit projects are presented for the Board of Directors' approval.

Recommendations

- A. Authorize an overall increase in project funding from \$34.2 million to \$39.756 million for the Laguna Niguel to San Juan Capistrano Passing Siding Project, which includes the following funding:
 - Use of \$3 million in Transit Intercity Rail Capital Program funds.
 - Use of \$2.556 million in additional Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve Resolution 2017-001, authorizing the Chief Executive Officer to file and execute agreements, certifications and assurances for the Laguna Niguel to San Juan Capistrano passing siding, consistent with the Transit Intercity Rail Capital Program Guidelines.
- C. Authorize the following changes for Federal Transit Administration funding:
 - Use of \$1.348 million in additional Federal Transit Administration Section 5337 State of Good Repair funds towards the Southern California Regional Rail Authority rehabilitation budget.
 - Reprogram up to \$22.786 million of Federal Transit Administration Section 5307 Urbanized Area Formula Program funds from Preventive Maintenance to purchase 40-foot alternative fuel replacement buses in federal fiscal year 2016-17 to offset local transit funds.
 - Reprogram up to \$6.086 million in Federal Transit Administration Section 5307 Urbanized Area Formula Program funds from Preventive Maintenance to Capital Cost of Contracting in federal fiscal year 2016-17 to cover increases due to annual inflation built into the contract.

TRANSIT COMMITTEE MEETING AGENDA

6. (Continued)

- Reprogram up to \$0.960 million in Federal Transit Administration Section 5309 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Earmark funds from video surveillance systems at Metrolink Stations to video surveillance systems upgrades at Santa Ana and Garden Grove bases.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.

7. Agreement for Replacement of Heating and Ventilation Units at Garden Grove Bus Base Maintenance Building Shop

Author/Executive Director

George Olivo/Jim Beil

Overview

The Orange County Transportation Authority's Board of Directors approved the replacement of heating and ventilation units at the Garden Grove Bus Base maintenance building shop as part of the Orange County Transportation Authority Fiscal Year 2016-17 Budget. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find K & J Air Conditioning Incorporated, the apparent low bidder, as non-responsive due to the failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1399 between the Orange County Transportation Authority and Western Air Conditioning Company Incorporated, the lowest responsive, responsible bidder, in the amount of \$290,000, for replacement of heating and ventilation units at Garden Grove Bus Base maintenance building shop.

TRANSIT COMMITTEE MEETING AGENDA

Regular Calendar

8. Cooperative Agreement with the City of Santa Ana for the Use of Right-of-Way for the OC Streetcar Project

Author/Executive Director
Mary Shavalier/Jim Beil

Overview

The Orange County Transportation Authority is the lead agency for the design, construction, operations, and maintenance of the OC Streetcar project in the cities of Garden Grove and Santa Ana. A cooperative agreement with the City of Santa Ana is required to secure the use of public right-of-way for the construction, operations, and maintenance of the OC Streetcar project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1433 between the Orange County Transportation Authority and the City of Santa Ana for use of public right-of-way for the construction, operations, and maintenance of the OC Streetcar project.

9. OC Bus 360 Update and Next Steps

Author/Executive Director
Kurt Brotcke/Kia Mortazavi

Overview

The Orange County Transportation Authority is implementing a comprehensive effort to reposition the bus system in response to changing market conditions. The overall strategy to improve transit service by examining it from many angles is an initiative named OC Bus 360. The goals are to reverse ridership declines, and increase ridership by reducing passenger travel times, improving travel speeds, and designing services to benefit existing customers and attract new customers. A status report on major OC Bus 360 elements is presented along with next steps.

Recommendation

Receive and file as an information item.

TRANSIT COMMITTEE MEETING AGENDA

Discussion Items

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, February 9, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Transit Committee Meeting

Committee Members Present

*Al Murray, Chairman
Greg Winterbottom, Vice Chairman
Andrew Do
Steve Jones
Miguel Pulido
Tim Shaw
Michelle Steel
Tom Tait*

Staff Present

*Darrell Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Mary K. Burton, Deputy Clerk of the Board
James Donich, General Counsel
OCTA Staff and Members of the General Public*

Committee Members Absent

None

Call to Order

The December 8, 2016 regular meeting of the Transit Committee was called to order by Committee Chairman Murray at 9:10 a.m.

Pledge of Allegiance

Director Jones led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 9)

2. Approval of Minutes

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to approve minutes of the November 10, 2016 meeting.

Director Pulido was not present to vote on this item.



3. Agreement for Bridge Repair at the Laguna Beach Transportation Center

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1400 between the Orange County Transportation Authority and John S. Meek Company, Inc., the lowest responsive, responsible bidder, in the amount of \$198,755, for bridge repair at the Laguna Beach Transportation Center.

Director Pulido was not present to vote on this item.

4. Consultant Selection for Preliminary Engineering and Environmental Clearance Services for the Transit Security and Operations Center

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to:

- A. Approve the selection of STV Incorporated as the firm to provide preliminary engineering and environmental clearance services for the Transit Security and Operations Center.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1108 between the Orange County Transportation Authority and STV Incorporated to provide preliminary engineering and environmental clearance services for the Transit Security and Operations Center.

Director Pulido was not present to vote on this item.

5. Amendment to Agreement for Additional Construction Management Services for the Laguna Niguel/Mission Viejo Metrolink Station Improvements Project

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-4-1781 between the Orange County Transportation Authority and PreScience Corporation, in the amount of \$350,000, for additional construction management services for the Laguna Niguel/Mission Viejo Metrolink Station Improvements project, and extend the contract term of the agreement through December 31, 2017. The amendment will increase the maximum obligation for the agreement to a contract value of \$827,626.

Director Pulido was not present to vote on this item.



MINUTES

Transit Committee Meeting

6. Consultant Selection for Construction Management Services for the Placentia Metrolink Commuter Rail Station Project

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to:

- A. Approve the selection of Berg & Associates, Inc., as the firm to provide construction management services for the Placentia Metrolink Commuter Rail Station project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1304 between the Orange County Transportation Authority and Berg & Associates, Inc., to provide construction management services for the Placentia Metrolink Commuter Rail Station project.

Pursuant to Government Code 84308, Directors Do and Steel recused themselves from voting on this item.

Director Pulido was not present to vote on this item.

7. Award of Agreement for Bus Stop Solar Lighting

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to:

- A. Approve the selection of Urban Solar Corp as the firm to provide up to 630 solar powered lights and 750 solar powered batteries.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1440 between the Orange County Transportation Authority and Urban Solar Corp, in the amount of \$423,642, to manufacture and install solar powered lighting units at select bus stops, for a three-year term.

Director Pulido was not present to vote on this item.



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Transit Committee Meeting

8. Amendment to Agreement for Operation and Maintenance of the Compressed Natural Gas Fuel Facility at the Irvine Sand Canyon Bus Base

A motion was made by Director Tait, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-7-0997 between the Orange County Transportation Authority and Clean Energy to exercise the second and final one-year option term, in the amount of \$700,049, through February 28, 2018, for operation and maintenance support for the Irvine Sand Canyon Base compressed natural gas fuel station. This amendment will bring the total contract value to \$8,781,029.

Director Pulido was not present to vote on this item.

9. February 2017 Bus Service Change Program

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

Director Pulido was not present to vote on this item.

Regular Calendar

10. Award of Agreement for the Purchase of Cutaway Buses for Project V Services

Cliff Thorne, Maintenance Manager, provided background, procurement approach, and recommendations for the purchase of cutaway buses for the Project V services.

Committee Chairman Murray inquired if there is a difference with the vehicles and if there is a \$13,000 savings per vehicle.

Mr. Thorne responded that there is a difference between the 2016 and 2017 vehicle, and the 2016 vehicle is "Altoona" tested and the 2017 is not tested. Mr. Thorne also confirmed that there is a \$13,000 savings per vehicle.

Director Shaw inquired about the Best and Final Offer from Creative Bus Sales and how the Orange County Transportation Authority (OCTA) responded to A-Z Bus Sales, Inc. (A-Z).

Mr. Thorne responded that A-Z opted out from bidding, and sent a letter to OCTA stating they would not bid on this contract, because the 2017 vehicle was not "Altoona" tested.



10. (Continued)

A motion was made by Committee Chairman Murray, seconded by Director Steel, and declared passed by those present, to:

- A. Approve the selection of Creative Bus Sales as the firm to provide up to seven, 32-foot cutaway compressed natural gas-powered buses under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1323 between the Orange County Transportation Authority and Creative Bus Sales in the amount of \$1,564,318, for the purchase of up to seven, 32-foot compressed natural gas-powered cutaway buses.

11. Project V Community-Based Transit Circulators Program Ridership Report

Sam Kaur, Section Manager, Measure M Local Programs, stated that the Transit Committee requested a report on the ridership for the Project V Community-Based Transit Circulators Program (Project V). Ms. Kaur reported that the services are generally doing well and referenced Attachment A of the Staff Report.

Ms. Kaur also reported that staff will continue to work with the City of La Habra to improve ridership and reduce unproductive vehicle hours. In addition, staff will continue to monitor the community circulators approved earlier this year.

A discussion ensued regarding:

- The cities of Mission Viejo and Westminster Project V reports will be provided by mid-2017.
- The La Habra Project V will travel on Imperial Highway to provide service that was discontinued, due to the OC Bus 360°.
- La Habra's community circulator fee is \$1.00 per boarding, and La Habra could consider not charging in order to potentially increase ridership.
- The cost for La Habra to pick up the service cost is 10 percent of the total cost, which is approximately \$30,000 to \$40,000 per year.
- The interagency agreement between La Habra and Metrolink has been implemented, and Metrolink provides \$1.00 per transfer to La Habra's Project V circulator.
- Laguna Beach's service is free, and the City is responsible for providing the match per their application.
- The fare structure for each city is defined in the application submitted and each city has a different fare structure.



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Transit Committee Meeting

11. (Continued)

- For Measure M2 (M2) funded community circulators, the 20 percent farebox recovery state rule does not apply.
- The Project V boardings requirement within the first year of service is at least six passengers per hour and the first 24 months is 10 passengers per hour.

Following the discussion, no action was taken on this receive and file information item.

12. Approval to Release Request for Proposals for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

Jim Beil, Executive Director of Capital Programs, provided a PowerPoint presentation as follows:

- Background,
- Piggyback Contract Opportunities,
- Site Visits,
- Request for Quotation,
- Buy America Requirements,
- Staff Recommendation, and
- Next Steps.

A discussion ensued regarding:

- Staff cannot quantify at this time the savings of the Piggyback process.
- Depending on negotiations with the Federal Transit Administration (FTA), the streetcar budget may change.
- The vehicle cost is one element of the project budget cost, and staff is reviewing the risk assessment along with the FTA for the project.
- Approximately 10 percent of the streetcar budget is for vehicle costs.
- Staff will report in early 2017 the risk assessment.
- The 70 percent low-floor vehicle has an elevated section over the wheels of the vehicle that is wheelchair accessible.
- The FTA requires OCTA to become "Buy America" compliant for the vehicles and will not provide a waiver.



12. (Continued)

A motion was made by Director Pulido, seconded by Director Jones, and declared passed by those present, to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 6-1445 for manufacturing and delivery of eight streetcar vehicles for the OC Streetcar project, with an option to purchase ten additional streetcar vehicles.
- B. Approve the release of Request for Proposals 6-1445 for manufacturing and delivery of eight streetcar vehicles for the OC Streetcar project.

Director Tait voted in opposition.

Discussion Items

13. OC Streetcar Bus Rail Interface Plan Options

Darrell Johnson, Chief Executive Officer (CEO), provided opening comments that the New Starts funding process requires OCTA to develop and submit a bus rail interface plan for the OC Streetcar project.

Gary Hewitt, Manager of Transit, Non-Motorized Planning, provided a PowerPoint presentation for the OC Streetcar Bus Rail Interface Plan Options as follows:

- OC Streetcar Service Profile,
- Goals,
- Objectives,
- Pre OC Streetcar Bus Routing,
- Bus Route change Options,
- Bus Route Alignment Options,
- Post OC Streetcar Bus Routing,
- Bus Stop Options,
- Bus Frequency and Span Options, and
- Next Steps.

A discussion ensued regarding:

- OC Bus 360° bus route changes considered the streetcar alignment and the routes are within ½ mile walking distance of the OC Streetcar alignment.



13. (Continued)

Director Tait requested that the public be given an opportunity to weigh-in on this bus rail interface plan. In addition, Director Tait is concerned that the streetcar project will take away from “natural” fixed-routes and fixed-route budget.

A discussion ensued regarding:

- OCTA is required to develop and submit a plan to the FTA by spring 2017,
- The plan is different from the implementation process to be done in four years,
- There may be opportunities to adjust the plan based upon changes in land use, demographics, existing ridership, economics, etcetera,
- Staff can solicit feedback in regards to this plan from the Customer Advisory Committee and Special Needs Advisory Committee,
- The bus funds do not fund the streetcar system, and
- The existing bus operations are not included in the transit component of M2; however, M2 Project S allows use for rubber tire for new bus service only.

14. Chief Executive Officer's Report

Darrell Johnson, Chief Executive Officer, reported that:

- On today's Consent Calendar, “Item 9” is regarding the February 2017 Bus Service Change Program, which includes routine schedule adjustments. In addition, he reported that the next express service will be on Route 53 and will be called Route 53X to be included in the February service change.
- Last week, President-elect Trump's transition team announced the nomination of Elaine Chao as Secretary of the United States Department of Transportation. Ms. Chao served in various capacities in the Department of Labor and in transportation under Presidents George H.W. Bush and George W. Bush.

Ms. Chao's nomination is still subject to confirmation in the Senate. The American Association of State Highway and Transportation Officials and the American Public Transportation Association have given strong support for her nomination.



15. Committee Members' Reports

Director Shaw reported that this week, the City of Santa Ana is declared a sanctuary city and stated that President-elect Trump indicated withholding federal dollars from any city that was a sanctuary city. Director Shaw asked if OCTA is expecting \$240 million in federal money for the OC Streetcar project.

Mr. Johnson, CEO, responded that OCTA will receive approximately \$150 million from the New Starts program and about \$60 million from the federal Congestion Mitigation and Air Quality Improvement Program.

A discussion ensued that OCTA is the federal funds recipient, how OCTA receives the funds, the current schedule funds process will start in October 1, 2017, and the Santa Ana's Council could change their sanctuary city policy.

James Donich, General Counsel, stated there are few federal grants that go to state and local agencies that are conditioned upon the local agency complying with federal immigration regulations, and he highlighted the process.

Committee Chairman Murray announced that Director Shaw is the new Legislative Committee Chairman of the Association of California Cities - Orange County.

Committee Chairman Murray announced that tonight is the Women's Transportation Seminar (WTS) awards gala and Chair Donchak will be honored with the Woman of the Year award.

Mr. Johnson, CEO, reconfirmed that tonight is the WTS awards gala, as well as their annual scholarship event and approximately \$50,000 in scholarships will be given to women in the transportation industry. In addition, Mr. Johnson stated that he will be the Master of Ceremonies for the WTS event.

16. Closed Session

A Closed Session was not conducted at this meeting.



MINUTES

Transit Committee Meeting

17. Adjournment

The meeting adjourned at 10:25 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, January 12, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07, Orange, California.

ATTEST

Mary K. Burton
Deputy Clerk of the Board

Al Murray
Committee Chairman



January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016

Overview

In 2006, Proposition 1B authorized the issuance of general obligation bonds to support transportation improvements throughout the state. Included in Proposition 1B is the California Transit Security Grant Program, which makes available over \$3.52 million annually to Orange County to fund eligible transit system safety, security, and disaster response projects. For fiscal years 2015 and 2016 allocations, a list of candidate projects is presented for consideration, along with an authorizing resolution to execute grant-related agreements, as required by the program.

Recommendations

- A. Adopt Orange County Transportation Authority Resolution No. 2017-003 authorizing the Chief Executive Officer, or designee, to file and execute grant-related agreements with the California Governor's Office of Emergency Services as the designated administrative agency of the California Transit Security Grant Program.
- B. Approve the candidate project list and authorize staff to amend the Federal Transportation Improvement Program to accommodate grant revenues.

Background

California voters passed Proposition 1B on November 7, 2006, which authorized the issuance of general obligation bonds for specified purposes, including grants for transit system safety, security, and disaster response projects. The California Transit Security Grant Program (CTSGP) makes available \$60 million statewide annually to support capital projects that enhance the safety, security, and emergency response capabilities of transit

systems throughout California. As with State Transit Assistance (STA) funds, CTSGP funds are allocated to eligible transit operators on a formula by which 50 percent is based on population share and 50 percent is based on the level of fare revenues. The funding level for individual agencies is based on the agency's relative share of STA program funds received during the 2005, 2006, and 2007 fiscal years. The CTSGP program requires that awarded funds be expended within a three-year time frame.

As the designated administrative agency, the California Governor's Office of Emergency Services (CalOES) provides program guidance and a schedule of documents needed to secure funding. The program guidance also identifies the funding amounts available to each transit operator, which includes over \$7 million available to the Orange County Transportation Authority (OCTA) for fiscal years (FY) 2015 and 2016. To secure funds, project proposals are reviewed in advance by CalOES to determine funding eligibility.

Discussion

On December 9, 2016, staff submitted for review by CalOES draft project proposals seeking the total allocations available to OCTA for FY 2015 and FY 2016. The funds were proposed to support the following draft candidate projects:

Candidate Projects	FY 2015	FY 2016
Raymond Avenue Grade Separation	\$200,000	\$200,000
State College Boulevard Grade Separation	\$478,931	-
OCTA Transit Security & Operations Center	\$2,741,643	\$3,180,574
Video Surveillance System Upgrades at OCTA Bases	\$100,000	\$140,000
Total	\$3,520,574	\$3,520,574

The candidate projects were selected based on several factors, including program eligibility, project readiness, overall funding need, and expenditure within the grant performance periods, which end on March 31, 2018, and March 31, 2019, respectively. Descriptions of the candidate projects are provided in Attachment A.

The funds pursued to support these candidate projects complement the proposals included in the Transit Projects Programming Revisions item that is to be presented to the OCTA Board of Directors (Board) at the same meeting. An updated Capital Funding Program that reflects the recommended changes is included as Attachment B.

As part of the CTSGP, OCTA is required to document by resolution, authorization to submit documents and enter grant-related agreements should funds be awarded. The resolution also helps streamline the funding process and facilitate a prompt response to grant agency requests. Board Resolution No. 2017-003 is presented for consideration as Attachment C.

Fiscal Impact

Unlike typical grant programs which transfer funds on a reimbursement basis, Proposition 1B CTSGP funds are received by OCTA in a lump sum once the bond funds are available. As required, a separate interest bearing account will be established to capture CTSGP revenues. Any interest accrued will be tracked and used toward eligible capital projects contingent on approval by the OCTA Board and the granting agency. CTSGP funds do not require local match contributions or cost-sharing arrangements.

Summary

A list of candidate projects is presented for consideration to secure over \$7 million in Proposition 1B CTSGP funds available to OCTA for FY 2015 and FY 2016. An authorizing resolution to submit proposals and execute grant-related agreements is also presented for consideration, as required by the grant program.

Attachments

- A. Candidate Projects 2015 and 2016 California Transit Security Grant Program (CTSGP)
- B. Capital Funding Program Report
- C. Resolution of the Orange County Transportation Authority 2015 and 2016 California Transit Security Grant Program Authorization

Prepared by:



Ric Teano
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Approved by:



Lance M. Larson
Executive Director,
Government Relations
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**Candidate Projects
2015 and 2016 California Transit Security Grant Program (CTSGP)**

Project	FY 2015	FY 2016	Description
Raymond Avenue Grade Separation	\$200,000	\$200,000	The funds are to support the Raymond Avenue Grade Separation project, located in the City of Fullerton, which will eliminate safety hazards, remove dangerous conflicts that cause train-automobile and train-bike/pedestrian accidents, as well as reduce the potential for delays for emergency response vehicles and equipment.
State College Boulevard Grade Separation	\$478,931	-	The funds are to support the State College Boulevard Grade Separation project located in the City of Fullerton, which will eliminate safety hazards, remove dangerous conflicts that cause train-automobile and train-bike/pedestrian accidents, and reduce the potential for delays for emergency response vehicles and equipment.
OCTA Transit Security & Operations Center	\$2,741,643	\$3,180,574	The funds are to support OCTA's new Transit Security & Operations Center, which will replace OCTA's current control center facility which houses OCTA Transit Police Service, Operations Support and Central Communications functions. The current facility needs to be replaced since it cannot be seismically retrofitted to achieve the continuous operation standard required of essential facilities in California.
Video Surveillance System Upgrades at OCTA Bases	\$100,00	\$140,000	The funds are to be used to upgrade the video surveillance systems at OCTA base facilities located in the cities of Garden Grove and Santa Ana. The systems are outdated and have surpassed their useful life. This investment will replace and improve upon the current system to enhance the security of OCTA vehicle fleet and maintain the agency's ability to secure, deploy, and respond to an emergency or crisis event.
Totals	\$3,520,574	\$3,520,574	



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 23, 2017

Local Road Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Kraemer Boulevard Grade Separation	O	\$63,462	\$1,460	\$15,513	\$22,044			\$22,613	\$1,832
Lakeview Avenue Grade Separation	O	\$107,402		\$26,924	\$35,411	\$9,709		\$24,783	\$10,575
Measure M2 Project O Regional Capacity Program Call for Projects	O	\$222,385		\$22,979				\$199,406	
Orangethorpe Avenue Grade Separation	O	\$108,600		\$34,520		\$18,600		\$14,543	\$2,697
Placentia Grade Separation along SS of Orangethorpe	O	\$64,444	\$6,040	\$27,346				\$27,356	\$3,702
Raymond Avenue Grade Separation 1	O	\$124,833		\$90,767				\$26,350	\$7,716
State College Grade Separation	O	\$96,969		\$34,042				\$11,243	\$11,018
State Route 57/Lambert Road Interchange	O	\$63,787	\$72,100		\$27,376	\$13,290		\$927	\$39,836
Tustin Ave/Rose Drive Grade Separation	O	\$98,254		\$25,473	\$53,376	\$924		\$17,642	\$1,763
M2 Project P Regional Signal Synchronization Program Call	P	\$67,972						\$67,972	
M2 Project Q Fair Share Program	Q	\$615,296						\$615,296	
Measure M2 Project X Environmental Clean Up	X	\$43,850						\$43,850	
Active Transportation Program - Regional Call		\$31,117	\$92		\$614	\$26,337			\$4,074
ARRA Transportation Enhancements		\$6,833				\$4,049	\$500		\$2,284
Arterial Pavement Management Program		\$44,319			\$44,319				
Atlanta Avenue Widening		\$4,160			\$2,278				\$1,882
Bicycle Corridor Improvement Program		\$34,741			\$28,425				\$6,316
Bristol Street Widening		\$44,750							\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 Rehab Projects		\$32,369				\$32,369			
M1 Combined Transportation Funding Program (CTFP)		\$34,000					\$34,000		
State-Local Partnership Program (SLPP) Formula Grant Call		\$46,419		\$21,217			\$1,280	\$23,922	
Transportation Enhancement Activities		\$22,172				\$15,628			\$6,544
Del Obispo Widening	M1	\$6,419			\$3,740				\$2,679
Local Road Project Totals		\$1,984,553	\$29,692	\$298,781	\$255,823	\$120,906	\$35,780	\$1,095,903	\$147,668

State Funding Total \$328,473

Federal Funding Total \$376,729

Local Funding Total \$1,279,351

Total Funding (000's) \$1,984,553

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Grand Avenue Widening, 1st Street to 4th Street	O	\$12,537			\$6,708				\$5,829
Antonio Parkway Widening		\$32,553			\$15,499				\$17,054
Firestone Boulevard Widening at Artesia Boulevard		\$2,468			\$2,059				\$409
M2 Fair Share State-Local Partnership Grant Program		\$7,032		\$3,516				\$3,516	
I-5 at La Paz Interchange Improvements	M1	\$8,942			\$2,800		\$1,792		\$4,350



Capital Funding Program Report

Local Road Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Imperial Highway Smart Streets	M1	\$1,900		\$200			\$200		\$1,500
Traffic Light Synchronization Program (TLSP), County Wide - Proposition 1B	M1	\$8,000		\$4,000			\$4,000		
Local Road Project Totals		\$73,432		\$7,716	\$27,066		\$5,992	\$3,516	\$29,142

State Funding Total	\$7,716
Federal Funding Total	\$27,066
Local Funding Total	\$38,650
Total Funding (000's)	\$73,432

Board Actions:

1. Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016 - Authorize to program contingency for \$0.400 million in Proposition 1B Transit System Safety, Security & Disaster Response Account funds.

Acronyms:

M Code - Project codes in M2 Program
STIP - State Transportation Improvement Program
RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality
STBG - Surface Transportation Block Grant Program
M1/M2 - Measure M1/Measure M2
TCIF - Trade Corridor Improvement Fund
BCIP - Bicycle Corridor Improvement Program



Capital Funding Program Report

Pending Board of Directors Approval - January 23, 2017

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion	M1/R	\$15,134			\$6,500		\$8,634		
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$61,962		\$28,104	\$10,536		\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$10,286				\$1,516	\$6,000	\$1,335	\$1,435
OC Streetcar (Proposed New Starts)	M1/S	\$297,911	\$25,518		\$53,034	\$162,213	\$4,977	\$57,146	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341		\$554	\$1,142
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$771			\$671		\$100		
17th Street Grade Separation Environmental	R	\$3,500							
Anaheim Canyon Station Improvements	R	\$20,051			\$18,050			\$3,500	
Control Point at 4th Street	R	\$4,000				\$2,001			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding ¹	R	\$30,830	\$6,000	\$2,483	\$22,347				
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2021-22 ²	R	\$125,447				\$125,447			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
San Juan Creek Bridge Replacement	R	\$34,200		\$3,612		\$29,375		\$1,213	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$4,139				\$4,000		\$139	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857				\$6,857			
Video Surveillance Systems at Commuter Rail Stations ³	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,035,359	\$88,249	\$126,517	\$148,511	\$391,080	\$78,295	\$146,967	\$55,740

State Funding Total	\$214,766
Federal Funding Total	\$539,591
Local Funding Total	\$281,002
Total Funding (000's)	\$1,035,359

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Metrolink Grade Crossing Safety Improvements (OC)	M1/R	\$85,009		\$18,595			\$6,305	\$36,299	\$23,810
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$5,103		\$2,170				\$2,311	\$622
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,753					\$41,753		
Fiber Optics Installation (Metrolink)	M1	\$24,600		\$12,300		\$10,903	\$1,397		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,389	\$1,100	\$7,181			\$7,108		
Rail Project Totals		\$477,120	\$1,100	\$132,588	\$44,298	\$49,538	\$180,648	\$44,516	\$24,432

State Funding Total	\$133,688
Federal Funding Total	\$93,836
Local Funding Total	\$249,596
Total Funding (000's)	\$477,120

Board Notes:

- Transit Projects Programming Revisions - Requesting Board approval for the use of up to \$3,000 million in TIRCP funds and up to \$2,556 million in CMAQ funds on the Laguna Niguel to San Juan Capistrano Passing Siding Project. Project funding increase of \$5,556 million to \$30,830 million.
- Transit Projects Programming Revisions - Requesting Board approval for the use of \$1,348 million in FTA 5337 towards the Southern California Regional Rail Authority rehabilitation budget. Project funding remains the same.
- Transit Projects Programming Revisions - Requesting Board approval to reprogram up to \$0,960 million in FTA 5309 Earmark funds to the Video Surveillance Systems Upgrades at Santa Ana and Garden Grove Bases and remove up to \$0,240 million in local match. Project funding decrease of \$1,200 million to \$4,493 million.

Acronyms:

M1/M2 - Measure M1/Measure M2
M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program
STIP - State Transportation Improvement Program
RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality
CURE - Commuter and Rail Endowment Fund
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account
CTC - California Transportation Commission
OCTA - Orange County Transportation Authority
PSR - Project Study Report
TIRCP - Transit and Intercity Rail Capital Program
FTA - Federal Transit Administration



Capital Funding Program Report

Board Approval - January 23, 2017

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036							\$1,554
Project V Community Circulators	V	\$35,089	\$2,482					\$35,089	
Project W Safe Transit Stops (City)	W	\$1,207						\$1,207	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$29,900			\$22,250	\$7,650			
Bus replacement (40' and ACCESS) ¹		\$152,591			\$29,198	\$71,721			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts) ¹		\$389,507				\$155,803			\$233,704
Central Harbor Transit Study		\$641	\$97		\$544				
Engine rebuild		\$15,832				\$15,832			
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$9,639				\$9,639			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000							\$500
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Non-fixed-route paratransit operations assistance		\$208,992					\$40,917		\$168,075
OCTA Transit Security & Operations Center ³		\$5,923		\$5,923					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ¹		\$159,883				\$159,883			
Rideshare/vanpool		\$6,732			\$6,732				
Transit Security Program ³		\$3,577		\$3,577					
Transit System Study Pilot Project		\$6,000			\$6,000				
Vanpool Program - capital lease		\$12,838			\$12,838				
Video Surveillance System Upgrades at Santa Ana and Garden Grove Bases ²³		\$1,200		\$240		\$960			
Bus Transit Project Totals		\$1,099,058	\$2,579	\$27,179	\$80,962	\$488,086	\$5,730	\$36,666	\$457,856

Acronyms:

M1/M2 - Measure M1/Measure M2

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program

STIP - State Transportation Improvement Program

RSTP/CMAQ - Regional Surface Transportation Program/Congestion

Mitigation and Air Quality

CURE - Commuter and Rail Endowment Fund

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account

CTC - California Transportation Commission

OCTA - Orange County Transportation Authority

PSR - Project Study Report

ROW - Right-of-way

FTA - Federal Transit Administration

TSSSDRA - Proposition 1B Transit System Safety, Security & Disaster Response Account

State Funding Total	\$29,758
Federal Funding Total	\$569,048
Local Funding Total	\$500,252
Total Funding (000's)	\$1,099,058

Board Notes:

- Transit Projects Programming Revisions - Requesting Board approval for reprogramming up to \$22,786 million of FTA 5307 funds from Preventive Maintenance to Purchase 40-foot Alternative Fuel Replacement Buses in federal fiscal year 2016-17 and reprogramming of up to \$6,086 million in FTA 5307 funds from Preventive Maintenance to Capital Cost of Contracting in federal fiscal year 2016-17. Decreases Preventive Maintenance from \$188,755 million to \$159,883 million, increases Bus Replacement (40' and ACCESS) from \$129,085 million to \$152,591 million, and increases Capital Cost of Contracting (ACCESS and contracted fixed-route contracts) from \$374,292 million to \$389,507 million.
- Transit Projects Programming Revisions - Requesting Board approval to use up to \$0.960 million in FTA 5309 Earmark funds and up to \$0.240 million in TSSSDRA funds to the Video Surveillance Systems Upgrades at Santa Ana and Garden Grove Bases. Total project cost remains the same.
- Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016 - Requesting Board approval to program \$7,041 million in TSSSDRA funds for 2015 and 2016 projects. Project funding increase of \$7,041 million to \$10,700 million.

**RESOLUTION
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**2015 and 2016 CALIFORNIA TRANSIT SECURITY GRANT PROGRAM
AUTHORIZATION**

WHEREAS, the Proposition 1B California Transit Security Grant Program provides financial assistance to eligible grantees, and;

WHEREAS, the California Governor's Office of Emergency Services is the designated administrative agency for California Transit Security Grant Program funds, and;

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible grantee of California Governor's Office of Emergency Services funds;

BE IT RESOLVED by the Board of Directors of OCTA that the Chief Executive Officer or designee is hereby authorized to file and execute grant applications and agreements, certifications, assurances and other documents for and on behalf of OCTA, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services.

ADOPTED, SIGNED, AND APPROVED this ____ day of _____, 2017.

AYES:

NOES:

ABSENT:

ATTEST:

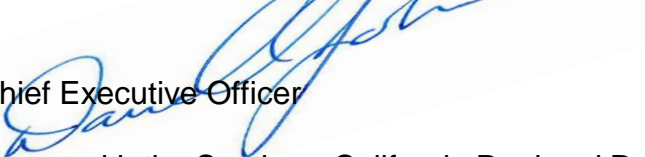
Laurena Weinert
Clerk of the Board

Michael Hennessy, Chair
Orange County Transportation Authority



January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Cooperative Agreement with the Southern California Regional Rail Authority for the Laguna Niguel to San Juan Capistrano Passing Siding Project

Overview

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles and responsibilities and funding for the installation of rail signals, communications, and wayside positive train control systems in conjunction with the Laguna Niguel to San Juan Capistrano Passing Siding project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1615 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$5,507,000, for the construction of rail signals, communications, and wayside positive train control installations and modifications for the Laguna Niguel to San Juan Capistrano Passing Siding project.

Discussion

The Orange County Transportation Authority (OCTA) and the Southern California Regional Rail Authority (Metrolink) are coordinating efforts to advance the Laguna Niguel to San Juan Capistrano Passing Siding project (Project) that includes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost (MP) 193.9 and MP 195.7. The preliminary engineering was completed in January 2013, and the environmental documents were prepared and approved in compliance with the California Environmental Quality Act and with the National Environmental Policy Act in February 2014 and March 2014, respectively. Currently, the Project final design is 90 percent complete, with anticipated design completion by spring 2017.

The Los Angeles – San Diego – San Luis Obispo rail corridor serves Metrolink commuter trains, Amtrak intercity trains, and BNSF Railway and Union Pacific freight trains, and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. OCTA owns the Orange Subdivision rail right-of-way (ROW) between the San Diego County Line and Fullerton Junction. Metrolink, serving as the railroad operator on OCTA rail ROW, approves and maintains the track, signal, and communications infrastructure. The segment of ROW rail north of the Project is a double-track main-line. A transition to single-track occurs just south of the Laguna Niguel/Mission Viejo (LN/MV) Metrolink Station, and the single-track continues for most of the remaining distance to the San Diego County Line. The Project would reduce existing train congestion at the LN/MV Metrolink Station, thereby providing more reliable rail operations. The Project would not affect the number or frequency of trains operating along the rail line. The Project location and limits are shown on Attachment A.

The Project requires a cooperative agreement between OCTA and Metrolink to define roles and responsibilities for rail signals, communications, and wayside positive train control (PTC) installations, modifications, project management, and construction support associated with this work. OCTA will lead the construction of civil and track improvements. The construction of the passing track will require both new and extensive modification and upgrading of the existing signals, communications, and wayside PTC facilities to allow safe operation of trains through the area. Metrolink will lead this construction effort.

Metrolink will utilize its federally-compliant on-call contractors to perform the work. Metrolink has the expertise and is well suited to construct the upgrades and modifications, including testing and acceptance of new and modified mission critical signal and communication systems. Additionally, Metrolink will manage the Project, and its contractor and coordinate with OCTA's construction management team during civil and track construction to minimize rail service disruptions. OCTA will provide project management oversight and fund the project quarterly, in advance, based on cash flow projections.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2016-17 Budget, Capital Programs Division, accounts 0093-9084-C5051-TZ2 and 0093-7831-C5051-TZ2, and is funded with federal and state funds.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1615 between the Orange County Transportation Authority and Southern California Regional Rail Authority, in the amount of \$5,507,000, for the construction of rail signals, communications, and wayside positive train control installations and modifications for the Laguna Niguel to San Juan Capistrano Passing Siding project.

Attachment

A. Project Location Map

Prepared by:



Jason Lee
Project Manager
(714) 560-5833



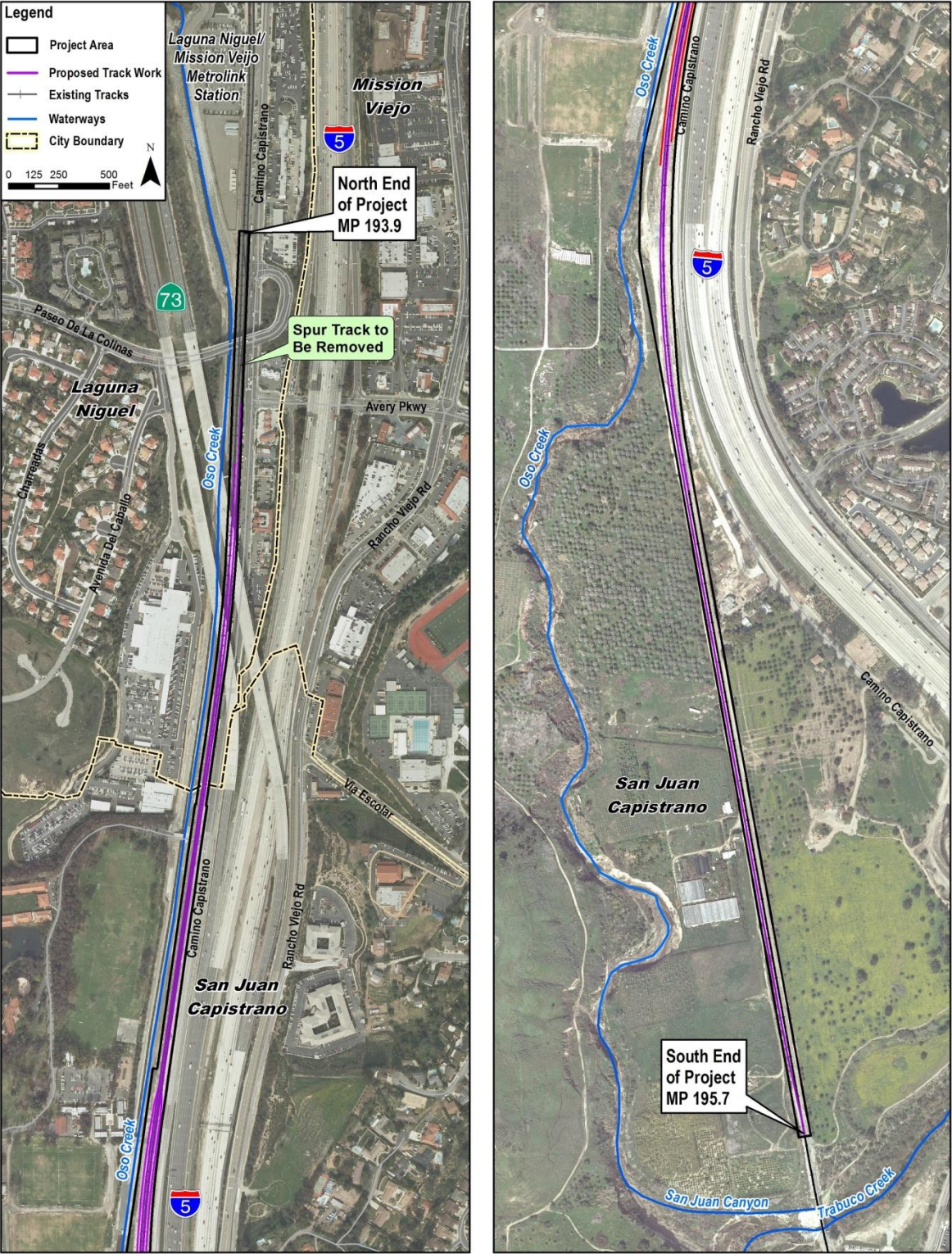
Meena Katakia
Manager, Contracts Administration
and Materials Management
(714) 560-5694

Approved by:



Jim Beil, PE
Executive Director, Capital Programs
(714) 560-5646


Project Location Map





January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Rail Programs and Facilities Engineering Quarterly Report

Overview

The Rail Programs and Facilities Engineering departments are responsible for the Orange County Transportation Authority's rail capital project development, rail operations, and transit facilities engineering projects. This report provides an update on rail and facilities engineering programs through the first quarter (July, August, and September) of fiscal year 2016-17.

Recommendation

Receive and file as an information item.

Background

The Rail Programs and Facilities Engineering departments (Departments) are responsible for implementing the Orange County Transportation Authority's (OCTA) railroad capital projects, including station parking enhancements and expansions, new station development, expanded rail services, OC Streetcar, and transit facilities engineering. Additionally, the Departments are responsible for improved and expanded operations of Orange County's rail system by providing rail service that supports and matches the growth and development patterns of Orange County and the region.

Discussion

This report provides an update on the Departments' programs and projects, including Rail Capital, Transit Extensions to Metrolink, Rail Operations, and Transit Facilities Engineering.

Rail Capital

Rail capital projects include a wide range of projects necessary to sustain existing passenger rail service and support future increases in service. This includes new station development, station parking expansions and enhancements, grade separations and grade crossing enhancements, and various other track and infrastructure projects.

Station Improvement Projects

The Laguna Niguel/Mission Viejo Metrolink Station improvements project provides Americans with Disabilities Act-(ADA) compliant access ramps that will replace the existing elevator. The existing elevator has been out of service since late 2014 and requires bus service to transport ADA passengers from one side of the station to the other. As part of the project, the existing elevator room will be converted to a restroom, dedicated space for vending machines, and storage. The project scope also includes additional benches, shade structures, and required relocation of Moulton Niguel Water District's 33-inch sewer line, which is in conflict with the project. Construction began in February 2016. The contractor has finished relocation of the sewer line and is continuing with shoring and excavation on the west side of the project. Construction is anticipated to be completed in June 2017.

The Orange Transportation Center parking structure project represents a long-standing effort between the City of Orange and OCTA to increase the parking capacity to accommodate future growth in Metrolink ridership. Plans, specifications, and estimates (PS&E) for a 611-space parking structure were completed by the City of Orange in June 2016. OCTA is the lead on the construction phase of the project and issued an invitation for bids (IFB) in July 2016. Bids were received in September 2016, but the apparent low bidder indicated it could not meet federal Buy America requirements based on certain portions of the plans and specifications. It was determined the plans and specifications would need to be revised, and the procurement was cancelled. The plans were revised and re-released for bid in November 2016. The revised bid opening will be in January 2017, and construction is scheduled to begin in April/May 2017, and be completed in October 2018.

The proposed Placentia Metrolink Station will be located on BNSF Railway (BNSF) and City of Placentia-owned right-of-way (ROW). The station will include rail passenger platforms, parking, and passenger amenities. OCTA is the lead for design and construction of the project. Previously completed PS&E are being revised to include a parking structure in lieu of surface parking. A construction and maintenance agreement with BNSF for the construction of the rail portion of the

project will need to be in place before the IFB for construction can be released. The PS&E is anticipated to be complete and the IFB released in October 2017, with an anticipated construction completion date of September 2019.

The Anaheim Canyon Metrolink Station Improvement project includes the addition of a second station track, rail passenger platform, extending the existing platform to accommodate longer train consists, ticket vending machines, benches, canopies, and signage. OCTA is the lead agency on all phases of project development, including construction. Preliminary engineering and environmental phase of the project is expected to be completed in January 2017, and a request for proposals will be released for final PS&E. Construction is expected to begin in June 2019, and be completed in August 2020.

The City of Fullerton is the lead agency on a project to add an elevator tower to each side of the existing railroad pedestrian bridge at the Fullerton Transportation Center. The City of Fullerton began the construction in January 2016. Renovations to the restrooms have been completed, but the contractor has experienced delays in starting on the elevator work due to subcontractor issues. The elevator work is scheduled to begin in January 2017, and is expected be completed in January 2018.

OCTA is designing and constructing a lighting project at the San Clemente Pier Metrolink/Amtrak Station. The project will add lighting to the existing platform, which currently has no lighting. OCTA awarded the construction contract in June 2016, and it is expected to be completed in March 2017.

Rail Corridor Improvements

Rail corridor improvements consist of capital and rehabilitation projects that improve the safety, operations, or reliability of the rail infrastructure. OCTA owns over 45 miles of operating railroad.

There are currently six grade separation projects along the Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor that have completed project study reports or environmental clearance and are not currently advancing due to lack of funds.

The 17th Street Grade Separation project is progressing through the environmental clearance phase. Draft 30 percent design was submitted for stakeholders' review, and comments are currently being addressed. The California Department of Transportation reviewed the Historical Property Survey Report and determined that one of the properties impacted by the project will need further consultations with the Office of Historic Preservation and State Historic Preservation. This required

additional work to prepare the Finding of Effects documentation approval. There is a schedule impact of approximately ten months to complete the federal determination of the project environmental action. The City of Santa Ana, upon review of these studies, will provide the state determination of the project environmental action. The environmental phase is anticipated to be completed in spring 2017.

The Laguna Niguel to San Juan Capistrano passing siding project will add approximately 1.8 miles of new passing siding railroad track adjacent to the existing mainline track. The project will enhance operational efficiency of passenger services within the LOSSAN rail corridor. Proposed modifications to the existing Rancho Capistrano private crossing, associated with the addition of passing track, were discussed with the California Public Utilities Commission (CPUC). Alternatives to address concerns raised by CPUC have been developed which will modify eastbound vehicular traffic movement on Rancho Capistrano to free right-turn only. CPUC requested that a full application for approval be submitted for the proposed modification. The project design schedule has been impacted by six months extending to April 2017, and overall project cost impacts are currently estimated at \$5.6 million above the original project budget of \$25.3 million, which was based on a preliminary design in 2013. The project cost increase was due to necessary changes to the specified retaining wall type, height, and length due to site constraints, removal of Control Point (CP) Avery, replacement of an existing 1940 wooden trestle bridge, and other adjustments to project support costs and construction cost escalations. Advance power pole relocation activities by San Diego Gas & Electric (SDG&E) were completed in November 2016, with the exception of one pole awaiting communication tenants to relocate its facilities from SDG&E pole.

The San Juan Creek railroad bridge in the City of San Juan Capistrano was built in 1917. The existing 300-foot long bridge carries a single mainline track for passenger and freight rail traffic over San Juan Creek and is in need of replacement. The replacement bridge will be constructed adjacent to the existing bridge to minimize disruption of rail traffic. Additionally, the new bridge will accommodate a future bike trail on the south end along the creek. The Southern California Regional Rail Authority (SCRRA) is the project lead, and OCTA is the ROW lead. SCRRA is currently advancing the design to 60 percent completion. The preparation of the environmental studies, along with the engineering studies, continues. The project received the California Environmental Quality Act (CEQA) clearance in June 2016, will obtain federal environmental clearance by early 2017, and design completion by summer 2017. ROW activities to obtain the necessary property rights to construct the bridge have begun and are anticipated to take 18 months. The project is targeted to be construction-ready by the third quarter 2018.

The CP Fourth project is located in the City of Santa Ana between Fourth Street and Chestnut Avenue, between mile posts 175.45 and 175.80. The project includes installation of a turnout to a Union Pacific Railroad spur track, along with related civil, signal, and communication modifications and improvements. The project will provide rail operational efficiencies. On June 13, 2016, the OCTA Board of Directors (Board) approved a cooperative agreement with SCRRA to define the roles and responsibilities, and the funding requirements of the project. SCRRA has begun design and procurement of signal and track materials. The project is expected to be completed by December 2017.

The railroad ROW Slope Stabilization project includes eight locations within OCTA-owned rail ROW that have been identified for improvements to prevent future erosion and slope instability. OCTA's consultant has provided a 30 percent design submittal. Finalization of the design approach for some locations is being coordinated with SCRRA.

Transit Extensions to Metrolink: OC Streetcar

The Transit Extensions to Metrolink Program is intended to broaden the reach of Orange County's backbone passenger rail system to key employment, population, and activity centers. The OC Streetcar project, will serve the Santa Ana Regional Transportation Center through downtown Santa Ana, and the Civic Center to Harbor Boulevard in the City of Garden Grove.

In July 2016, the OCTA Board approved the revised OC Streetcar project funding plan to increase the overall project funding from \$288.74 million to \$297.91 million. The cost estimate was updated to address all major project elements following the completion of 30 percent design, including construction estimates, professional services, ROW, vehicles, and contingency. Consistent with state CEQA requirements, an addendum was prepared to the previously approved environmental document as a result of minor design modifications that were made to the project. Additionally, the Board approved submittal of the annual New Starts application with a request to increase the federal New Starts funding share from \$144.37 million to \$148.96 million.

In March 2016, the Board approved the selection of PGH Wong Engineering, Inc., as the firm to provide construction management services for the OC Streetcar project. During the reporting period, negotiations were conducted with the selected firm, and the contract execution is anticipated for December 2016.

The outreach efforts kicked off for the OC Streetcar stop design effort with the Board approving a set of criteria for the conceptual stop design. During the months of July and August 2016, numerous outreach meetings were held with

stakeholders and the community to solicit feedback about community priorities for both the function and aesthetic design of the stops.

In August 2016, a revised funding plan for the OC Streetcar project was approved by the Board to reflect the project receiving \$25.52 million in State Transit and Intercity Rail Capital Program funds, a redirection of Federal Transit Administration (FTA) Section 5307 funds, and additional Measure M2 Project S funds to the OC Streetcar project.

For vehicle procurement, a request for quotations (RFQ) was released in July 2016 to two vehicle manufacturers - CAF USA, Inc. (CAF), the City of Cincinnati vehicle contractor, and Siemens Industry, Inc. (Siemens), the Tri-Met vehicle contractor. The RFQ requested pricing on the required vehicle modifications, commitment on the production schedule, as well as revisions to some commercial terms from the base contracts. In August 2016, staff met with both manufacturers to provide additional information on the project, the vehicle criteria, and discuss the terms of the RFQ and the desired vehicle delivery schedule. A quotation was received from one vehicle contractor, CAF, in September 2016. The second contractor, Siemens, did not submit a quotation.

During the reporting period, OCTA worked closely with FTA to complete the plans and documents required for approval to enter into the next phase of the New Starts delivery process – Engineering. The project achieved a significant milestone in September 2016 with the submission of both the Engineering readiness documents, as well as the annual New Starts evaluation and ratings application. Work on preparation of the 60 percent design was initiated, with the target completion date for the level of design scheduled for December 2016. The effort is involving close coordination with the cities of Santa Ana and Garden Grove.

Rail Operations

As one of five member agencies that comprise Metrolink, OCTA participates in the design and operation of Metrolink service in Orange County. Rail Operations staff serve as the liaison with Metrolink and are involved in route and service planning, funding, and implementation. In addition to coordination of daily Metrolink operations, the team coordinates the StationLink service, special trains, promotional activities, and outreach.

- In time for football season and the Rams' return to Los Angeles (LA), Metrolink began special train service on four Metrolink lines, the Orange County, San Bernardino, Antelope Valley, and 91/Perris Valley lines, to LA Union Station for Sunday home games. The \$10 weekend day

pass is valid for a round trip and includes transfers to Metro Rail to bring fans to the LA Coliseum.

- The Metrolink Perris Valley extension to the 91 Line (Riverside to LA via Fullerton) began revenue service in June 2016 with four new stations. To help boost ridership, Metrolink implemented a six-month fare promotion in December 2016 to offer a 25 percent discount to passengers that use one of the new stations as an origin or destination.
- Metrolink completed the process of repairing a piece of equipment on all Hyundai Rotem cab cars and returned leased BNSF locomotives in October 2016.
- In September 2016, Metrolink staff was tasked by member agencies to conduct an assessment of its budget allocation formulas. The assessment intends to perform comprehensive analysis of the current formulas and practices for allocating Metrolink costs and revenues to its members. Alternatives will be proposed to be utilized in the fiscal year (FY) 2018-19 budget and will address equity and transparency, and be subject to periodic review.

The total FY 2016-17 first quarter ridership (weekday and weekend) for the three Metrolink lines serving Orange County was 1.1 million, a decrease of 2.3 percent compared to the same period of FY 2015-16. Yet, ridership increased by nearly two percent when compared to the previous quarter, as shown in Attachment A. Rail Operations staff also represent OCTA's interests in the LOSSAN Joint Powers Authority, including the ongoing coordination and service integration efforts on the LOSSAN rail corridor.

Transit Facilities Engineering

Transit Facilities Engineering is responsible for the development and implementation of capital rehabilitation, facility modifications, and new capital projects for all OCTA transit facilities, including the five bus bases and seven park-and-ride lots. Design is underway on four projects this period, including removal of LNG Technologies underground storage tanks at the Anaheim and Garden Grove bus bases, minor rehabilitation of the bus dock platform at Fullerton Park and Ride, facility modifications for hydrogen buses at the Santa Ana Bus Base, and video surveillance system replacement at the Santa Ana and Garden Grove bus bases. In addition, a procurement is underway for the Transit Security Operations Center preliminary engineering and environmental clearance.

There are two projects in the construction bid phase, the bridge repair at Laguna Beach Transportation Center, and replacement of heating and ventilation units at the Garden Grove Bus Base maintenance shop. The procurement for on-call materials testing and inspection at OCTA transit facilities concluded this period.

Five projects are currently under construction, including replacement of heating and evaporative cooling units at the Irvine Construction Circle Bus Base maintenance shop, vehicle inspection station equipment canopy at the Garden Grove Bus Base, bus wash water run-off mitigation modifications at all bus bases, fall protection at maintenance bays and skylights at all bus bases, and pavement repairs at the Garden Grove Bus Base and Fullerton Park-and-Ride.

Summary

The Departments are responsible for OCTA's rail project development, rail capital improvement programs, rail operations, and transit facilities engineering projects. For the period covering the first quarter of FY 2016-17, significant progress in delivery of capital projects and rail services were achieved.

Attachment

A. Metrolink Ridership

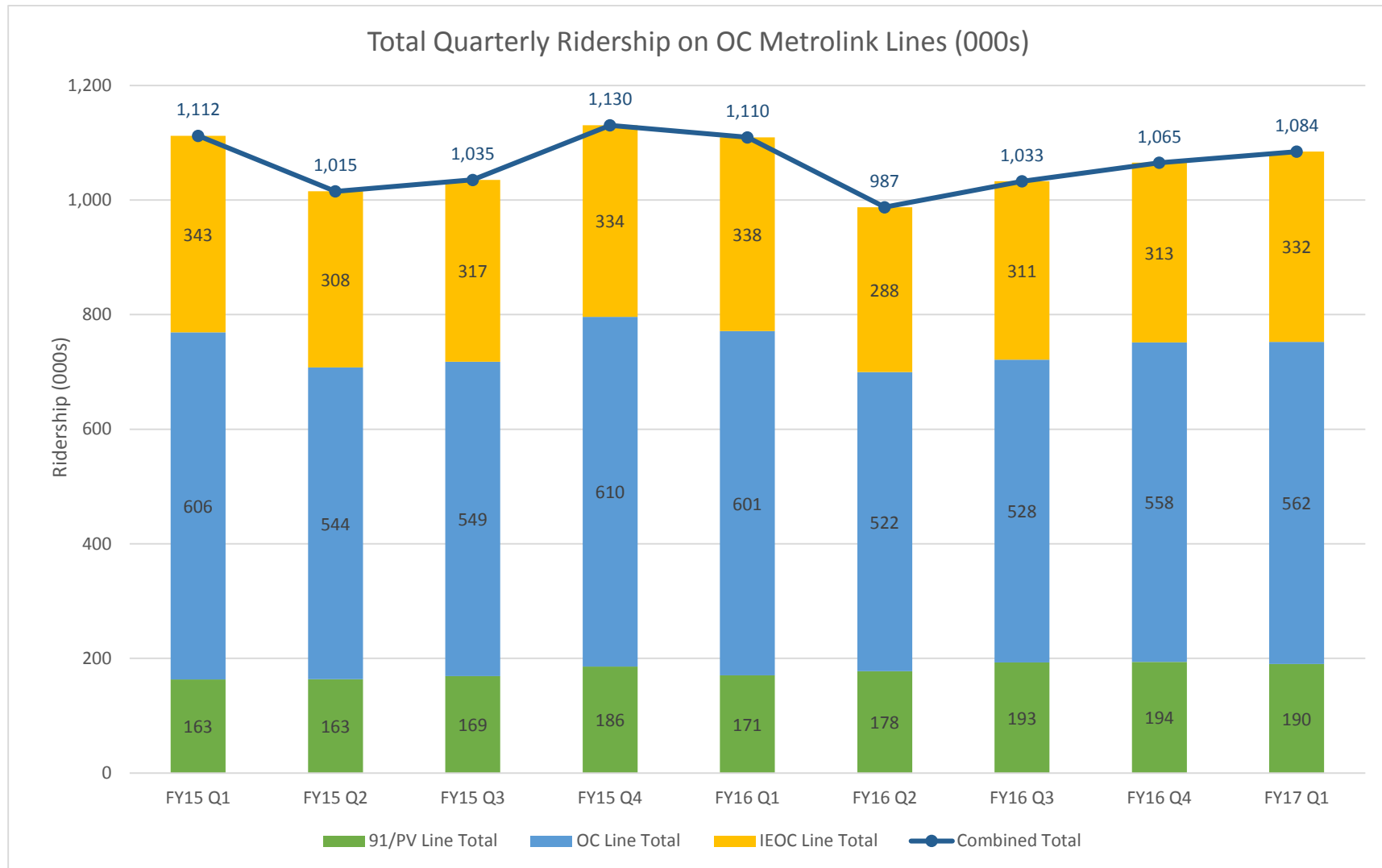
Prepared by:

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Approved by:

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Executive Director, Capital Programs
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METROLINK RIDERSHIP

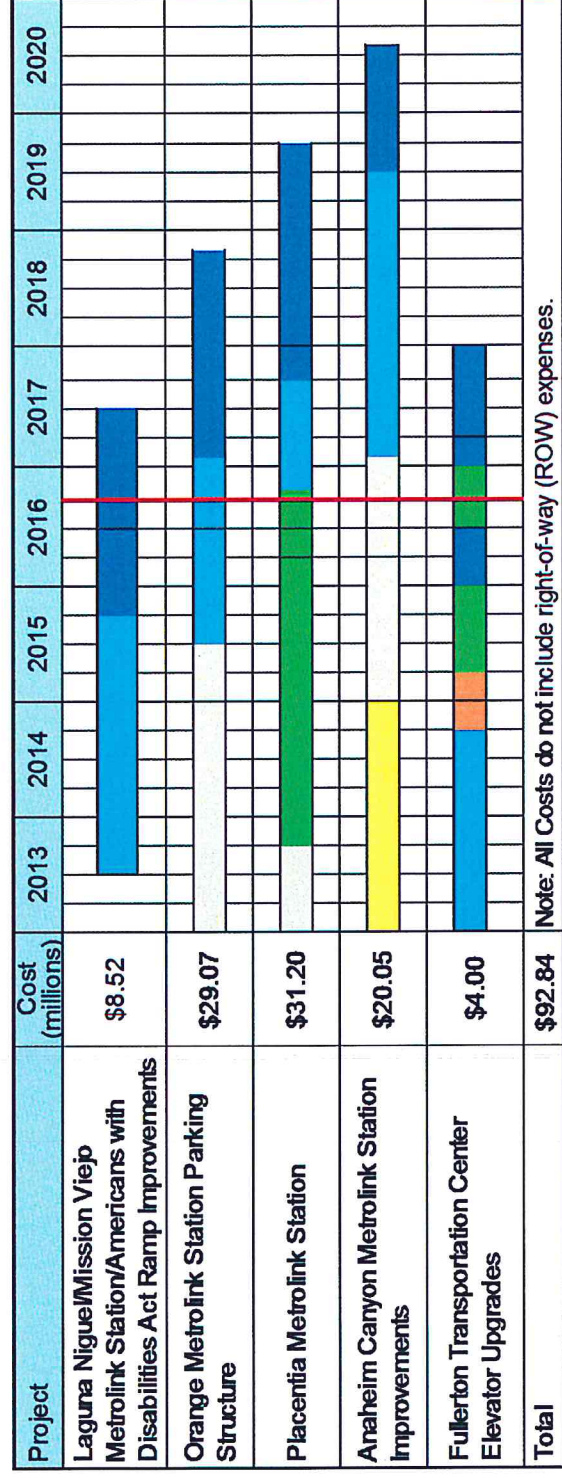


Supplemental Information



Rail Programs and Facilities Engineering Quarterly Report

Station Improvements



Rail Corridor Improvements



Schedule / Cost

Project	Cost (millions)	2013	2014	2015	2016	2017	2018	2019
San Clemente Beach Trail Crossings Audible Warning System	\$ 4.50	■						
17th Street Grade Separation	\$ 55.00		■	■	■	■	■	■
Laguna Niguel-San Juan Capistrano Passing Siding	\$ 25.27		■	■	■	■	■	■
San Juan Creek Bridge Replacement	\$ 34.20				■	■	■	■
Control Point Fourth	\$ 8.51					■	■	
Positive Train Control Program (Orange County Transportation Authority (OCTA) Share)	\$ 39.92	■	■	■	■	■	■	■
Rail ROW Slope Stabilization	\$ 2.00	■	■	■	■	■	■	■
Total	\$ 164.90							

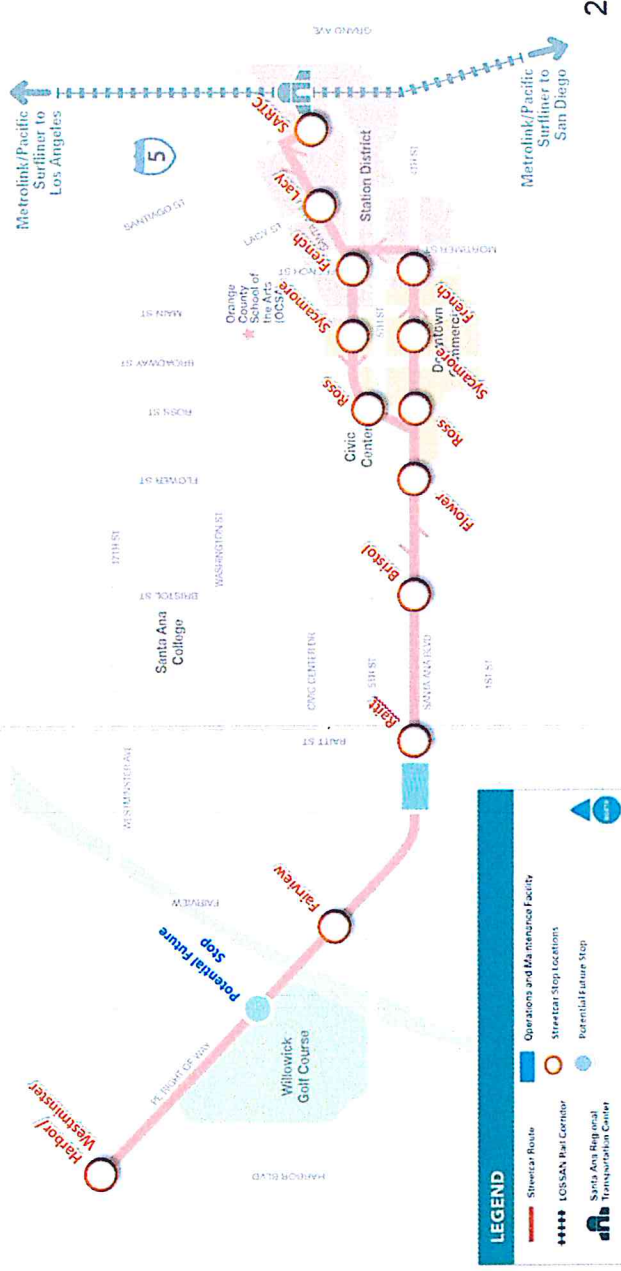
■ PAVED

■ Final Design

■ Construction

■ Planning

Transit Extensions to Metrolink: Santa Ana/Garden Grove Fixed-Guideway



2

Schedule	2013	2014	2015	2016	2017	2018	2019	2020
Alternatives Analysis, state/federal environmental clearance, and conceptual engineering								
Project Development/Preliminary Engineering/ Engineering*								
Construction**								

* Phases partially funded (Future programming and budget action subject to Board of Directors' approval)

** Pursuing federal New Starts

Rail Operations

Metrolink Operations

Fiscal Year 2016-17 First Quarter Update

Angels Express

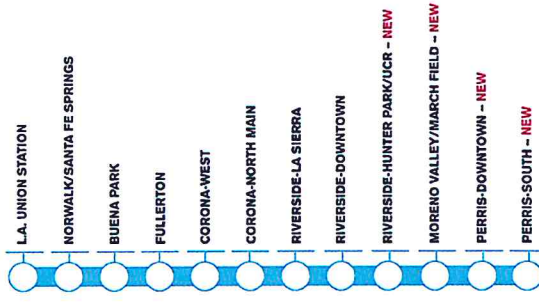
- Special Friday Inland Empire – Orange County Line trains to Angels home games starting at 7:05 p.m.
- Over 250 people attended the opening event at the Irvine Metrolink Station on April 4, 2016.
- More than 26,000 boardings through the end of June 2016.
- Kids ride free in July and August 2016.

Perris Valley Extension of the 91 Line

- An extension to the 91 Line (Riverside to Los Angeles via Fullerton) opened on June 1, 2016.
- Passengers can ride to Los Angeles via Orange County from four new stations: Riverside Hunter Park (UCR), Moreno Valley/March Field, Perris – Downtown, and Perris – South.

New Tier 4 Locomotives

- The first of 40 new Metrolink Tier 4 clean emissions locomotive arrived in Los Angeles mid-June 2016.
- Clean diesel locomotive will reduce particulate matter and nitrogen oxide emissions by up to 85 percent.



Facilities Engineering

Project	Cost (millions)	2015	2016	2017
Ana, GG Bases - LNG Underground Storage Tanks Removal	\$ 1.50			
Iv CC Base - Maintenance Building Heating, Ventilating, Cooling	\$ 0.21			
LBTC - Bridge Assessment and Repair	\$ 0.35			
FPNR - Bus Dock Platform Minor Rehabilitation	\$ 0.15			
GG Base - Maintenance Building HV Unit Replacement	\$ 0.25			
GG Base - Vehicle Inspection Station Equipment Canopy	\$ 0.26			
All Bases - Bus Wash Run-Off Mitigation	\$ 1.00			
All Bases - Fall Protection at Maintenance Bays / Skylights	\$ 0.17			
SA Base - Facility Modifications for Hydrogen Buses	\$ 1.13			
GG, FPNR - Pavement Repairs	\$ 0.28			
SA, GG Bases - Video Surveillance System	\$ 1.20			
TSOC - Preliminary Engineering and Environmental Clearance	\$ 0.90			
TOTAL	\$ 7.40			

Final Design Bid Construction

OCTA Facility Legend:

Ana	Anaheim Bus Base
FPNR	Fullerton Park-and-Ride
GG	Garden Grove Bus Base
Iv CC	Irvine Construction Circle Bus Base
Iv SC	Irvine Sand Canyon Bus Base
BPNR	Brea Park-and-Ride
GWTC	Golden West Transportation Center
NPTC	Newport Transportation Center
LBTC	Laguna Beach Transportation Center
SA	Santa Ana Bus Base
TSOC	Transit Security Operations Center



GG Asphalt Pavement Overlay



FPNR Asphalt Pavement Replacement



January 12, 2017

To: Transit Committee
From: Darrell Johnson, Chief Executive Officer
Subject: Transit Projects Programming Revisions

Overview

The Orange County Transportation Authority uses various state, federal, and local fund sources to fund transit capital projects. Additional funds for the Southern California Regional Rail Authority's rehabilitation budget and specific project-level funding revisions for transit projects are presented for the Board of Directors' approval.

Recommendations

- A. Authorize an overall increase in project funding from \$34.2 million to \$39.756 million for the Laguna Niguel to San Juan Capistrano Passing Siding Project, which includes the following funding:
 - Use of \$3 million in Transit Intercity Rail Capital Program funds.
 - Use of \$2.556 million in additional Congestion Mitigation and Air Quality Improvement Program funds.
- B. Approve Resolution 2017-001, authorizing the Chief Executive Officer to file and execute agreements, certifications and assurances for the Laguna Niguel to San Juan Capistrano passing siding, consistent with the Transit Intercity Rail Capital Program Guidelines.
- C. Authorize the following changes for Federal Transit Administration funding:
 - Use of \$1.348 million in additional Federal Transit Administration Section 5337 State of Good Repair funds towards the Southern California Regional Rail Authority rehabilitation budget.

- Reprogram up to \$22.786 million of Federal Transit Administration Section 5307 Urbanized Area Formula Program funds from Preventive Maintenance to purchase 40-foot alternative fuel replacement buses in federal fiscal year 2016-17 to offset local transit funds.
 - Reprogram up to \$6.086 million in Federal Transit Administration Section 5307 Urbanized Area Formula Program funds from Preventive Maintenance to Capital Cost of Contracting in federal fiscal year 2016-17 to cover increases due to annual inflation built into the contract.
 - Reprogram up to \$0.960 million in Federal Transit Administration Section 5309 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Earmark funds from video surveillance systems at Metrolink Stations to video surveillance systems upgrades at Santa Ana and Garden Grove bases.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program, and execute or amend all necessary agreements to facilitate the above actions.

Background

The Orange County Transportation Authority (OCTA) programs federal, state, and local funds in order to deliver OCTA transit projects that are consistent with the Board of Directors (Board)-approved Capital Programming Policies. As project details are refined, costs may change and funding adjustments may be required. Programming and revenue changes are updated periodically to reflect latest cost information and are included in this report. The programming changes in this item are related to three funding sources. Backgrounds on the affected funding sources are provided below.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law for the period of federal fiscal year (FFY) 2015-16 through FFY 2019-20. Under the FAST Act, the Federal Transit Administration (FTA) makes federal formula funds available and distribute to transit agencies. On September 12, 2016, the OCTA Board approved the FTA Sections 5307, 5310, 5337, and 5339 Program of Projects (POP) for FFY 2016-17 (2017 FTA POP).

The State Transit and Intercity Rail Capital Program (TIRCP) was created by SB 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund to support capital and operational investments that will modernize, improve, and integrate bus and rail transit. On August 16, 2016, the California State Transit Agency (CalSTA) awarded \$3 million to the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency, including for the Laguna Niguel to San Juan Capistrano passing siding project.

The Southern California Regional Rail Authority (SCRRA) is responsible for maintaining rail network assets in a state of good repair. For fiscal year (FY) 2016-17, SCCRA budgeted approximately \$103 million for rehabilitation, of which OCTA's contribution was \$6.442 million. On November 18, 2016, the SCRRA Board approved a budget amendment totaling \$49.203 million in additional funding to support various track and structure rehabilitation projects across the Metrolink system. OCTA's share of this change is \$1.348 million.

Discussion

Project Updates

Laguna Niguel to San Juan Capistrano Passing Siding Project

OCTA completed the 90 percent design for the Laguna Niguel to San Juan Capistrano Passing Siding Project. Based on the preliminary design, the project is currently funded with \$25.274 million in state and federal funds. The 90 percent design estimate indicates that the project will require an additional \$5.556 million. The cost increase is due to the optimization of control points, changes in retaining wall (type, height, and length), the replacement of Bridge 194.6, and updating the budget to meet OCTA standard support costs. The removal of Control Point Avery will optimize the dispatching of trains by reducing the number of control points that are in close proximity to the project area. In addition, the project will replace a railroad bridge over a culvert, which was not included in the previous estimate. Construction costs for track, signals, retaining wall, design, and construction management support costs were all underestimated in the preliminary design. The total estimated project cost at 90 percent design is now \$30.830 million. Further explanation of the cost change drivers are included in the Rail Programs and Facilities Engineering Quarterly Report that will be presented to the Transit Committee on January 12, 2017, and to the Board on January 23, 2017 in conjunction with this item.

In August 2016, LOSSAN applied for TIRCP funds and was awarded \$3 million. To secure the \$3 million in TIRCP funding awarded by CalSTA, staff is requesting the OCTA Board accept the grant award for use towards the Laguna Niguel to San Juan Capistrano Passing Siding Project. A Board resolution that would authorize OCTA to accept the TIRCP grant is provided as Attachment A.

In addition, staff is recommending the use of an additional \$2.556 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the increased costs realized during the design. The use of CMAQ funds for the project is consistent with the Board-approved Capital Programming Policies, which allows for the use of CMAQ funds for rail and bus transit capital projects. This will increase the total CMAQ contribution to the project from \$19.971 million to \$22.347 million. This use was not included in OCTA's FY 2016-17 Obligation Authority Plan, approved by the Board on August 8, 2016, but there were subsequent project closeouts that have resulted in CMAQ savings which are now available for this project.

The combination of the \$3 million in TIRCP and \$2.556 million in CMAQ will provide the funding needed to advance the project. Attachment B provides additional details on this project and all the projects included in this report.

FY 2016-17 SCRRA Rehabilitation

The SCRRA is requesting an additional \$1.348 million in FTA Section 5337 State of Good Repair funds to be used towards the FY 2016-17 SCRRA Rehabilitation Budget. The additional funds will be used towards the following projects:

- River Subdivision Track projects (\$0.837 million): Includes replacing the track leads into Los Angeles Union Station, and replacing railroad ties and turn outs along the Los Angeles River. The conditions of the tracks have continued to steadily degrade and will reach unsafe operating conditions within the next 18 months. The original adopted SCRRA budget did not include funding for the project. To avoid further degradation and unsafe conditions SCRRA is requesting additional funds to deliver this project.
- Los Angeles Union Station (LAUS) Canopies Project (\$0.511 million): Includes replacing deteriorated platform canopies in LAUS. The FY 2016-17 adopted budget included rehabilitation of two of the five platform canopy structures at LAUS. In the course of bid solicitation, SCRRA found that original estimates did not take into account railroad specific requirements, and that performing rehabilitation work on only two platforms would be far more expensive per platform than completing all five. SCRRA is requesting the additional funding to rehabilitate all platform

canopies at the same time to reduce the total cost of rehabilitating all the canopies in the future.

The additional \$1.348 million will increase OCTA's contributions to the Metrolink budget from \$6.442 million to \$7.790 million for FY 2016-17. These FTA funds come from funds already planned for future SCRRA rehabilitation.

2017 FTA POP Update

The Board approved the 2017 FTA POP and programmed FTA Section 5307 funds to Preventive Maintenance, Non-Fixed Route Paratransit Operations Assistance, Capital Cost of Contracting and Commuter Rail projects.

Staff recommends the Board approve reprogramming \$28.872 million in FTA Section 5307 funds from FFY 2016-17 from Preventive Maintenance to purchase 40-foot alternative fuel replacement buses in the amount of \$22.786 million in FFY 2016-17 and Capital Cost of Contracting in the amount of \$6.085 million in FFY 2016-17.

In previous FYs, OCTA used CMAQ funds to purchase alternative fuel replacement buses, and the FTA Section 5307 funds were programmed for Preventive Maintenance. However, an excess of funds were programmed for Preventive Maintenance over the current need, which allows the transfer of FTA Section 5307 funds in FFY 2016-17. The use of the FTA Section 5307 funds proposed for the alternative fuel replacement buses will offset local funds previously programmed to the project, making these local funds available for transit operations and allowing for a timely expenditure of the federal dollars. In addition, the higher proportion of new buses in the fleet reduces the need for Preventive Maintenance funds, while the Capital Cost of Contracting increases due to annual inflation built into the contract. These uses are consistent with OCTA's Capital Programming Policies.

Video Surveillance Systems (VSS) Upgrades at Santa Ana and Garden Grove Bases

The VSS at Metrolink stations is currently funded with FTA Section 5309 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Earmark grants, matched with Commuter Rail Endowment funds. The FTA monitors grants closely to ensure that funds are expended in a timely manner and has agreed, in order to use the funds in the older grant expeditiously, that \$0.960 million in FTA Section 5309 funds matched with \$0.240 million in Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) funds can be reprogrammed to VSS upgrades at the Santa Ana and Garden Grove bases. This project is currently funded entirely with TSSSDRA funds and \$0.960 million of these TSSSDRA funds are replaced by the

FTA grant and will be reprogrammed in a separate Board item. In this item, staff is requesting Board approval for reprogramming the FTA Section 5309 funds.

FTA Section 5337 Funding for FFY 2014-15

The FTA Section 5337 funding approved for FFY 2014-15 included \$6.857 million for OCTA's share of the SCRRA Fare Collection System Upgrade Project. To allow the Ventura County Transportation Commission (VCTC) to exchange federal funds for local operating funds for VCTC's share of Metrolink service, OCTA entered into a Letter Agreement with VCTC that allowed VCTC to program \$6.857 million in VCTC's FTA Section 5337 apportionment for OCTA's share of the SCRRA Fare Collection System Upgrade Project. In exchange, OCTA will provide \$6.857 million in OCTA FTA Section 5337 apportionment to the Los Angeles County Metropolitan Transportation Authority (LA Metro). LA Metro will provide \$6.857 million in local funds to SCRRA for VCTC's share of Metrolink operations. This exchange of federal and local funds is revenue neutral to OCTA, and no funds are passed through OCTA. The exchange is also consistent with prior Board action allowing OCTA to loan and borrow apportionment, as necessary, to preserve funding for Orange County projects.

Project details and the proposed programming changes for the projects discussed above, and in the rest of this report, are included in Attachment B.

An updated Capital Funding Program reflecting the recommended changes is included as Attachment C.

Summary

OCTA is seeking Board approval to use and reprogram TIRCP, CMAQ, and FTA funds for transit projects. In addition, SCRRA is requesting additional OCTA contributions towards rehabilitation projects across the Metrolink rail network.

Attachments

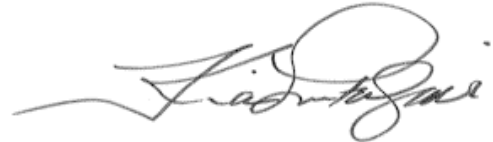
- A. Resolution No. 2017-001 of the Orange County Transportation Authority - 2016 Transit and Intercity Rail Capital Program Authorization for Laguna Niguel to San Juan Capistrano Passing Siding
- B. Transit Programming Updates Project Descriptions
- C. Capital Funding Program Report

Prepared by:



Louis Zhao
Section Manager, Transit and Local
Transportation Programming
(714) 560-5494

Approved by:



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

**RESOLUTION NO. 2017-001
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
2016 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM AUTHORIZATION FOR
LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING**

WHEREAS, the California State Transportation Agency, in collaboration with the California Department of Transportation, administers the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize the state's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion; and

WHEREAS, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, in partnership with the San Diego Association of Governments and North County Transit District and Orange County Transportation Authority applied for and was awarded \$82 million in Transit and Intercity Rail Capital Program funds, which included \$3 million for the Laguna Niguel to San Juan Capistrano Passing Siding Project; and

WHEREAS, the Orange County Transportation Authority is an eligible recipient of Transit and Intercity Rail Capital Program funds; and

WHEREAS, the California State Transportation Agency and California Department of Transportation requires the grantee to certify, by resolution, the acceptance of awarded grant funds and authority to execute grant-related agreements for the purpose of implementing the grant project;

THEREFORE, BE IT RESOLVED that the Board of Directors of the Orange County Transportation Authority authorizes the Chief Executive Officer, or designee, to file and execute grant applications and agreements, certifications and assurances, and other documents for and on behalf of the Orange County Transportation Authority for the purpose of obtaining financial assistance awarded through the Transit and Intercity Rail Capital Program.

ADOPTED, SIGNED, AND APPROVED this ____ day of _____, 2017.

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board
OCTA Resolution No. 2017-001

Lori Donchak, Chair
Orange County Transportation Authority

Transit Programming Updates Project Descriptions**Laguna Niguel to San Juan Capistrano Passing Siding Project**

This project is located in the City of San Juan Capistrano on the Pacific Surfliner Corridor, adjacent to the existing main track between mile post (MP) 193.9 and 195.7, and partially in the City of Laguna Niguel MP 194.0 and 194.2. The project will construct 1.8 miles of new passing siding railroad track and relocate an existing spur track.

Current and proposed funding levels are depicted below.

Current Funding (\$000s)	STIP	Prop 116	TIRCP	CMAQ	TOTAL
Design				\$ 3,821	\$ 3,821
Right-of-Way					\$ -
Construction	\$ 3,000	\$ 2,483		\$ 15,970	\$ 21,453
Total	\$ 3,000	\$ 2,483	\$ -	\$ 19,791	\$ 25,274
Proposed Funding (\$000s)	STIP	Prop 116	TIRCP	CMAQ	TOTAL
Design				\$ 3,821	\$ 3,821
Right-of-Way					\$ -
Construction	\$ 3,000	\$ 2,483	\$ 3,000	\$ 18,526	\$ 27,009
Total	\$ 3,000	\$ 2,483	\$ 3,000	\$ 22,347	\$ 30,830
Change	\$ -	\$ -	\$ 3,000	\$ 2,556	\$ 5,556

STIP - State Transportation Improvement Program

Prop 116 – Proposition 116

TIRCP- Transit Intercity Rail Capital Improvement Program

CMAQ - Congestion Mitigation and Air Quality Improvement Program

2017 Southern California Regional Rail Authority Rehabilitation (SCRRA)

This project supports commuter rail rehabilitation/renovation to maintain and/or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair.

SCRRA

2016-17 Rehabilitation (\$000s)	FTA 5337
Current Funding	\$ 6,442
Proposed Funding	\$ 7,790
Change	\$ 1,348

FTA – Federal Transit Administration

FTA Section 5307 Funding for Federal Fiscal Year (FFY) 2016-17

The FTA Section 5307 funding approved for FFY 2016-17 included funding for Preventive Maintenance, Non-fixed Route Paratransit Operations Assistance, and Capital Cost of Contracting. Staff is proposing that the funds approved for Preventive Maintenance be reprogrammed to Capital Cost of Contracting and to purchase 40-foot alternative fuel replacement buses.

Transit Programming Updates Project Descriptions

Preventive Maintenance

This project provides preventive maintenance for the Orange County Transportation Authority's (OCTA) active fleet. The maintenance costs include salaries and benefits of maintenance personnel, as well as building and vehicle repair.

Non Fixed-Route Paratransit Operations Assistance

Paratransit refers to specialized services for passengers who are unable to use OCTA's fixed-route bus service because of functional limitations caused by a disability. Fixed-route service refers to a vehicle operated along a fixed-route. ACCESS is OCTA's paratransit service. FTA funds will be used to support operating assistance to continue existing ACCESS service or increase service to meet routine changes in demand.

Capital Cost of Contracting

FTA funds will be used to support capital costs associated with contracting for transit and maintenance services, including ACCESS paratransit service and contracted fixed-route service of revenue fleet vehicles owned by OCTA. ACCESS is OCTA's paratransit service, which is specialized to meet the needs of individuals with disabilities that are unable to use OCTA's fixed-route service. Fixed-route service refers to a vehicle operated along a fixed-route. Eligible components include the capital costs of the vehicles used in the services, as well as the capital component of overhead (e.g., offices and equipment for the provider of the ACCESS paratransit service).

Purchase 40-foot Alternative Fuel Replacement Buses

Funds will be used to purchase new buses to replace aging buses in the OCTA transit fleet, consistent with the Comprehensive Business Plan. Bus replacement is a categorical exclusion under the National Environmental Policy Act.

Current and proposed FTA Section 5307 funding levels are depicted below.

Line Item Description	Approved by the Board 9/12/16	Proposed Programming	Increase/ (Decrease)
Preventive Maintenance - Including Salaries and Benefits ¹	28,871,600	-	(28,871,600)
Non Fixed-Route Paratransit Operations Assistance	5,733,497	5,733,497	-
Capital Cost of Contracting ¹	22,756,499	28,842,098	6,085,599
Purchase 40 ft Alternative Fuel Replacement Buses	-	22,786,000	22,786,000
Total (All Projects)	\$ 57,361,596	\$ 57,361,596	\$ -

Board - Board of Directors

Notes:

1. The project is utilizing OCTA's match credit.

Transit Programming Updates Project Descriptions

SCRRA Fare Collection System Upgrade

The SCRRA will procure and install 144 ticket vending machines to replace the existing machines and back office software support system for revenue tracking. The project includes 31 machines for OCTA, four systemwide ticket office machines, and three systemwide test machines. OCTA provides a 19.8 percent share for the seven systemwide machines. These improvements will provide benefits for the Metrolink system by replacing the current failing machines that are resulting in lost fare revenue. The following table provides the funding plan for the SCRRA ticket vending machines.

Revenue Source	Total Revenue (\$000s)
OCTA FTA Section 5337*	\$ 6,857
Other SCRRA Member Funds	\$23,631
TOTAL	\$30,488

* Will use Ventura County Transportation Commission apportionment in place of OCTA apportionment

Video Surveillance Systems (VSS) Upgrades at Santa Ana and Garden Grove Bases

This project provides upgrades to VSS at bus bases at Santa Ana and Garden Grove.

OCTA owns maintenance and operations facilities in the cities of Santa Ana and Garden Grove. Threat and vulnerability assessments have identified the vulnerabilities and at the OCTA bus bases and recommends countermeasures to avert future incidences. These countermeasures include the need for video surveillance to increase security.

Current and proposed funding levels are depicted below.

VSS Upgrades at Santa Ana and Garden Grove Bases				
Funding in \$000s	2015 TSSSDRA	2016 TSSSDRA	FTA Section 5309	TOTAL
Current Funding	\$ 260	\$ 940	\$ -	\$ 1,200
Proposed Funding	\$ 240	\$ -	\$ 960	\$ 1,200
Change	\$ (20)	\$ (940)	\$ 960	\$ -

TSSSDRA – Proposition 1B Transit System Safety, Security, and Disaster Response Account



Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 23, 2017

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion	M1/R	\$15,134			\$6,500		\$8,634		
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$61,962		\$28,104	\$10,536		\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$10,286				\$1,516	\$6,000	\$1,335	\$1,435
OC Streetcar (Proposed New Starts)	M1/S	\$297,911	\$25,518		\$53,034	\$162,213		\$57,146	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$771			\$671		\$100		
17th Street Grade Separation Environmental	R	\$3,500						\$3,500	
Anaheim Canyon Station Improvements	R	\$20,051			\$18,050	\$2,001			
Control Point at 4th Street	R	\$4,000				\$4,000			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding ¹	R	\$30,830	\$6,000	\$2,483	\$22,347				
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2021-22 ²	R	\$125,447				\$125,447			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
San Juan Creek Bridge Replacement	R	\$34,200		\$3,612		\$29,375		\$1,213	
Slope Stabilization Laguna Niguel-Lake Forest	R	\$4,139				\$4,000		\$139	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857				\$6,857			
Video Surveillance Systems at Commuter Rail Stations ³	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,035,359	\$88,249	\$126,517	\$148,511	\$391,080	\$78,295	\$146,967	\$55,740
State Funding Total		\$214,766							
Federal Funding Total		\$539,591							
Local Funding Total		\$281,002							
Total Funding (000's)		\$1,035,359							

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$85,009		\$18,595			\$6,305	\$36,299	\$23,810
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		

ATTACHMENT C



Capital Funding Program Report

Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$5,103		\$2,170				\$2,311	\$622
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,753					\$41,753		
Fiber Optics Installation (Metrolink)	M1	\$24,600		\$12,300		\$10,903	\$1,397		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,389	\$1,100	\$7,181			\$7,108		
Rail Project Totals		\$477,120	\$1,100	\$132,588	\$44,298	\$49,538	\$180,648	\$44,516	\$24,432
State Funding Total		\$133,688							
Federal Funding Total		\$93,836							
Local Funding Total		\$249,596							
Total Funding (000's)		\$477,120							

Board Notes:

1. Transit Projects Programming Revisions - Requesting Board approval for the use of up to \$3.000 million in TIRCP funds and up to \$2.556 million in CMAQ funds on the Laguna Niguel to San Juan Capistrano Passing Siding Project. Project funding increase of \$5.556 million to \$30.830 million.
2. Transit Projects Programming Revisions - Requesting Board approval for the use of \$1.348 million in FTA 5337 towards the Southern California Regional Rail Authority rehabilitation budget. Project funding remains the same.
3. Transit Projects Programming Revisions - Requesting Board approval to reprogram up to \$0.960 million in FTA 5309 Earmark funds to the Video Surveillance Systems Upgrades at Santa Ana and Garden Grove Bases and remove up to \$0.240 million in local match. Project funding decrease of \$1.200 million to \$4.493 million.

Acronyms:

M1/M2 - Measure M1/Measure M2
 M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program
 STIP - State Transportation Improvement Program
 RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality
 CURE - Commuter and Rail Endowment Fund
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
 OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
 PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account
 CTC - California Transportation Commission
 OCTA - Orange County Transportation Authority
 PSR - Project Study Report
 TIRCP - Transit and Intercity Rail Capital Program
 FTA - Federal Transit Administration



Capital Funding Program Report

Board Approval - January 23, 2017

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$35,089						\$35,089	
Project W Safe Transit Stops (City)	W	\$1,207						\$1,207	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$29,900			\$22,250	\$7,650			
Bus replacement (40' and ACCESS) ¹		\$152,591			\$29,198	\$71,721			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts) ¹		\$389,507				\$155,803			\$233,704
Central Harbor Transit Study		\$641	\$97		\$544				
Engine rebuild		\$15,832				\$15,832			
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$9,639				\$9,639			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Non-fixed-route paratransit operations assistance		\$208,992				\$40,917			\$168,075
OCTA Transit Security & Operations Center ³		\$5,923		\$5,923					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ¹		\$159,883				\$159,883			
Rideshare/vanpool		\$6,732			\$6,732				
Transit Security Program ³		\$3,577		\$3,577					
Transit System Study Pilot Project		\$6,000			\$6,000				
Vanpool Program - capital lease		\$12,838			\$12,838				
Video Surveillance System Upgrades at Santa Ana and Garden Grove Bases ^{2,3}		\$1,200		\$240		\$960			
Bus Transit Project Totals		\$1,099,058	\$2,579	\$27,179	\$80,962	\$488,086	\$5,730	\$36,666	\$457,856

State Funding Total	\$29,758
Federal Funding Total	\$569,048
Local Funding Total	\$500,252
Total Funding (000's)	\$1,099,058

Board Notes:

1. Transit Projects Programming Revisions - Requesting Board approval for reprogramming up to \$22.786 million of FTA 5307 funds from Preventive Maintenance to Purchase 40-foot Alternative Fuel Replacement Buses in federal fiscal year 2016-17 and reprogramming of up to \$6.086 million in FTA 5307 funds from Preventive Maintenance to Capital Cost of Contracting in federal fiscal year 2016-17. Decreases Preventive Maintenance from \$188.755 million to \$159.883 million, increases Bus Replacement (40' and ACCESS) from \$129.085 million to \$152.591 million, and increases Capital Cost of Contracting (ACCESS and contracted fixed-route contracts) from \$374.292 million to \$389.507 million.

2. Transit Projects Programming Revisions - Requesting Board approval to use up to \$0.960 million in FTA 5309 Earmark funds and up to \$0.240 million in TSSSDRA funds to the Video Surveillance Systems Upgrades at Santa Ana and Garden Grove Bases. Total project cost remains the same.

3. Proposition 1B California Transit Security Grant Program Authorization for 2015 and 2016 - Requesting Board approval to program \$7.041 million in TSSSDRA funds for 2015 and 2016 projects. Project funding increase of \$7.041 million to \$10.700 million.

Acronyms:

M1/M2 - Measure M1/Measure M2

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program

STIP - State Transportation Improvement Program

RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality

CURE - Commuter and Rail Endowment Fund

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PTMISEA - Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account

CTC - California Transportation Commission

OCTA - Orange County Transportation Authority

PSR - Project Study Report

ROW - Right-of-way

FTA - Federal Transit Administration

TSSSDRA - Proposition 1B Transit System Safety, Security & Disaster Response Account



January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Agreement for Replacement of Heating and Ventilation Units at Garden Grove Bus Base Maintenance Building Shop

Overview

The Orange County Transportation Authority's Board of Directors approved the replacement of heating and ventilation units at the Garden Grove Bus Base maintenance building shop as part of the Orange County Transportation Authority Fiscal Year 2016-17 Budget. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find K & J Air Conditioning Incorporated, the apparent low bidder, as non-responsive due to the failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1399 between the Orange County Transportation Authority and Western Air Conditioning Company Incorporated, the lowest responsive, responsible bidder, in the amount of \$290,000, for replacement of heating and ventilation units at Garden Grove Bus Base maintenance building shop.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Garden Grove Bus Base in 1976. In 2001, OCTA incorporated liquefied natural gas buses into its fleet operating out of the Garden Grove Bus Base. Facility modifications were performed in 2001 for compatibility with the use of natural gas-powered buses, including installation of rooftop heating and ventilation units at the Garden Grove Bus Base maintenance building shop. The existing heating and ventilation units serving the maintenance shop are

beyond their useful life and require replacement. The project consists of replacement of the seven heating and ventilation units, adding fused electrical disconnect switches at each unit, and related work. The heating and ventilation units replacement that is required to maintain code compliance will increase energy efficiency and provide an improved work environment for bus maintenance staff.

Procurement Approach

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

Invitation for Bids (IFB) 6-1399 was released on September 21, 2016, through OCTA's CAMM NET system. The project was advertised on September 22 and 27, 2016, in a newspaper of general circulation. A pre-bid conference and job walk were held on September 29, 2016, and were attended by five firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On October 20, 2016, three bids were received and publicly opened.

All bids were reviewed by staff from the Contracts Administration and Materials Management and Rail Programs and Facilities Engineering departments to ensure compliance with the bid 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>
K & J Air Conditioning Incorporated Buena Park, California	\$252,770
Western Air Conditioning Company Incorporated Rancho Cucamonga, California	\$290,000
RT Contractor Corporation Garden Grove, California	\$420,000

The apparent low bidder, K & J Air Conditioning Incorporated, was found non-responsive due to the inability to secure the required Disadvantaged Business Enterprise (DBE) participation or demonstrate sufficient good faith

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

The engineer's estimate for this project was \$255,000. The recommended firm's bid is 12 percent above the engineer's estimate. This is due to the requirements for coordination, and phasing and staging in a natural gas fuel equipment environment. Staff has compared the engineer's estimate to the bid proposal and determined that the bid proposal is within acceptable tolerances in costs for required coordination, phasing and staging, crane lifting and hoisting, and mechanical equipment costs. Western Air Conditioning Company Incorporated met the requirements of the IFB, as well as all federal and state requirements, including the DBE participation goal. Therefore, after completing a cost analysis of the bid components, staff considers the bid to be fair and reasonable to meet the requirements of this essential transit maintenance facility project.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Western Air Conditioning Company Incorporated, the lowest responsive, responsible bidder, in the amount of \$290,000, for the replacement of heating and ventilation units at Garden Grove Bus Base maintenance building shop.

Fiscal Impact

The project was approved in the OCTA Fiscal Year 2016-17 Budget, Capital Programs Account 1722-9022-D3122-0AL, and is funded through Federal Transportation Administration Section 5307 Preventative Maintenance Grant Funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1399 between the Orange County Transportation Authority and Western Air Conditioning Company Incorporated, the lowest responsive, responsible bidder, in the amount of \$290,000, for replacement of heating and ventilation units at the Garden Grove Bus Base maintenance building shop.

Attachment

None.

Prepared by:



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Approved by:



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Meena Katakia
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January 12, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the City of Santa Ana for the Use of Right-of-Way for the OC Streetcar Project

Overview

The Orange County Transportation Authority is the lead agency for the design, construction, operations, and maintenance of the OC Streetcar project in the cities of Garden Grove and Santa Ana. A cooperative agreement with the City of Santa Ana is required to secure the use of public right-of-way for the construction, operations, and maintenance of the OC Streetcar project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1433 between the Orange County Transportation Authority and the City of Santa Ana for use of public right-of-way for the construction, operations, and maintenance of the OC Streetcar project.

Discussion

On July 13, 2015, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved Memorandum of Understanding (MOU) No. C-5-3295 with the City of Santa Ana (City) for roles and responsibilities for the implementation of the OC Streetcar project (Project). The Board directed staff to proceed with the development of agreements as listed in the MOU, including an agreement for use of City right-of-way (ROW) for the Project.

The Federal Transit Administration requires grantees to have “continuing control” on property where federal funds have been invested through the implementation of a transit project. This agreement provides the requisite continuing control for OCTA to construct, operate, and maintain the Project in the ROW. The intent of the agreement is to define the limits of use and each agency’s roles, responsibilities, and commitments related to OCTA’s facilities in the ROW, which includes the City’s streets and other improvements owned or controlled by the City.

Consensus has been reached with the City on the specific terms and conditions of the draft cooperative agreement, and a summary of the key provisions of the draft agreement follows:

- The term of the agreement is for 50 years with a 20-year extension at the discretion of OCTA. Further extensions are allowed upon mutual agreement.
- The limits of the use of the City's public ROW secured by this agreement are consistent with the OC Streetcar alignment.
- The agreement does not include provisions for parcels of property owned by the City outside of the City's public way.
- The City and all third parties must secure a permit from OCTA when working within OCTA's controlled work access limits - generally ten feet from the overhead contact system (poles, span wires, and contact wire) and within four feet of any rail.
- The City and OCTA agree to keep each other informed about future projects that may impact each other's use of the ROW.
- There is no cost associated with the cooperative agreement.

Next Steps

The draft agreement will be advanced to the Santa Ana City Council for review and approval. A ROW use agreement is not necessary with the City of Garden Grove because the portions of the OC Streetcar in the City of Garden Grove are within the limits of Pacific Electric ROW owned by OCTA. Staff will be returning in March 2017 for Board approval of additional agreements needed to advance the Project, including construction agreements with the cities of Santa Ana and Garden Grove, as well as an amendment to the Santa Ana Regional Transportation Center Station agreement.

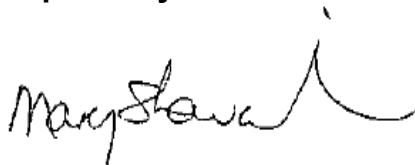
Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1433 between the Orange County Transportation Authority and the City of Santa Ana for the use of public right-of-way for the construction, operations, and maintenance of the OC Streetcar project.

Attachment

None.

Prepared by:



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Approved by:



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Meena Katakia
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January 12, 2017

To: Transit Committee
From: Darrell Johnson, Chief Executive Officer
Subject: OC Bus 360 Update and Next Steps

Overview

The Orange County Transportation Authority is implementing a comprehensive effort to reposition the bus system in response to changing market conditions. The overall strategy to improve transit service by examining it from many angles is an initiative named OC Bus 360. The goals are to reverse ridership declines, and increase ridership by reducing passenger travel times, improving travel speeds, and designing services to benefit existing customers and attract new customers. A status report on major OC Bus 360 elements is presented along with next steps.

Recommendation

Receive and file as an information item.

Background

To address continuing bus ridership declines, in 2015, the Board of Directors (Board) endorsed a comprehensive action plan, known as OC Bus 360. Specific actions to reverse ridership declines, and grow bus ridership were implemented over a year-long period. This effort included a comprehensive review of current and former rider perceptions, a peer review panel that reviewed the Orange County Transportation Authority's (OCTA) performance and plans, new branding and marketing tactics tied to rider needs, upgraded bus routes and services to better match demand and capacity, technology changes to improve the passenger experience, and pricing and other revenue changes to stimulate ridership and provide new funding. Extensive work was invested by OCTA divisions to implement the plan.

This work included:

- implementation of new bus routes that offered customers up to a 30 percent travel time improvement;
- redeployment of approximately 160,000 revenue vehicle hours to high-demand transit corridors in June and October 2016, one of the largest changes to bus service in OCTA's history;
- a 20 percent promotional discount on the one-day pass, which is used for approximately 36 percent of fixed-route boardings, and OCTA's first fare decrease of this magnitude;
- an award of 17 Measure M2 transit grants to local agencies, the largest number and amount of transit grant awards to local agencies;
- rollout of a systemwide mobile ticketing system, allowing passengers to directly purchase full fare media via smartphone in addition to in-store purchases;
- rollout of a new, real-time bus arrival smartphone app that has over 1.3 million uses by passengers, allowing customers to better plan trips and reduce wait times at bus stops;
- securing over \$7 million in grant funds for Bravo! buses, mobile ticketing equipment, and the day pass discount to reduce the need for local funds and partially offsetting revenue declines from ridership changes;
- distribution of 165,000 direct mailings and the implementation of 59 street team events, online marketing (display ads, social media, email), 100 outdoor and bus advertisements, and seven public meetings (service and fare-related), one of OCTA's most extensive outreach efforts related to bus service changes;
- Continue transition to contracted fixed-route operations per previous plans.

While marketing and promotional efforts will continue, the OC Bus 360 action plan is nearly complete, and several follow-up efforts will flow into 2017 (Attachment A).

Discussion

Most of the OC Bus 360 actions focused on improving travel time for passengers, implementing new rider-focused technologies, and promoting all these efforts. For example, new services, such as Bravo! and "Xpress" routes, offered better travel times on the bus, and more frequent service on other corridors decreased time waiting for a bus. The new real-time bus arrival information available to customers through mobile apps and texting also reduced wait time uncertainty for customers. The mobile ticketing application also decreased customer time used for buying passes at retail outlets, and the day pass discount helped incentivize more rides.

While it will take at least six months to evaluate longer-term benefits, early results indicate that these strategies have had a positive influence on ridership. Average weekday ridership for those routes that were improved is better than those routes that were not changed in June and October 2016, as summarized in the table below (Attachment B).

Route Type	November 2015 Average Weekday Boardings	November 2016 Average Weekday Boardings	Daily Change
Improved Service in June	22,257	22,343	86
Improved Service in October	10,836	10,666	(171)
Reduced Service in June	2,531	1,147	(1,384)
Reduced Service in October	10,839	8,118	(2,721)
No Change	95,376	88,456	(6,920)
Total	141,839	130,729	(11,110)

Unfortunately, ridership continued to decrease in fiscal year (FY) 2015-16, before the June and October service changes, and FY 2015-16 ended with ridership approximately eight percent below that of FY 2014-15, further reducing fare revenues and compounding OCTA's financial issues, as detailed in other reports. The recent, continued ridership drop appears to largely be the result of external factors that are also impacting other transit agencies in Southern California. External factors impacting bus ridership will vary by county and area, but may include employment changes from the great recession, high housing costs relative to household incomes, and the growth of competing travel modes. For example, between 2009 and 2015, Orange County's population increased by 4.7 percent, but driver licenses and car registrations were up by 9.9 percent and 16.9 percent, respectively, for the same period. Further, the cost of living in Orange County continues to be a challenge, given housing affordability. In 2015, an hourly wage of \$25.50/hour (\$53,040 annually) was needed to afford an average one-bedroom apartment in Orange County, which is well beyond the average hourly pay for most bus customers (Attachment C).

Keeping pace with these external factors presents new challenges to the bus system, and OCTA should be at the forefront in meeting these challenges. As a result, new options should be pursued for consideration for OC Bus 360. These new options will be further developed in the coming months, and may include more changes to the bus system, a few of which are outlined below.

- continue implementation of 15-minute peak period frequencies on high-demand corridors to retain and grow ridership;

- for routes that operate more frequently than 15 minutes, evaluate minor frequency changes (e.g., move from 12 to 15 minutes) to decrease capital requirements and shift resources to corridors that could benefit from additional frequency;
- implement more weekend service in high-demand areas to grow ridership and in response to changing employment patterns;
- replace lower-productivity StationLink service with private, shared-mobility services (e.g., transportation network companies and taxis) to reduce capital requirements;
- work with private, shared-mobility companies to replace traditional bus service in lower-demand areas of Orange County;
- evaluate opportunities to increase revenues (e.g., lease properties, etc.).

The service concepts listed above (and others) will be included in the countywide “OC Transit Vision” Transit Master Plan that is currently under development. The plan vision is to implement policies, programs, and investments resulting in a high-quality transit system that makes it easier and more desirable for people to use transit. A key, first deliverable is a “State of Transit” report for Orange County. This deliverable will complete the phrase “transit works best where...”, and provide a list of key factors that lead to a successful transit system now and in the future. The report will also describe the current and future conditions of transit in Orange County, identifying both positive elements, as well as areas of concern, and highlighting opportunities to improve transit quality and accessibility. The report is scheduled for Board review in early 2017 and will provide a foundation for the strategies that will be recommended in the OC Transit Vision. Finally, OCTA is retaining consultant assistance to evaluate other revenue-generating and cost reduction concepts that can help address revenue shortfalls in the future. This effort is planned for Board review by summer 2017.

Summary

OCTA implemented a comprehensive program through OC Bus 360 to retain and grow ridership. Early results are positive, and new strategies should be developed to address continuing ridership declines. The State of Transit Report will be provided in early 2017 and will serve as a starting point for a new Orange County transit vision.

Attachments

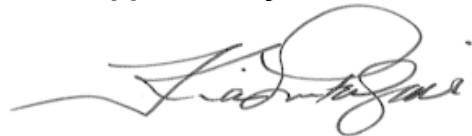
- A. 2017 OC Bus 360 Ridership Marketing Initiatives
- B. Before and After Weekday Ridership Comparison by Route
- C. External Factors Influencing Bus Ridership

Prepared by:



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Approved by:



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2017 OC Bus 360 Ridership Marketing Initiatives

- Focus on attracting commuters to the system by marketing more heavily to business located on high-frequency and newly improved bus routes.
- Clearly identify destinations served by our high-frequency and newly improved bus routes in digital, informational, and promotional materials.
- Greatly enhance our digital engagement with key target markets through ongoing (organic and paid) social media that continually promotes OC Bus services and programs.
- Implement an ongoing e-marketing program to target new and existing riders to communicate new and existing products and services and keep our growing OC Bus database informed about the latest news and events.
- Strengthen online transactional capabilities by providing visitors to OCTA.net and OC Bus.com with critical and seamless rider information (such as trip-planning) at key engagement points (home and landing pages).
- Outreach directly to colleges and universities in Orange County to promote all service that is available to students and faculty.
- Target diverse audiences through direct marketing and direct (street team) outreach and event participation.
- Outreach directly to diverse (Asian and Hispanic) communities to educate customers about improved OC Bus service.
- Continue to promote the discounted day pass to build ridership and cross-sell services to customers.
- Continue to promote the mobile ticketing system that allows passengers to directly purchase all fare media via smartphone, in addition to in-store purchases.
- Continue to push the real-time bus arrival smartphone app to help customers to better plan trips and reduce wait times at bus stops.

Before and After Weekday Ridership Comparison by Route

Route	Type	November 2015	November 2016	
1-Long Beach - San Clemente	No Change	1,989	1,927	
20-La Habra - Brea	Reduced Service in October	160	0	
21-Buena Park - Huntington Beach	No Change	332	290	
24-Buena Park - Mall of Orange	No Change	723	614	
25-Fullerton - Huntington Beach	No Change	1,649	1,549	
26-Buena Park - Yorba Linda	Improved Service in October	1,758	1,458	↓
29-La Habra - Huntington Beach	No Change	6,411	6,099	
30-Cerritos - Anaheim	Improved Service in June	2,022	2,146	↑
33-Fullerton - Huntington Beach	No Change	1,680	1,469	
35-Fullerton - Huntington Beach	Improved Service in June	2,509	2,821	↑
37-La Habra - Fountain Valley	Improved Service in October	3,349	3,336	↓
38-Lakewood - Anaheim Hills	No Change	4,643	4,211	
42-Orange - Seal Beach	No Change	6,057	5,553	
43-Fullerton - Costa Mesa	No Change	7,455	6,743	
46-Long Beach - Orange	No Change	2,562	2,297	
47-Fullerton - Newport Beach	Reduced Service in October	7,827	7,267	
50-Long Beach - Orange	Improved Service in June	3,788	3,898	↑
51-Santa Ana - Costa Mesa	Reduced Service in June*	762	0	
53-Orange - Irvine	No Change	7,126	6,952	
54-Garden Grove - Orange	Improved Service in June	4,138	4,233	↑
55-Santa Ana - Newport Beach	No Change	4,470	4,234	
56-Garden Grove - Orange	No Change	1,543	1,465	
57-Brea - Newport Beach	No Change	11,594	10,807	
59-Anaheim - Irvine	No Change	2,155	2,039	
60-Long Beach - Tustin	Improved Service in June*	9,800	5,963	↓
64-Huntington Beach - Tustin	No Change	7,706	6,963	
66-Huntington Beach - Irvine	No Change	7,098	6,715	
70-Sunset Beach - Tustin	No Change	3,585	3,298	
71-Yorba Linda - Newport Beach	Improved Service in October	2,140	2,160	↑
72-Sunset Beach - Tustin	Improved Service in October	1,189	1,346	↑
76-Huntington Beach - Newport Beach	Reduced Service in June	752	398	
79-Tustin - Newport Beach	Improved Service in October	1,460	1,410	↓
82-Mission Viejo - Rancho Santa Margarita	Reduced Service in October	675	416	
83-Anaheim - Laguna Hills	No Change	2,393	2,230	
85-Mission Viejo - Dana Point	Reduced Service in October	697	435	
86-Costa Mesa - Mission Viejo	No Change	671	637	
87-Rancho Santa Margarita - Laguna Niguel	No Change	390	379	
89-Lake Forest - Laguna Beach	No Change	1,214	1,190	
90-Tustin - Dana Point	No Change	1,089	1,114	
91-Mission Viejo - Laguna Hills	No Change	1,483	1,440	
129-La Habra - Anaheim	No Change	793	738	
143-La Habra - Brea	No Change	770	662	
145-Santa Ana	Reduced Service in June*	480	0	
150-Santa Ana to Costa Mesa	Reduced Service in June*	0	749	
153-Brea - Orange	No Change	634	452	

Before and After Weekday Ridership Comparison by Route

Route	Type	November 2015	November 2016	
167-Anaheim - Irvine	Improved Service in October	724	747	↑
172-Huntington Beach - Santa Ana	Reduced Service in June	218	0	
173-Costa Mesa	Reduced Service in June	319	0	
175-Irvine	Reduced Service in October	395	0	
177-Foothill Ranch - Laguna Hills	No Change	349	325	
178-Huntington Beach - Irvine	No Change	603	538	
187-Laguna Hills - Dana Point	Reduced Service in October	200	0	
188-Laguna Hills - Irvine	Reduced Service in October	185	0	
191-Mission Viejo - San Clemente	Reduced Service in October	537	0	
193-Contracted Community	Reduced Service in October	97	0	
206-Santa Ana - Lake Forest	Improved Service in October	87	89	↑
211-Irvine - Seal Beach	Improved Service in October	129	119	↓
212-Irvine - San Juan Capistrano	No Change	54	44	
213-Brea - Fullerton - Placentia - Irvine	No Change	169	144	
216-Costa Mesa - San Juan Capistrano	No Change	19	12	
410-Anaheim Canyon Metrolink Station	No Change	26	0	
411-Anaheim Canyon Metrolink Station	No Change	22	21	
430-Anaheim Amtrak Station - Anaheim	No Change	37	19	
453-Orange Metrolink Station - Orange	No Change	156	153	
454-Orange Metrolink Station - The Block	No Change	206	180	
462-Santa Ana Depot - Civic Center	No Change	145	192	
463-Santa Ana Depot to Imperial Promenade	No Change	97	87	
464-Santa Ana Depot - Costa Mesa	No Change	92	0	
472-Tustin Metrolink Station to Irvine	No Change	134	121	
473-Tustin Metrolink Station to UCI	No Change	215	206	
480-Irvine Metrolink Station - Irvine Spectrum	No Change	75	84	
490-Laguna Niguel Train Station	No Change	29	32	
543-Fullerton - Costa Mesa - Bravo	No Change	4,336	3,886	
560-Santa Ana to Long Beach	Improved Service in June*	0	3,281	↑
701-Los Angeles - Huntington Beach Express	No Change	84	93	
721-Los Angeles - Fullerton Express	No Change	144	118	
757-Pomona - Santa Ana Express	Reduced Service in October	35	0	
758-Chino - Irvine Spectrum Express	Reduced Service in October	33	0	
794-Riverside / Corona to South Coast Metro Express	No Change	168	135	
Total		141,839	130,729	

* The combined changes for Routes 60 and 560 were a net service improvement

** The combined changes for Routes 51, 145, and 150 were a net service reduction

Route Type	November 2015 Average Weekday Boardings	November 2016 Average Weekday Boardings	Daily Change
Improved Service in June	22,257	22,343	86
Improved Service in October	10,836	10,666	(171)
Reduced Service in June	2,531	1,147	(1,384)
Reduced Service in October	10,839	8,118	(2,721)
No Change	95,376	88,456	(6,920)
Total	141,839	130,729	(11,110)

External Factors Influencing Bus Ridership

NATIONAL, STATE, AND REGIONAL TRANSIT OPERATOR RIDERSHIP TRENDS

All Modes: United States and Canada	Change January - June 2015 versus 2016
Heavy Rail	↑ 0.31 percent
Light Rail	↑ 3.66 percent
Commuter Rail	↑ 2.29 percent
Trolleybus	↓ -2.82 percent
Bus: Population Total	↓ -3.10 percent
Bus: Population 2,000,000+	↓ -2.79 percent
Bus: Population 500,000 to 1,999,999	↓ -3.74 percent
Bus: Population 100,000 to 499,999	↓ -5.07 percent
Bus: Population Below 100,000	↓ -0.83 percent
Demand Response	↑ 1.99 percent
Other	↑ 1.89 percent
United States Total	↓ -1.06 percent
Canada Total	↓ -0.19 percent

Bus: California Large Agencies	Change January - June 2015 versus 2016
Long Beach Transit	↓ -6.05 percent
Los Angeles County Metropolitan Transportation Authority (LA Metro)	↓ -7.82 percent
Alameda-Contra Costa Transit District	↓ -4.02 percent
Orange County Transportation Authority	↓ -9.71 percent
San Diego Metropolitan Transit System (MTS)	↓ -5.86 percent
San Francisco Muni	↑ 6.88 percent
Santa Clara Valley Transportation Authority	↓ -6.35 percent
Santa Monica Big Blue Bus	↓ -13.73 percent

Bus: Other Local Connecting Agencies	Change January - June 2015 versus 2016
Anaheim Resort Transit	↑ 3.17 percent
City of Irvine (iShuttle)	↑ 4.75 percent
Norwalk Transit	↓ -11.45 percent
North County Transit District (NCTD)	↓ -6.63 percent
Riverside Transit	↓ -7.32 percent
Omnitrans (San Bernardino)	↓ -11.13 percent
Foothill Transit (San Gabriel Valley)	↓ -8.17 percent

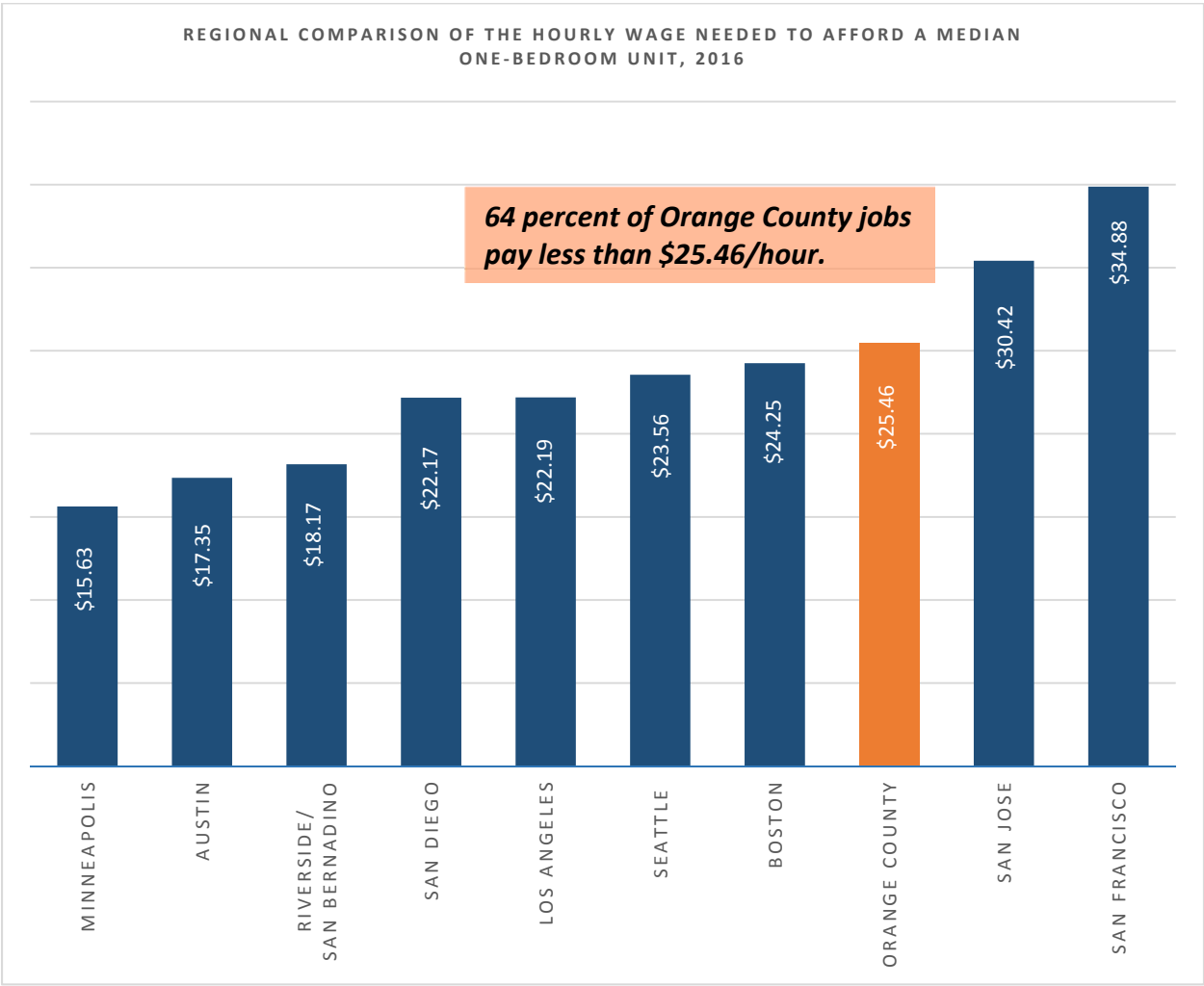
Commuter Rail: Southern California	Change January - June 2015 versus 2016
Metrolink	↓ -3.38 percent
North County Transit District Coaster	↓ -5.68 percent

Light/Heavy Rail: Southern California	Change January - June 2015 versus 2016
LA Metro Heavy Rail	↓ -2.11 percent
LA Metro Light Rail	↑ 5.19 percent
NCTD Light Rail	↓ -4.54 percent
San Diego MTS Light Rail	↓ -5.76 percent

Source: American Public Transportation Association Ridership Report: Second Quarter 2016
(<http://www.apta.com/resources/statistics/Pages/ridershipreport.aspx>)

External Factors Influencing Bus Ridership

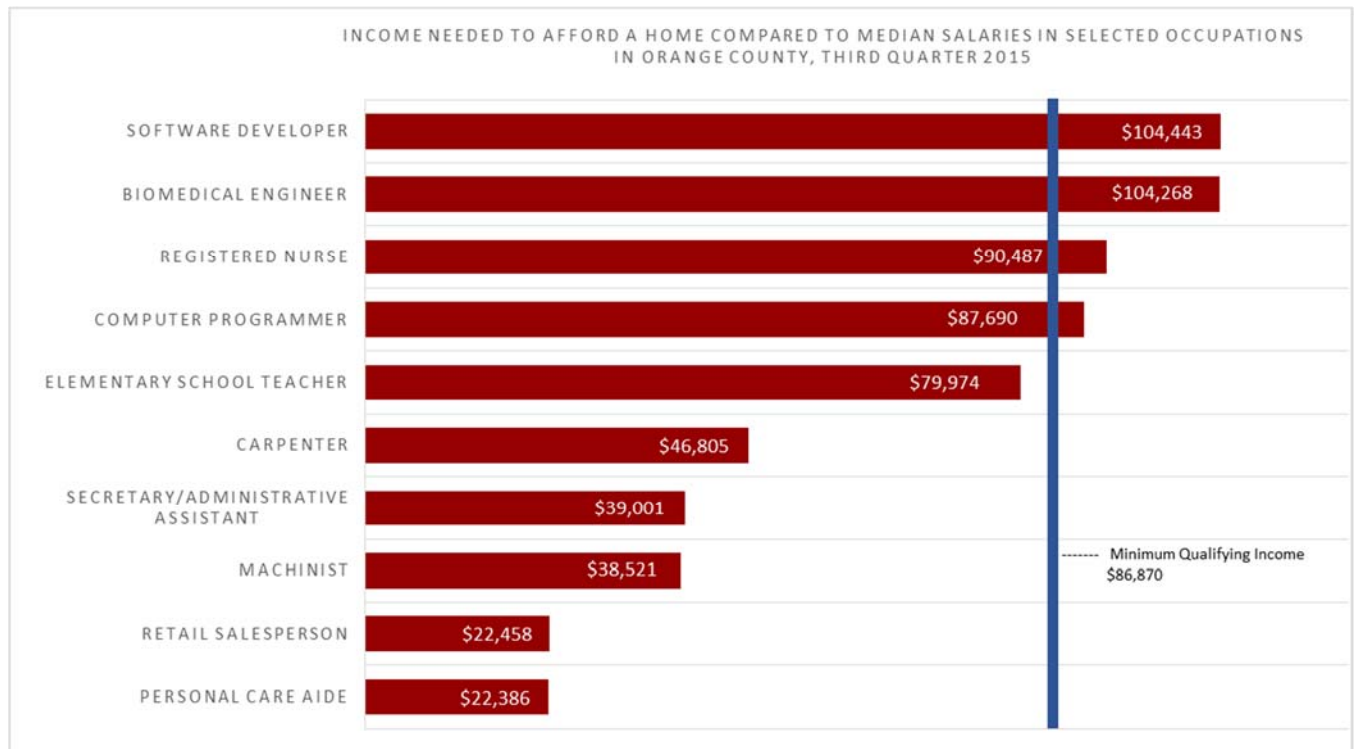
RENTAL AFFORDABILITY



Source: 2016 Orange County Community Indicators Report
(<http://ocgov.com/about/infooc/facts/indicators>)

External Factors Influencing Bus Ridership

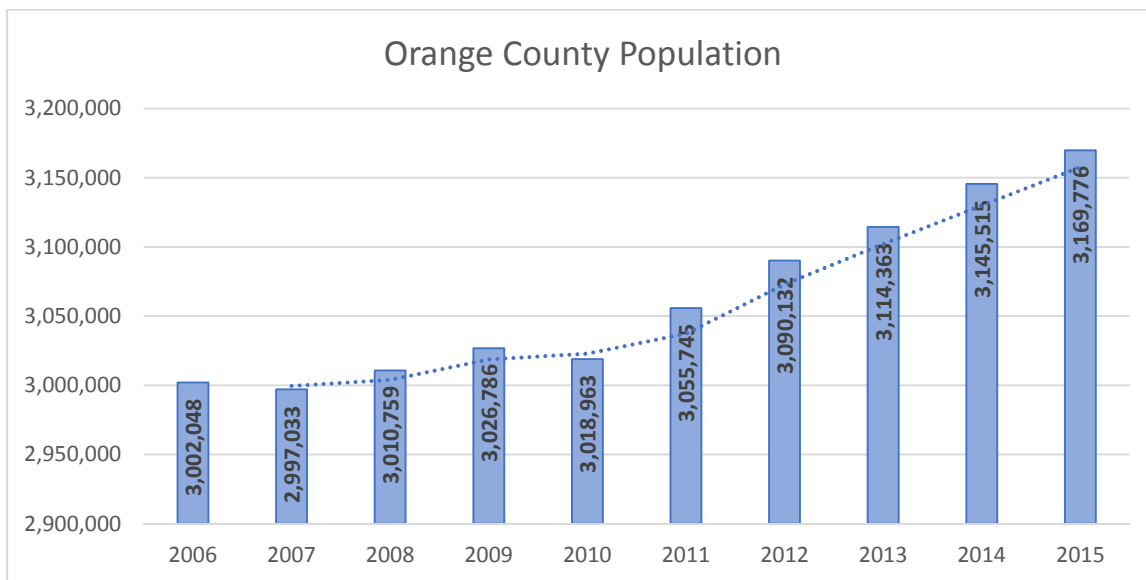
HOME OWNERSHIP AFFORDABILITY



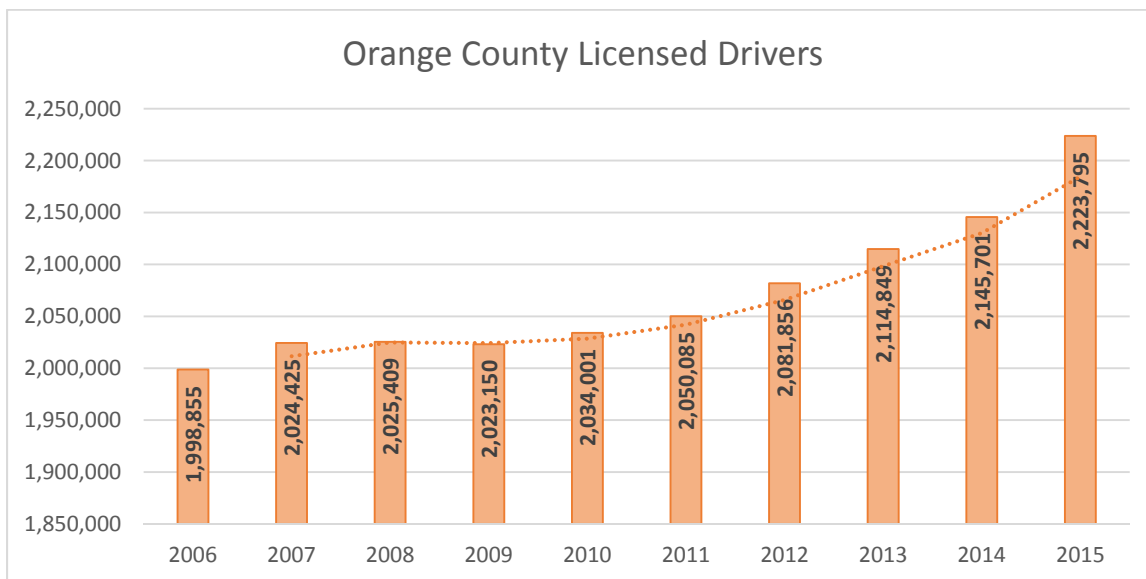
Source: 2016 Orange County Community Indicators Report
(<http://ocgov.com/about/infooc/facts/indicators>)

External Factors Influencing Bus Ridership

TRENDS IN ORANGE COUNTY POPULATION AND AUTO OWNERSHIP

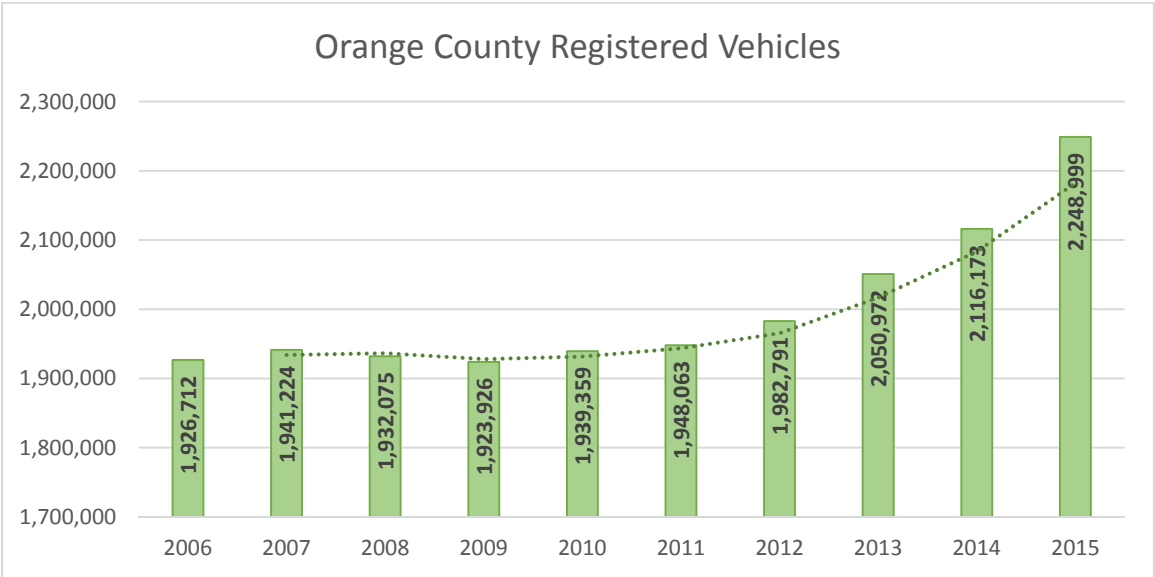


Source: Census American Community Survey 1-Year Estimates
(<http://www.census.gov/programs-surveys/acs/>)

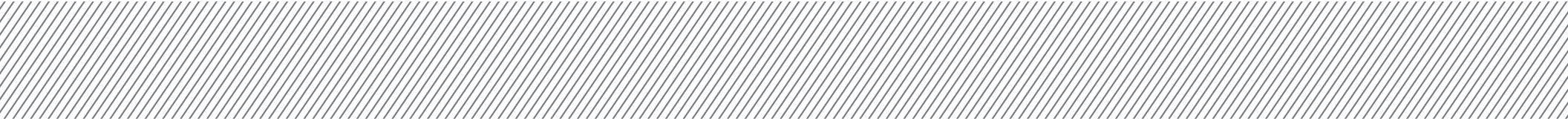


Source: California Department of Motor Vehicles (DMV) Driver Licenses Outstanding By County (https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics)

External Factors Influencing Bus Ridership



Source: California DMV Estimated Fee Paid Vehicle Registrations by County
(https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics)



OC Bus 360 Update and Next Steps

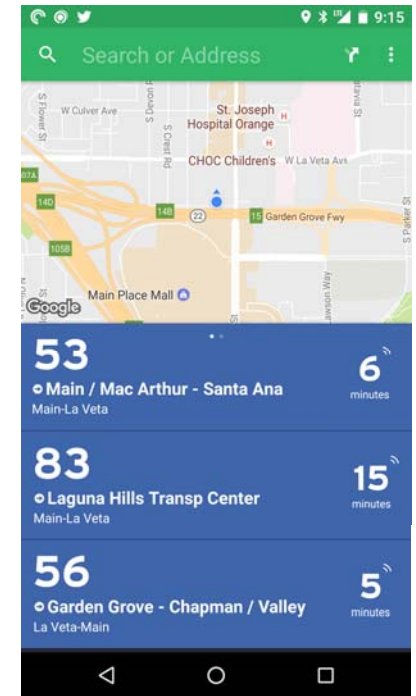
Background and Framework

- Major declines in ridership in recent years
- Declines started before service cuts and fare increases (and these had subsequent impacts)
- Many external factors also impacting ridership
- Riders desire more frequent and faster service to save time



Efforts to Date

- Shifted 160,000 revenue vehicle hours to improve frequencies on high-demand corridors
- Implemented new bus routes that offer up to a 30 percent travel time improvement
- Discounted day pass by 20 percent (35 percent of riders)
- Rolled out systemwide mobile ticketing
- Implemented real-time bus arrival app
- Awarded 17 Measure M transit grants to local agencies
- Secured over \$7 million in grants for buses, mobile ticketing, and fare discount
- And more: 165,000 direct mailings, 59 street team events, online marketing (display ads, social media, email), 100 outdoor and bus advertisements, and seven public meetings



The Transit App displays real-time bus arrivals

Trends

- Past correlations no longer predictive of future conditions
- Growth in competing modes impacting ridership
- Costs of housing also a key factor
- Ridership decreases now a national and regional issue

2009 to 2015

- ↑ Population: Up 4.7 percent
- ↑ Driver Licenses: Up 9.9 percent
- ↑ Car Registrations: Up 16.9 percent

2015

- ↑ \$25.50/hour to afford a one-bedroom apartment
- ↑ \$87,000/year to qualify for a median-priced home

Average Weekday Results (November to November)

Route Type	November 2015 Average Weekday Boardings	November 2016 Average Weekday Boardings	Daily Change
Improved Service in June	22,257	22,343	86
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No Change	95,376	88,456	(6,920)
Total	141,839	130,729	(11,110)

Next Steps

- Implement Route 53X in February 2017
- Return with a State of Transit Report in March 2017
- Return with specific recommendations for October 2017
 - Continue implementation of 15-minute peak period frequencies on high-demand corridors to retain and grow ridership
 - For routes that operate more frequently than 15 minutes, evaluate minor frequency changes to reduce or redeploy capital
 - Implement more weekend service in high-demand areas to grow ridership
 - Replace lower-productivity service with private, shared-mobility services to reduce capital requirements
 - Evaluate opportunities to generate revenues from OCTA assets and develop cost reduction strategies (summer 2017)

Fixed-Route Boardings & Revenue Hours

