



AGENDA

REVISED Transit Committee Meeting

Committee Members

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

Orange County Transportation Authority
Headquarters
550 South Main Street, Board Room –
Conf. Room 07
Orange, California
Thursday, April 13, 2017 at 9:00 a.m.

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.

Call to Order

Pledge of Allegiance

Director Do

1. Public Comments

Special Calendar

There are no Special Calendar matters.

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 March 9, 2017.

3. Approval of Minutes – Special Meeting

Approval of the Minutes of the Special Transit Committee meeting of March 23, 2017.

4. Grant Award for the 2017 and 2018 Orange County Fair Express Service
Ric Teano/Lance M. Larson

Overview

On April 20, 2017, the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management District is expected to award the Orange County Transportation Authority \$834,222 in grant funds to support the direct operating costs of the Orange County Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the award and execute grant-related agreements.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Orange County Fair Express Service.

5. Authority to Acquire Former Pacific Electric Railroad Right-of-Way in the City of Garden Grove to Preserve and Protect for Future Transit Use

Joe Gallardo/James G. Beil

Overview

The Orange County Transit District has an opportunity to purchase non-operating railroad right-of-way located in the City of Garden Grove. The approximately 2,300 linear feet of non-operating railroad right-of-way is 5.2 acres of vacant land that lies between Brookhurst Street and Chapman Avenue, owned by the City of Garden Grove. The acquisition would preserve and protect the right-of-way for future transit use.



5. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute necessary agreements to acquire 5.2 acres of former Pacific Electric railroad right-of-way located in the City of Garden Grove, in the amount of \$1,500,000, exclusive of title and escrow fees.

6. Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar

Mary Shavalier/James G. Beil

Overview

A cooperative agreement was executed in 1994 with the City of Santa Ana for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center commuter/intercity rail station. An amended and restated cooperative agreement is necessary to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original agreement was executed, and to include provisions for the incorporation of the OC Streetcar.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.

7. Award of Agreement for Engine Installation Kits

Cliff Thorne/Beth McCormick

Overview

The Orange County Transportation Authority currently operates 97 New Flyer compressed natural gas-powered buses which are eligible for a midlife bus engine overhaul. The award of an agreement for the engines has already been approved by the Board of Directors. The replacement engine requires additional components for the new configuration and installation. Staff is requesting approval to execute an agreement for this purchase.



7. (Continued)

Recommendations

- A. Approve the selection of Complete Coach Works as the firm to provide the engine installation kits.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$3,091,616, for engine installation kits.

Regular Calendar

8. June 2017 Bus Service Change Program

Johnny Dunning Jr./Beth McCormick

Overview

The Orange County Transportation Authority implements schedule and route revisions to selected bus routes three times a year. The June 2017 Bus Service Change Program is the second program of service revisions planned for calendar year 2017.

Recommendation

Receive and file as an information item.

Discussion Items

9. Chief Executive Officer's Report

10. Committee Members' Reports

11. Closed Session

There are no Closed Session items scheduled.

12. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, April 27, 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

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

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 March 9, 2017 regular meeting of the Transit Committee was called to order by Committee Chairman Shaw at 9:05 a.m.

Pledge of Allegiance

Director Do led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Statewide and Regional Transit Ridership Trends

Kurt Brotcke, Director of Strategic Planning, made opening comments and reported that Director Tait asked if staff could schedule a research professor from the University of California Los Angeles (UCLA) to speak on this topic. Mr. Brotcke introduced Juan Matute, Associate Director for Research and Administration at UCLA, to make a presentation on the statewide and regional transit ridership trends to the Transit Committee.



2. (Continued)

Mr. Matute gave a PowerPoint presentation and answered questions on the following:

- Southern California Association of Governments' (SCAG) Public Transit Patronage Trends,
- Two Major UCLA Institute for Transportation Studies Research Projects,
- Transit boardings eroding in SCAG region from 2013 through 2016,
- Indexed boardings for four largest operators in Southern California from 2000 through 2015,
- Urban Integrated National Transit Database – Florida Transit Information System,
- Orange County Transportation Authority ridership versus peers from 2002 through 2016 (i.e., King County, Broward County, PACE – Suburban Bus Division, Alameda-Contra Costa, Riverside, Westchester County, Suburban Mobility San Mateo County, Omni Trans, and City of Phoenix), and
- OCTA ridership versus peers 2005 baseline from 2005 through 2016.

Mr. Matute presented potential explanations for falling transit ridership that included:

- Declining immigration,
- Economic recovery (less poverty),
- Suburbanization of poverty,
- Gentrification/displacement,
- Falling gas prices,
- Investments in auto travel,
- Structural changes in used car finance,
- Transit service disruptions, increasing transit fares,
- Transit services, and
- New high-cost transit investments.

Director Tait requested staff to provide additional information on research related to transit fare increases or decreases, and impacts to transit ridership.



Consent Calendar (Items 3 through 8)

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.

3. Approval of Minutes

A motion was made by Committee Vice Chairman Murray, seconded by Director Winterbottom, and declared passed by those present, to approve minutes of the February 9, 2017 meeting.

4. Grant Award for the 2017 and 2018 Angels Express Service

Director Winterbottom pulled this item to thank staff for their efforts in writing and obtaining the Mobile Source Air Pollution Reduction grant award.

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

- A. Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Angels Express service.
- B. Authorize the Chief Executive Officer or designee to execute agreements with the Southern California Regional Rail Authority to provide special rail service for the Angels Express.

5. Sole Source Agreement for Warranty and Non-Warranty Cummins Engine Services

A motion was made by Committee Vice Chairman Murray, seconded by Director Winterbottom, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-6-1605 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$750,000, for warranty and non-warranty engine services, effective May 1, 2017 through April 30, 2022.



MINUTES

Transit Committee Meeting

6. Sole Source Agreement for the Construction of a Liquid Hydrogen Fuel Station at the Santa Ana Bus Base

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

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-7-1577 between the Orange County Transportation Authority and Linde LLC, in the amount of \$4,777,732, for the construction of a liquid hydrogen fuel station at the Santa Ana Bus Base.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2016-17 Adopted Budget, in the amount of \$4,777,732, to accommodate the construction of a liquid hydrogen fuel station at the Santa Ana Bus Base.

7. Agreement for Pacific Electric Right-of-Way Weed Abatement and Debris Removal Services

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

- A. Find RPW Services, Inc., the apparent low bidder, as non-responsive for failure to execute the bid form.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1504 between the Orange County Transportation Authority and Pest Options, Inc., the lowest responsive, responsible bidder, in the amount of \$215,830.80, for a five-year term, for the Pacific Electric right-of-way weed abatement and debris removal services.



MINUTES

Transit Committee Meeting

8. Consultant Selection for Quality Assurance Management Support for the OC Streetcar Project

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

- A. Approve the selection of Kal Krishnan Consulting Services, Inc., as the firm to provide quality assurance management services for the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1537 between the Orange County Transportation Authority and Kal Krishnan Consulting Services, Inc., in the amount of \$429,403, to provide quality assurance management support for the OC Streetcar project, from contract execution through December 31, 2020.

Director Tait voted in opposition for this item.

Regular Calendar

9. Transit Master Plan - State of OC Transit

Gary Hewitt, Project Manager of Transit Planning, made opening comments and introduced Steve Boland, Senior Associate for Nelson Nygaard.

Mr. Boland gave a PowerPoint presentation and answered questions on the State of the OC Transit Summary Report including the following:

- The need for the OC Transit Vision,
- Summarizing OCTA's current service,
- The history of transit in Orange County,
- Local and national trends in transit ridership,
- Introduction of transit modes important for the transit vision,
- Boardings and opportunities for growth, and
- Key themes and goals.

A motion was made by Director Do, seconded by Director Pulido, and declared passed by those present, to direct staff to return to the Board of Directors in May 2017, with the draft Transit Master Plan Investment Framework.



Discussion Items

10. Orange County Transportation Authority Paratransit Services Overview

Darrell Johnson, Chief Executive Officer (CEO), provided opening comments and reported that OCTA will conduct a Board workshop on Monday, April 10th to address OCTA's paratransit services. Mr. Johnson introduced Beth McCormick, General Manager of Transit, who provided an overview of the topics that will be covered at the workshop that included the following:

- Background,
- OCTA Paratransit,
- Americans with Disabilities Act (ADA),
- ACCESS: ADA Service Characteristics, ACCESS Plus, Service Delivery Model, Rider Profile, and Fleet Mix,
- Same Day Taxi,
- Special Agency Service,
- Comparison of Services, and
- Challenges.

11. Chief Executive Officer's Report

CEO, Mr. Johnson, reported on the following:

- Introduced Johnny Dunning and announced that Mr. Dunning is OCTA's new Manager of Service Planning and Customer Advocacy.
- Andy Oftelie, Executive Director of Finance and Administration; Kirk Avila, Treasurer and General Manager of Treasury and Toll Roads; and he met with the rating agencies in New York and presented information about the Interstate 405 Improvement Project Investment Grade Transportation Infrastructure Finance and Innovation Act loan status.
- The Riverside County Transportation Commission is hosting a grand opening event for the 91 Express Lanes in Riverside County on Friday, March 31st at 11:00 a.m. at the North Main Corona Metrolink Station.
- The Taxpayer Oversight Committee will conduct their 26th Annual Measure M Public Hearing on Tuesday, April 11th at 6:00 p.m. at the OCTA Headquarters. The purpose of the public hearing is to consider whether OCTA is proceeding in accordance with the Transportation Investment Plan in Measure M2.



MINUTES

Transit Committee Meeting

12. Committee Members' Reports

Committee Chairman Shaw reported that he and Director Do went “under cover” and boarded buses throughout Central Orange County to get feedback from passengers. Several passengers were students who reported that the buses were clean and on time; however, at one location there were 16 passengers boarding at the same time and using the farebox slowed down the process.

Director Do reported that he had boarded buses in the San Francisco Bay area and noted that the OCTA buses are much cleaner, more prompt, and the coach operators are more courteous. Both Committee Members agreed that having mobile readers on the buses would speed up the process.

Committee Chairman Shaw reported that he read Senator Moorlach’s email regarding the Cap-and-Trade auction where they expected \$600 million in proceeds and yielded \$10 million. CEO, Mr. Johnson, responded that staff has been monitoring this, as well as funding from the low carbon transit program and will provide updates through the state legislative monthly reports.

13. Closed Session

There were no Closed Session items scheduled.

14. Adjournment

The meeting adjourned at 10:30 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, April 13, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

Note: There is a Special Transit Committee meeting scheduled on **Thursday, March 23, 2017 at 10:30 a.m.**

ATTEST

Mary K. Burton
Deputy Clerk of the Board

Tim Shaw
Committee Chairman



MINUTES

Special Transit Committee Meeting

Committee Members Present

*Al Murray, Vice Chairman
Steve Jones
Greg Winterbottom*

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
Cassie Trapesonian, Assistant General Counsel
OCTA Staff and members of the General Public*

Committee Members Absent

*Chairman Tim Shaw
Andrew Do
Miguel Pulido
Tom Tait*

Call to Order

The March 23, 2017 Special meeting of the Transit Committee was called to order by Committee Vice Chairman Murray at 10:36 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 (Item 2)

2. Approval of Minutes

Due to a lack of quorum, no action was taken on this item.

This item will be brought back to the next Transit Committee meeting.



MINUTES

Special Transit Committee Meeting

Regular Calendar

3. Cooperative Agreement with the City of Santa Ana for the Construction Phase of the OC Streetcar Project

Jim Beil, Executive Director of Capital Programs, presented this item and stated that staff is requesting approval to negotiate and execute a Cooperative Agreement between Orange County Transportation Authority (OCTA) and the City of Santa Ana for construction inspection support, design change reviews, and project coordination for the OC Streetcar project.

The consensus of the Committee was to support staff's recommendation, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-6-1516 between the Orange County Transportation Authority and the City of Santa Ana, in the amount of \$1,500,000, for construction inspection support, design change reviews, and project coordination for the OC Streetcar project.

Due to a lack of quorum, no action was taken on this item.

This item will be brought forward to the next Board meeting.

4. Cooperative Agreement with the City of Garden Grove for the Construction Phase of the OC Streetcar Project

Jim Beil, Executive Director of Capital Programs, presented this item and stated that staff is requesting approval to negotiate and execute a Cooperative Agreement between OCTA and the City of Garden Grove for construction inspection support, design change reviews, and project coordination for the OC Streetcar project.

The consensus of the Committee was to support staff's recommendation, to authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1556 between the Orange County Transportation Authority and the City of Garden Grove, in the amount of \$87,504, for construction inspection support, design change reviews, and project coordination for the OC Streetcar project.

Due to a lack of quorum, no action was taken on this item.

This item will be brought forward to the next Board meeting.



MINUTES

Special Transit Committee Meeting

5. OC Streetcar Operations and Maintenance Organization Plan

Jim Beil, Executive Director of Capital Programs, gave an update on the OC Streetcar Operations and Maintenance (O&M) Organization plan and reported that this item is required to move forward with the full-funding grant agreement with the Federal Transit Administration.

Mr. Beil gave a PowerPoint presentation that included the following:

- Organization Options,
- Key Considerations,
- Comparative Evaluation of O&M Options,
- Recommendation of O&M Contractor, and
- Next Steps.

The consensus of the Committee was to support staff's recommendation, to approve the use of an operations and maintenance contractor to provide operations and maintenance services for the OC Streetcar project, and direct staff to return to the Board of Directors for approval to release a request for proposals to procure these services.

Committee Vice Chairman Murray expressed the time-sensitivity for this project, in order to move forward to receive the full-funding grant from the Federal Transit Administration.

Due to a lack of quorum, no action was taken on this item.

This item will be brought forward to the next Board meeting.

Discussion Items

6. Update on the Day Pass Promotion

Sean Murdock, Director of Finance and Administration, provided an update on the day pass promotion and reported that this item was presented to the Finance and Administration (F&A) Committee on March 22, 2017.



MINUTES

Special Transit Committee Meeting

6. (Continued)

Mr. Murdock reported that the Board of Directors approved a six-month promotional reduction in the price of the day pass from \$5.00 to \$4.00 effective October 9, 2016. Staff evaluated the initiative and determined that it did not meet its objective of attracting new riders which also resulted in significant impacts to the fare revenue. For these reasons, staff recommended to the F&A Committee that the promotion be discontinued at the end of the promotional period.

Committee Members supported the F&A Committee's recommendation, to direct staff to end the promotional reduction in the price of the day pass on April 9, 2017, and to return with options to utilize for the remaining Low Carbon Transit Operations Program funds.

7. Chief Executive Officer's Report

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

- The extension of the 91 Express Lanes opened earlier this week. The Riverside County Transportation Commission will be hosting a grand-opening ceremony on Friday, March 31st, at 11:00 a.m., at the North Main Corona Metrolink Station.
- Through sponsorship by Assembly Members Tom Daly and Todd Gloria, the Joint Legislature and Audit Committee will conduct a hearing on a request to seek an audit of the distribution and collection of the Transportation Development Act sales tax.
- OCTA is hosting two Open Houses for the Central Harbor Boulevard Transit Corridor Study. The first one will be at the Garden Grove Community Center on Thursday, March 30th at 5:00 p.m., and the second will be held at the Gordon Hoyt Conference Room at the Anaheim City Hall West Tower on Wednesday, April 5th at 5:00 p.m.



MINUTES

Special Transit Committee Meeting

8. Committee Members' Reports

There were no Committee Member's reports.

9. Closed Session

There were no Closed Session items scheduled.

10. Adjournment

The meeting adjourned at 11:12 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, April 13, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Al Murray
Committee Vice Chairman

Mary K. Burton
Deputy Clerk of the Board



April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Grant Award for the 2017 and 2018 Orange County Fair Express Service

Overview

On April 20, 2017, the Mobile Source Air Pollution Reduction Review Committee of the South Coast Air Quality Management District is expected to award the Orange County Transportation Authority \$834,222 in grant funds to support the direct operating costs of the Orange County Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the award and execute grant-related agreements.

Recommendation

Authorize the Chief Executive Officer or designee to accept the grant award and execute grant-related agreements with the Mobile Source Air Pollution Reduction Review Committee to support the Orange County Fair Express Service.

Background

Signed into law in September 1990, AB 2766 (Chapter 1705, Statutes of 1990) authorized a \$4.00 per vehicle surcharge on annual motor vehicle registration fees to fund programs that reduce motor vehicle air pollution. AB 2766 mandated that 30 cents of every dollar collected be deposited into a discretionary account managed by the South Coast Air Quality Management District (SCAQMD). To determine which projects to fund, AB 2766 created the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish criteria, evaluate proposed projects, and make final funding recommendations to the SCAQMD Governing Board.

Periodically, the MSRC makes available grant funds on a competitive basis to reduce automobile trips and promote transit usage as a means of reducing

emissions within the South Coast Air Basin, which spans all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties.

On March 3, 2017, the MSRC announced the two-year Major Event Center Transportation grant program, which made available \$5 million to fund the direct operating costs of transit services that specifically serve major event center venues located within the South Coast Air Basin. The purpose of the grant program is to promote event-specific transit service to mitigate traffic congestion and reduce automobile trips at major events.

Discussion

On April 20, 2017, the MSRC Board is expected to award the Orange County Transportation Authority (OCTA) \$834,222 to support the operating costs of the Orange County (OC) Fair Express for the 2017 and 2018 fair seasons. The service will again serve one of the most popular county fairs in the nation, which attracted well over 1.3 million visitors last year. The OC Fair Express service garnered over 95,000 boardings last year, which is a 20 percent increase over the prior year's service in 2015. Moreover, 63 percent of the riders were first time bus riders, and 98 percent were satisfied or very satisfied with the service.

The proposed OC Fair Express has been designed to offer a convenient and attractive alternative to automobile travel by providing reliable and efficient, non-stop express bus service directly to the OC Fair. This year, the service will be available for the five weekends the OC Fair is in operation, starting on Saturday, July 15, 2017, and continuing through Sunday, August 13, 2017. The service will be offered only on Saturday and Sunday, and not on Fridays as in previous years based on other service priorities and vehicle availability.

The OC Fair Express Service will deploy 25 compressed natural gas buses and provide service to the nine transit facilities listed below. The hydrogen fuel cell electric bus will also be used for the service, which will reduce emissions even further. Depending on the route and time of day, the service will be made available every 20 to 40 minutes for 13 hours per day. The first bus will arrive at 11:00 a.m. at the fairgrounds, and the last bus will depart at midnight from the fairgrounds. A map of the nine routes, along with the headways, is presented in Attachment A.

- Fullerton Park and Ride
- Anaheim Regional Transportation Intermodal Center
- Anaheim Canyon Metrolink Station
- The Village at Orange
- Santa Ana Regional Transportation Center
- Golden West Transportation Center
- Irvine Transportation Center
- Laguna Hills Transportation Center
- Junipero Serra Park & Ride

As in previous years, the service will require a \$2.00 fare with all applicable fare discounts and passes accepted. The service is expected to generate over 70,000 boardings for the upcoming fair season, which is an estimate based on ridership data available from last year's service provided on Saturdays and Sundays.

To maximize ridership, OCTA will again be undertaking a joint messaging campaign in partnership with the OC Fair and Event Center. This cooperative effort will position the OC Fair Express as the "Official Transportation Provider for the OC Fair," and provide riders with a coupon allowing admission to the fair for \$3.00, which is an \$11.00 discount off the \$14.00 admission price. The marketing campaign will target both current OCTA customers, as well as new users. The campaign will include promotions in newspapers, direct mail, radio, websites and other electronic media, on-board and exterior bus advertisements, and other outreach activities supported by both OCTA and the OC Fair and Event Center.

The MSRC Major Event Center Transportation Grant program requires a local match of cash and/or in-kind services that is equal to or greater than the MSRC funding request amount. These express services have been tailored to meet the funding limitations which require at least a 50 percent local match contribution. The local match contribution, estimated at \$530,799 each year, will be provided in the form of OCTA staff time, marketing costs, fare and admission discounts, and farebox revenue as allowed by the grant program. The local match will be included in the fiscal year 2017-18 budget.

Summary

On April 20, 2017, the MSRC of the SCAQMD is expected to award OCTA \$834,222 in grant funds to support the direct operating costs of providing the OC Fair Express Service for the 2017 and 2018 fair seasons. Authorization is requested to accept the grant awards and execute grant funding agreements.

Attachment

A. OC Fair Express Stations Map

Prepared by:

A blue ink signature of Ric Teano, consisting of a stylized 'R' followed by 'Teano'.

Ric Teano
Section Manager, Grants Development
External Affairs
(714) 560-5716

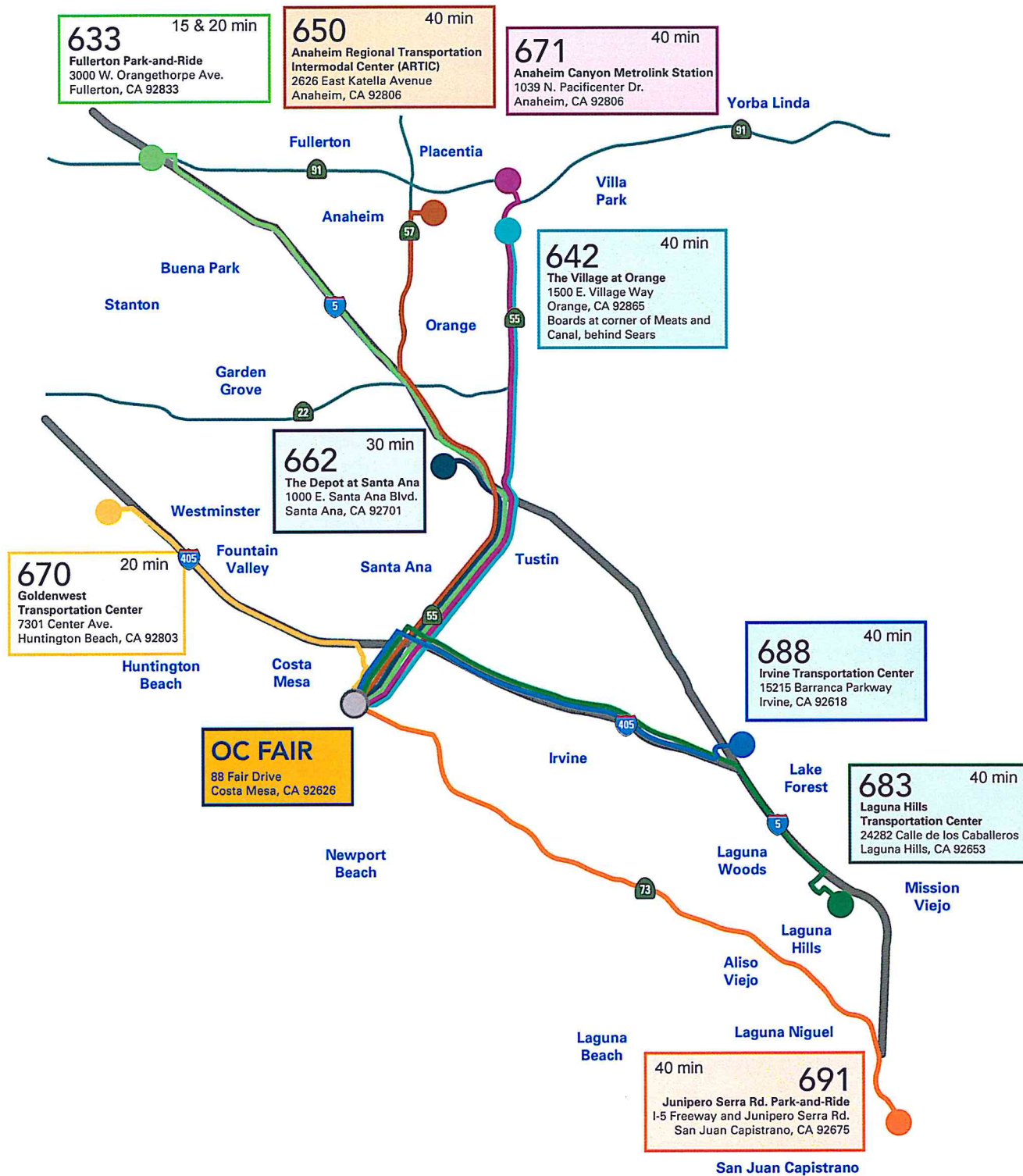
Approved by:

A blue ink signature of Lance M. Larson, written in a cursive style.

Lance M. Larson
Executive Director,
External Affairs
(714) 560-5908




OC Fair Express Stations Map





April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Authority to Acquire Former Pacific Electric Railroad Right-of-Way in the City of Garden Grove to Preserve and Protect for Future Transit Use

Overview

The Orange County Transit District has an opportunity to purchase non-operating railroad right-of-way located in the City of Garden Grove. The approximately 2,300 linear feet of non-operating railroad right-of-way is 5.2 acres of vacant land that lies between Brookhurst Street and Chapman Avenue, owned by the City of Garden Grove. The acquisition would preserve and protect the right-of-way for future transit use.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute necessary agreements to acquire 5.2 acres of former Pacific Electric railroad right-of-way located in the City of Garden Grove, in the amount of \$1,500,000, exclusive of title and escrow fees.

Background

The former Pacific Electric railroad right-of-way (PEROW), collectively owned by the Orange County Transit District (OCTD) and the Orange County Transportation Authority (OCTA), is 11.75 linear miles of right-of-way (ROW), averaging 100 feet in width. It traverses the grid of arterial roads and is located in the cities of Santa Ana, Garden Grove, Stanton, Anaheim, Buena Park, Cypress, and La Palma. The OCTA-owned PEROW runs parallel to Interstate 5, ending at Coyote Creek at the Los Angeles County Line.

In 1983, OCTD acquired an initial seven miles of the PEROW that stretched from Raitt Street in the City of Santa Ana northwest to the City of Stanton for \$15 million. In 1991, OCTA acquired the remaining five miles, extending from the City of Stanton to the Los Angeles County Line for \$13.1 million in

Measure M funds. Both acquisitions were purchased from Southern Pacific Transportation Company.

In November 1996, the Board of Directors (Board) approved OCTD and OCTA to maintain ownership of the PEROW to preserve and protect it for future transit use and adopted the guiding principles to evaluate use of the PEROW (Attachment A). Since 1996, staff has followed these guidelines, which include maintaining and entering into new license agreements to generate revenue for the maintenance of the PEROW and for transit. As of year-end 2016, OCTD and OCTA have entered into 53 licenses that generate over \$605,000 of gross revenue annually. Once expenses are paid for regular maintenance, which include debris removal, weed abatement, landscaping costs, graffiti removal, and pest control, the PEROW generates approximately \$500,000 of net revenue annually.

In August 2014, the Board approved OCTA to serve as the lead agency for the development, implementation, operations, and maintenance of the OC Streetcar Project, which will utilize approximately two miles of the PEROW between Raitt Street in the City of Santa Ana northwest to Harbor Boulevard in the City of Garden Grove.

Discussion

In 1991, the Board agreed to sell portions of the PEROW acquired by OCTD to the Garden Grove Agency for Community Development (GGCD) for parking and to support proposed development. The sales agreement transferred ownership of five parcels located within the approximately 100-foot wide PEROW and two adjacent developable old rail yard parcels located along the PEROW (Attachment B). The five parcels were valued at \$2.7 million, and OCTD reserved permanent easement rights to construct, operate, repair, and maintain transportation improvements either above or below the surface, and restricted that no permanent structures could be built by the GGCD on the surface to allow for future transit projects (Easement Rights). Since the initial GGCD acquisition of the five parcels located within the approximately 100-foot wide PEROW, the GGCD has sold its fee interest in two of the parcels to private entities, with OCTD Easement Rights, leaving the GGCD with ownership of three parcels.

As part of the California 2011 Budget Act, and in order to protect funding for core public services at the local level, the Legislature approved Assembly Bill (AB) X1 26, resulting in the dissolution of the state's 400 plus redevelopment agencies. Therefore, the City of Garden Grove has become the successor agency to the dissolved GGCD and is required to dispose of its three remaining parcels. The parcels, which are located between Brookhurst Street and Chapman Avenue in the City of Garden Grove, equate to approximately

2,300 linear feet (half mile) of non-operating railroad ROW, averaging 100 feet in width, consisting of 5.2 acres (Property) (Attachment C). The disposal of the Property is a requirement under Sections 34181 and 34191.5 of the Dissolution Law (ABX1 26), and under the terms of the Long Range Property Management Plan prepared by the City of Garden Grove and approved by the GGCD Oversight Board, and thereafter approved by the State of California, Department of Finance.

OCTA currently has an opportunity to purchase the Property back from the City of Garden Grove, successor to the GGCD, at fair market value. The Property was appraised by OCTA with a market value of \$1,480,000. Independently, the City of Garden Grove appraised the Property with a market value of \$1,650,000. Based on the two appraisals, OCTA executive management and City of Garden Grove management agreed to recommend a purchase price of \$1,500,000, exclusive of closing fees. The terms and conditions of a purchase and sale agreement are subject to approval by the Garden Grove City Council, the Agency's Oversight Board, and thereafter by the State of California, Department of Finance.

Both OCTA and City of Garden Grove appraisals concluded that OCTD Easement Rights encumbering the Property drastically devalue the Property. If the acquisition is approved and OCTA becomes the owner, by default, the Easement Rights no longer impact the Property. Based on OCTA's appraisal, if the Easement Rights encumbrances are eliminated, the Property's value could increase dramatically to approximately \$9,500,000. OCTA acquisition of the Property could preclude a sale to a third party for other uses that could limit future transit uses on the PEROW. The Property acquisition allows OCTA surface use of the Property, minimizes impacts to adjacent properties and the surrounding communities, and would further preserve and protect the PEROW as a transit corridor. The ability for OCTA to construct transit facilities on the half-mile surface of the Property, as opposed to constructing transit facilities either above or below the surface of the Property, can potentially be cost savings of tens of millions of dollars in future construction costs.

The proposed acquisition is exempt from the California Environmental Quality Act (CEQA) pursuant to: (1) CEQA's Class 1 Exemption (CEQA Guidelines § 15301); and (2) CEQA's "Common Sense" Exemption (CEQA Guidelines § 15061(b)(3)). CEQA's Class 1 Exemption applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private facilities involving negligible or no expansion of a use beyond the use existing at the time of the lead agency's CEQA determination (CEQA Guidelines, § 15301). CEQA's "Common Sense" Exemption applies where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment (CEQA Guidelines § 15061(b) (3)).

**Authority to Acquire Former Pacific Electric Railroad
Right-of-Way in the City of Garden Grove to Preserve and
Protect for Future Transit Use**

Page 4

If the proposed acquisition is approved by the Board, the Garden Grove City Council, the GGCD Oversight Board, and thereafter approved by the State of California, Department of Finance, staff will finalize a purchase and sale agreement and open escrow. It is anticipated this process will take three to four months to complete; therefore, staff anticipates escrow will close in fiscal year 2017-18.

Fiscal Impact

The acquisition of the Property is budgeted in OCTA's Fiscal Year 2017-18 Budget, in the Transit Division's expenditure budget, Account 0030-9021-F30, and will be funded through OCTD Transit funds.

Summary

Staff is seeking the Board of Directors' authorization for the Chief Executive Officer to negotiate and execute necessary agreements to acquire non-operating railroad right-of-way, in the amount of \$1,500,000, utilizing transit funds.

Attachments

- A. Guiding Principles to Evaluate Use of the Pacific Electric Right-of-Way
- B. Pacific Electric Right-of-Way Map
- C. Pacific Electric Right-of-Way (Brookhurst to Chapman) Map

Prepared by:



Joe Gallardo
Manager, Real Property
(714) 560-5546

Approved by:



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

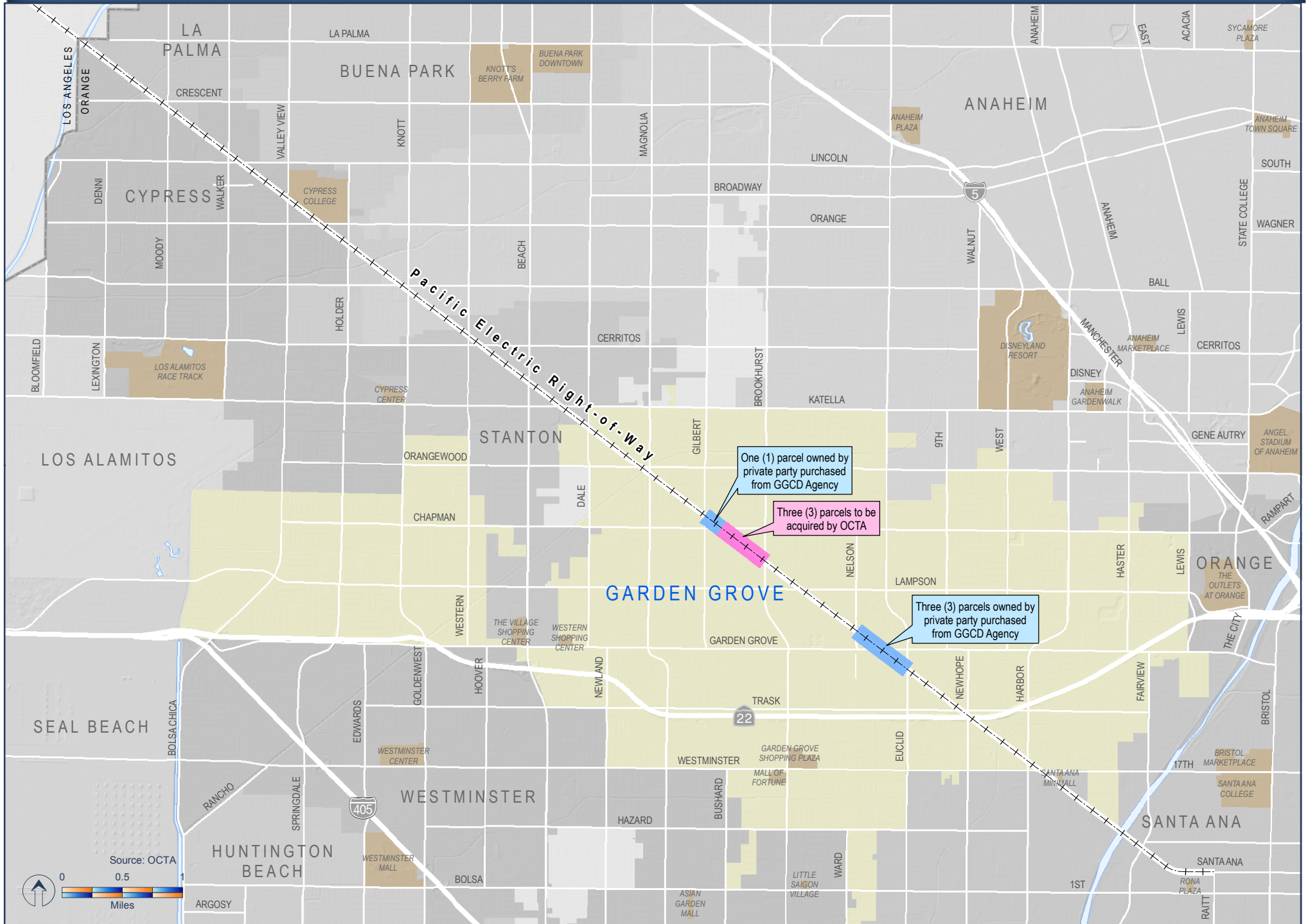
Guiding Principles to Evaluate Use of the Pacific Electric Right-of-Way

When considering alternative uses for the Pacific Electric Right-of-Way (PEROW) corridor, adopt the following principles to guide decision-making:

1. Maintain ownership of the PEROW to preserve the corridor for future transit use.
2. Protect (reserve) a section of the average 100-foot width of the PEROW for future transit use along the complete corridor. The remaining section would be available for other uses. Unreserved widths would vary depending on location.
3. Continue the Orange County Transportation Authority's good neighbor policy. In residential areas, in the section of the average 100-foot width not reserved for transit use, ensure uses are compatible with neighborhoods, and that safety is a top priority.
4. In commercial, industrial, and educational areas, encourage uses which support long-term transit development.
5. Pursue non-intrusive revenue producing opportunities along the corridor such as underground telecommunications, utilities, etc. Use a portion of the net revenues to fund improvements and/or transit services along the corridor.
6. Work with cities to enhance the aesthetics of the PEROW without jeopardizing security. For example, do not obstruct the ability of the police to view the corridor.

Pacific Electric Right-of-Way

ATTACHMENT B







April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amended and Restated Cooperative Agreement with the City of Santa Ana for the Santa Ana Regional Transportation Center and the OC Streetcar

Overview

A cooperative agreement was executed in 1994 with the City of Santa Ana for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center commuter/intercity rail station. An amended and restated cooperative agreement is necessary to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original agreement was executed, and to include provisions for the incorporation of the OC Streetcar.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority and the City of Santa Ana, for the operations and maintenance of the commuter/intercity rail station and the OC Streetcar facilities at the Santa Ana Regional Transportation Center.

Discussion

In 1994, the Orange County Transportation Authority (OCTA) executed Cooperative Agreement No. C-94-859 (Agreement) with the City of Santa Ana (City) for the design, construction, maintenance, and security improvements for the Santa Ana Regional Transportation Center (SARTC) commuter/intercity rail station. Since the cooperative agreement was executed, additional improvements have been made to the SARTC commuter/intercity rail station, including, but not limited to, a parking structure, pedestrian bridge, and an additional station platform.

With the identification of SARTC as the terminus station of the OC Streetcar project (Project), which provides an important connection between Metrolink and Amtrak services and the cities of Santa Ana and Garden Grove, a series of improvements are required to accommodate the Project. These improvements

include tracks, a station platform, ticket vending machines, lighting, and the overhead contact system. The improvements will also include a traction power substation at SARTC that was originally proposed at West Garfield Street and Santa Ana Boulevard.

Given the above modifications that have occurred since the agreement execution, an amended and restated Agreement is appropriate to:

- Restate the provisions for the maintenance and security of the SARTC commuter/intercity rail station as it relates to service, including the improvements made since the execution of the original agreement.
- Set forth additional provisions for the use of SARTC for the design, construction, operations, and maintenance (O&M) of the Project.

Amending and restating the Agreement addresses all O&M responsibilities for the SARTC commuter/intercity rail station and the Project's elements at SARTC.

Consensus has been reached between OCTA and the City on the specific terms and conditions of the amended and restated Agreement, and the following provides a summary of the key provisions:

- OCTA is responsible for the O&M of specific commuter rail/intercity rail facilities including, but not limited to, the tracks, signage, ticket vending machines, and other facilities.
- OCTA is responsible for the O&M of all the Project's facilities, including tracks, a station platform, an overhead contact system, bumping posts, a traction power substation, and other streetcar supporting infrastructure within proposed easement areas yet to be negotiated.
- The City is responsible for the O&M of all other facilities at SARTC not specifically defined as an OCTA responsibility.
- The City and all third parties must secure a permit from OCTA when working within controlled work access limits around the streetcar facilities, generally ten feet from the overhead contact system (poles, span wires, and contact wire) and within four feet of any rail.
- The City and all third parties must secure a permit from the Southern California Regional Rail Authority when working within the OCTA right-of-way (ROW).

The proposed amended and restated Agreement identifies the location of one of the Project's traction power substations (TPSS) on the SARTC property. While the location of the TPSS on SARTC property was a decision reached by OCTA and the City for operational efficiencies during the 60 percent design, it was not included in the environmental impact report (EIR) approved by the City in January 2015. As a result, documentation of environmental re-evaluation for the

change is required. Pursuant to the California Environmental Quality Act (CEQA), an addendum is the appropriate documentation if a project requires changes or additions to a previously approved EIR that are minor in nature. CEQA requires the OCTA Board of Directors (Board) to consider information provided in the addendum prior to taking an action to amend and restate the Agreement.

In addition to the revised location of the TPSS, there were a few other minor physical design and operations modifications that were made to the Project during 60 percent design. Staff conducted additional analyses to determine if the minor design modifications result in any new environmental effects or increase the impact of the previously identified significant effects. EIR Addendum No. 2, prepared in February 2017, included environmental analyses related to noise and vibration, cultural and historic, visual impact, and traffic (Attachment B). Similar to the conclusions of the EIR addendum at completion of 30 percent design in July 2016, EIR Addendum No. 2 concluded that there were no new significant environmental effects that were not previously analyzed as part of the approved EIR. A summary of design modifications that were analyzed in the EIR addendum are listed below:

- Shifted track alignment to the center of the former Pacific Electric ROW (PE ROW) to avoid noise and vibration impacts to adjacent residential properties;
- Expanded project footprint to include minor street and sidewalk improvements, resulting in an expansion of the Project Area of Potential Effects for Cultural and Historic Resources environmental analysis;
- Modified train operating speed (45 to 44 miles per hour) in the PE ROW;
- Implementation of additional traffic signal priority along the Project route at the Main Street, Broadway, and Bristol Street intersections; and
- Revised location of TPSS No. 4 to the north side of the parking structure at SARTC, formerly proposed at the northeast corner of Santa Ana Boulevard/North Garfield Avenue.

Next Steps

Pending Board approval, the draft restated and amended Agreement and EIR Addendum No. 2 will be advanced to the Santa Ana City Council for review and approval. Additionally, OCTA will be securing easements from the City for the OC Streetcar infrastructure and facilities on the SARTC property.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amended and Restated Cooperative Agreement No. C-94-859, between the Orange County Transportation Authority

and the City of Santa Ana, for the operations and maintenance of the Santa Ana Regional Transportation Center commuter/intercity rail station and the OC Streetcar project.

Attachments

- A. City of Santa Ana Cooperative Agreement No. C-94-859 Fact Sheet
- B. Addendum No. 2 to the Environmental Impact Report for the Santa Ana/Garden Grove Fixed Guideway Project Orange County, California

Prepared by:



Mary Shavali
Program Manager
(714) 560-5856

Approved by:



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



Virginia Abadessa
Director, Contracts Administration and
Materials Management
(714) 560-5623

**City of Santa Ana
Cooperative Agreement No. C-94-859
Fact Sheet**

1. October 17, 1994, Cooperative Agreement No. C-94-859, \$440,300, approved by the Board of Directors (Board).
 - The Orange County Transportation Authority entered into Cooperative Agreement No. C-94-859 with the City of Santa Ana (City) to set forth the provisions for the design, construction, maintenance, and security for improvements to the existing Santa Ana Regional Transportation Center commuter/intercity rail station.
2. April 24, 2017, Amended and Restated Cooperative Agreement No. C-94-859, \$0, pending Board approval.
 - Amend and restate the cooperative agreement to incorporate provisions for changes that have been made to the commuter/intercity rail station since the original cooperative agreement was executed, to include provisions for the incorporation of the OC Streetcar system.

Total committed dollar amount to the City after approval of Amended and Restated Cooperative Agreement No. C-94-859: \$440,300.

**Addendum No. 2 to the Environmental Impact Report
for the
Santa Ana/Garden Grove Fixed Guideway
Project
Orange County, California**

SCH No. 2010051060

Prepared For:

Orange County Transportation Authority

550 S. Main Street
Orange, CA 92868
www.octa.net

Prepared By:

HDR Engineering, Inc.

3230 El Camino Real, Suite 200
Irvine, CA 92602

February 2017

1. INTRODUCTION

This Environmental re-evaluation and Addendum to the Santa Ana/Garden Grove Fixed Guideway Project (Project) Final Environmental Impact Report (EIR) has been prepared to address minor design modifications to the Project resulting from engineering refinements in advancing Preliminary Engineering (30%) design to 60% design. These minor changes include physical and operational improvements.

The California Environmental Quality Act (CEQA) requires that if there are minor technical changes or additions to a project and no new or substantially more severe significant effects result, an Addendum to an approved EIR must be prepared. This Addendum describes design modifications that the Orange County Transportation Authority (OCTA) is proposing for the Project and summarizes the evaluation of how these minor changes affect the previous environmental analysis contained in the EIR.

Section 15164(a) of the CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

If major revisions of the EIR are not necessary and none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred, CEQA mandates that an addendum be prepared.

2. BACKGROUND

The Project is an approximately 4-route mile modern streetcar line that will connect the Santa Ana Regional Transportation Center (SARTC) to Downtown Santa Ana and a new transportation hub located near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove.

Construction and operation of the Project (the adopted Locally Preferred Alternative, or "LPA") was approved by the Federal Transit Administration (FTA) in a Finding of No Significant Impact (FONSI), dated March 10, 2015 based on the findings of the Revised Environmental Assessment (EA) (January 2015), pursuant to the National Environmental Policy Act (NEPA). The City of Santa Ana certified the EIR (State Clearinghouse #2010051060) in January 2015, which was subsequently adopted by OCTA. OCTA is a CEQA "Responsible Agency" as defined by CEQA Guideline 15381. Pursuant to CEQA Guideline 15381, "Responsible Agency" means "a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration."

The approved Project was based on a conceptual level of engineering. Subsequent to Project approval in 2015, OCTA has taken the lead in advancing the design and implementation of the Project to 30% design. As part of this design phase, OCTA proposed some modifications to the Project as it was defined and analyzed in the EIR. The modifications are comprised of physical and operational improvements, and are partly derived from value engineering and risk workshops conducted in 2015, as well as design coordination with OCTA's partner cities and stakeholders. An Environmental Re-evaluation and CEQA Addendum was prepared and presented by OCTA staff to the OCTA Board of Directors in July 2016.

The Project has since advanced to the completion of 60% Design in December 2016. The 60% design includes minor physical and operational modifications due to design refinement for the Project and consideration of risk register updates performed by the Project team in a workshop conducted in 2016.

The design modifications at 30% design and 60% design are not anticipated to result in changes to the maintenance plan for the Project.

3. DESCRIPTION OF DESIGN MODIFICATIONS

The following describes the proposed design modifications that are the basis of evaluation in this Addendum #2. Table 1 provides a listing of design updates comparing the description of Project features in the EIR, the revised description of Project features resulting from design modifications at the 30% design (which was addressed in an EIR Addendum dated June 2016, hereafter "Addendum #1"), and additional modifications from the 60% design which are the basis of analysis in this Addendum #2.

The corresponding figures for each modification as a result of advancing preliminary engineering (30% design) to 60% design are referenced in Table 1 and are attached to this Addendum #2. Figure 1A provides an overview of the proposed traffic signal prioritization areas. Figure 2A provides a figure of the proposed track shift. Figure 10A and Figure 10B depict the proposed relocated traction power substation (TPSS) unit 4 to SARTC.

Table 1. Project Description Comparison of Approved Project (2015 EIR), Modifications (30% Design Revisions – May 2016) and Additional Modifications (60% Design Revisions – December 2016)

Update ID	Project Description			Figure
	Approved Project in 2015 EIR	30% Design – May 2016 (Addressed in EIR Addendum #1 June 2016)	60% Design – December 2016 (Subject of Addendum #2)	
1	Single-track bridge across the Santa Ana River south of the existing historic bridge.	Double-track bridge across the Santa Ana River; north of the existing historic bridge. The double-track bridge is the same distance away from the historic bridge as the single-track bridge.	No Change	N/A
2	Track positioned in the center of the former Pacific Electric Right-of-Way (PE ROW).	Track shifted to the northern side of the PE ROW; no private property is required.	Track shifted to the center of the PE ROW starting from 140-ft east of SAR Bridge to 5 th Street at-grade crossing resulting in a slight track shift to the southern side of the PE ROW between 5 th Street at-grade crossing and the Maintenance and Storage Facility (MSF), no private property is required.	Figure 2A
3	At-grade Santa Ana River Trail crossing on the West Bank.	Provision of a Santa Ana River Trail undercrossing at the West Bank by including an extra span on the Santa Ana River bridge	No Change	N/A
4	Streetcar Maximum Speed of 35 mph in PE ROW	Streetcar Maximum Speed of 45 mph in PE ROW	Streetcar Maximum Operating Speed of 44 mph in PE ROW	N/A
5	Willowick Station Stop within PE ROW.	No Willowick Station Stop within the PE ROW.	No Change.	N/A
6	Side platforms at Harbor Blvd., Fairview St. (staggered, farside), and Raitt St., farside Bristol St. eastbound, farside Ross St. westbound, stops at Broadway and Main.	Center platforms at Harbor Blvd., Fairview St., and Raitt St., nearside Bristol St. westbound, nearside Ross St. westbound, stops at Sycamore (farside westbound, farside eastbound), No private property is required for the platforms.	No Change	N/A
7	Double crossover west of Maintenance and Storage Facility (MSF), turnout and tail track beyond Santa Ana Regional Transportation Center (SARTC) platform.	Single crossovers on both sides of the MSF, revised MSF track layout, single crossovers on both ends of downtown couplet, double-crossover prior to SARTC platform.	No Change	N/A
8	No consideration for traffic signal priority for the streetcar.	Traffic signal priority at all traffic signals along the route except for Main St., Broadway, and Bristol St. The TSP extends a green phase or shortens an opposing green phase by as much as 20 seconds.	Traffic signal priority at all traffic signals along the route including Main St., Broadway, and Bristol St. The TSP extends a green phase or shortens an opposing green phase by as much as 20 seconds.	1A
9	Tied-Arch Bridge at Westminster Avenue	Concrete Box Girder Bridge at Westminster Avenue	No Change	N/A

Update ID	Project Description			Figure
	Approved Project in 2015 EIR	30% Design – May 2016 (Addressed in EIR Addendum #1 June 2016)	60% Design – December 2016 (Subject of Addendum #2)	
10	Santa Ana Blvd. from Flower St. to Raitt St. maintained as a four-lane street (two lanes in each direction with streetcar in the outside lanes).	Santa Ana Blvd from Flower St. to Raitt St. with a raised 4-ft median and re-stripped as a two-lane street (one lane in each direction) with left and U-turns allowed only at signalized intersections and striped bike lanes. No private property is required.	No Change	N/A
11	Santa Ana Blvd. from French St. to Flower St. with three-lanes westbound.	Santa Ana Blvd. from French St. to Flower St. with two-lanes westbound and a protected bike lane on the north side of the street. No private property is required.	No Change.	N/A
12	Six traction power substations (TPSS) located at the following locations: (1) At Harbor Blvd.; (2) At Susan St. (outside PE ROW); (3) On east side of Santa Ana River (outside of PE ROW); (4) At Pacific Ave.; (5) In a parking structure at 5 th and Main; and (6) On south side of Santa Ana Blvd at Garfield St.	Elimination of two TPSS to result in a total of four TPSS for the Project, with the following revised locations. No private property is required: (1) On south side of Westminster Ave in the PE ROW; (2) At the Maintenance and Storage Facility (MSF) site; (3) On north side of Santa Ana Blvd east of Parton St.; and (4) On north side of Santa Ana Blvd and N. Garfield St. Locations 1 and 2 are within the ROW previously cleared. Locations 3 and 4 are identified on the updated APE.	No change to the number of TPSS or locations, with the exception of TPSS (4) as described below. No private property is required: (4) On north side of the parking structure at Santa Ana Regional Transportation Center (SARTC), adjacent to Santiago Street Location 4 is within the ROW previously cleared in certified EIR.	10A and 10B
13	Appendix P to the EIR, the Drainage Technical Report, indicate storm drain improvements on many streets outside the project alignment.	Modification of scope of drainage improvements to rely less on connections to storm drain network and use surface conveyance in streets to maintain existing drainage patterns to the maximum extent practicable while addressing surface storm water drainage needs generated by the Project, or change in drainage patterns caused solely by the Project.	No Change	N/A
14	Single contact wire in PE ROW.	Two-wire catenary in the PE ROW.	No Change.	N/A
15	No provision for underground fiber optics cable	Underground fiber optics cable (communications) from SARTC to OCTA Garden Grove Bus Annex north of PE ROW, approximately 1500 feet west of Harbor Blvd	No Change.	N/A

Physical Improvements: The modifications from 60% design would result in the following changes to Project features from 30% design:

- 1) Track shifted to the center of the PE ROW starting from 140-ft east of Santa Ana River (SAR) Bridge to 5th Street at-grade crossing resulting in a slight track shift to the southern side of the PE ROW between 5th Street at-grade crossing and the Maintenance and Storage Facility (MSF), no private property is required. The Project footprint is not affected by this change.
- 2) Revised location of the TPSS unit. 4 formerly proposed at the north east corner of Santa Ana Blvd. and N. Garfield Ave. to the north side of the parking structure at SARTC, adjacent to N. Santiago Street. The Project footprint is not affected by this change.
- 3) Minor project footprint modifications and anticipated revised construction limits result from the process of advancement of 30% design to 60% design due to the following Project elements:
 - a) Trenching in the public right-of-way (ROW) for drainage improvements and utility connections at West 5th Street;
 - b) Paving, striping, signing, curb ramp and driveway approach improvements at N. Harbor Boulevard (Blvd.), N. Western Avenue (Ave.), N. Forest Street (St.), N. Pacific Ave., N. Hesperian St., N. Bristol St., N. Baker St., N. Spurgeon St., French St., N. Minter St., 4th St., E. Santa Ana Blvd., and Santiago St.;
 - c) Temporary Construction Easements (TCE) for a maintenance road turnaround on the east side of the SAR;
 - d) Sidewalk paving re-construction at Nova Academy on the corner of Ross Street and 4th St.; and
 - e) Anticipated improvements at the driveway approach to the County of Orange Sherriff's Department Complex on W. Santa Ana Blvd.

Operational Improvements: The modifications from 60% design would result in the following changes to the Project's operations from 30% design:

- 1) Reducing the maximum speed within the PE ROW from 45 miles per hour (mph) to 44 mph.
- 2) Implementation of Traffic Signal Priority (TSP) at all traffic signals along the route including at Main Street, Broadway, and Bristol Street.

4. ENVIRONMENTAL ANALYSIS OF DESIGN MODIFICATIONS

To evaluate whether the proposed design modifications would result in a new significant impact, increase in the severity of an impact, or require new mitigation measures, OCTA undertook environmental review and where needed, conducted a technical analysis of each Project feature update. The following technical reports were prepared as part of this analysis and are included as attachments to this Addendum #2:

- Visual Impact Analysis Re-evaluation Technical Memo Update, (HDR, February 2017) (Appendix A)
- Cultural Resources Technical Memo Update (HDR, February 2017) (Appendix B)
- Traffic Study Addendum v4 (IBI Group, February 2017) (Appendix C)
- Noise and Vibration Technical Addendum (HDR, February 2017) (Appendix D)

The technical analysis was coordinated with the 60% design work that was progressing on the Project. In some cases, specific design modifications were refined based upon analysis undertaken in the 60% design work.

The CEQA Guidelines require that a brief explanation be provided to support the findings that no subsequent EIR or Negative Declaration is needed for further discretionary approval. A summary of findings from the re-evaluation of each of the environmental issue areas that were analyzed in the EIR are described below.

Effects Determined Not Adverse

The EIR identified the following environmental resource areas that would not be impacted by the proposed Project: coastal zones, wetlands and navigable waterways, ecologically sensitive areas, and endangered and/or threatened plant and animal species.

The proposed four minor design modifications would not significantly impact these resources as these resources are not present within, or in proximity to, the limits of disturbance associated with implementation of the design modifications. No additional impacts would occur to these environmental resources and the conclusion that the Project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Land Use and Zoning

The potential land use and zoning impacts (including agricultural and forestry resources) associated with the construction and operation of the Project were evaluated in the EIR. Since the certification of the EIR, there have been no changes to the land use or zoning environment, and the fundamental characteristics of the Project as evaluated in the EIR have not changed. The EIR concluded that impacts related to land use and zoning and agricultural and forestry resources were determined to be less than significant. No mitigation measures were required.

The proposed four minor design modifications would not change the fundamental characteristics of the Project. The proposed Project design modifications would not expand or increase the development footprint in such a manner as to create a land use or zoning impact, and there are no agricultural or forestry resources located within the construction footprint. Both the construction and operations of the Project would be similar to the Project as evaluated in the EIR. No additional land use and zoning impact would occur and the conclusions that the Project would not result in a significant land use and zoning impact as identified in the EIR remain accurate.

Land Acquisition and Displacements

This environmental resource issue area is only applicable to the analysis pursuant to NEPA, and no further analysis is warranted in this Addendum #2. In addition, no additional displacements are anticipated by the design changes.

Section 4(f) Resources

This environmental resource issue area is only applicable to the analysis pursuant to NEPA, and no further analysis is warranted in this Addendum #2.

Community Effects and Environmental Justice

This section of the EIR includes an evaluation of potential impacts associated with fire protection, police protection, schools, parks, and other public facilities. The EIR determined that impacts to fire and police protection would be less than significant, and that there would be no impact to schools, parks or other public facilities. The design changes do not involve any modifications to the characteristics of the project that would affect any of these facilities. Both the construction and operations of the Project would be similar to the Project as evaluated in the EIR. No additional community effects impact would occur and the conclusions that the Project would not result in a significant community effects impact as identified in the EIR remain accurate.

Visual Quality

The potential visual quality impacts associated with the construction and operation of the Project were evaluated in the EIR. The EIR determined that the Project would result in less than significant impacts to visual quality including scenic vistas, scenic resources, or aesthetic features, or substantially degrade the existing visual quality or character of the

area. Since the certification of the EIR, there have been no changes to the aesthetic environment of the Project as evaluated in the EIR. However, as described under "Description of Design Modifications" there is an additional design modification resulting from 60% design development that has been determined to potentially affect visual resources, and therefore further visual analysis evaluation was performed to address the revised location of TPSS unit 4 at SARTC.

In order to address the potential visual quality impact associated with the proposed new location of TPSS unit 4, a supplemental visual impact analysis was prepared (see Visual Impact Analysis Re-evaluation Technical Memo Update, Appendix A). The purpose of the analysis was to identify any changes to visual effects that were previously disclosed in the EIR.

The supplemental visual impact analysis update concludes that no new significant visual impacts and no increase in the severity of an impact would result as compared to the Project as evaluated in the EIR. No additional visual quality impact would occur and the conclusions that the Project would not result in a significant visual quality as identified in the EIR remain accurate.

Cultural Resources

In July of 2016, HDR performed a cultural resources technical analysis re-evaluation in response to advancements in engineering by the OCTA Project. The purpose of that 2016 analysis was to identify whether any of the proposed minor design modifications to the adopted Locally Preferred Alternative (LPA) would affect the previous findings regarding cultural resources (both historic and archaeological) within the previously-approved Area of Potential Effects (APE), and the revised APE to reflect design modifications. That updated cultural resources analysis confirmed that the proposed engineering refinements to the Project did not change the previous conclusions regarding cultural resources and Federal Transit Administration (FTA) recommended that there would be no adverse effects within the expanded APE under NEPA and a less than significant impact would remain the finding for the design modifications within the expanded APE under CEQA. The sensitivity of the area for archaeological resources and the recommendation for archaeological monitoring to be conducted for earth-disturbing activities that could encounter previously undisturbed soils remained unchanged and consistent with the 2015 EA/EIR.

On October 14, 2016, the California State Historic Preservation Officer (SHPO) concurred with the findings of that Cultural Resources Technical Memo Update (OHP reference number FTA111011B, see Appendix B, Attachment A). In regard to the revised APE, the SHPO noted that "the APE should include the entirety of individual resources and historic properties located within it. As shown on sheet 4 of 15 of the APE, only part of the Pacific Electric Railroad Bridge (P-30-161847) is located within the APE. The APE should be expanded to include the whole property."

The Project has since advanced with the completion of the 60% design. OCTA, as the agency responsible for design and implementation of the Project, is again proposing minor design modifications to the adopted LPA comprised of four physical and operational improvements. The design modifications were reviewed against their potential to affect the previous findings regarding cultural resources (both historic and archaeological) within the previously-approved APE, and, where necessary, the APE was revised to reflect these design modifications. An update to the cultural resources technical analysis re-evaluation was completed (see Appendix B).

Physical improvement 1) The track shift occurs within the existing APE and there are no previously identified cultural resources in this area east of the SAR Bridge. As such, this proposed design modification does not directly or indirectly affect the existing cultural resource findings since it will not have a visible and/or audible or atmospheric impact or vibration impacts from construction on any previously identified historic property, nor necessitate a change in the APE.

Physical improvement 2) The change of TPSS unit 4 location is to a new location within the existing APE limits (within APN 398-351-04, Sheet 15 of 15 of the APE map). The TPSS sites for the Project are described as small mundane utilitarian elements intended to match the existing setting within the APE. The TPSS sites would be visually consistent

with other objects and equipment located along the sidewalks and ROW, such as generators and telecommunication equipment. Since, TPSS unit 4 will be constructed adjacent to an existing parking structure at the modern SARTC facility, it will not have a visible and/or audible or atmospheric impact or vibration impact from construction on any previously identified historic property, nor necessitate a change in the APE.

Area of Potential Effects (APE) The only impacts to the APE result from footprint modifications and anticipated revised construction limits resulting from advancement of 30% design to 60% design modifications which include trenching in public streets for drainage improvements, utility connections, paving, striping, signing, curb ramp and driveway approach improvements, the addition of a TCE for a maintenance road turnaround on the east side of the SAR, sidewalk paving re-construction to match existing at Nova Academy on the corner of Ross Street and 4th Street (APN 398-221-19), and anticipated improvements at the driveway approach to the County of Orange Sheriff's Department Complex and specifically the parcel containing the Orange County Coroner's Office on W. Santa Ana Boulevard (APN 405-201-13). As a result, the APE was expanded to include consideration of effects on adjacent parcels APN 405-201-13 and APN 398-221-19. An additional change to the APE was made in response to the SHPO's 2016 comments regarding the inclusion of the entirety of individual resources and historic properties located within it. Minor updates have also been made to the APE in response to comments received from the SHPO in October 14, 2016 regarding the comment to include of the entirety of the Pacific Electric Railroad Bridge (P-30-161847). The current APE map set is included in Appendix B, Attachment B, and updates are reflected on Sheets 2, 4, 6, 7, 8, 10, 12, 13, and 15.

Identification of Historic Properties The areas of the expanded 2017 APE do not include any newly identified historic properties since the 2014 survey, and what was included in the 2015 APE. None of the properties added to the expanded APE are 50 years of age or older.

- Nova Academy (APN 398-221-19) built in 2005
- Orange County Coroner's Office (APN 405-201-13) built in 1981

Conclusion

Minor updates have been made to the APE in response to comments received from the SHPO in October 14, 2016 regarding the comment to include of the entirety of the Pacific Electric Railroad Bridge (P-30-161847) within the APE of the Project, and to address expanded limits of construction for minor surface improvements and utility trenching and consideration of adjacent parcels to paving re-construction at Nova Academy and anticipated driveway approach improvements at the County of Orange Sheriff's Department Complex (and specifically on the APN containing the Orange County's Coroner Office).

The expanded 2017 APE does not include any newly identified historic properties from what has been previously reported for the Project. None of the parcels added to the expanded 2017 APE contain buildings that are 50 years of age or older.

Indirect visual and/or audible atmospheric impacts or vibration impacts from changes in construction have been considered in this assessment. There are no known archaeological resources eligible for listing in the NRHP located within the expanded 2017 APE.

The current cultural resources analysis confirms that the proposed engineering refinements to the project do not change the previous conclusions regarding cultural resources. No adverse effects are expected for the design modifications under NEPA. Under CEQA, a less than significant impact would remain the finding for the design modifications. The sensitivity of the area for archaeological resources and the recommendation for archaeological monitoring to be conducted for earth-disturbing activities that could encounter previously undisturbed soils remain unchanged and will remain consistent with the 2015 EA/EIR.

Geology, Soils, and Seismicity

The potential geology, soils, and seismicity impacts associated with the construction and operation of the Project were evaluated in the EIR. Since the certification of the EIR, there have been no changes to the geological, soils or seismic environment or changes to the characteristics of the proposed Project as evaluated in the EIR that would affect these resources. The EIR concluded that impacts related to geologic and seismic hazards were less than significant and that no mitigation measures are required. No additional geology, soils, and seismicity impact would occur and the conclusions regarding no significant impacts identified in the EIR remain accurate.

Hazardous Materials

The potential hazardous materials impacts associated with the construction and operation of the Project was evaluated in the EIR. Since the certification of the EIR, there have been no changes to the hazardous materials environment or changes to the characteristics of the proposed project as evaluated in the EIR that would affect hazardous materials. As previously identified in the EIR, the Project would require limited acquisition of property which could have the potential to contain hazardous materials. Three properties identified as potentially hazardous sites would be acquired as part of Operations & Maintenance (O&M) Facility Site B (which is the currently proposed location for the O&M facility). As described in the EIR, a detailed Phase I Environmental Site Assessment would be required to ascertain if employees working at the O&M Facility would be exposed to toxic levels of hazardous materials. The EIR recommended implementation of Mitigation Measure HAZ1 to reduce this potential impact to a level less than significant. Because the proposed design modifications do not involve a change with respect to the location of the proposed O&M Facility Site B, the conclusions regarding hazardous materials would remain the same.

The EIR indicates that operation of the streetcar along the Project alignment would not involve the use of hazardous materials. As stated previously, no change to streetcar maintenance activities is proposed as part of the design modifications; therefore, no new significant impact or the increase in the severity of a significant impact would result. The conclusions that the potential hazardous materials impact would be reduced to a level of less than significant with the implementation of Mitigation Measure HAZ1 as identified in the EIR remain accurate.

Traffic and Parking

The potential traffic and parking related impacts associated with the construction and operation of the Project were evaluated in the EIR.

Since the certification of the EIR, there have been some changes to the transportation network within the Project area. Also, as described under "Description of Design Modifications," some of the design modifications were determined to have the potential to impact traffic, and further analysis was warranted. The potential traffic and parking impacts associated with the 30% design changes were addressed in Addendum #1.

However, in order to evaluate the potential traffic impacts associated with the 60% operational design modification of adding Traffic Signal Priority to intersections at Santa Ana Boulevard/Main Street, Santa Ana Boulevard/Broadway, Santa Ana Boulevard/Bristol Street, 4th Street/Broadway and 4th Street/Main Street, an update to the previously-prepared Traffic Study Addendum v2, see Traffic Study Addendum v4 attached as Appendix C. The purpose of the analysis was to identify any additional changes to traffic impacts that were previously disclosed in the EIR and Addendum #1 that are due to the operational design modification with the advancement of engineering since the Project (and conceptual design) was approved in 2015 and further advanced to 30% design and 60% design.

Traffic Signal Priority for the Streetcar. Table 3-7 of the Traffic Study Addendum v4 (see Appendix C) summarizes the delay and corresponding LOS for 2035 Streetcar Conditions, with and without the transit signal priority adjustments, and using Highway Capacity Manual (HCM) Methodology. As shown on Table 3-7, overall intersection delay would change with implementation of Traffic Signal Priority, with minor decreases in delay at some locations, and minor

increases in delay at other locations. However, in no instance would the minor increase in delay result in a new significant impact, or increase in the severity of an impact. All intersections would continue to operate at an acceptable LOS. Table 3-8 summarizes the delay and corresponding LOS for 2035 Streetcar Conditions, with and without the transit signal priority adjustments, and using Intersection Capacity Utilization (ICU) Methodology. As shown in Table 3-8, the application of Traffic Signal Priority to all of the affected intersections would not result in any deterioration of LOS from acceptable to unacceptable.

Based on this supplemental traffic impact analysis of 60% design modifications, no new significant traffic impacts and no increase in the severity of an impact would result as compared to the originally approved Project as evaluated in the EIR. No additional traffic impacts would occur and the conclusion that the Project would result in a less than significant traffic impact as identified in the EIR remains accurate.

Noise and Vibration

A Noise and Vibration Technical Addendum was prepared to address the potential noise and vibration impacts associated with the proposed design modifications (see Appendix D).

Decrease in Speed

Reducing the maximum speed within the PE ROW from 45 mph to 44 mph would have no effect on the streetcar vibration levels.

Centerline Re-Alignment (Alignment Shift)

The proposed modification at 60% design would shift the railroad alignment within the PE ROW. Table K lists the vibration levels calculated by HDR (June 2016) for the 30% design. Only the receptors included within the affected area (PE ROW) are listed.

Table L of the supplement analysis (see Appendix D) lists the distances from the modeled receivers to the 30% design alignment and the distances to the currently proposed 60% design alignment. Table L (see Appendix D) also lists the streetcar operation vibration levels associated with the 30% and 60% design streetcar alignments.

The impact threshold for Land Use Category 2 is 72 VdB and for Land Use Category 3 is 75 VdB. As shown in Table L of Appendix D, the vibration levels are below the impact threshold at all receptor locations. Therefore, no minimization design features are required.

Traction Power Substation Noise Analysis

The 60% design plans move TPSS unit 4 to the Santa Ana Regional Transportation Center (SARTC) on the north side of the parking structure adjacent to Santiago Street. At this location the TPSS unit would be located within 100 feet of the main SARTC structure and 350 feet from the nearest residences.

Table M (see Appendix D) shows the predicted noise level at the TPSS sites assuming the units are specified to have a maximum sound level of 50 dBA at a distance of 50 feet from any surface. As shown, by orienting the TPSS units so that the noise from the HVAC units is directed away from the sensitive uses, the noise levels at all receptors closest to the TPSS units would result in no impacts.

Air Quality

The potential air quality and greenhouse gas emissions (global climate change) impacts associated with both the construction and operation of the proposed Project were evaluated in the EIR. There have been no changes to the air quality environment as evaluated in the EIR. The proposed minor design modifications would change some of proposed improvements within the corridor; however, the general Project construction characteristics as described in the EIR would not be altered in such a manner as to result in an increase in the daily construction emissions, and no new mitigation measures would be required.

In terms of short-term, construction-related air quality impacts, as described in the EIR (and applicable to the Project with the proposed design modifications), construction activities would be completed in a segment by segment basis to minimize the disruption to local residents and businesses in the Study Area. As concluded in the EIR, there would be no exceedances of South Coast Air Quality Management District (SCAQMD) regional significance thresholds as a result of daily construction emissions. This conclusion would still apply with implementation of the proposed Project modifications as the construction parameters and characteristics would be the same; no new significant short-term air quality impact, increase in the severity of an impact, or new mitigation measure would be required associated with implementation of the proposed design modifications.

In terms of long-term, operational air quality and greenhouse gas emissions impacts, with the exception of an almost discernable decrease in maximum speed in the PE ROW (from 45 MPH to 44 MPH), and the implementation of traffic signal priority, no changes to the operational characteristics are proposed that would affect the previous conclusions of "less than significant impact" for operational air quality and greenhouse gas emissions impacts. The Traffic Study Addendum v4 (provided in Appendix C), indicates that all roadway segments and intersections would operate at an acceptable LOS with the implementation of the traffic signal priority. Therefore, the conclusion that long-term impacts associated with localized CO concentrations (due to poor intersection LOS) would be less than significant would remain. No additional air quality or greenhouse gas emissions impacts would occur and the conclusions identified in the EIR remain accurate.

Energy Resources

The EIR identified a less than significant impact to Energy Resources as a result of the Project. This is attributed to the reduction of Vehicle Miles Traveled (VMT) that is anticipated with the operation of the streetcar. The proposed design modifications would not affect the anticipated ridership for the Project; therefore, there would be no new impact, or increase in the severity of an impact related to Energy Resources and the conclusions identified in the EIR remain accurate.

Water Quality, Hydrology, and Floodplains

The potential water quality, hydrology, and floodplains impacts associated with the construction and operation of the Project were evaluated in the EIR. The EIR determined that impacts to these resources would be less than significant related to water quality, water discharge, stormwater runoff and as related to alteration of drainage patterns. The currently proposed four minor design changes do not involve any additional changes to proposed drainage improvements. Appendix P (Drainage Technical Report) of the EIR, described storm drain improvements on many streets outside the Project alignment. Therefore, because there would be no further proposed design modifications to the drainage plan for the Project, there would not result in the increase in a new impact related to hydrology, increase in the severity of an impact related to hydrology, or require new mitigation measures in order to address drainage and/or hydrology impacts. The EIR identifies that the Project would be required to comply with BMPs to address pollutants of concern and hydrologic conditions of concern associated with the Project's stormwater runoff. With implementation of the BMPs, the Project would result in less than significant impacts to water quality, water discharge, and stormwater runoff. The construction and operation of the Project would be the same as evaluated in the EIR. No additional water quality, hydrology, or floodplains impact would occur and the conclusions that impacts to these environmental resource areas are less than significant as identified in the EIR remain accurate.

Safety and Security

This environmental resource issue area is only applicable to the analysis pursuant to the NEPA, and no further analysis is warranted in this CEQA Addendum.

Construction

The potential construction impacts associated with the proposed Project construction were evaluated in the EIR. This chapter of the EIR evaluated potential construction impacts related to visual quality, energy resources, traffic, circulation, parking, hazardous materials, air quality, noise and vibration, and land use. Since the certification of the EIR, there have been no changes to the construction characteristics of the proposed Project as evaluated in the EIR. Proposed construction activities would remain the same as previously evaluated with respect to these environmental resource areas.

The proposed design modifications would not change the previous conclusions regarding construction impacts. No additional impacts would occur to these environmental resources and the conclusions that the Project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Other Considerations

The EIR addressed several environmental issue areas within Chapter 3.17 Other Considerations. These included: Biological Resources, Utilities and Service Systems (Wastewater Treatment and Facilities, Stormwater Drainage Facilities, Water Supply, and Solid Waste Disposal and Compliance Regulations), Parklands and Recreational Facilities, Growth Inducing Impacts, Significant Irreversible Environmental Changes, and Summary of Significant Unavoidable Impacts.

Biological Resources. The proposed design modifications would not significantly impact biological resources as these resources are not present within, or in proximity to, the limits of disturbance associated with implementation of the design modifications. No additional impacts would occur to this environmental resource and the conclusions that the Project would not result in a significant impact to this resource as identified in the EIR remain accurate.

Utilities and Service Systems. The proposed design modifications would result in less than significant impacts to wastewater treatment facilities, stormwater drainage facilities, water supply, and solid waste disposal.

As with the Project described in the EIR, implementation of the design modifications would not generate wastewater from activity along the alignment or at stations. Wastewater would be generated by the O&M Facility, but no change to the O&M Facility is proposed, and as identified in the EIR, the O&M Facility would not put added strain on existing wastewater treatment capacity.

Project modifications are proposed related to drainage improvements as described previously under "Water Quality, Hydrology and Floodplains." No change to the previous conclusion of less than significant impact would occur.

The design modifications would not change the water use associated with operation and maintenance of the Project, such as vehicle washing and worker hygiene. No change to the previous conclusion of less than significant impact would occur.

Solid waste receptacles would be placed at stations, and solid waste would be generated at the O&M Facility. However, no changes to these aspects of the Project are proposed with the design modifications; therefore, no change to the previous conclusion of less than significant impact would occur.

Parklands and Recreational Facilities. The proposed design modifications would not significantly impact parklands and recreational facilities. No additional impacts would occur to these environmental resources and the conclusions that the project would not result in a significant impact to these resources as identified in the EIR remain accurate.

Findings from Environmental Re-evaluation

- (1). *Substantial changes are not proposed for the project that will require major revisions of the previous EIR due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified effects.*

Substantial changes have not occurred with respect to the circumstances under which the Project was undertaken, that would require major revisions to the EIR. Since certification of the EIR in January 2015, there have been no major updates to the CEQA Guidelines or adoption of new legislation requiring additional environmental analysis. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures are incorporated herein by reference.

- (2). *Substantial changes have not occurred with respect to the circumstances under which the project is undertaken, that would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

As described in the preceding text for each environmental issue area, no substantial changes have occurred with respect to the circumstances under which the proposed Project four minor design modifications would be undertaken that would suggest that its adoption and implementation would result in any new significant environmental effects or a substantial increase in the severity of the previously identified significant effects not previously discussed in the certified EIR would occur. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures presented in the EIR are incorporated herein by reference and would be implemented in compliance with the adopted MMRP for the Project.

- (3). *No new information has been provided, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete that would indicate that the proposed project would result in one or more significant effects not discussed in the previous EIR, significant effects would be substantially more severe, mitigation measures or alternatives previously found to be infeasible would in fact be feasible, or mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.*

There is nothing in the proposed Project four minor design modifications that would suggest that its adoption and implementation would result in any new significant environmental effects or the increase in the severity of an environmental effect not previously discussed in the EIR. Therefore, no proposed changes or revisions to the EIR are required. In addition, all previously adopted mitigation measures presented in the EIR are incorporated herein by reference and would be implemented in compliance with the adopted MMRP for the Project.

6. CONCLUSIONS

Based on the findings and information contained in the EIR, the analysis above, the CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the proposed four minor design modifications will not result in any new, increased, or substantially different impacts, other than those previously considered and addressed in the Project EIR. No changes or additions to the Project EIR analyses are necessary, nor is there a need for any additional mitigation measures. Therefore, a Supplemental EIR is not required. This Addendum #2 to the EIR is the appropriate environmental documentation for the proposed modifications to the Project.

List of Figures:

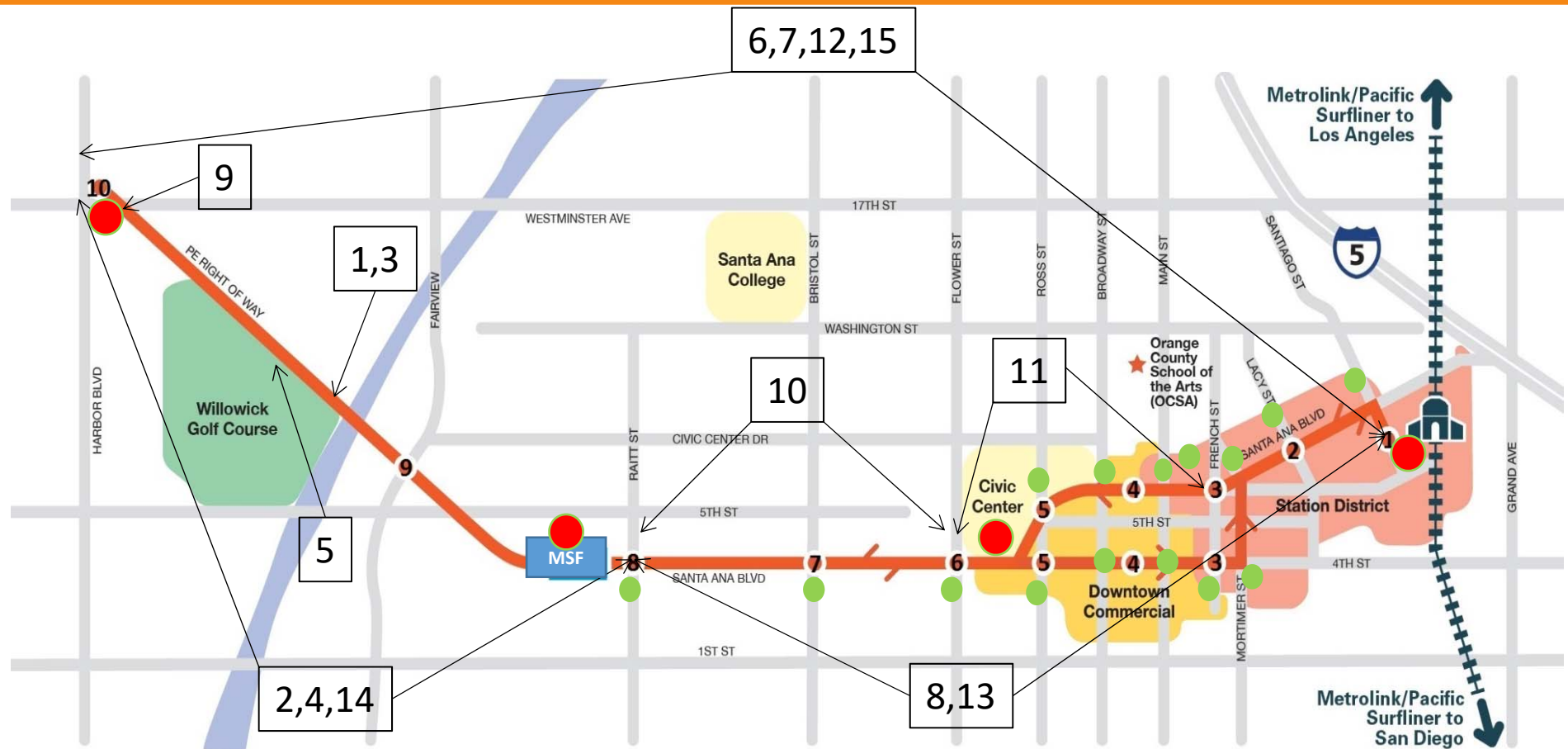
Figure 1A	Traffic Signal Prioritization
Figure 2A	Track Realignment in PE ROW
Figure 10A	TPSS Locations
Figure 10B	TPSS unit 4 Location Map

Appendices are not included with the Addendum, but can be made available upon request.

List of Appendices:

Appendix A	Visual Impact Analysis Re-evaluation Technical Memo Update (HDR, February 2017)
Appendix B	Cultural Resources Technical Memo Update (HDR, February 2017)
Appendix C	Traffic Study Addendum v4 (IBI Group, February 2017)
Appendix D	Noise and Vibration Technical Addendum (HDR, February 21, 2017)

Figure 1A: Santa Ana/Garden Grove Fixed Guideway Minor Design Modifications Overview



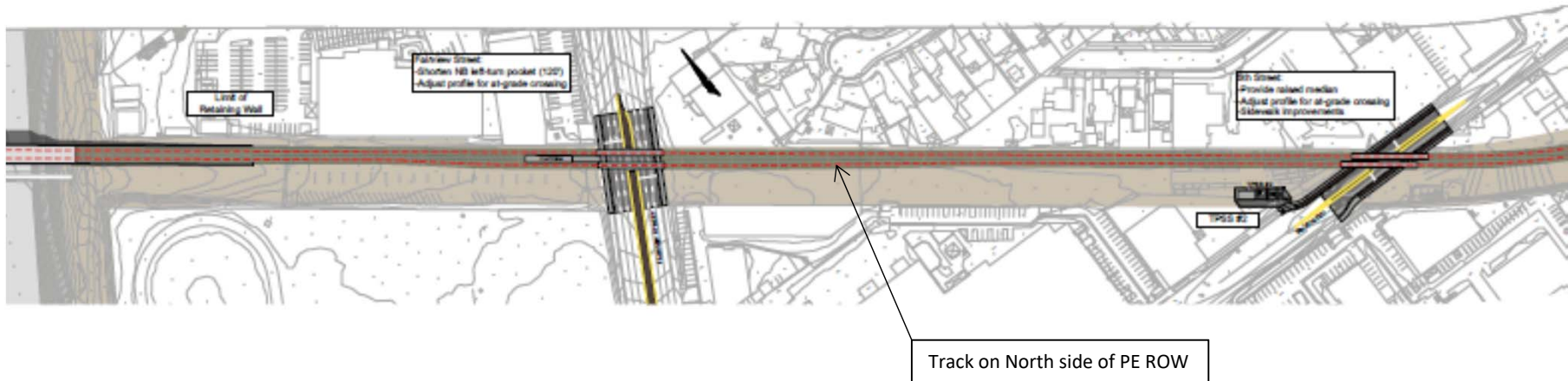
- 1-Santa Ana River Bridge
- 2-Alignment within PE ROW
- 3-Trail Undercrossing West Bank SAR
- 4-44 mph Speed in the PE ROW
- 5-Delete Willowick Station

- 6-Station Locations
- 7-Crossover Locations
- 8-Traffic Signal Priority ●
- 9-Westminster Ave Bridge Type
- 10-West Santa Ana Blvd

- 11-Santa Ana Blvd Downtown
- 12-TPSS Locations ●
- 13-Street Drainage
- 14-Two Wire OCS in PE ROW
- 15-Communications Fiber Run

Figure 2A: Update ID # 2 Track Centerline Repositioning

30% Design Track Alignment in PE ROW (SAR Bridge to 5th Street)



60% Design Track Alignment in PE ROW (SAR Bridge to 5th Street)

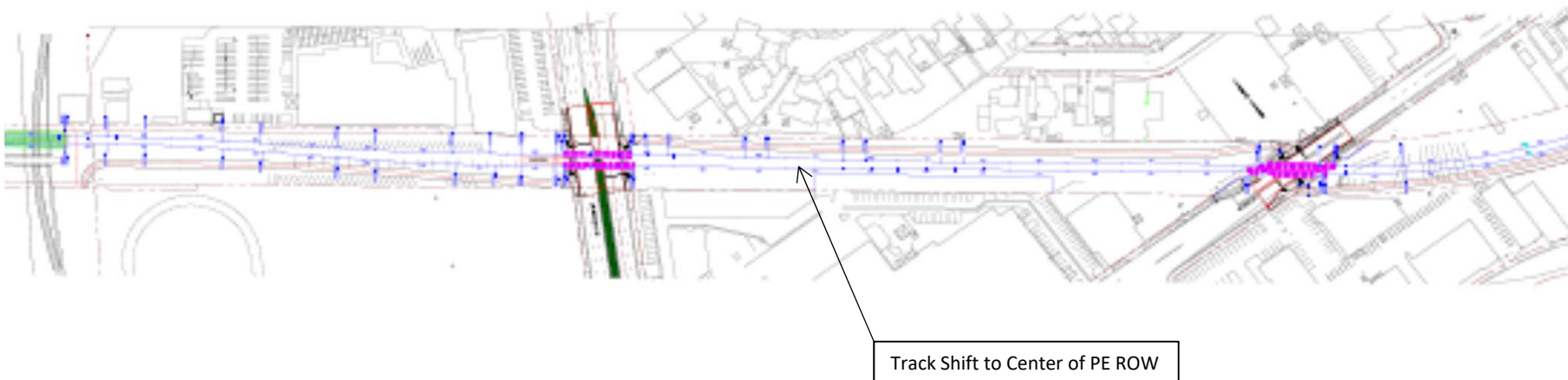
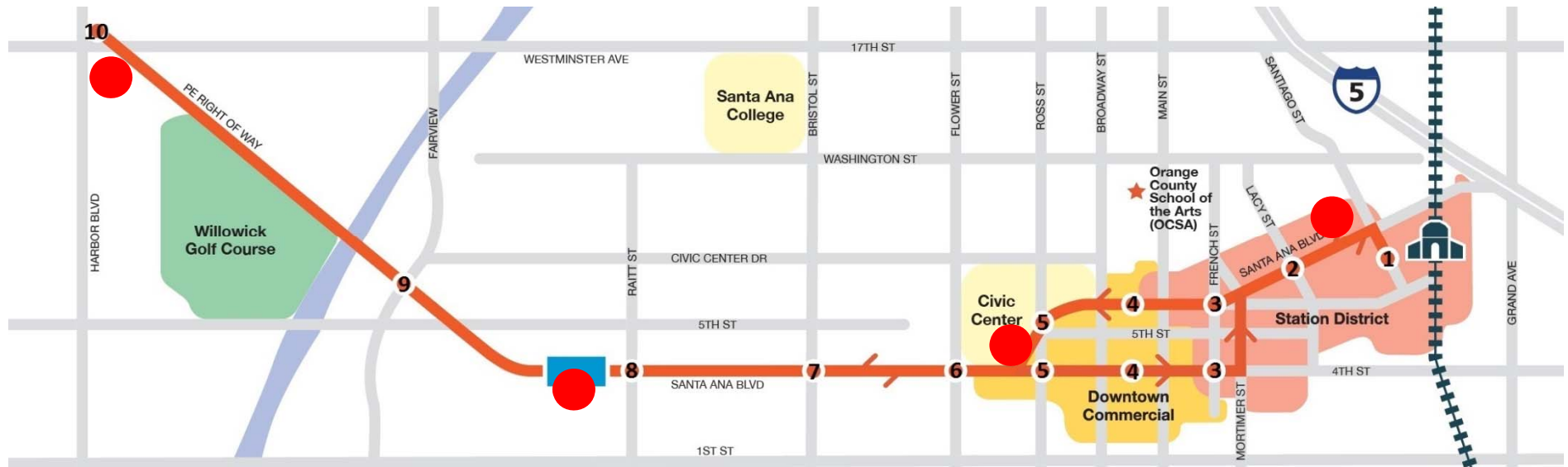
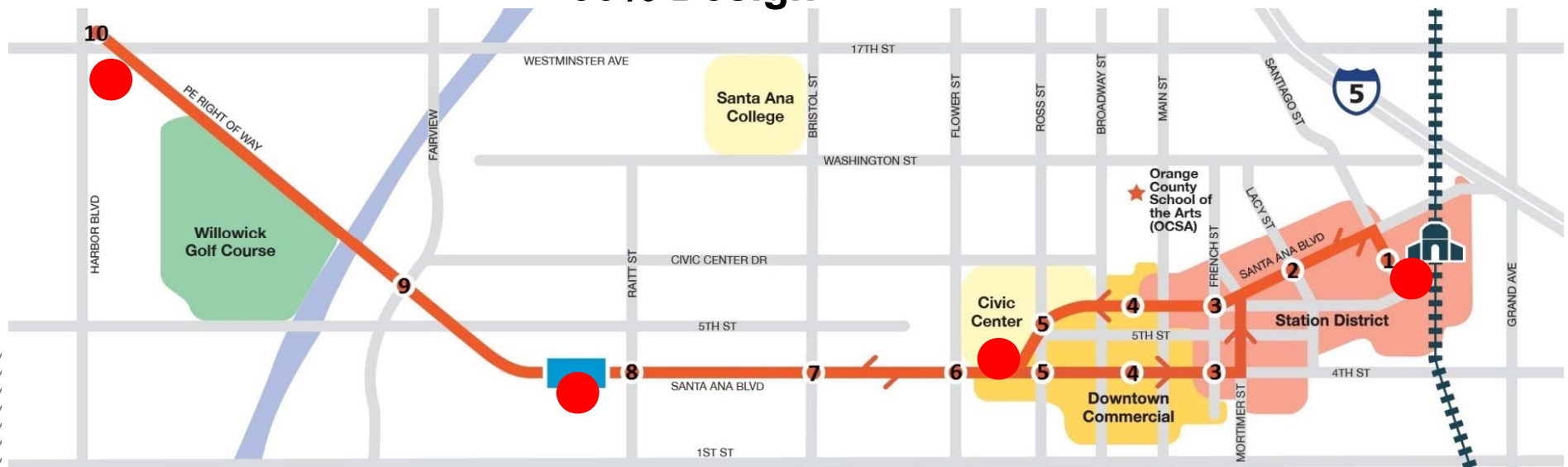


Figure 10A: Update ID # 12 - Traction Power Substation Locations

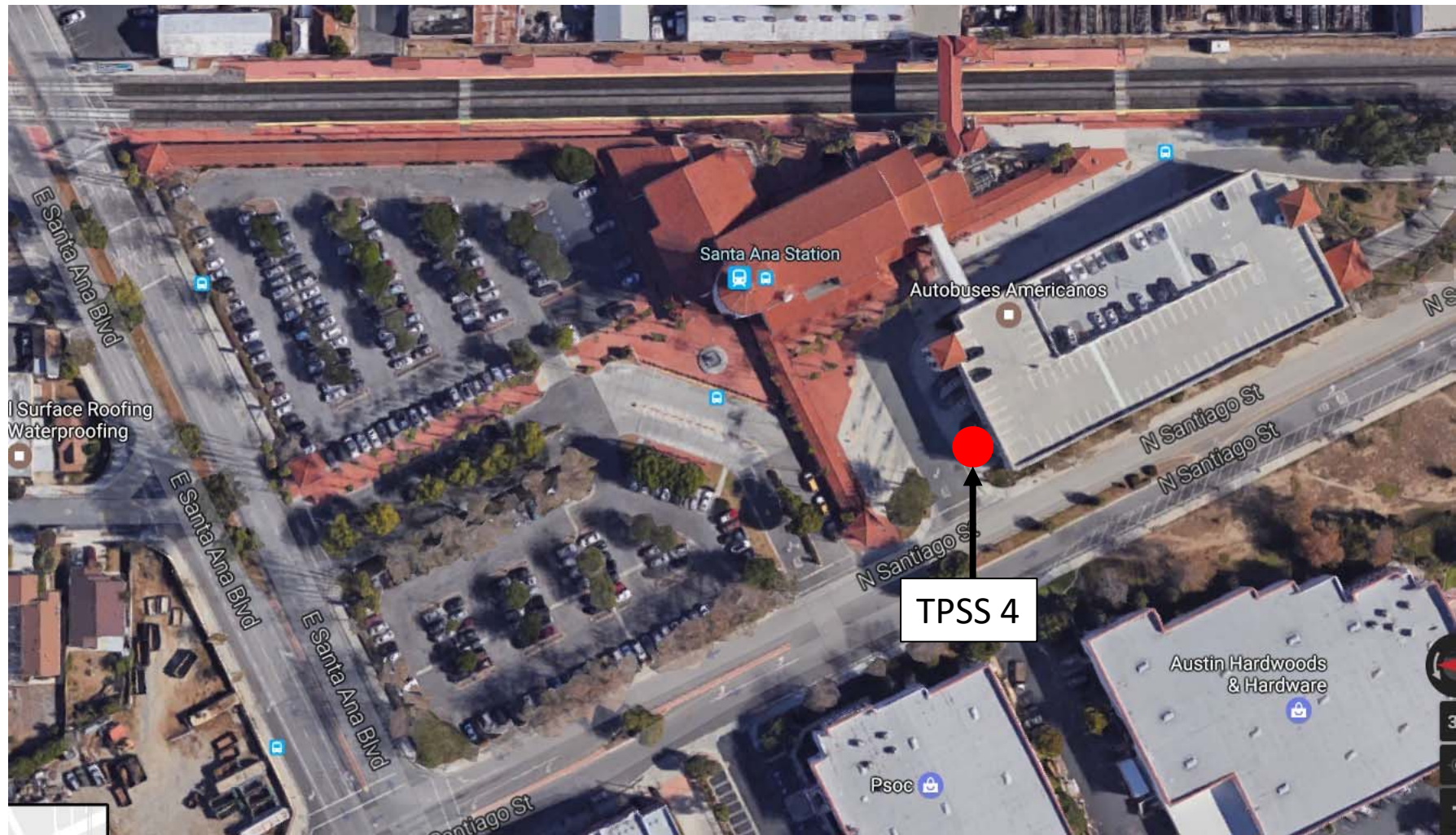


30% Design



60% Design

Figure 10B: Update ID # 12 - Traction Power Substation at SARTC





April 13, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Award of Agreement for Engine Installation Kits

Overview

The Orange County Transportation Authority currently operates 97 New Flyer compressed natural gas-powered buses which are eligible for a midlife bus engine overhaul. The award of an agreement for the engines has already been approved by the Board of Directors. The replacement engine requires additional components for the new configuration and installation. Staff is requesting approval to execute an agreement for this purchase.

Recommendations

- A. Approve the selection of Complete Coach Works as the firm to provide the engine installation kits.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$3,091,616, for engine installation kits.

Discussion

The Orange County Transportation Authority (OCTA) operates a sub-fleet of 98 2007/2008 New Flyer compressed natural gas (CNG)-powered buses which are eligible for a midlife bus engine overhaul. These buses are exceeding 250,000 to 300,000 miles of operation. The purchase of the engines was approved by the Board of Directors (Board) on October 13, 2016, and a prototype has already been installed in the first bus. The replacement engine requires additional components for the new configuration and installation.

The engine installation kits (KITS) consist of materials and components regularly required during a midlife engine repower program including: motor mounts, air dryer, drivelines, radiators, charge-air-coolers, plumbing, heat exchangers,

electric generators, voltage regulators, hydraulic pumps, and hydraulic fan motors. In addition, brackets, access doors, vents, and other materials are required to displace the excess heat generated by the larger 12-liter combined muffler and catalytic converter.

The KITS will be used on the installation of the Cummins 8.9-liter ISL-G Near Zero CNG-powered engine with closed crankcase ventilation and a three-way catalyst used to reduce emissions even further than the standard ISL-G engine. The California Air Resources Board has certified the Cummins ISL-G Near Zero CNG-powered engine at below 0.02 grams nitrogen oxide (NOx) per brake horsepower-hour. The ISL-G Near Zero CNG-powered engine reduces NOx by 90 percent and greenhouse gases by nine percent compared to the standard ISL-G CNG-powered engine.

On August 18, 2016, the Mobile Source Air Pollution Reduction Review Committee (MSRC) awarded OCTA \$1.47 million in grant funds to support this project. The MSRC grant award will supplement available federal funding to complete the midlife engine overhaul on the 97 buses and one prototype.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bidding process.

On January 23, 2017, the Board authorized the release of Invitation for Bids (IFB) 7-1507 to select a firm to provide KITS. The IFB 7-1507 was issued electronically on CAMM NET and advertised on January 23 and 30, 2017, in a newspaper of general circulation. A pre-bid conference was held on February 2, 2017, with one attendee. Five addenda were issued to post the pre-bid conference sheets, respond to questions related to the IFB, and provide clarification to bidders. On March 7, 2017, one bid was received and publicly opened.

The bid was reviewed by staff from Contracts Administration and Materials Management (CAMM) department and the Transit division to ensure compliance with the bid, legal requirements, and technical specifications. The bidder and bid amount are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Complete Coach Works Riverside, California	\$3,091,616

In accordance with OCTA procurement policies and procedures, a single bid received for a procurement over \$50,000 requires OCTA Internal Audit Department (Internal Audit) to conduct a review to determine if there was adequate competition. Based on Internal Audit's review, the procurement was handled in a fair and competitive manner. In addition, CAMM contacted several vendors from the bid list to inquire why they did not submit bids. The firms stated that they did not submit a bid due to several reasons including risk involved with the warranty and parts, not having the resources needed to designate to this specific project, and not being able to provide competitive pricing.

The purchase order will be for a one-year term with a firm-fixed cost of \$31,872.33 per kit for specified engine parts. The IFB requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Complete Coach Works.

Fiscal Impact

The project is included in the approved OCTA Fiscal Year 2016-17 Budget, Transit Technical Services, Account 2114-9024-D2108-02A, and is funded through Federal Transit Administration Section 5339 Bus and Bus Facilities Grant No. CA-2016-031, and MSRC grant funds.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-7-1507 between OCTA and Complete Coach Works, in the amount of \$3,091,616, for the purchase of KITS required for the engine replacement program intended for the midlife bus overhaul program.

Attachment


None.

Prepared by:



Cliff Thorne
Department Manager, Maintenance
714-560-5975

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



Virginia Abadessa
Director, Contracts Administration and
Materials Management
714-560-5623



April 13, 2017

To: Transit Committee
From: Darrell Johnson, Chief Executive Officer
Subject: June 2017 Bus Service Change Program

Overview

The Orange County Transportation Authority implements schedule and route revisions to selected bus routes three times a year. The June 2017 Bus Service Change Program is the second program of revisions planned for calendar year 2017.

Recommendation

Receive and file as an information item.

Background

In an on-going process to improve bus service, the Orange County Transportation Authority (OCTA) develops and implements revisions to bus schedules and routes focused on improving on-time performance, passenger loading, new initiatives, and seasonal services.

Bus service changes are implemented three times each year, in February, June, and October. The dates are established in the collective bargaining agreement between OCTA and Teamsters Local 952.

Discussion

Bus service change programs usually focus on changes to scheduled bus trips and minor realignments to bus routes. The June 2017 Bus Service Change Program includes routine adjustments to schedules for 32 OCTA bus routes for operational or on-time performance improvements. In addition, the June service change includes a seasonal adjustment to Route 1, which serves Pacific Coast Highway and experiences heavy traffic volumes during the summer.

The June 2017 service change includes operation of two other seasonal services, the Orange County (OC) Fair Express and the Laguna Beach Summer Breeze. The OC Fair Express includes service on nine routes to and from the OC Fair and key park and ride locations throughout the county. The OC Fair Express will be provided from 10:00 a.m. to 1:00 a.m., Saturdays and Sundays beginning July 15, 2017, and ending August 13, 2017. A grant has been submitted to the Mobile Source Air Pollution Reduction Review Committee to fund the operation of these services.

The Laguna Beach Summer Breeze is a weekend service that OCTA operated last year for the first time on behalf of the City of Laguna Beach (City). The Laguna Beach Summer Breeze will provide transit shuttle service from a parking lot located on Laguna Canyon Road, near the intersection of Interstate 405 and State Route 133, to key destinations along Laguna Canyon Road, including The Festival of the Arts/Pageant of the Masters, the Sawdust Festival, and the beach. The service will operate from 11:00 a.m. to 11:30 p.m., Saturdays and Sundays beginning July 1, 2017, and ending September 3, 2017. OCTA will be reimbursed by the City for all operating expenses associated with the provision of this service.

Attachment A summarizes the changes planned for the June 2017 Bus Service Change Program and, as noted on the attachment, 24 of the 32 bus routes (or 75 percent) are classified as minority services based on OCTA's Title VI definition. Attachment B is a system map highlighting the 32 routes included in the program.

Summary

OCTA schedules three bus service change programs each year, in February, June, and October. In addition to the provision of seasonal services, the adjustments included in the June 2017 Bus Service Change Program are designed to improve service performance based on technical data and input received from customers and coach operators.

Attachments

- A. June 2017 Bus Service Change Program Summary
- B. June 2017 Bus Service Change System Map, Schedule and Route Adjustments

Prepared by:



Johnny Dunning, Jr.
Manager, Scheduling and
Customer Advocacy
(714) 560-5710

Approved by:



Beth McCormick
General Manager, Transit
(714) 560-5694

June 2017 Bus Service Change Program Summary

Service Change Description					Estimated Riders Affected			Title VI Minority	
Line	Serving	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Route	Comments
REGULAR SERVICE CHANGE ADJUSTMENTS									
1	Long Beach - San Clemente via Pacific Coast Hwy	Summer Schedule			1,783			No	WEEKDAY - implement summer schedule to accommodate congestion on Pacific Coast Highway
25	Fullerton - Huntington Beach via Knott Avenue, Goldenwest Street		Running Time Adjustments			691		Yes	SATURDAY - adjust running time to improve on-time performance
29	La Habra - Huntington Beach via Beach Boulevard		Trip Adjustments			24		Yes	SATURDAY - adjust the 644pm Northbound trip five minutes later to improve customers' commute
30	Cerritos - Anaheim via Orangethorpe Avenue		Running Time Adjustments			961		Yes	SATURDAY - adjust running time to improve on-time performance
33	Fullerton - Huntington Beach via Magnolia Street		Running Time Adjustments			475		Yes	SATURDAY - adjust running time to improve on-time performance
35	Fullerton - Costa Mesa via Brookhurst Street		Running Time Adjustments	Running Time Adjustments		1,582	1,113	Yes	SAT & SUN - adjust running time to improve on-time performance
37	La Habra - Fountain Valley via Euclid Street	Running Time Adjustments			107			Yes	WEEKDAY- adjust running time on the first four Southbound morning trips to improve on-time performance
38	Lakewood - Anaheim Hills via Del Amo Boulevard, La Palma Avenue		Running Time Adjustments			1,661		Yes	SATURDAY - adjust running time to improve on-time performance
42	Seal Beach - Orange via Seal Beach Boulevard, Los Alamitos Boulevard, Lincoln Avenue		Running Time Adjustments	Running Time Adjustments		3,181	2,412	Yes	SAT & SUN - adjust running time to improve on-time performance
43	Fullerton - Costa Mesa via Harbor Boulevard	Trip Adjustments			45			Yes	WEEKDAY - adjust the 441am Southbound trip nine minutes earlier to improve on-time performance
46	Los Alamitos - Orange via Ball Road, Taft Avenue	Running Time Adjustments			2,150			Yes	WEEKDAY - adjust running time to improve on-time performance
47	Fullerton to Balboa via Anaheim Boulevard, Fairview Street	Running Time Adjustments			6,430			Yes	WEEKDAY - adjust running time to improve on-time performance
50	Long Beach - Orange via Katella Avenue	Trips Adjustments			60			Yes	WEEKDAY - adjust the 400pm Westbound trip with additional running time to improve on-time performance
53	Anaheim - Irvine via Main Street	Running Time Adjustments			6,377			Yes	WEEKDAY - adjust running time to improve on-time performance
54	Garden Grove - Orange via Chapman Avenue	Trip Adjustments			11			Yes	WEEKDAY - adjust the 722pm Eastbound trip three minutes earlier to improve on-time performance

ATTACHMENT A

June 2017 Bus Service Change Program Summary

Service Change Description					Estimated Riders Affected			Title VI Minority	
Line	Serving	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Route	Comments
REGULAR SERVICE CHANGE ADJUSTMENTS									
55	Santa Ana - Newport Beach via Standard Avenue, Bristol Street, Fairview Street, 17th Street	Trips Adjustment			101			Yes	WEEKDAY - adjust the 756am Southbound trip three minutes earlier and added four additional minutes of running time to the 306pm Northbound trip to improve on-time performance
57	Brea - Newport Beach via State College Boulevard, Bristol Street	Trip Adjustments			77			Yes	Weekday - adjust the 151pm Southbound trip three minutes later to improve transfer connection with Foothill Transit Line 286
60	Long Beach to Tustin via Westminster Avenue, 17th Street	Running Time Adjustments			5,427			Yes	WEEKDAY - adjust running time to improve on-time performance
66	Huntington Beach - Irvine via McFadden Avenue, Walnut Avenue	Running Time Adjustments	Running Time Adjustments	Running Time Adjustments	6,020	4,382	3,535	Yes	ALL DAYS - adjust running time to improve on-time performance
71	Yorba Linda - Newport Beach via Tustin Avenue, Red Hill Avenue, Newport Boulevard	Running Time Adjustments			2,015			Yes	WEEKDAY - adjust running time to improve on-time performance
76	Huntington Beach - John Wayne Airport via Talbert Avenue, MacArthur Boulevard	Trip Adjustments			15			Yes	WEEKDAY - adjust the 510pm Westbound trip five minutes earlier to resolve operations issue
79	Tustin - Newport Beach via Irvine Boulevard, Culver Drive, University Avenue	Schedule Adjustments & Timepoint Change	Timepoint Change	Timepoint Change	1,372	570	445	Yes	WEEKDAY - adjust schedule to even out the headway ALL - remove Eastbluff as a public timepoint
83	Anaheim - Laguna Hills via Interstate 5, Main Street		Schedule Adjustments	Schedule Adjustments		1,285	889	Yes	SAT - adjust schedule to reduce one vehicle SUN - adjust schedule to improve on-time performance
89	Mission Viejo - Laguna Beach via El Toro Road, Laguna Canyon Road	Trip Adjustments	Trip Adjustments	Trip Adjustments	19	26	23	No	WEEKDAY - adjust the 959am Northbound trip five minutes earlier to improve transfer connection with Line 177 SAT & SUN - adjust the 1249pm Southbound trip with five additional minutes of running time to improve on-time performance
90	Tustin - Dana Point via Irvine Center Drive, Moulton Parkwa, Golden Lantern Street	Trips Adjustment	Running Time Adjustments		39	437		No	WEEKDAY - adjust the 740am Eastbound trip 9 minutes earlier to improve on-time performance SAT - adjust running time to improve on-time performance; eliminate the last Eastbound trip due to low ridership and to maintain within allocated resources
91	Laguna Hills - San Clemente via Paseo De Valencia, Camino Capistrano, Del Obispo Street		Running Time Adjustments			651		No	SAT- adjust running time to improve on-time performance

June 2017 Bus Service Change Program Summary

<u>Service Change Description</u>					<u>Estimated Riders Affected</u>			<u>Title VI</u>	<u>Comments</u>
<u>Line</u>	<u>Serving</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Minority</u>	
REGULAR SERVICE CHANGE ADJUSTMENTS									
150	Santa Ana to Costa Mesa via Fairview Street, Flower Street	Trips Adjustment			70			Yes	WEEKDAY - adjust the 702am Clockwise trip with additional two minutes of running time and additional four minutes to the 234pm Counter Clockwise trip to improve on-time performance
167	Orange - Tustin via Tustin Avenue, Hewes Street, Bryan Avenue	Running Time Adjustments			672			No	WEEKDAY - adjust running time to improve on-time performance
206	Santa Ana - Lake Forest Express via Interstate 5	Trip Adjustments			13			Yes	WEEKDAY - adjust the 319pm Northbound trip with ten additional minutes of running time to improve on-time performance
211	Huntington Beach - Irvine Express via Interstate 405	Running Time Adjustments			97			No	WEEKDAY - adjust running time to improve on-time performance
463	Santa Ana Regional Transportation Center - Hutton Centre via Sunflower Avenue	Running Time Adjustments			92			No	WEEKDAY - adjust running time to improve on-time performance
794	Riverside/Corona to South Coast Metro Express	Running Time Adjustments			55			No	WEEKDAY - adjust running time to improve on-time performance in eastbound direction
Estimated Riders Affected:					33,047	15,926	8,417	24	

June 2017 Bus Service Change System Map

Schedule and Route Adjustments

ATTACHMENT B

