



AGENDA

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, June 8, 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 Tait

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 9)

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 May 11, 2017.



3. San Juan Creek Bridge Replacement Project Update and Authority to Acquire Right-of-Way

Joe Gallardo/James G. Beil

Overview

The Orange County Transportation Authority is the owner of the Orange subdivision railroad right-of-way in Orange County. The Southern California Regional Rail Authority is currently in the design phase for the San Juan Creek Bridge Replacement project. The project requires acquisition of property from public and private parties to allow the construction of the project. The initiation of the property acquisition process is necessary at this time to maintain the project delivery schedule.

Recommendation

Authorize the Chief Executive Officer, or his designee, to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary interests in real property and necessary utility relocations for the San Juan Creek Bridge Replacement project.

4. Anaheim Canyon Metrolink Station Improvement Project Update

Lora Cross/James G. Beil

Overview

The Orange County Transportation Authority, in coordination with the City of Anaheim and Southern California Regional Rail Authority, completed a project definition report for the Anaheim Canyon Metrolink Station Improvement project. The report provides an update on the progress and current status of the project.

Recommendation

Receive and file as an information item.



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

Sam Kaur/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services that complement regional transit. Since inception, the Orange County Transportation Authority Board of Directors has approved 22 projects for a total \$36.5 million in Project V funds. A ridership report on Project V services in operation today is provided for information purposes.

Recommendation

Receive and file as an information item.

6. Amendment to Joint Agreement with County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Bryan Hanley/Beth McCormick

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority depends on utilizing both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. Currently, the 800 MHz Countywide Coordinated Communications System is undergoing significant enhancement in order to extend the life of the system. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed an amendment to increase the maximum obligation of the agreement.

6. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-1256 between the Orange County Transportation Authority and the County of Orange, in the amount of \$674,231 to share in the cost of the operation, maintenance, equipment replacement, and financial management of the Countywide Coordinated Communications System, bringing the total contract value to \$957,752.

7. Cooperative Agreement with Anaheim Transportation Network Establishing Roles and Responsibilities as a Subrecipient of Federal Funds

P. Sue Zuhlke/Beth McCormick

Overview

As an eligible entity to receive Federal Transit Administration grants, the Anaheim Transportation Network entered into an agreement with the Orange County Transportation Authority in 2005 to establish roles and responsibilities regarding the collection of transit data and transfer of grant funds. The existing agreement expires June 30, 2017. Approval is requested to enter into a new cooperative agreement for distribution of federal funds.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1760 between the Orange County Transportation Authority and Anaheim Transportation Network, in the amount of \$4,205,060, for a term of five years, to establish roles and responsibilities for the distribution of federal grant funds.

8. Amendment to Agreement for the Provision of ACCESS Service

Curt Burlingame/Beth McCormick

Overview

On March 25, 2013, the Orange County Transportation Authority Board of Directors approved an agreement with MV Transportation, Inc., for the management and operation of ACCESS service. This agreement expires on June 30, 2017. A contract amendment is required to exercise the first, two-year option term of the agreement, to continue the provision of services through June 30, 2019.



8. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-2-1865 between the Orange County Transportation Authority and MV Transportation, Inc., in the amount of \$90,982,108, for the management and operation of ACCESS service. This will exercise the two-year option and increase the maximum obligation of the agreement to a total contract value of \$255,611,569, through June 30, 2019.

9. Proposition 1B California Transit Security Grant Program Authorization for 2017

Ric Teano/Lance M. Larson

Overview

In 2006, Proposition 1B authorized the issuance of general obligation bonds to support transportation improvements throughout the state, including the California Transit Security Grant Program, which makes available funding allocations to support eligible transit system safety, security, and disaster response projects. For fiscal year 2017, \$2.8 million is available to the Orange County Transportation Authority. A list of candidate projects is presented for consideration, along with an authorizing resolution to execute grant-related agreements, as required by the program.

Recommendations

- A. Adopt Orange County Transportation Authority Resolution No. 2017-033 authorizing the Chief Executive Officer, or designee, to file and execute grant-related agreements with the California Governor's Office of Emergency Services as the designated administrative agency of the California Transit Security Grant Program.
- B. Approve the candidate project list and authorize staff to amend the Federal Transportation Improvement Program to accommodate grant revenues.



Regular Calendar

10. Award of Agreement for Vanpool Service Providers

Stella Lin/Lance M. Larson

Overview

On February 13, 2017, the Board of Directors approved the release of request for proposals to provide commuter vanpool services and Measure M Project V Community Based Transit Circulators Program services. Offers were received in accordance with the Orange County Transportation Authority procurement procedures for professional and technical services. Board of Directors approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as Enterprise Rideshare, to provide vanpool and Community Based Circulators program services for the Orange County Transportation Authority's vanpool program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1546 between the Orange County Transportation Authority and Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as Enterprise Rideshare, in the amount of \$8,323,888, for a three-year initial term from July 1, 2017 through June 30, 2020, with two, two-year option terms to provide subsidized commuter vanpool services and Measure M Project V Community Based Circulators program services.

11. Transit Division Performance Measurements Report for the Third Quarter of Fiscal Year 2016-17

Johnny Jr. Dunning/Beth McCormick

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. This report summarizes the performance measures for the transit services provided through the second quarter of fiscal year 2016-17. These performance measures gauge the safety, courtesy, reliability, and overall quality of the public transit services provided.



11. (Continued)

Recommendation

Receive and file as an information item.

Discussion Items

12. Fiscal Year 2017-18 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Overview

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board on May 8, 2017.

13. Chief Executive Officer's Report

14. Committee Members' Reports

15. Closed Session

There are no Closed Session items scheduled.

16. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July, 13, 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*

Staff Present

*Darrell Johnson, Chief Executive Officer
Laurena Weinert, Clerk of the Board,
Sara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel
OCTA Staff and members of the General Public*

Committee Members Absent

Gregory T. Winterbottom

Call to Order

The May 11, 2017 meeting of the Transit Committee was called to order by Committee Chairman Shaw at 9:01 a.m.

Pledge of Allegiance

Director Jones led in the Pledge of Allegiance

1. Public Comments

Public comments were received from Larry Slagle, who commented on the Orange County Taxi Administration Program (OCTAP). Mr. Slagle encouraged the Board of Directors to work with the cities to regulate taxis, require drivers to have background checks, and drug and alcohol tests. Mr. Slagle stated that by having OCTA oversee OCTAP, it eliminates duplications and keeps the costs down. He supports OCTAP and is happy with the program.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 9)

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.



MINUTES

Transit Committee Meeting

2. Approval of Minutes

A motion was made by Director Pulido, seconded by Director Murray, and declared passed by those present, to approve minutes of the April 27, 2017 meeting.

3. Rail Programs and Facilities Engineering Quarterly Report

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

4. OC Streetcar and Bus-Rail Interface Title VI Analysis

A motion was made by Director Pulido, seconded by Director Murray, and declared passed by those present, to approve the 2017 OC Streetcar and Bus-Rail Interface Title VI Analysis and direct staff to submit to the Federal Transit Administration Headquarters Office of Civil Rights.

Director Tait voted in opposition for this item.

5. Amendment to Agreement for the Design of the OC Streetcar Project

A motion was made by Director Pulido, seconded by Director Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$866,639, for additional design services for the OC Streetcar project. The amendment will increase the maximum cumulative obligation of the agreement to a contract value of \$17,784,560.

Director Tait voted in opposition for this item.

6. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

A motion was made by Director Pulido, seconded by Director Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$7,538,093, for Transit Police Services, effective July 1, 2017 through June 30, 2018. This will increase the maximum obligation of the agreement to a total contract value of \$21,532,496.

Due to a conflict of interest, Director Tait did not participate or vote on this item.



MINUTES

Transit Committee Meeting

7. Agreement for Coach Operator, Operations Instructor, and Field Supervisor Uniforms

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

- A. Approve the selection of Becnel Uniforms, as the firm to provide coach operator, operations instructor, and field supervisor uniforms on an as-needed basis.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1442 between the Orange County Transportation Authority and Becnel Uniforms, in the amount of \$821,852, for an initial three-year term with two one-year option terms to provide coach operator, operations instructor, and field supervisor uniforms on an as-needed basis.

8. Amendment to Cooperative Agreement with Regional Center of Orange County

A motion was made by Director Pulido, seconded by Director Murray, and declared passed by those present, to authorize the Chief Executive Officer to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-3-1625 between the Orange County Transportation Authority and the Regional Center of Orange County to exercise the second option term to share in the cost of paratransit services provided to Regional Center of Orange County consumers through June 30, 2018.

9. Amendments to Cooperative Agreements with Special Agencies Providing Paratransit Services

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-3-1619 between the Orange County Transportation Authority and Acacia Adult Day Services to exercise the second option term, in an amount of \$535,500, to share in the cost of providing transportation services through June 30, 2018, bringing the total contract value to \$3,125,125.



MINUTES

Transit Committee Meeting

9. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-6-1056 between the Orange County Transportation Authority and Alzheimer's Orange County to exercise the first option term, in an amount of \$170,170, to share in the cost of providing transportation services through June 30, 2018, bringing the total contract value to \$539,001.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-3-1620 between the Orange County Transportation Authority and Alzheimer's Family Center to exercise the second option term, in an amount of \$813,925, to share in the cost of providing transportation service through June 30, 2018, bringing the total contract value to \$2,663,039.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-3-1622 between the Orange County Transportation Authority and Community SeniorServ to exercise the second option term, in an amount of \$605,793, to share in the cost of providing transportation services through June 30, 2018, bringing the total contract value to \$4,242,596.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-3-1623 between the Orange County Transportation Authority and Orange County Adult Achievement Center to exercise the second option term, in an amount of \$1,919,301, to share in the cost of providing transportation services through June 30, 2018, bringing the total contract value to \$7,433,315.
- F. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-3-1624 between the Orange County Transportation Authority and Sultan Adult Day Health Care to exercise the second option term, in an amount of \$1,339,875, to share in the cost of providing transportation services through June 30, 2018, bringing the total contract value to \$5,930,483.



Regular Calendar

10. OC Streetcar Full Funding Grant Agreement

Darrell Johnson, Chief Executive Officer (CEO), gave opening comments and introduced strategic advisors at Cardinal Infrastructure, Sherry Little and Sev Miller, who were on the phone to answer questions.

James Beil, Executive Director of Capital Programs, reported that the Full Funding Grant Agreement (FFGA) is a contract between the Orange County Transportation Authority (OCTA) and the Federal Transit Administration (FTA) for the funding and delivery of the project scope within budgeted costs to maintain the OC Streetcar.

Mr. Beil stated the actual planned revenue service date is December of 2020. However, the FFGA will reflect a worst case scenario for the planned revenue service date in August of 2021.

Ms. Little reported that the Omnibus Bill will include \$50 million for OC Streetcar and other capital investment grant projects. Mr. Miller reported that the increased contingency is a small amount for the FTA, and once the FFGA is signed, \$50 million will be included for the OC Streetcar project.

A lengthy discussion ensued about how funding for the Congestion Mitigation and Air Quality is used and how this is a first time appropriation approval for the OCTA.

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

- A. Approve the revised OC Streetcar project funding plan consistent with the outcome of the Federal Transit Administration Risk Assessment Workshop conducted on the 60 percent design.
- B. Authorize the use of an additional \$1.43 million in Congestion Mitigation Air Quality Improvement Program funding, increasing the total project funding from \$297.91 million to \$299.34 million.
- C. Approve the Interim Comprehensive Business Plan and Financial Commitment Policy Statement to address the Orange County Transportation Authority's commitments to its bus and rail operations as required to support the request for a Full Funding Grant Agreement.



10. (Continued)

- D. Authorize the Chief Executive Officer to request and enter into a Full Funding Grant Agreement to secure a federal contribution of \$148.96 million through the Section 5309 Capital Investment Grant Program.
- E. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any required agreements or amendments to facilitate the recommendation above.

Director Tait voted in opposition for this item.

11. OC Bus 360° Update

Kurt Brotcke, Director of Strategic Planning reported on the progress of OC Bus 360° and the major elements included are:

- New services, such as BRAVO service on Westminster and 17th Street;
- Major redeployment of bus resources, from low demand to higher demand areas;
- Major promotions and marketing efforts; and
- Deployed new technologies such as the real-time schedule application and mobile ticketing application.

Mr. Brotcke referred to a handout provided to the Committee and reported that there is a 10.4 percent increase in weekday ridership since last October and that customers are responding to an increase in the frequency of service. In addition, he stated that a survey was conducted with the University of California, Irvine and as a part of that partnership, 57 percent of riders said travel was improved by 15 minutes or more.

Mr. Brotcke also reported that as a part of the October 2017 and February 2018 service change, recommendations will be brought to the Transit Committee to look at redeployment and resources from services not being used that well.

Director Tait inquired on the statistics from the handout and requested the following:

- A year-to-year ridership comparison against the national average ridership from 2015 to 2016;
- A total of ridership (both weekday and weekend service); and



11. (Continued)

- Tracking the number of purchases of disabled fares before the age limit was changed and what the number of purchases is today.

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

12. October 2017 Service Change Proposal

Darrell Johnson, CEO, provided opening comments and introduced Gary Hewitt, Project Manager of Transit Planning, who reported on the following:

- Proposing some trip and route eliminations which average less than 10 boardings per hour and re-deploying those routes in the February service change.
- Proposing to eliminate three of the rail-feeder routes which include: the Anaheim Canyon Metrolink station, Anaheim Regional Transportation Intermodal Center, and the Laguna Niguel Metrolink station.
- Proposing to eliminate the trips at the very beginning and end of the day, which average less than eight boardings per trip. These trips are outside of the "Span of Service" which is 5:30 a.m. to 8:30 p.m. on the weekdays and 7:00 a.m. to 7:00 p.m. on the weekends.
- Suggest modifications to Route 37 to both the north and south end of route, in order to help the route operate more efficiently and increase productivity which is a small loss of ridership.
- The City of Newport Beach requested to remove some of the late evening and early morning service to the Newport Transportation Center. They are currently evaluating that proposal.
- These changes would save five peak weekday vehicles and 12,000 annual revenue hours of service with 119,000 annual boardings if these changes are made.

A discussion ensued regarding Route 37 and Route 129, the number of boardings on these routes per trip, and how these actions will increase ridership. Following the discussion on this item, no action was taken on this receive and file information item.



13. Transit Master Plan – Investment Framework

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

Mr. Boland provided a PowerPoint presentation and answered questions on the Transit Master Plan – Investment Framework including the following:

- Project Schedule;
- Built on Goals and Objectives;
- Transit Investment Framework;
- Service: Route Categories;
- Service Level Guidelines;
- Capital: Existing Bus Investment Types;
- Capital: Existing Bus Guidelines;
- Capital: High-Capacity Transit;
- Opportunity Corridor Evaluation;
- “Built Your Own Transit” Survey; and
- Next Steps.

Director Tait asked if there is a way to track where people are commuting throughout the county. Mr. Johnson, CEO, responded that OCTA has tracked commuters for highway development; yet, not for bus ridership. He also referred to PowerPoint slides six and nine which gives framework for service band and high frequency improvements.

Director Pulido commented on the bus corridors and expanding them onto Harbor Boulevard, Chapman Avenue, or the airport. He also inquired about making the stations elevated for buses and disabled customers. Mr. Boland mentioned a rollable curve to get within the three-inch gap for wheelchairs and strollers.

Following the discussion on this item, no action was taken. Staff will return to the Board of Directors in July 2017, with the draft Transit Opportunity Corridors and short-term bus service recommendations.



Discussion Items

14. Fiscal Year 2017-18 Budget Workshop Follow-up

Mr. Johnson, CEO, provided opening remarks and introduced Victor Velasquez, Manager of Finance and Administration, to answer any questions on the handout that was provided to the Committee.

Director Pulido referred the handout and asked about question number three and why there was negative numbers.

Mr. Velasquez stated that it was the last fiscal year that OCTA tracked, and the Board of Directors adopted a new forecast methodology because OCTA was seeing a lower sales tax growth rate from one year to the next.

15. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- The Long Range Transportation development process will be kicking off at OCTA on Wednesday, May 17, 2017, from 8:30 a.m. to 10:30 a.m. This elected officials' workshop provides an overview of the future of transportation; as well as, the state of transportation in Orange County.
- The next open house for the OC Streetcar will take place on Saturday, May 13, 2017 at Lydia Romero-Cruz Elementary in Santa Ana from 10:00 a.m. to 11:30 a.m.
- That next week is Bike to Work week, and OCTA will have a Bike Rally on Thursday, May 18, 2017 from the Orange Metrolink Station to the OCTA Headquarters, at 7:30 a.m.

16. Committee Members' Reports

Director Shaw presented a video of a local tram in Rio De Janeiro, and the nine-mile line has 32 stations which opened in 2016 to support the Olympics. He stated that when the line is completed, 300,000 passengers a day is expected, and the goals are to eliminate 60 percent of the buses and 15 percent of automobiles in the downtown area.



MINUTES

Transit Committee Meeting

17. Closed Session

There were no Closed Session items scheduled.

18. Adjournment

The meeting adjourned at 10:48 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, June 8, 2017**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Tim Shaw
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: San Juan Creek Bridge Replacement Project Update and Authority to Acquire Right-of-Way

Overview

The Orange County Transportation Authority is the owner of the Orange subdivision railroad right-of-way in Orange County. The Southern California Regional Rail Authority is currently in the design phase for the San Juan Creek Bridge Replacement project. The project requires acquisition of property from public and private parties to allow the construction of the project. The initiation of the property acquisition process is necessary at this time to maintain the project delivery schedule.

Recommendation

Authorize the Chief Executive Officer, or his designee, to initiate discussions with property owners and utility owners, make offers, and execute agreements for the acquisition of all necessary interests in real property and necessary utility relocations for the San Juan Creek Bridge Replacement project.

Background

On January 12, 2016, the Southern California Regional Rail Authority (SCRRA) began design of the San Juan Creek Bridge Replacement project (Project). The Project is located in the City of San Juan Capistrano, approximately 0.5 mile south of Del Obispo Street at San Juan Creek, or Milepost 197.9 on the Orange subdivision. The Project will replace a 300-foot long railroad bridge built in 1917 that carries a single mainline track for passenger and freight rail traffic over San Juan Creek. The 100-year old bridge has reached its useful life and the Project will replace the bridge to increase safety and reduce maintenance. In order to maintain rail service during construction, the new bridge will be constructed adjacent to the west side of the existing bridge. The existing bridge will be demolished and the new substructure will be constructed to accommodate future bridge widening needs without impacting the creek and access trails and

roads. Additionally, the Orange County Transportation Authority (OCTA) and SCRRA, in coordination with the County of Orange (County), will incorporate construction of a bikeway, trail, and service vehicle underpass on the south end of the bridge parallel with the creek for a future County trail and bikeway improvement project. The additional underpass will enhance the County's network of regional trails and network of local and regional bikeways.

SCRRA is the overall lead for environmental, design, and construction of the Project. OCTA owns the Orange subdivision railroad right-of-way (ROW) in the County and is responsible to acquire the necessary ROW for the Project. The design was coordinated with OCTA to minimize impacts to adjacent property owners; however, the Project will require the acquisition of both public and private lands.

Discussion

SCRRA is the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) lead agency for environmental approval for the Project. The Project under CEQA guidelines is statutorily exempt and the Notice of Exemption was filed with the County and the State Clearinghouse on May 8, 2017. The Project type qualifies for federal documented categorical exclusion under Federal Transit Administration (FTA) guidelines and was submitted to the FTA for review and concurrence on March 24, 2017. FTA concurrence is anticipated to be issued in July 2017, which allows for the initiation of property acquisition.

The Project will have impacts to both privately-owned and publicly-owned properties. The Project is estimated to impact a total of nine parcels, including three commercial/industrial properties and six public properties (Attachment A). The real property requirements are comprised of a combination of partial fee purchases, permanent easements, and temporary construction easements (TCEs). The partial fee, permanent easements, and TCEs are required for bridge construction, retaining walls, track, access, and staging.

OCTA has adopted Real Property Department Policies and Procedures (RPDPP) to properly handle the acquisition of property rights. The RPDPP incorporates requirements set by the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). The Uniform Act was enacted by the federal government to ensure real property is acquired, and that persons, businesses, and personal property (displacees) are relocated in an equitable, consistent, and equal manner. The RPDPP also incorporates State of California laws and regulations enacted to provide benefits and safeguards to property owners.

Statutory offers for the purchase of property will be made for an amount established as just compensation which shall be determined through an independent appraisal process. Efforts will be made to reach a negotiated settlement with property owners or businesses; however, when an impasse is reached, as an act of last resort, staff, through a separate Board of Directors (Board) action, may request the Board to adopt a resolution of necessity to proceed with eminent domain proceedings to obtain the necessary interests in real property.

The Project does not intend to require the permanent relocation or displacement of any single family residence or business as a result of property acquisitions; however, under state and federal regulations, any qualified displacee or occupant is entitled to receive relocation advisory assistance, and actual and reasonable moving costs for displaced residential occupants, displaced business owners, and for displacement of personal property. The relocation process runs concurrently with the acquisition process and is a requirement of law.

OCTA staff will continue to evaluate the need for property through the design phase. If any modifications to the ROW requirements are necessary, staff will take action to appropriately justify and document the need to secure necessary property to construct the Project in accordance with procedural requirements. Any need for additional ROW requirements will be addressed for appropriate justification within the parameters of the CEQA and NEPA.

Cost and Schedule Status

The current estimated cost to acquire all specified interests in real property and provide potential relocation assistance for the Project is approximately \$750,000. The approved Project budget is currently \$34.2 million. The design has advanced to 60 percent completion and the associated Project cost estimate has been updated. As the design developed, a different bikeway underpass bridge structure type to accommodate the existing bike path was selected due to the skewed alignment of the bridge. Deeper piles are also needed for the bridge structure due to scour protection needed for the new bridge structure, and additionally, the existing fiber optic line relocation cost was underestimated. This resulted in a construction cost increase of approximately \$2.5 million. The associated Project support costs including construction management, agency costs, railroad flagging, and contingencies have been reassessed and have increased by \$1.6 million. The combined increase is \$4.1 million, bringing the new total Project cost to \$38.3 million. It is anticipated that the final design will be completed in May 2018, with construction anticipated to begin in July 2019 and completed in January 2022.

Next Steps

Staff is currently preparing an item to return to the Board in July 2017 to program \$4.1 million in additional funds for the Project.

Fiscal Impact

The Project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0017-9081-TR022-ODM, and is funded with Measure M2 and state funds.

Summary

Staff requests the Board of Directors to authorize the Chief Executive Officer to make offers and execute agreements with property owners and utility owners for the acquisition of all necessary interests in real property and necessary utility relocations for the San Juan Creek Bridge Replacement project.

Attachments

- A. San Juan Creek Bridge Replacement Project Potential Right-of-Way Parcels
- B. San Juan Creek Bridge Replacement Project Impact Area

Prepared by:



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

Approved



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

San Juan Creek Bridge Replacement Project Potential Right-of-Way Parcels

NO.	PARENT PARCEL	OWNER	PROPERTY ADDRESS	APN	Area (SF)	PARTIAL FEE	TCE	ROW Need Reasoning
1	SJCB-002-01	SPM-SERRA PLAZA LLC	31920 Del Obispo St, San Juan Capistrano, CA 92675	668-072-29	235	1		For a New Derail
2	SJCB-003-01	12 STONES FAMILY LIMITED PARTNERSHIP	32242 and 32244 Paseo Adelanto, San Juan Capistrano, CA 92675	668-101-18	548	1		For Track Shift
	SJCB-003-02			668-101-19				
3	SJCB-004-01	CITY OF SAN JUAN CAPISTRANO	32400 Paseo Adelanto, San Juan Capistrano, CA 92675	668-101-23	2,676	1		For a New Retaining Wall
	SJCB-004-02		32400 Paseo Adelanto, San Juan Capistrano, CA 92675	668-101-23	8,563		1	For Construction Access
4	SJCB-005-01	ORANGE COUNTY FLOOD CONTROL DISTRICT	Portion of Vereda Bikeway and embankments from the railroad	668-101-22	788	1		For a New Underpass and a New Rail Bridge
	SJCB-005-02			668-101-Flood Control				
5	SJCB-006-01	ORANGE COUNTY FLOOD CONTROL DISTRICT	Portion of San Juan Creek and maintenance road between railroad and Camino Capistrano	668-091-11	17,246		1	For Construction Access
				668-112-Flood Control				
6	SJCB-007-01	CITY OF SAN JUAN CAPISTRANO	Unpaved lot between railroad and Camino Capistrano	668-112-04	14,447		1	For Construction Access
				668-112-05				

San Juan Creek Bridge Replacement Project Impact Area



Property Rights Area



San Juan Creek Bridge

SCRR Rail Corridor



Not to Scale,
For Presentation Purposes Only



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Anaheim Canyon Metrolink Station Improvement Project Update

Overview

The Orange County Transportation Authority, in coordination with the City of Anaheim and Southern California Regional Rail Authority, completed a project definition report for the Anaheim Canyon Metrolink Station Improvement project. The report provides an update on the progress and current status of the project.

Recommendation

Receive and file as an information item.

Background

The Anaheim Canyon Metrolink station (Station) is located between La Palma Avenue and State Route 91 on the Southern California Passenger and Freight Rail network, Olive Subdivision, which is owned by the Orange County Transportation Authority (OCTA). The Station is served by the Metrolink Inland Empire – Orange County Line. Currently, there is a single track and single platform serving the Station. The Anaheim Canyon Metrolink Station Improvement project (Project) will add a second track and platform to allow more than one train to serve the Station and/or pass through the Station area at a time. This will improve the on-time performance, efficiency, and safety of the train operations on the rail corridor. The addition of the second track will affect two at-grade crossings at Tustin Avenue and La Palma Avenue, which will require the relocation of existing railroad safety equipment at these locations.

Discussion

Cooperative agreements with the City of Anaheim (City) and the Southern California Regional Rail Authority (SCRRA) were approved by the Board of Directors (Board) to define roles, responsibilities, and funding for the Project. OCTA will be the lead on all phases of the Project, including

environmental, design/engineering, right-of-way (ROW), construction, and construction management, and will provide all the funding for the Project. SCRRA will design the rail communication systems, including signals and Positive Train Control (PTC), and provide reviews and design support during construction. Upon completion of the Project, the City will own and maintain the non-operational components of the Station, while SCRRA will maintain the operational components of the improvements, including the ticket vending machines, electronic signage, inner track fence, and platform tactile strips.

Environmental services and preliminary engineering have been completed for the Project, and a project schematic based on 30 percent design is provided in Attachment A. California Environmental Quality Act clearance of the Project was obtained on January 12, 2017, and National Environmental Policy Act clearance from the Federal Transit Administration is expected in June 2017.

The Project budget is \$20,544,000, comprised of federal and local sources shown in the table below.

ANAHEIM CANYON FUNDING PLAN (000'S)				
PHASE	Congestion Mitigation and Air Quality Improvement	Federal Transit Administration Section 5337	Commuter Urban Rail Endowment fund	TOTAL
Design	\$ 2,250			\$2,250
ROW		\$ 2,001		\$2,001
Construction	\$15,800			\$15,800
Project Management			\$493	\$493
TOTAL	\$18,050	\$ 2,001	\$493	\$20,544

The updated 30 percent engineer's estimate indicates the total Project cost to be \$27,906,000, an increase of \$7,362,000. The original Project cost estimate, developed as part of the 2015 Project Definition report, did not include the following:

- Work necessary to support PTC
- Increased costs for signal, communication, and SCRRA flagging
- Closing or relocation of two private driveways
- Inclusion of a bus stop to enhance connections between rail service and bus routes along La Palma Avenue
- A new bike lane which will improve connectivity with rail service
- Increased cost in footing construction based on a spread footing design
- Escalation in cost attributed to overall construction cost increases the industry is recognizing

The following table summarizes the approximate additional costs.

ITEM	ADDITIONAL AMOUNT (000'S)
PTC	\$2,300
Signal, communication, and flagging	\$2,200
ROW costs for driveways	\$2,000
Bus stop	\$70
Bike lane	\$60
Footing construction	\$500
Other increases	\$232
Total	\$7,362

Next Steps

Staff is currently preparing an item to return to the Board in July 2017 to program \$7.362 million in additional funds for the Project.

Consultant selection for final design is scheduled to be presented to the Board on August 14, 2017. It is anticipated that the final design will be completed in September 2018, with construction anticipated to begin in February 2019 and completed in September 2020.

Summary

A summary of key Anaheim Canyon Metrolink Station Improvement project activities, including project cost increase, is provided for Board of Directors' review.

Attachment

A. Project Schematic 30 Percent Design

Prepared by:



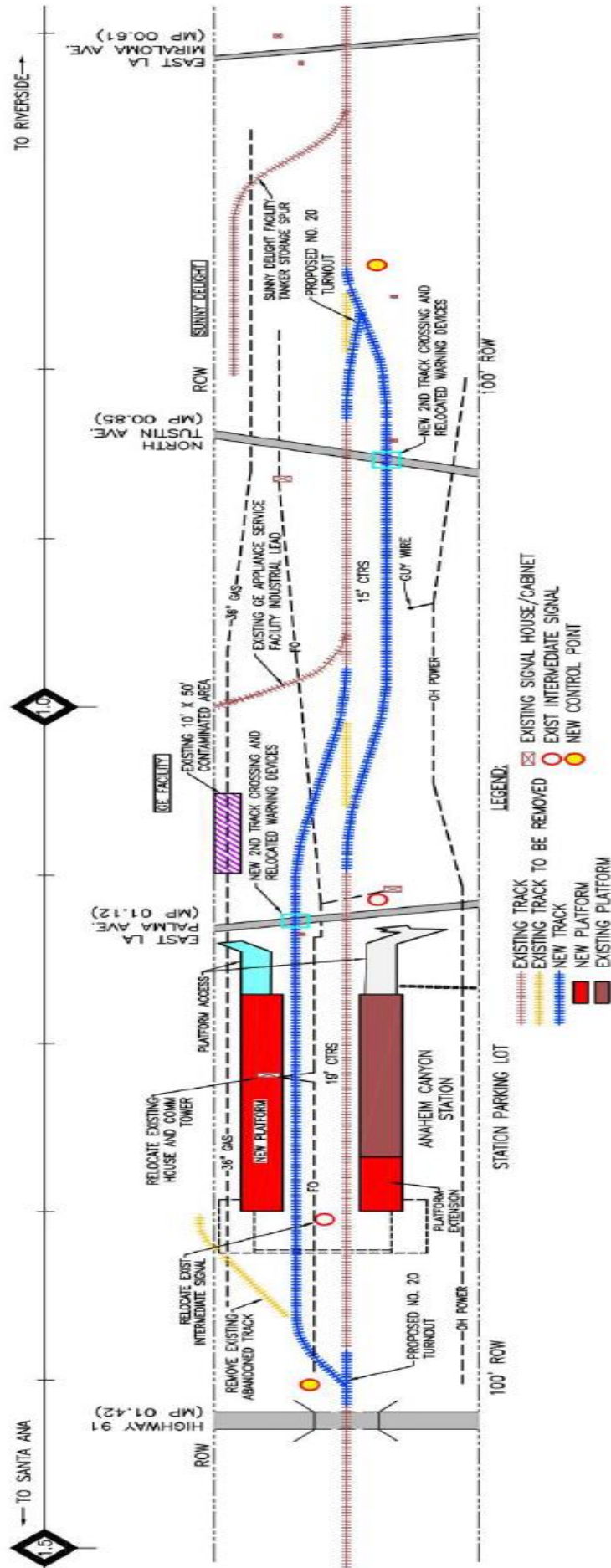
Lora Cross, P.M.P.
Project Manager
(714) 560-5788

Approved by:



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

Project Schematic 30 Percent Design



Source: STV, 2015



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Project V Community-Based Transit Circulators Program Ridership Report

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services that complement regional transit. Since inception, the Orange County Transportation Authority Board of Directors has approved 22 projects for a total \$36.5 million in Project V funds. A ridership report on Project V services in operation today is provided for information purposes.

Recommendation

Receive and file as an information item.

Background

The Community-Based Transit Circulators Program (Project V) is a competitive element under Measure M2 (M2) that provides funding to develop and implement local transit services. Services eligible for this program include community-based circulators, shuttles, trolleys, and demand-responsive services that complement regional bus and rail services, and better suit local needs in areas not adequately served by regional transit. This is a competitive program that provides funding for both capital and operations. Daily services or seasonal/special event shuttles are eligible to compete for funding.

The Orange County Transportation Authority (OCTA) Board of Directors (Board) approved five projects for \$9.8 million in Project V funds in June 2013. The Board subsequently approved \$26.7 million for 17 projects in June 2016. Cities must provide a minimum match of ten percent for the capital costs. M2 Project V contributions towards the operations costs are capped at a maximum of 90 percent of total service cost or \$9 per boarding, whichever is less.

Consistent with the approved Project V Guidelines, Project V-funded services must achieve a performance standard of six passenger boardings per revenue vehicle hour (B/RVH) within the first 12 months of operations, and must achieve the ten B/RVH within the first 24 months of operations, and every year thereafter.

In August 2015, the OCTA Board directed staff to provide ridership reports to the OCTA Transit Committee for active Project V services. This report includes ridership information for the nine projects in operation through April 2017. The remaining projects will be included in the next report as additional services begin.

Discussion

Through April 2017, nine services were in operation using approved Project V grants (Attachment A). These services include a mixture of special event, fixed-route, and on-demand projects that meet a variety of community needs. On April 30, 2017, the City of Westminster cancelled the Little Saigon shuttle due to low productivity, leaving eight services in operation today.

The special event services are proving especially successful in meeting OCTA's performance standard, particularly when compared to the community fixed-route and other services (see below). Productivity for the special event services ranged from 17 to 23 B/RVH for this reporting period, well exceeding the productivity minimum of ten B/RVH.

However, the fixed-route services are not performing at the same level. For example, the community circulator service in the City of La Habra started in August 2015, was subsequently restructured in August 2016 (to improve productivity), and now must reach a performance target of ten B/RVH by August 2017, in order to continue. The Mission Viejo community circulator started in October 2016 and is required to meet the performance target of six B/RVH by October 2017, and ten B/RVH by October 2018. Both the La Habra and Mission Viejo services are currently under the performance target, and cities should consider route changes and additional marketing efforts that can improve productivity. OCTA staff will continue to monitor these services, as well as meet with staff on ideas and concepts to improve productivity.

The City of San Clemente (City) is providing demand-responsive rideshare services along the same area as formerly served by OCTA bus routes 191 and 193. These two routes were eliminated in October 2016. Since this was the first time for funding and deployment of a project of this nature in Orange County, the Board approved this concept as a pilot program for two years.

On October 9, 2016, the City executed an agreement with LYFT, INC (Lyft) to provide on-demand rideshare services. Unfortunately, the ridership reports provided by Lyft have proven inadequate and lacking relevant details (e.g., drop-off and pick-up locations, etc.). As a result, OCTA staff has expressed concerns as it relates to the data included in the ridership reports provided by Lyft. A letter was sent to the City on April 28, 2017, requesting information that can be used to verify the ridership data provided by Lyft in their reports to the City to support reimbursement. OCTA staff is unable to verify the accuracy of the information absent the requested data and, therefore, did not report the ridership information for this update. Staff will continue to work through the City to obtain the necessary information to verify usage for this service.

The ridership information for the Project V-funded services is provided in Attachment B. Staff will continue to work collaboratively with the local agencies and monitor these services. The next update will be provided to the Board in December 2017.

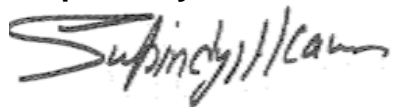
Summary

Current Project V services include a mixture of special event, fixed-route, and on-demand projects. A status report on Project V services is provided for information purposes. The special event services are outperforming the fixed-route services and well-exceeding performance requirements. Information on additional projects services starting later this year will be provided in future reports.

Attachments

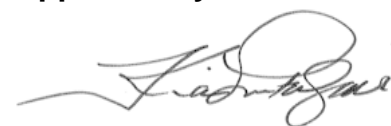
- A. Project V Services - Project Details
- B. Project V Services – Ridership Report

Prepared by:



Sam Kaur
Manager, Measure M Local Programs
(714) 560-5673

Approved by:



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

Project V Services – Project Details

City of Dana Point (Dana Point): Project V provided over \$2,456,511 over seven years for the capital and operations cost to provide summer trolley and seasonal shuttle services. Dana Point provides a minimum match of 11 percent for capital improvements that will cover the leasing cost of the vehicles. For the service, Dana Point provides a ten percent match in the first year of service, 20 percent in the second year, and 28.68 percent for the remaining years (fiscal years 2016/17-2021). The maximum that the Orange County Transportation Authority (OCTA) pays is \$8 per passenger for the service. Dana Point began operating Project V services in summer 2015.

City of Huntington Beach (Huntington Beach) Service: Project V provided \$93,287 for the Huntington Beach Holiday and Event Shuttle over seven years. Huntington Beach is paying 30 percent in match, and the service cost is estimated to be \$12,000 per year. Services consist of operating five shuttles on the 4th of July, between 8:00 a.m. and 11:00 p.m., and five shuttles during the U.S. Open Event from 8:00 am to 11:00 pm. This service began operations in July 2015.

City of La Habra (La Habra) Service: OCTA provided \$1,719,839 over seven years in Project V funds for the capital and operations costs, which included the purchase of two buses and related bus stops amenities, including shelters, benches, sidewalks, and curb and gutter ramps. In August 2015, the OCTA Board of Directors (Board) reduced La Habra's Project V funding by \$929,820 due to the cancellation of one of the routes. La Habra provides at least ten percent match for the operating cost. La Habra Express Service started on August 4, 2014, and currently provides weekday service. The service runs within the City of La Habra, with additional stops at St. Jude Medical Center and the Fullerton Transportation Center for approximately 10 hours per day.

La Habra Special Event Shuttle Service: OCTA provided \$96,810 in Project V funds for the City of La Habra Special Event Shuttle services for seven years. La Habra will provide ten percent in match, and service cost is estimated to be approximately \$15,000 per year. Service consists of operating three shuttles for the special Events the City identified in their Project V application. The service operated for the City's Tamale Festival in November 2016.

City of Laguna Beach (Laguna Beach): Project V provided \$3,559,860 for the vehicle purchase and to cover operational cost over seven years. Laguna Beach started this service in 2015. The project provides seasonal service for 24 weekends through the year, and can increase up to 42 weekends based on the demand. This service operates on Fridays from 4:00 p.m. to 11:00 p.m., Saturdays from 9:00 a.m. to 11:00 p.m., and on Sundays from 11:00 a.m. to 8:00 p.m., with six trolleys on a fixed-route. Laguna Beach's match for this project is ten percent for the purchase of trolleys, 42 percent for the first year of service, and then 20 percent for the remaining time period.

Project V Services – Project Details

City of Lake Forest (Lake Forest): Project V provides \$74,844 over seven years to support vanpool services for Oakley. Service costs are approximately \$12,000 per year, and Lake Forest is providing a minimum match of ten percent. This service, which was implemented in 2015, runs three ten-passenger shuttles to Oakley.

City of Mission Viejo (Mission Viejo) Local Circulator: Project V provides \$3,332,879 over seven years for the capital and operational cost to operate the Mission Viejo Circulator. Mission Viejo provides a minimum match of 30 percent for capital improvements and a minimum ten percent match for the operating costs. On behalf of Mission Viejo, OCTA started operating the service in October 2016. The local community circulator connects Laguna Niguel/Mission Viejo Metrolink Station, The Shops at Mission Viejo, Mission Hospital, Saddleback College, residential areas, community center, and Capistrano Valley High School. This service operates for approximately 12 hours a day during the week Monday through Friday.

City of Westminster (Westminster) Local Circulator: OCTA provided \$3,688,214 to the City of Westminster to operate the Little Saigon Shuttle over a seven year period. OCTA operated the service on behalf of Westminster from October 2016 to May 2017. The circulators traveled in clockwise and counterclockwise directions along Magnolia Street, Bolsa Avenue, Brookhurst Street, and Bishop Place, seven days a week, approximately ten hours per day. The project has been cancelled by Westminster due to the low demand and performance of the route.

City of San Clemente (San Clemente) Rideshare Service: Project V provides \$914,400 to support on demand rideshare services in San Clemente. San Clemente provides a minimum match of ten percent. San Clemente contracted with Lyft to implement a year-round rideshare program. The On Demand Rideshare Program service is provided within 500 feet of Route 191/193 bus stops previously served by OCTA.

Project V Services - Ridership Report

Agency	Service Description	Project V Funding	Service Start Year	Boardings Per Revenue Vehicle Hour
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	2015	19
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	2015	18
La Habra	Local Community Circulator	\$ 1,719,839	2015	8
La Habra	Special Event Service	\$ 96,810	2016	17
Laguna Beach	Summer Trolley and Seasonal Shuttle	\$ 3,559,860	2015	32
Lake Forest	Vanpool Shuttle Service	\$ 74,844	2015	10
Mission Viejo	Local Community Circulator	\$ 332,879	2016	3
Westminster [±]	Local Community Circulator	\$ 3,688,214	2016	<2
San Clemente ^{**}	On-Demand Rideshare	\$ 914,400	2016	--

[±]This service has been cancelled by the City of Westminster due to low productivity

^{**} The average ridership for this service cannot be confirmed at this time. Awaiting confirmation from the service provider, Lyft



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amendment to Joint Agreement with County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority depends on utilizing both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust, and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. Currently, the 800 MHz Countywide Coordinated Communications System is undergoing significant enhancement in order to extend the life of the system. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed an amendment to increase the maximum obligation of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-1256 between the Orange County Transportation Authority and the County of Orange, in the amount of \$674,231, to share in the cost of the operation, maintenance, equipment replacement, and financial management of the Countywide Coordinated Communications System, bringing the total contract value to \$957,752.

Discussion

All Orange County municipalities, the County of Orange (County), the Orange County Fire Authority, and other Participating Agencies jointly govern and finance the 800 MHz Countywide Coordinated Communications System (CCCS). Orange County Transportation Authority's (OCTA) participation, use, and financial support of the CCCS is in its 12th year. The CCCS and the OCTA Intelligent Transit Management System (ITMS) radio and data communications system provide an integrated, interoperable, robust, and redundant communication network for OCTA Transit Police Services (TPS), Field Operations, and Maintenance road call staff, as well as OCTA fixed-route and paratransit services.

The CCCS Governance Committee and the County developed a long-range implementation plan to extend the life of the CCCS, and have developed the necessary scope of work, which includes activities, infrastructure, and project schedule information for fiscal years 2014 through 2019. This plan and scope of work include the planned replacement of obsolete radio equipment by the Participating Agencies. OCTA has anticipated this required replacement/upgrade and is developing a plan to systematically replace radio equipment that will become obsolete over the multi-year period. OCTA depends on both the CCCS and the ITMS to maintain interoperable connectivity with the Orange County Sheriff's Department, TPS, and other County emergency management coordinating agencies. With the recent upgrade to the ITMS, staff is also evaluating opportunities to reduce the costs associated with the purchase of CCCS required replacement equipment.

Staff is requesting approval of this amendment which allocates funds in support of the agreement, continued partnership with the County, and use of the CCCS. (Attachment A)

Fiscal Impact

Funds for this project are included in OCTA's Fiscal Year (FY) 2016-17 and proposed FY 2017-18 Budget within the Transit/Bus Operations, Org Key 2107, and Security and Emergency Preparedness, Org Key 1316 budgets, and is funded through local transportation funds. Additional funds will be budgeted in OCTA's FY 2018-19 Budget.

**Amendment to Joint Agreement with County of Orange for the
Operation, Maintenance, and Financial Management of the
Orange County 800 Megahertz Countywide Coordinated
Communications System**

Page 3

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-4-1256, with the County of Orange in the amount of \$674,231 to share in the cost of the operation, maintenance, equipment replacement, and financial management of the Countywide Coordinated Communications System, bringing the total contract value to \$957,752.

Attachment

- A. The County of Orange Agreement No. C-4-1256 Fact Sheet

Prepared by:



Bryan Hanley
Section Manager, Operations Support
714-265-4959

Approved by:



Beth McCormick
General Manager, Transit
714-560-536443



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

The County of Orange
Agreement No. C-4-1256 Fact Sheet

1. December 13, 2004, Joint Agreement No. C-4-1256, \$283,521, approved by the Board of Directors (Board).
 - Joint agreement for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications Systems (CCCS).
2. June 12, 2017, Amendment No. 1 to Agreement No. C-4-1256, \$674,231, pending approval by the Board.
 - Amendment to share in the cost of the operation, maintenance, and financial management of the Orange County 800 Megahertz CCCS.

Total committed to the County of Orange Agreement No. C-4-1256: \$957,752.



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Cooperative Agreement with Anaheim Transportation Network Establishing Roles and Responsibilities as a Subrecipient of Federal Funds

Overview

As an eligible entity to receive Federal Transit Administration grants, the Anaheim Transportation Network entered into an agreement with the Orange County Transportation Authority in 2005 to establish roles and responsibilities regarding the collection of transit data and transfer of grant funds. The existing agreement expires June 30, 2017. Approval is requested to enter into a new cooperative agreement for distribution of federal funds.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1760 between the Orange County Transportation Authority and Anaheim Transportation Network, in the amount of \$4,205,060, for a term of five years, to establish roles and responsibilities for the distribution of federal grant funds.

Background

The Anaheim Transportation Network (ATN) was established in 1995 as a not-for-profit corporation to develop and provide clean-fuel shuttle service for the Anaheim Resort and Convention area. The clean-fuel shuttle service is required to meet air quality and rideshare requirements associated with the planned development. In 2002, ATN began operating a 28-vehicle clean-fuel shuttle service known as the Anaheim Resort Transportation. The shuttle service is fixed-route, open to the public, and fully accessible for persons with disabilities. Currently, ATN operates a fleet of 78 buses and boarded nearly 9.5 million passengers in fiscal year 2015-16.

The Orange County Transportation Authority (OCTA) has entered into two cooperative agreements with ATN in 2005 and 2011, which set forth the roles and responsibilities of OCTA and ATN for the pass through of federal funds. The most current agreement expires on June 30, 2017.

Discussion

ATN is an eligible subrecipient of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Grant (Section 5307) funds and Section 5339 Bus and Bus Facilities Formula Grant (Section 5339) funds. Section 5307 and Section 5339 funds are distributed through formula primarily based on population, the type of service being provided, revenue vehicle miles, passenger miles, and operating costs, as reported to the National Transit Database (NTD). Cooperative Agreement No. C-7-1760 includes the following main provisions:

- ATN to comply with all federal requirements
- ATN to report NTD data
- ATN to reimburse OCTA for complementary paratransit service (ACCESS) for a proportionate share of trips that originate and terminate within three-quarter miles of ATN's operating area
- ATN to reimburse OCTA for administrative costs associated with grant administration, processing payments, and ensuring compliance with federal requirements
- OCTA to assist ATN in compliance with federal requirements
- OCTA to include ATN's projects in the Federal Transportation Improvement Program
- OCTA to apply for Section 5307 grants
- OCTA to pass through Section 5307 funds to ATN
- OCTA to exchange local dollars for Section 5339 funds equal to 90 percent of the federal allocation, approved by the OCTA Board of Directors (Board) on January 13, 2014

The provisions in Cooperative Agreement No. C-7-1760 are similar to the last agreement with the following major changes:

- ATN no longer has the option to directly provide ACCESS service. This change is recommended to ensure service is provided within federal requirements and to ensure a centralized, coordinated, and cost effective paratransit service is provided in Orange County.
- Administrative costs are capped at ten percent of the Section 5307 funds (in the existing agreement), plus ATN shall reimburse OCTA the cost of

**Cooperative Agreement with Anaheim Transportation
Network Establishing Roles and Responsibilities as a
Subrecipient of Federal Funds**

Page 3

the consultant for onsite federal compliance to be conducted no more than once every 18 months.

- ATN may request reimbursement of federal funds no more than once per year, following notice from OCTA that the federal grant has been executed by FTA.
- ATN has requested the FTA to allow them to be a direct recipient. If the request is granted, the agreement will terminate after ATN provides 90 days written notice.

In accordance with the terms of the agreement, OCTA will reimburse ATN the following federal funds, estimated based on the latest federal apportionments:

Revenue Source	Estimated Grant Fund Amount
Section 5307	
FY 2016-17	\$749,818
FY 2017-18	\$749,818
FY 2018-19	\$749,818
FY 2019-20	\$749,818
FY 2020-21	\$749,818
Section 5339 (at 90 percent)	
FY 2016-17	\$91,194
FY 2017-18	\$91,194
FY 2018-19	\$91,194
FY 2019-20	\$91,194
FY 2020-21	\$91,194
TOTAL	\$4,205,060

During the last few years, OCTA has reimbursed ATN with all local dollars to limit OCTA's exposure during an FTA review. Although, ATN has been receiving local funds, compliance reviews are still required because ATN owns federally funded assets. As required by FTA, OCTA will continue to monitor ATN for federal compliance and will conduct onsite reviews at least once every 18 months.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-7-1760 with ATN, in the amount of \$4,205,060, to establish roles and responsibilities to receive federal funds as a subrecipient for a five-year term.

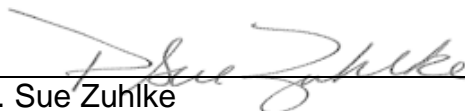
**Cooperative Agreement with Anaheim Transportation
Network Establishing Roles and Responsibilities as a
Subrecipient of Federal Funds**

Page 4

Attachment

None.

Prepared by:



P. Sue Zuhlke
Director, Motorist Services and
Special Projects
714-560-5574

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



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



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Provision of ACCESS Service

Overview

On March 25, 2013, the Orange County Transportation Authority Board of Directors approved an agreement with MV Transportation, Inc., for the management and operation of ACCESS service. This agreement expires on June 30, 2017. A contract amendment is required to exercise the first, two-year option term of the agreement, to continue the provision of services through June 30, 2019.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-2-1865 between the Orange County Transportation Authority and MV Transportation, Inc., in the amount of \$90,982,108, for the management and operation of ACCESS service. This will exercise the two-year option and increase the maximum obligation of the agreement to a total contract value of \$255,611,569, through June 30, 2019.

Discussion

The Americans with Disabilities Act of 1990 (ADA) requires agencies that operate fixed-route service to provide complementary paratransit service for individuals who are unable to use the fixed-route system. The Orange County Transportation Authority (OCTA) responded to this civil rights legislation with the implementation of ACCESS service in 1993. When compared to fixed-route service, ACCESS service is unique in that it is eligibility-based, requiring customers to complete an in-person assessment to ensure service qualification. ACCESS service is demand-responsive, meaning service is provided when requested by eligible clients. In addition, in accordance with the ADA, all requests for service must be accommodated. OCTA operates ACCESS service through an agreement with MV Transportation, Inc., (MV).

MV has managed and operated OCTA's ACCESS service since 2013. The agreement includes an initial term of four years, with two, two-year option terms. Under this agreement, MV provides primary ACCESS service using OCTA-owned vehicles. In an effort to enhance service efficiency and cost effectiveness, MV has a subcontract with Yellow Cab of Greater Orange County, Inc. (Yellow Cab) to provide supplemental ACCESS service.

The procurement for ACCESS services under this agreement began in September 2012. The proposal submitted by MV included the required fixed and variable costs for the four-year initial term, along with pricing for both of the two-year option terms.

Over the initial four years of this agreement, MV has done an excellent job in providing quality ACCESS services while operating within the pricing submitted in its proposal. To determine the contract amendment amount necessary for the first two-year option term, the billing rates used are in accordance with the original cost proposal submitted by MV during the procurement process. Demand for ACCESS service for the first, two-year option term is based on ridership trends over the past 24 months. Under this contract, MV is compensated using a fixed and variable rate structure for primary ACCESS service, and MV compensates Yellow Cab on a per trip basis. MV is compensated on the variable rate structure solely based on demand and the corresponding services provided.

Procurement Approach

On March 25, 2013, the Board of Directors (Board) approved a contract for the four-year initial term with two, two-year option terms with MV to provide turnkey management and operations of ACCESS service from July 1, 2013 through June 30, 2017, in the amount of \$156,690,376. The procurement was originally handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. The original agreement was awarded on a competitive basis and was previously amended as described in Attachment A. MV has provided exceptional service during the initial contract term. This amendment will allow OCTA to continue to provide ACCESS service under the current agreement through June 30, 2019.

Fiscal Impact

The project is included in OCTA's Proposed Fiscal Year 2017-18 Budget, Contracted Services Department, under organizational key 2136.

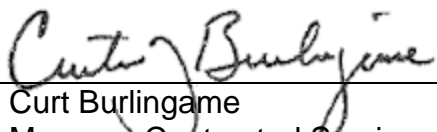
Summary

MV manages and operates ACCESS service under an agreement with OCTA. Staff is requesting that the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-2-1865 between OCTA and MV in the amount of \$90,982,108, to exercise the first two-year option term in the agreement.

Attachment

- A. MV Transportation, Inc., Agreement No. C-2-1865 Fact Sheet

Prepared by:



Curt Burlingame
Manager Contracted Services
714-560-5921

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



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

**MV Transportation, Inc.
Agreement No. C-2-1865 Fact Sheet**

1. March 25, 2013, Agreement No. C-2-1865, \$156,690,376, approved by the Board of Directors (Board).
 - Agreement to provide all management and operation of ACCESS service.
 - Initial term effective July 1, 2013 through June 30, 2017, with two, two-year option terms.
2. February 27, 2014, Amendment No. 1 to Agreement No. C-2-1865, \$0, approved by Contracts Administration and Materials Management Department (CAMM).
 - Amendment to revise key personnel.
3. June 20, 2014, Amendment No. 2 to Agreement No. C-2-1865, \$37,853.52, approved by CAMM.
 - Amendment to add decommissioning of vehicles to be utilized in the Senior Mobility Program.
4. December 28, 2015, Amendment No. 3 to Agreement No. C-2-1865, \$60,000, approved by CAMM.
 - Amendment to continue providing inspections, general maintenance and painting service of vehicles utilized in the Senior Mobility Program.
5. June 13, 2016, Amendment No. 4 to Agreement No. C-2-1865, \$7,841,232, approved by the Board.
 - Amendment to accommodate the costs associated with increased demand for service.
6. June 12, 2017, Amendment No. 5 to Agreement No. C-2-1865, \$90,982,108, pending approval by the Board.
 - Amendment to exercise the first, two-year option term and extend the agreement term to June 30, 2019.

Total committed to MV Transportation, Inc., Agreement No. C-2-1865: \$255,611,569.



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Proposition 1B California Transit Security Grant Program Authorization for 2017

Overview

In 2006, Proposition 1B authorized the issuance of general obligation bonds to support transportation improvements throughout the state, including the California Transit Security Grant Program, which makes available funding allocations to support eligible transit system safety, security, and disaster response projects. For fiscal year 2017, \$2.8 million is available to the Orange County Transportation Authority. A list of candidate projects is presented for consideration, along with an authorizing resolution to execute grant-related agreements, as required by the program.

Recommendations

- A. Adopt Orange County Transportation Authority Resolution No. 2017-033 authorizing the Chief Executive Officer, or designee, to file and execute grant-related agreements with the California Governor's Office of Emergency Services as the designated administrative agency of the California Transit Security Grant Program.
- B. Approve the candidate project list and authorize staff to amend the Federal Transportation Improvement Program to accommodate grant revenues.

Background

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

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

As the designated administrative agency, the California Governor's Office of Emergency Services (CalOES) provides program guidance and a schedule of documents needed to secure funding. The program guidance also identifies the funding amounts available to each transit operator, which includes over \$2.8 million available to the Orange County Transportation Authority (OCTA) for fiscal year (FY) 2017. To secure funds, project proposals are reviewed in advance by CalOES to determine funding eligibility.

Discussion

On May 24, 2017, staff submitted for review by CalOES draft project proposals seeking the total allocations available to OCTA for FY 2015 and FY 2016. The funds were proposed to support the following draft candidate projects:

Candidate Projects	FY 2017
Video Surveillance System Upgrades at OCTA Facilities	\$1,800,000
Replace Backup Generators & Ventilation Upgrade at OCTA Bases	\$450,000
Replace Light Poles at the Goldenwest Transportation Center	\$380,000
San Juan Creek Rail Bridge Replacement	\$160,000
OCTA Transit Security & Operations Center*	\$26,459
Total	\$2,816,459

*Contingency line item added to maximize the flexible use of funding, which will help ensure that all funds can be used prior to the grant expiration date.

The candidate projects were selected based on several factors, including program eligibility, project readiness, overall funding need, and expenditure within the grant performance period, which ends on March 31, 2020. Descriptions of the candidate projects are provided in Attachment A. An updated Capital Funding Program Report that reflects the recommended changes is included as Attachment B.

As part of the CTSGP, OCTA is required to document by resolution, authorization to submit documents and enter grant-related agreements should funds be awarded. The resolution also helps streamline the funding process and facilitate a prompt response to grant agency requests. Board Resolution No. 2017-033 is presented for consideration as Attachment C.

Fiscal Impact

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

Summary

A list of candidate projects is presented for consideration to secure over \$2.8 million in Proposition 1B CTSGP funds available to OCTA for FY 2017. An authorizing resolution to submit proposals and execute grant-related agreements is also presented for consideration, as required by the grant program.

Attachments

- A. Candidate Projects 2017 California Transit Security Grant Program (CTSGP)
- B. Capital Funding Program Report
- C. Resolution of the Orange County Transportation Authority 2017 California Transit Security Grant Program Authorization

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, consisting of a stylized 'L' followed by 'Larson'.

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

Candidate Projects
2017 California Transit Security Grant Program (CTSGP)

Project	FY 2017	Description
Video Surveillance System Upgrades at OCTA Facilities	\$1,800,000	The funds are to be used to upgrade the video surveillance systems at the OCTA base facilities located in the cities of Anaheim and Irvine (Sand Canyon and Construction Circle) as well as OCTA administration in Orange. The systems are outdated and have surpassed their useful life. This investment will replace and improve upon the current system to enhance the security of OCTA vehicle fleet.
Replace Backup Generators & Ventilation Upgrade at OCTA Bases	\$450,000	The funds are to support the replacement of backup generators at the OCTA base facilities located in Anaheim and Irvine Construction Circle. The current generators are undersized, have surpassed their useful life, and are subject to failure due to their age. To further reduce the potential for system failure, the project also includes adding a ventilation unit to the electrical room at the Irvine Construction Circle to ensure that heat conditions do not exceed circuit breaker requirements.
Replace Light Poles & Luminaires at the Goldenwest Transportation Center	\$380,000	The funds are to be used to replace 41 light poles and luminaires located at OCTA's Goldenwest Transportation Center in the City of Huntington Beach. The light poles have surpassed their useful life and need to be replaced to ensure safe and secure access to and from the station. The new lighting standards will also reduce maintenance needs and operating costs when compared to those that they replace.
San Juan Creek Rail Bridge Replacement	\$160,000	The funds are to support the replacement of the San Juan Creek Bridge, which has surpassed its useful life, and does not meet current railroad design and load standards. The project is located in the City of San Juan Capistrano, and will enhance the safety of rail operations along the Los Angeles–San Diego–San Luis Obispo Rail Corridor, which is the second busiest intercity passenger rail corridor in the nation.
OCTA Transit Security & Operations Center*	\$26,459	The funds are to support OCTA's new Transit Security & Operations Center, which will replace OCTA's current control center facility that houses OCTA Transit Police Service, Operations Support and Central Communications functions. The current facility needs to be replaced since it does not meet current critical infrastructure criteria and cannot achieve the continuous operation standard required of essential facilities in California.
Total	\$2,816,459	

*Contingency line item added to maximize the flexible use of funding, which will help ensure that all available funds can be used prior to the grant expiration date.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 12, 2017

Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion	M1/R	\$15,134			\$6,500		\$8,634		
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project	M1/R	\$61,962		\$28,104	\$10,536		\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$10,286				\$1,516	\$6,000	\$1,335	\$1,435
OC Streetcar (Proposed New Starts)	M1/S	\$299,342	\$25,518		\$54,465	\$162,213		\$57,146	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$771			\$671		\$100		
17th Street Grade Separation Environmental	R	\$3,500						\$3,500	
Anaheim Canyon Station Improvements	R	\$20,051			\$18,050	\$2,001			
Control Point at 4th Street	R	\$4,000				\$4,000			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$30,830	\$6,000	\$2,483					
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2021-22	R	\$125,447			\$22,347	\$125,447			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
San Juan Creek Bridge Replacement 1	R	\$34,200		\$3,772		\$29,375	\$1,053		
Slope Stabilization Laguna Niguel-Lake Forest	R	\$4,139			\$4,000			\$139	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857				\$6,857			
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
Rail Project Totals		\$1,036,790	\$88,249	\$126,677	\$149,942	\$391,080	\$78,295	\$146,807	\$55,740

State Funding Total	\$214,926
Federal Funding Total	\$541,022
Local Funding Total	\$280,842
Total Funding (000's)	\$1,036,790

ATTACHMENT B

Rail Project Completed

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



Capital Funding Program Report

Rail Project Completed

Project Title			M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			M1/T	\$1,003	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR							\$888		\$115		
Control Point Stadium Crossover			R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana			R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW			R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements			R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates			R	\$252							
Safety Repairs for San Clemente Pier Station			R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements			R	\$5,103		\$2,170				\$2,311	\$622
Transit Rail Security (Monitors, Fencing, Video Surveillance)			R	\$163		\$163					
Go Local			S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan			M1	\$41,369					\$41,369		
Fiber Optics Installation (Metrolink)			M1	\$24,600		\$12,300		\$10,903	\$1,397		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)			M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion			M1	\$15,389	\$1,100	\$7,181			\$7,108		
Rail Project Totals				\$476,736	\$1,100	\$132,588	\$44,298	\$49,538	\$180,264	\$44,516	\$24,432

State Funding Total	\$133,688
Federal Funding Total	\$93,836
Local Funding Total	\$249,212
Total Funding (000's)	\$476,736

Acronyms:

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program
STIP - State Transportation Improvement Program
RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program
M1/M2 - Measure M1/Measure M2
PSR - Project Study Report
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
ROW - Right-of-way
TSSSDRA - Proposition 1B Transit System Safety, Security & Disaster Response Account

Board Notes:

1. Proposition 1B California Transit Security Grant Program Authorization for 2017 - Requesting Board approval to program \$0.160 million in TSSSDRA funds to replace Measure M2 funds for the ROW phase. Project funding remains the same at \$34.200 million.



Capital Funding Program Report

Pending Board of Directors (Board) Approval - June 12, 2017

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$35,089						\$35,089	
Project W Safe Transit Stops (City)	W	\$1,207						\$1,207	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239			\$4,775		\$1,451
Associated Transportation Improvements		\$556					\$556		
Bus replacement - articulated alternative fuel buses (60')		\$29,900					\$7,650		
Bus replacement (40' and ACCESS)		\$152,591			\$22,250		\$71,721		\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts)		\$389,507			\$29,198		\$155,803		\$233,704
Central Harbor Transit Study		\$641	\$97		\$544				
Engine rebuild		\$15,832					\$15,832		
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$9,639					\$9,639		
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962					\$13,962		
FTA Section 5317 New Freedom		\$6,388					\$6,388		
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Non-fixed-route paratransit operations assistance		\$208,992					\$40,917		\$168,075
OCTA Transit Security & Operations Center 1		\$6,260		\$6,260					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$159,883					\$159,883		
Rideshare/vanpool		\$6,732			\$6,732				
Transit Security Program 1		\$3,997		\$3,997					
Transit System Study Pilot Project		\$6,000			\$6,000				
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS Upgrades at OCTA Facilities – Santa Ana, Garden Grove, Anaheim, & Irvine Bases and Administration 1		\$3,100		\$2,140			\$960		
Bus Transit Project Totals		\$1,101,715	\$2,579	\$29,836	\$80,962	\$488,086	\$5,730	\$36,666	\$457,856

State Funding Total	\$32,415
Federal Funding Total	\$569,048
Local Funding Total	\$500,252
Total Funding (000's)	\$1,101,715

Board Notes:

1. Proposition 1B California Transit Security Grant Program Authorization for 2017 - Requesting Board approval to program \$2.656 million in TSSSDRA funds for 2017 projects. Project funding increase of \$2.656 million to \$13.357 million.

Acronyms:

M Code - M1 = Measure M1, otherwise Project Codes in Measure M2 Program
STIP - State Transportation Improvement Program
RSTP/CMAQ - Regional Surface Transportation Program/Congestion Mitigation and Air Quality
M1/M2 - Measure M1/Measure M2
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
OCTA - Orange County Transportation Authority
FTA - Federal Transit Administration
TSSSDRA - Proposition 1B Transit System Safety, Security & Disaster Response Account
VSS - Video Surveillance System

**RESOLUTION
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY**

2017 CALIFORNIA TRANSIT SECURITY GRANT PROGRAM AUTHORIZATION

WHEREAS, the Proposition 1B California Transit Security Grant Program provides financial assistance to eligible grantees to support capital projects that enhance the safety, security, and emergency response capabilities of transit systems, and;

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

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

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

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

AYES:

NOES:

ABSENT:

ATTEST:

Laurena Weinert
Clerk of the Board

Michael Hennessy, Chair
Orange County Transportation Authority



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer 

Subject: Award of Agreement for Vanpool Service Providers

Overview

On February 13, 2017, the Board of Directors approved the release of request for proposals to provide commuter vanpool services and Measure M Project V Community Based Transit Circulators Program services. Offers were received in accordance with the Orange County Transportation Authority procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as Enterprise Rideshare, to provide vanpool and Community Based Transit Circulators program services for the Orange County Transportation Authority's vanpool program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1546 between the Orange County Transportation Authority and Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as Enterprise Rideshare, in the amount of \$8,323,888, for a three-year initial term from July 1, 2017 through June 30, 2020, with two, two-year option terms to provide subsidized commuter vanpool services and Measure M Project V Community Based Transit Circulators program services.

Discussion

Since 2007, the Orange County Transportation Authority's (OCTA) family of transportation services has included a vanpool program which provides commuters with a transportation option that can save time, money, and stress. A vanpool consists of a group of five to 15 people who regularly commute to work in a shared vehicle. The average vanpool trip length is 35 miles, one-way.

Since its inception, the OCTA vanpool program has demonstrated steady growth. By the end of March 2017, there were 531 active vanpools serving 151 worksites in Orange County. In 2016, there were 1.3 million annual vanpool passenger trips.

Program benefits include:

- Offering commuters a viable transportation option
- Providing direct, express service between neighborhood collection points and worksites
- Helping the region achieve air quality goals by offering an alternative to single-occupant vehicle travel
- Lowering operating costs via a public-private partnership that results in an efficient transportation mode
- Increasing federal funding for transit

It is a public-private partnership with three distinct participants, including OCTA, van providers, and vanpool riders. Each partner has a role:

OCTA

OCTA, as Orange County's public transit provider, is responsible for implementing the vanpool program, including contracting with the vanpool providers, and providing a \$400 per month, per vanpool subsidy to offset vehicle lease costs. OCTA receives Federal Transit Administration Section 5307 funds, which cover the vehicle subsidies, by reporting annual passenger and vehicle miles traveled data.

To ensure all vanpool miles claimed by OCTA are credited to Orange County, cooperative agreements were established with the Los Angeles County Metropolitan Transportation Authority (LA Metro), Riverside County Transportation Commission, San Bernardino County Transportation Authority (SBCTA), and San Diego Association of Governments (SANDAG). Thirty-two percent of OCTA's vanpools originate from within Orange County; the remaining 68 percent originate from Los Angeles, Riverside, San Bernardino, or San Diego counties and travel to Orange County.

OCTA works with larger employers (250 or more employees) to provide transportation alternatives that meet air quality mandates. OCTA offers marketing programs and networking opportunities that help employee transportation coordinators market the vanpool program internally. A dedicated OCTA vanpool specialist is available to meet onsite with employers and their employees.

OCTA promotes the program through its employer outreach and ride matching services, and conducts commuter marketing campaigns to increase awareness of and participation in the program. OCTA provides the public with step-by-step

instructions for finding or starting a vanpool through its website and a mobile app that works seamlessly with the website to make the required reporting for vanpool drivers more efficient.

Vanpool Providers

OCTA contracts with the private sector to provide vanpool services. Providers are required to report annual passenger and vehicle miles traveled data to OCTA. Providers also supply and lease vans to riders, maintain vans, purchase vehicle insurance, and collect lease payments from vanpool riders. Vanpool providers use OCTA's \$400 per vehicle per month contribution to reduce lease costs, contingent on the receipt of data from vanpool riders.

Vanpool Riders

Vanpool riders lease vans from OCTA's contracted vanpool providers and share the costs of the vehicle lease, fuel, tolls, and parking. One person volunteers to be the driver/coordinator who records and reports data to OCTA. Most vanpool riders travel less than five miles to a pick-up location near their home (such as a park-and-ride lot) and have a common destination and similar work hours. In support of federal regulations, OCTA requires an initial 70 percent occupancy rate. The vanpool group must maintain a minimum 50 percent occupancy rate on a monthly basis.

Community Based Transit Circulators / Measure M Project V

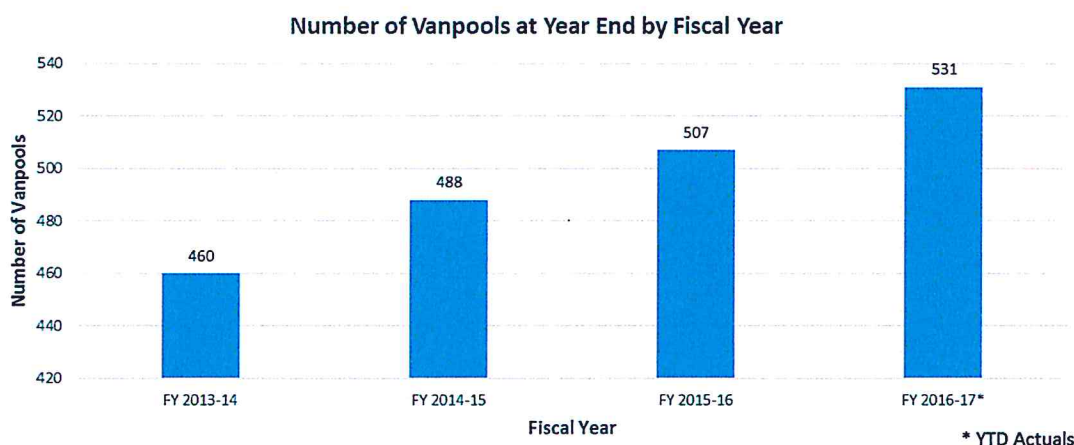
A small portion of the vanpool contract will also be used to support the Community Based Transit Circulators program (Measure M Project V). A total of two community circulators (vans/shuttles) were awarded to the City of Lake Forest during a June 2012 call for projects. The two community circulators will be active until fiscal year 2019-20 and are included in the reporting of active vanpools.

Vanpool Costs versus Other Modes

Vanpool costs are lower than traditional fixed-route public transit and could potentially serve unmet needs as bus service delivery models evolve. Attachment A identifies travel characteristics of various transit modes and provides an order of magnitude comparison. At a total OCTA average subsidy per boarding (trip) of \$1.79, vanpool compares favorably as the transportation option with the lowest cost per boarding.

Growing the Program

The chart below indicates the increase in vanpools since fiscal year 2013-14. As of March 2017, there were 531 active vanpools. Based on historical averages, a four percent growth each year is anticipated for the next five years.



As it grows, the vanpool program is anticipated to continue generating Section 5307 funds that more than cover the cost of the program.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. In addition to cost, many other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as staffing and project organization, prior experience with similar projects, work plan, and a fair and reasonable price structure.

On February 13, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1546, which was issued and sent electronically on CAMM NET. The project was advertised in a newspaper of general circulation on February 13 and 20, 2017. A pre-proposal conference was held on February 21, 2017, with three attendees representing two firms. Two addenda were issued to provide a copy of the pre-proposal registration sheet and to respond to questions related to the RFP.

On March 13, 2017, two proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Marketing and Customer Engagement, Risk Management, Capital Programming, as well as an external representative from the LA Metro met to review all proposals received.

The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

•	Qualifications of the Firm	30 percent
•	Staffing and Project Organization	20 percent
•	Work Plan	30 percent
•	Cost and Price	20 percent

Several factors were considered in developing the evaluation criteria weights. Qualifications of the firm and work plan were weighted highest at 30 percent each to emphasize the importance of the proposing firms having relevant experience and adequate resources to comply with the program requirements as specified in the scope of work, as well as demonstrating their understanding and approach to meeting reporting requirements. Staffing and project organization, as well as cost and price, were weighted at 20 percent each to ensure firms proposed a knowledgeable management team and staff that are experienced in providing all aspects of associated services to vanpool participants and to ensure OCTA receives the best value for the services provided.

On March 21, 2017, the evaluation committee reviewed the two proposals received based on the evaluation criteria and conducted interviews with both firms listed below in alphabetical order:

Firm and Location

Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as (dba)
Enterprise Rideshare (Enterprise)
Orange, California

Green Commuter, Inc. (Green Commuter)
Los Angeles, California

The interviews took place on March 28, 2017, and consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements for this project. The firms' project managers and key team members had an opportunity to present qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' financial capacity and resources to deliver the scope of work as required, the proposed project team's related experience, and the firms' process for collecting and reporting the required National Transit Database data. Finally, each team was asked specific clarification questions related to their proposal.

Following the interviews, both firms submitted a best and final offer (BAFO). The BAFO was issued to revise the term of the agreement to reduce the Initial Term from five years to three years and include two, two-year option terms instead of one, two-year option term. This change will provide OCTA the flexibility to

introduce future innovations in the transportation industry into the vanpool program.

Although OCTA reimburses vanpool providers a fixed \$400 subsidy per approved vanpool, the firms were also requested to provide more competitive not-to-exceed vehicle leasing fees referred to as use fees. Use fees are the monthly leasing fees paid directly to the vanpool providers by vanpool participants. Competitive use fees contribute to overall growth and retention of vanpools in Orange County.

After considering the responses to the questions asked during the interviews, the information provided in the BAFO, and the discussions, the evaluation committee reviewed the preliminary scores for both firms. As a result, the ranking of the firms remained unchanged.

Based on the evaluation of the written proposals, the firms' qualifications, the proposed not-to-exceed use fees, and information obtained from the interviews, BAFO, and discussions, the evaluation committee recommends Enterprise for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualification of the Firm

Enterprise's proposal and interview demonstrated a thorough knowledge and understanding of the service requirements. The firm demonstrated the necessary experience in performing all aspects of the required vanpool program provider services. Green Commuter did not demonstrate the same level of experience performing the various services required for this project.

Enterprise has more than 22 years of experience providing vanpool services and programs to individual vanpool groups, employers, and public agencies. Enterprise employs approximately 100,000 individuals across its various lines of business located throughout the United States and internationally. The firm has recently acquired its competitor, vRide and is now the predominant company in this market with more than 12,000 vanpool vehicles on the road. With the acquisition of vRide, Enterprise will provide vanpool services for current vRide customers through new lease agreements. Some of the firm's clients include transportation agencies throughout Southern California such as SANDAG, LA Metro, and OCTA. Enterprise has provided vanpool program provider services to OCTA for the past 10 years and repeatedly meets or exceeds the program's standards.

Green Commuter is an all-electric vanpooling, car share and fleet replacement company that was established in 2014 and began operations in 2016. The firm

offers Tesla Model X vehicles exclusively for vanpooling as this is the only all-electric vehicle currently on the market that has the seating capacity required for vanpools. The firm raised funds in 2016 via a promissory note and is in the process of completing a second round of fundraising. Green Commuter has also been approved for a \$1.5 million line of credit to be used for capital expenditures. Green Commuter employs 11 individuals and is headquartered in Los Angeles. The firm has limited vanpool experience with only one private active vanpool in the Los Angeles area and a few last mile and car sharing pilot projects within California, as well as in Chattanooga, Tennessee. Recently the firm was approved as a vanpool service provider by the Fresno Council of Governments. One vehicle is expected to be operational for this program in June 2017.

Staffing and Project Organization

Enterprise proposed a well-balanced, tenured project team having extensive individual experience in performing all services identified in the scope of work. Enterprise's proposed project manager is well-qualified with approximately 28 years of experience in the field and is currently assigned as the project manager for OCTA's vanpool program provider services. Additionally, the firm will continue to use the same tenured project team currently involved in the program, as well as additional individuals to manage the growth in the program as a result of the vRide acquisition. The proposed project team will provide a variety of services in support of the vanpool program including, ongoing communications with OCTA, marketing, billing, NTD reporting, and vehicle repair and maintenance programs. Enterprise's team members have excellent availability and are readily accessible, which is vital for urgent issues that may arise. During the interview, the project team demonstrated a high level of competence and commitment to the success of this project.

Green Commuter's proposed project team demonstrated less experience in the overall management of vanpool programs. The only person with direct vanpool program experience was originally assigned as the project manager; however, during the evaluation process, OCTA received a letter from Green Commuter stating that this individual had left the company and their Chief Executive Officer (CEO) would take over as project manager. Furthermore, the proposed project team has no NTD reporting experience and with the exception of the CEO, the remainder of the project team has been with the company an average of one year. During the interview, many of the responses to questions asked were general in nature with limited detail. The majority of the representatives present did not participate in responding to the questions, which made it difficult for the evaluation committee to accurately assess the individual's level of experience pertaining to the various aspects of this program.

Work Plan

The work plan proposed by Enterprise included a thorough, streamlined, and comprehensive approach to completing the project requirements. The firm's approach to completing every task included in the scope of work was addressed with a great level of narrative detail and further validated during the interview by explaining the logistics involved in transitioning existing vRide customers, procuring vehicles, providing vehicle maintenance, customer service, and gathering data for technical reporting required by OCTA for NTD reporting. Furthermore, Enterprise provides vanpool participants with more than 200 different types of vehicles from which to select. Lease price is determined partly by the vehicle type, model and features of the vehicle, therefore providing the customer with a vast selection of vehicles, which allows flexibility to make vanpooling affordable for individuals interested in continuing to participate, as well as for new drivers interested in joining the vanpool program.

Green Commuter's work plan was innovative in its approach to providing vanpool services. However, specific details on how the work plan would be implemented, as well as contingency plans were not thoroughly addressed in either the proposal or the interview. Many of the proposed solutions to various issues that may arise with a car-sharing component have yet to be proven as the firm has only one vanpool in operation. Furthermore, accommodations to meet American with Disabilities Act (ADA) requirements were not described in detail in either the proposal or interview. The firm proposes to use an all-electric Zenith van but has no definitive plan in place to acquire the vehicle should there be a need to accommodate passengers with ADA considerations. Finally, Green Commuter proposed to provide only 10 vehicles for OCTA's vanpool program.

Cost and Price

Pricing scores were based on a formula, which assigns the highest score to the lowest average not-to-exceed use fee for a seven-passenger vehicle and scores the other proposal's average not-to-exceed use fee for a seven-passenger vehicle on its relation to the lowest rate. Both firms proposed competitive rates.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, the information obtained from the interviews, BAFO and discussions, the evaluation committee recommends the selection of Enterprise as the firm to provide subsidized commuter vanpool services and Measure M Project V Community Based Transit Circulators program services. Enterprise best demonstrated strong relevant experience and submitted a thorough and comprehensive proposal that was responsive to all requirements of the RFP.

Fiscal Impact

The vanpool subsidy amount is calculated based on the monthly number of vans which increases gradually during the course of the year. The subsidy also includes a three percent contingency to allow for variances from projected vanpool growth.

Targeted Vanpool Growth and Contract Term			
	Fiscal Year	Estimated Number of Vans at Year End	Subsidy*
Initial Term (3 years)	2017-18	547	\$ 2,665,439
	2018-19	569	\$ 2,773,166
	2019-20	592	\$ 2,885,283
Initial Term Total Amount			\$ 8,323,888

* includes contingency

The vanpool subsidy will be included in OCTA's Fiscal Year 2017-18 Budget. The subsidy is funded with Congestion Mitigation Air Quality grant funds in External Affairs Division Account 1842-7319-D4621-L77 and with Measure M Project V local funds in Capital Programs Division Account 0017-7831-TV193-N57.

Summary

Based on information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1546 between OCTA and Enterprise, in the amount of \$8,323,888, to provide subsidized commuter vanpool services and Measure M Project V Community Based Transit Circulators program services for a three-year initial term with two, two-year option terms.

Attachments


- A. Public Transit – Order of Magnitude Comparisons FY 2015-16
- B. Review of Proposals RFP 7-1546 Vanpool Service Providers
- C. Proposal Evaluation Criteria Matrix RFP 7-1546 Vanpool Service Providers
- D. Contract History for the Past Two Years RFP 7-1546 Vanpool Service Providers

Prepared by:

Approved by:



Stella Lin
Manager, Marketing & Customer
Engagement, External Affairs
714-560-5342



Lance Larson
Executive Director
External Affairs
714-560-5908



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

Public Transit – Order of Magnitude Comparisons FY 2015-16

	Description	Local Routes (0-99*, 500*)	Community Routes (100*)	Inter-county Express Bus (700*)	Intra-county Express Bus (200*)	Vanpool
A	Average Trip Length (Miles)	4.0	3.4	32.1	12.7	34.6
B	Annual Boardings (Trips)	39,549,849	1,769,584	118,158	115,680	1,299,948
C	Net Operating Cost (\$) **	\$160,865,381	\$8,513,133	\$2,464,554	\$590,892	\$2,326,600
D	Annual Vehicle Capital Cost (\$) ***	\$14,976,429	\$1,357,143	\$662,857	\$497,143	N/A
E	Annual Operating Subsidy Per Boarding (\$)	\$4.07	\$4.81	\$20.86	\$5.11	\$1.79
F	Annual Vehicle Capital Subsidy Per Boarding (\$)	\$0.38	\$0.77	\$5.61	\$4.30	N/A
G	Total Subsidy Per Boarding (\$)	\$4.45	\$5.58	\$26.47	\$9.41	\$1.79
H	Annual Subsidy Per Passenger Mile (\$)	\$1.01	\$1.43	\$0.65	\$0.40	\$0.05
I	Annual Vehicle Capital Subsidy Per Passenger Mile (\$)	\$0.09	\$0.23	\$0.17	\$0.34	N/A
J	Total Subsidy Per Passenger Mile (\$)	\$1.10	\$1.65	\$0.82	\$0.74	\$0.05

* Route number series

** Operating cost:

For all bus services = Annual operating cost - fare revenue

For vanpool services = Annual program costs

*** Annual capital subsidy (vehicles only):

For bus services = [(Number of buses required X bus cost) ÷ life cycle years]

Note: For bus service, this does not include other capital costs such as facilities, equipment, maintenance, etc.

For vanpool, there are no vehicle requirements

Review of Proposals
RFP 7-1546 Vanpool Service Providers
Presented to Transit Committee - June 8, 2017

2 proposals were received, 2 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Average Monthly Not-To-Exceed Use Fee
1	84.0	Enterprise Rent-A-Car Company of Los Angeles LLC, dba Enterprise Rideshare Orange, California	None	Highest-ranked firm overall. Established firm with over 22 years of experience providing vanpool services. Demonstrated relevant experience managing all aspects of a vanpool program. Demonstrated clear, organized plan for allocation of staff resources. Proposed project team is experienced and has relevant past experience. Current provider of vanpool services. Has provided vanpool provider services to OCTA for the past 10 years. Extensive experience tracking, preparing and providing NTD reporting data. Large variety of vehicle options for vanpool participants. Excellent references. Proposed competitive monthly Use Fees.	\$ 1,856.62
2	64.0	Green Commuter, Inc. Los Angeles, California	Perera Construction & Design, Inc. RAS Mobile Service	Second-ranked firm. Firm established in 2014 and operations began in 2016. Demonstrated limited experience providing vanpool services. Proposed project team has limited relevant experience. Majority of the proposed project team has been with the firm less than one year. Has only one vanpool in operation Proposed an innovative work plan but there is no proven track record of being successful. Proposed all-electric vehicle for vanpooling, however there is only one vehicle option. Proposed to provide only 10 vehicles for the OCTA vanpool program	\$ 1,666.36

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Marketing and Customer Engagement (1)
Risk Management (1)
Capital Programming (1)

External:

Los Angeles County Metropolitan Transportation Authority (1)

Proposal Criteria

Qualifications of the Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

30%
20%
30%
20%

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-1546 Vanpool Service Providers

FIRM: Enterprise Rent-A-Car Company of Los Angeles LLC, DBA Enterprise Rideshare						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.0	6	26.4
Staffing/Project Organization	4.0	3.5	3.5	4.0	3.5	4	14.8
Work Plan	4.0	4.0	4.0	4.0	4.0	6	24.0
Cost and Price	4.7	4.7	4.7	4.7	4.7	4	18.8
Overall Score	85.8	83.8	83.8	85.8	80.8		84

FIRM:Green Commuter, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.0	2.5	3.0	2.5	3.0	6	14.0
Staffing/Project Organization	2.5	2.0	3.0	2.0	3.0	4	8.3
Work Plan	3.0	2.5	3.0	3.0	3.0	6	14.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	16.7
Overall Score	66.0	58.0	68.0	61.0	68.0		64

**CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 7-1546 VANPOOL SERVICE PROVIDERS**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Enterprise Rent-A-Car Company of Los Angeles LLC, DBA Enterprise Rideshare						
Contract Type: Contract Task Order	C-2-1506	Vanpool Provider Services	August 17, 2012	June 30, 2017	N/A	\$ 4,518,322
Subconsultants: None						
Sub Total						\$4,518,322
Green Commuter, Inc.						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
Subconsultants: N/A						
Sub Total						\$0.00

ATTACHMENT D

Award of Agreement for Vanpool Service Providers

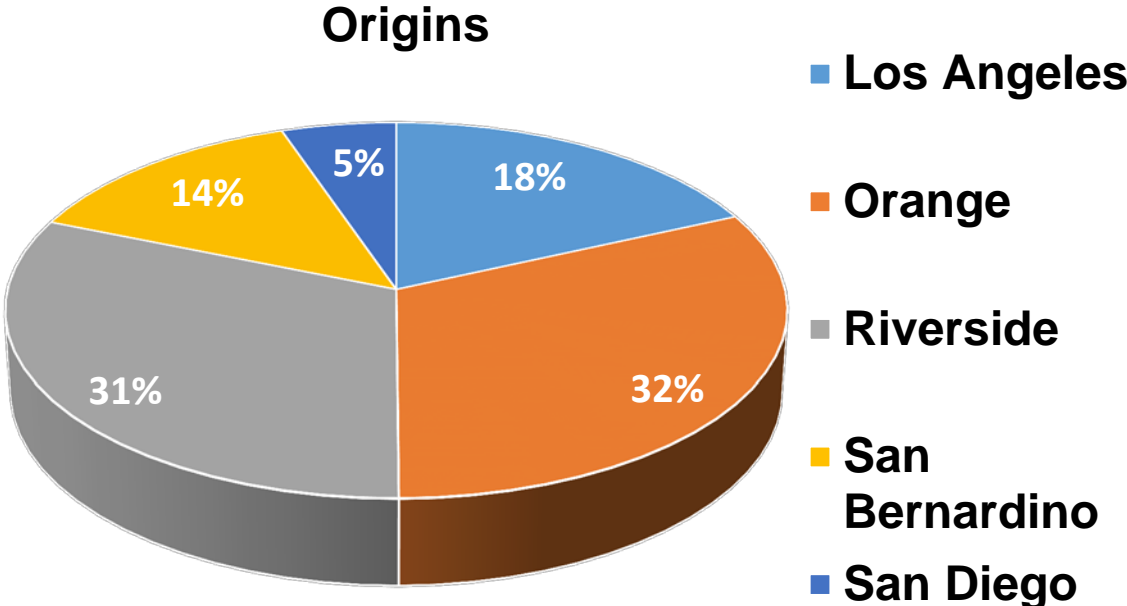


Characteristics of OC Vanpool Program



- 5-15 people per van
- Common commute pattern
- Long trips - average is 35 miles
- Most trips start in Orange, Riverside, San Bernardino, Los Angeles Counties
- Most trip destinations are in Orange County





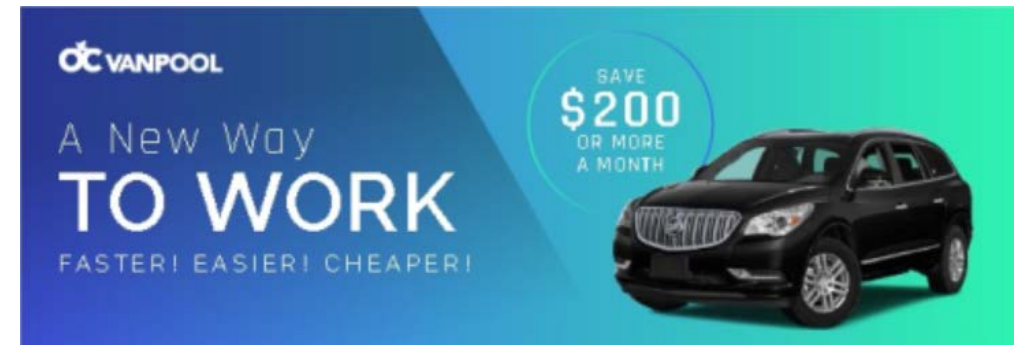
Top 10 Employer Worksite Destinations

Employer	Number of Vanpools	City
Disney	51	Anaheim
Microvention	51	Tustin
Department of Homeland Security (DHS)	31	Laguna Niguel
Quest Diagnostics	31	San Juan Capistrano
Pacific Life Insurance Company	29	Aliso Viejo
UC Irvine	22	Irvine
Irvine Ranch Water District	22	Irvine
Boeing Company	22	Huntington Beach
Capital Group	17	Irvine
Rockwell Collins	13	Tustin

Vanpool Program Benefits



- Offers commuters a viable transportation option
- Provides direct, express service between homes and worksites
- Helps meet air quality mandates
- Is an efficient public transit service
- Increases federal funding for transit



Public-Private Partnership

OCTA

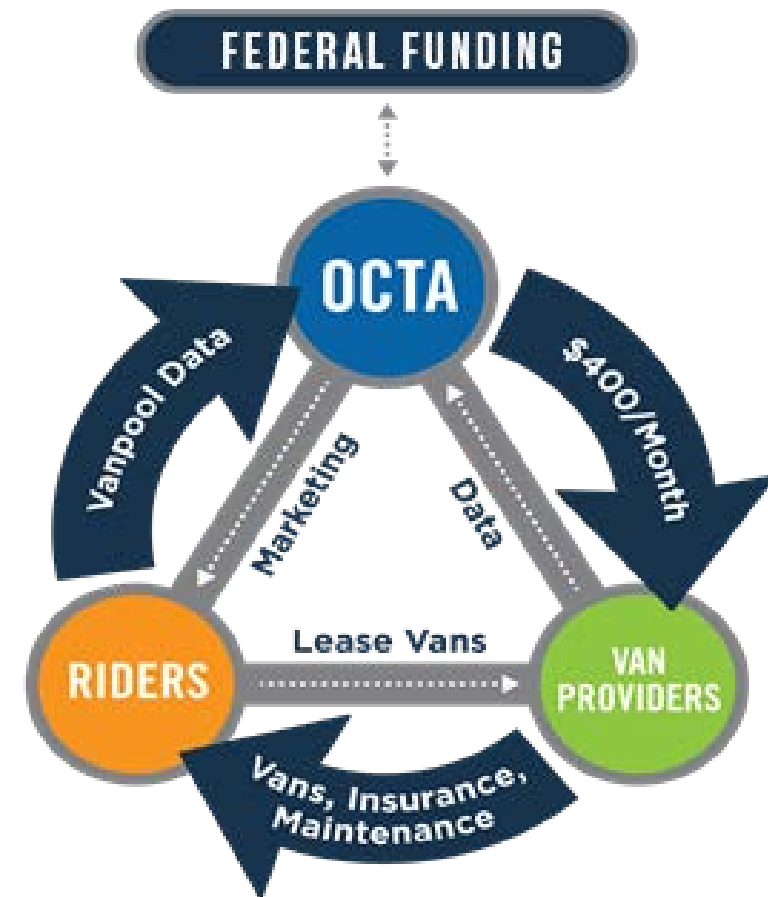
- Contracts with van providers
- Contributes \$400 / month / van
- Markets program
- Reports annual passenger and vehicle miles traveled to receive federal transit funding

Van Providers

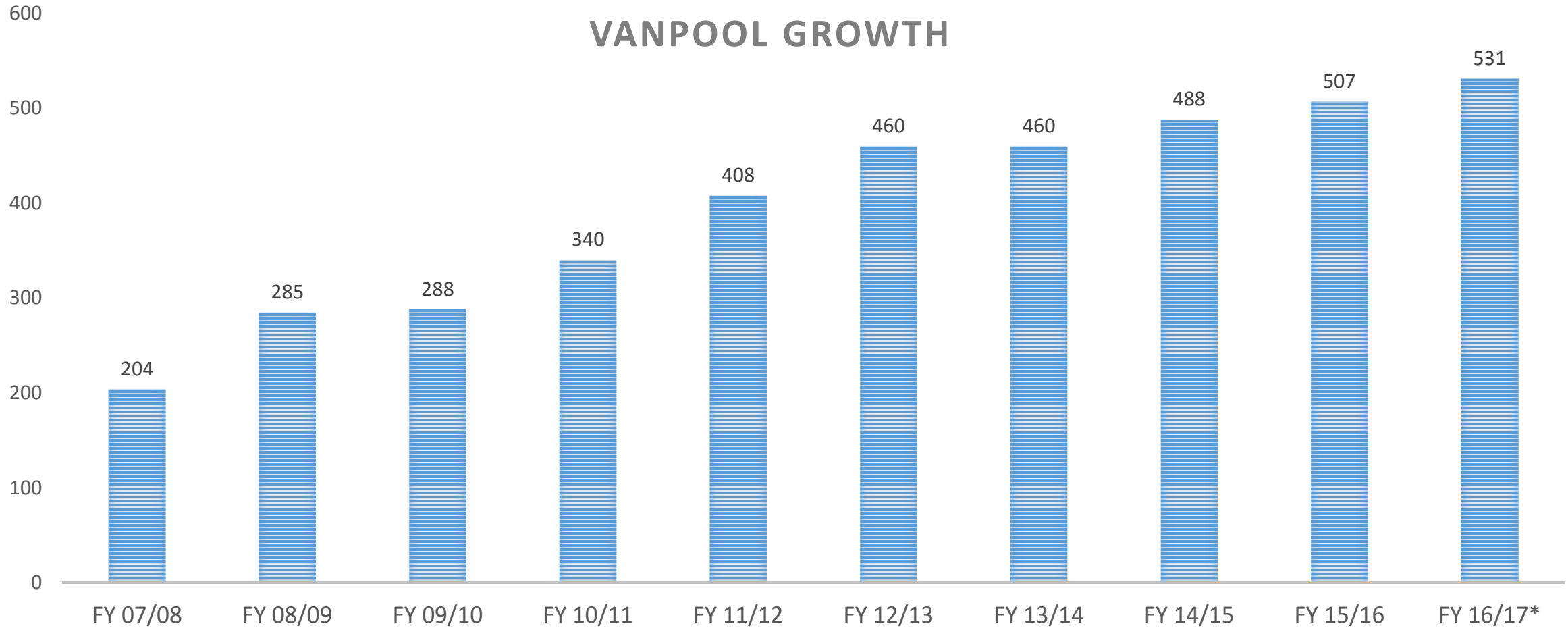
- Lease vans to vanpools
- Coordinate, verify rider/vanpool data
- Help initiate vanpools, keep occupancy rates up
- Cover cost of major and routine vehicle maintenance

Vanpool Riders

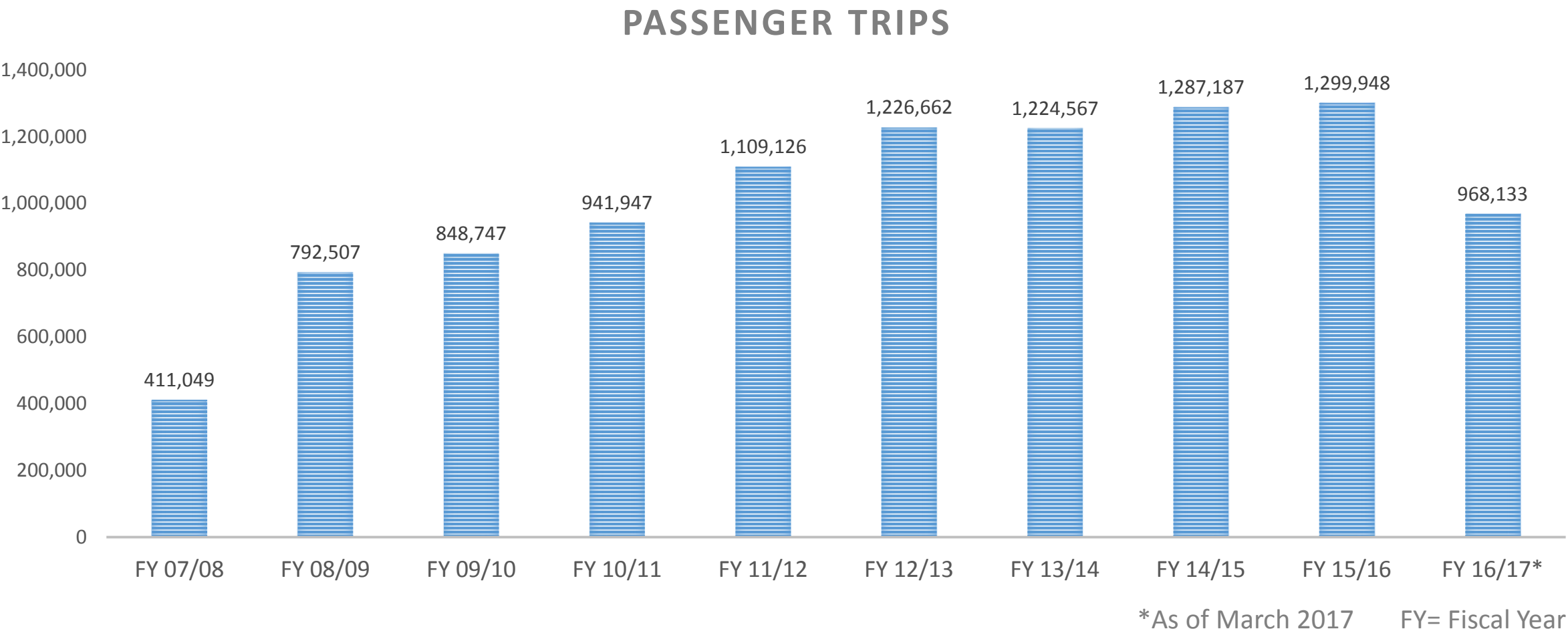
- Provide driver
- Pay lease, fuel, tolls, parking
- Start vanpool with a minimum of 5 people or 70% occupancy
- Maintain at least a 50% occupancy rate



Number of Vans



*As of March 2017 FY= Fiscal Year



Public Transit Comparison (FY 15/16)



REVISED

Description	Local Routes (0-99*, 500*)	Community Routes (100*)	Inter-county Express Bus (700*)	Intra-county Express Bus (200*)	Vanpool
Average Trip Length (miles)	4	3	32	13	35
Annual Boardings (trips)	39,549,849	1,769,584	118,158	115,680	1,299,948
Total Subsidy Per Boarding*	\$4.45	\$5.58	\$26.47	\$9.41	\$1.79
Total Subsidy Per Passenger Mile*	\$1.10	\$1.65	\$0.82	\$0.74	\$0.05

* Includes operating and vehicle capital costs

- RFP 7-1546 Vanpool Provider Services was approved for release by the Board of Directors on February 13, 2017
- On March 13, 2017, two (2) proposals were received
- Proposing firms were Enterprise Rideshare and Green Commuter, Inc.
- Proposals were evaluated on the following Board-approved evaluation criteria and weights:
 - Qualifications of the Firm 30 percent
 - Staffing and Project Organization 20 percent
 - Work Plan 30 percent
 - Cost and Price 20 percent
- On March 28, 2017 both firms were interviewed

- Staff is recommending Enterprise for contract award
- Contract term is for a three-year initial term, with two, two-year option terms
- Budget amount for initial term is \$8,323,888
- Effective date July 1, 2017



June 8, 2017

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Transit Division Performance Measurements Report for the Third Quarter of Fiscal Year 2016-17

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. This report summarizes the performance measures for the transit services through the second quarter of fiscal year 2016-17. These performance measures gauge the safety, courtesy, reliability, and overall quality of the public transit services provided.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) operates a countywide network of local, community, rail connector, and express bus routes serving over 5,000 bus stops. Fixed-route service operates in a 798 square mile area, serving more than three million residents in 34 cities and unincorporated areas, with connections to transit service in Los Angeles, Riverside, San Bernardino, and San Diego counties. Fixed-route bus service operated by OCTA is referred to as directly-operated fixed-route service (DOFR), while routes operated under contract are referred to as contracted fixed-route service (CFR). OCTA also operates a federally-mandated complementary paratransit service (ACCESS), which is a shared-ride program available for people unable to use the regular fixed-route bus service because of functional limitations. Performance measures for both the fixed-route and ACCESS program are summarized and reported quarterly.

Discussion

This report summarizes the performance measurements through the third quarter of fiscal year 2016-17. The report looks at performance standards for transit system safety, courtesy, and reliability in the areas of preventable vehicle accidents, customer complaints, on-time performance, and miles between road calls (MBRC). Along with these metrics, industry-standard measurements are tracked to assess OCTA transit operations; these measurements are ridership, productivity, farebox recovery ratio, subsidy per boarding, and cost per revenue vehicle hour. In an effort to maintain transparency with the public, these reports are shared on the Transit dashboard found on the OCTA website and are reported to the Board of Directors on a quarterly basis.

Safety – Maintaining a good safety record is one of the most important standards measured, and all three modes of service (DOFR, CFR, ACCESS) continue to exhibit strong performance in this area, exceeding accident frequency standards.

Customer Service – One of OCTA's goals is to ensure all transit services meet performance standards, and that customers receive high-quality service. DOFR, CFR, and ACCESS services continued to exceed the standard through the third quarter.

Reliability – For on-time performance (OTP), overall, the system was within one percent of the standard, with DOFR exceeding the standard, CFR performed within three percent of the standard, and ACCESS performed at the standard. Efforts continue through the third quarter to improve OTP and recent data show CFR improving OTP and meeting the standard consistently by mid-May. Vehicle reliability is measured by MBRC. Through the third quarter, ACCESS and DOFR exceeded the standard. For the CFR service, all liquefied natural gas (LNG) buses were replaced in late March. OCTA staff continue to work closely with CFR to improve performance in this area.

Ridership and Productivity – Through the third quarter, ridership and productivity for total fixed-route service continued to come in under budget assumptions, and ACCESS ridership and productivity exceeded budget assumptions. To date, the service changes implemented under the OC Bus 360° Plan to address declining fixed-route ridership and improve system productivity have yielded promising results. On those routes where service improvements were implemented in June and October of 2016, the average weekday ridership increased by 4.2 percent and 10.4 percent, respectively while routes that experienced service reductions either maintained or improved in weekday service productivity. OCTA staff will continue to monitor the impact these changes have had on route performance

and identify other strategies for implementation to address systemwide performance.

Farebox Recovery Ratio – A minimum farebox recovery ratio (FRR) of 20 percent for all service is required by the California Transportation Development Act (TDA) in order for transit agencies to receive their full share of state sales tax available for public transit purposes. The recent passage of Senate Bill 508 allows transit agencies to now include local funds when calculating their TDA FRR. These local funds consist of property tax revenue, advertising revenue, and Measure M fare stabilization. While OCTA's traditional passenger FRR, now referred to as National Transit Database FRR, came in under 20 percent for the last 12 months, after incorporating the local funds, the TDA FRR dropped slightly to 26.1 percent compared to the second quarter.

Subsidy per Boarding – When considered route by route, this measure may be used to compare the performance of routes within the system relative to the cost effectiveness of each route. The type of route influences the subsidy per boarding, for example, longer distance routes with fewer stops (i.e., express routes) likely have a higher subsidy per boarding when compared to local routes that have frequent stops allowing passengers to board and alight more often, which turns seats over to multiple riders compared to a longer distance route. On a single route, subsidy per boarding may vary during the service day, with lower subsidies per boarding during peak travel times and higher subsidies per boarding at other times. This measure is helpful when considering opportunities to improve overall system performance. The attached report includes two sets of charts, one sorted by subsidy per boarding and one sorted by boardings; other route level data is also provided. When considering adjustments to the overall service plan, this information is critical to the development of the plan.

Operating Cost per Revenue Vehicle Hour – This is one of the industry standards used to measure the cost efficiency of transit service. Through the third quarter, DOFR and CFR service operated at a lower cost than prior year actuals for this measure, and ACCESS service operated four percent higher than the prior year actuals.

Summary

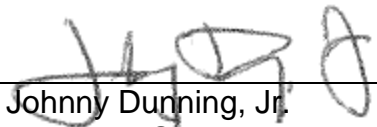
Through the third quarter of fiscal year 2016-17, the ACCESS program showed good performance in all areas. For fixed-route services, safety and customer service performance standards were achieved, and while service and vehicle reliability have shown improvement, the contract operator is still working toward attaining the established standards. Steps taken to address reliability show an improvement compared to the first quarter performance. In addition, the

OC Bus 360° Plan made significant service changes in October 2016 with the goal of addressing the system-wide ridership decline and improving system productivity. Staff will continue to monitor key indicators and work to identify other strategies to improve overall system performance.

Attachment

- A. Transit Division Performance Measurements, Fiscal Year 2016-17, Third Quarter Report

Prepared by:


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

Approved by:


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

Transit Division Performance Measurements



Fiscal Year 2016-17
Third Quarter Report

About This Report

The Orange County Transportation Authority (OCTA) operates a countywide network of local, community, rail connector, and express bus routes serving over 5,000 bus stops. OCTA also operates federally-mandated paratransit service (ACCESS), a shared-ride program available for people unable to use the regular fixed-route bus service because of functional limitations. Fixed-route bus service operated by OCTA is referred to as directly-operated fixed-route (DOFR) service, while routes operated under contract are referred to as contracted fixed-route (CFR) service. The ACCESS program is a contract-operated demand-response service mandated by the Americans with Disabilities Act that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These three services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

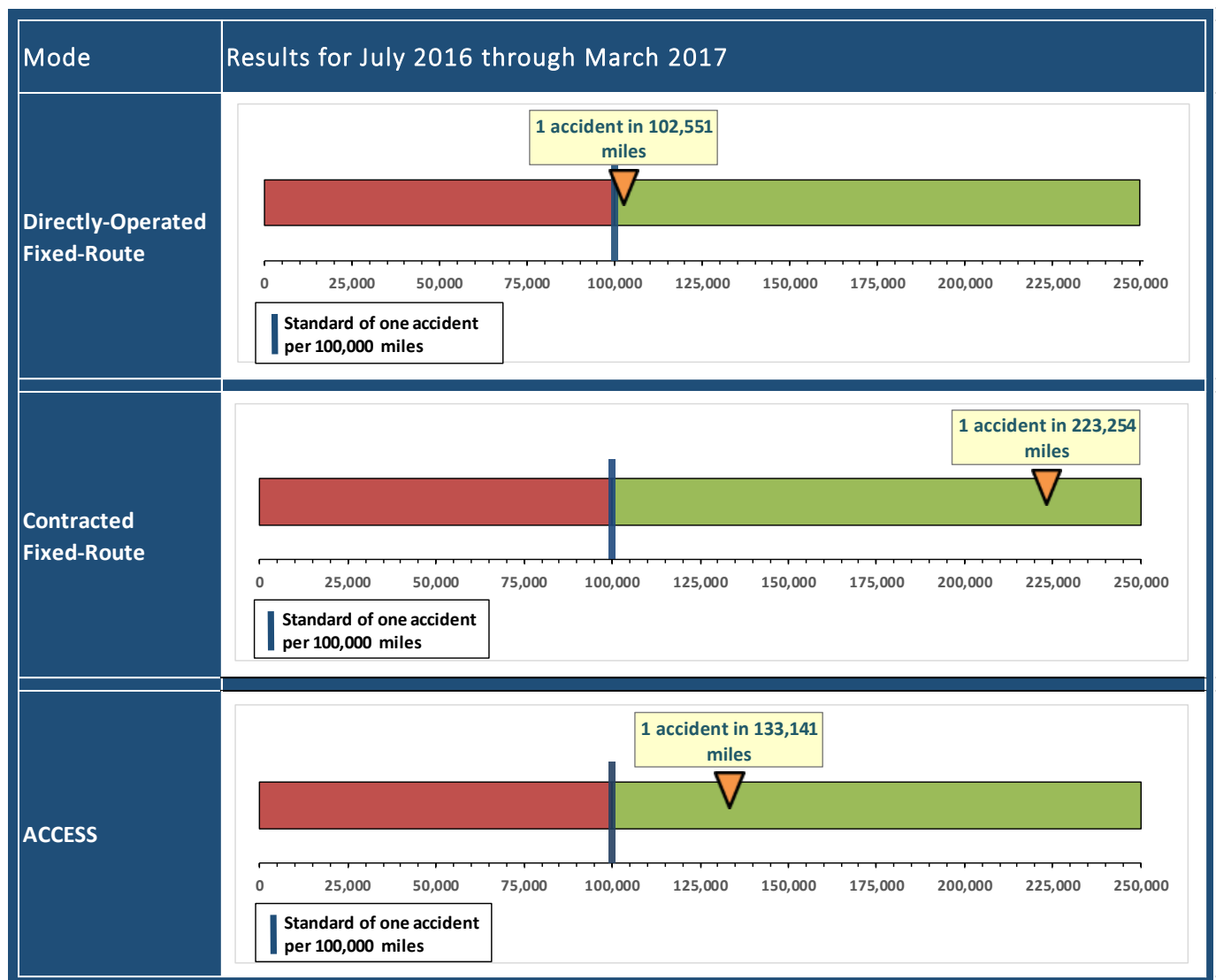
This report tracks transit system safety, courtesy, and reliability in the areas of preventable vehicle accidents, customer complaints, on-time performance (OTP), and miles between road calls (MBRC). Along with these metrics, industry-standard measurements are tracked to assess OCTA transit operations; these measurements are ridership, productivity, farebox recovery ratio (FRR), and cost per revenue vehicle hour (RVH). Graphs accompany the details of each indicator showing the standards or goals and the values for the current reporting period. The following sections provide performance information for DOFR, CFR, and ACCESS services.

Safety: Preventable Vehicle Accidents

Preventable vehicle accidents are counts of incidents concerning physical contact between vehicles used for public transit and other vehicles, objects, or pedestrians, where a coach operator failed to do everything reasonable to prevent the accident. Safety is a top priority in the delivery of public transit services. The safety standard for DOFR, CFR, and ACCESS services is no more than one vehicle accident per 100,000 miles.

All three modes of service exceeded the safety standard through the third quarter of FY17.

Ongoing efforts to improve metrics for all services include: continuing education programs, focused training campaigns, direct operator oversight, and incremental process improvements. All these efforts are carried out on a regular basis to ensure the focus on safety is maintained.

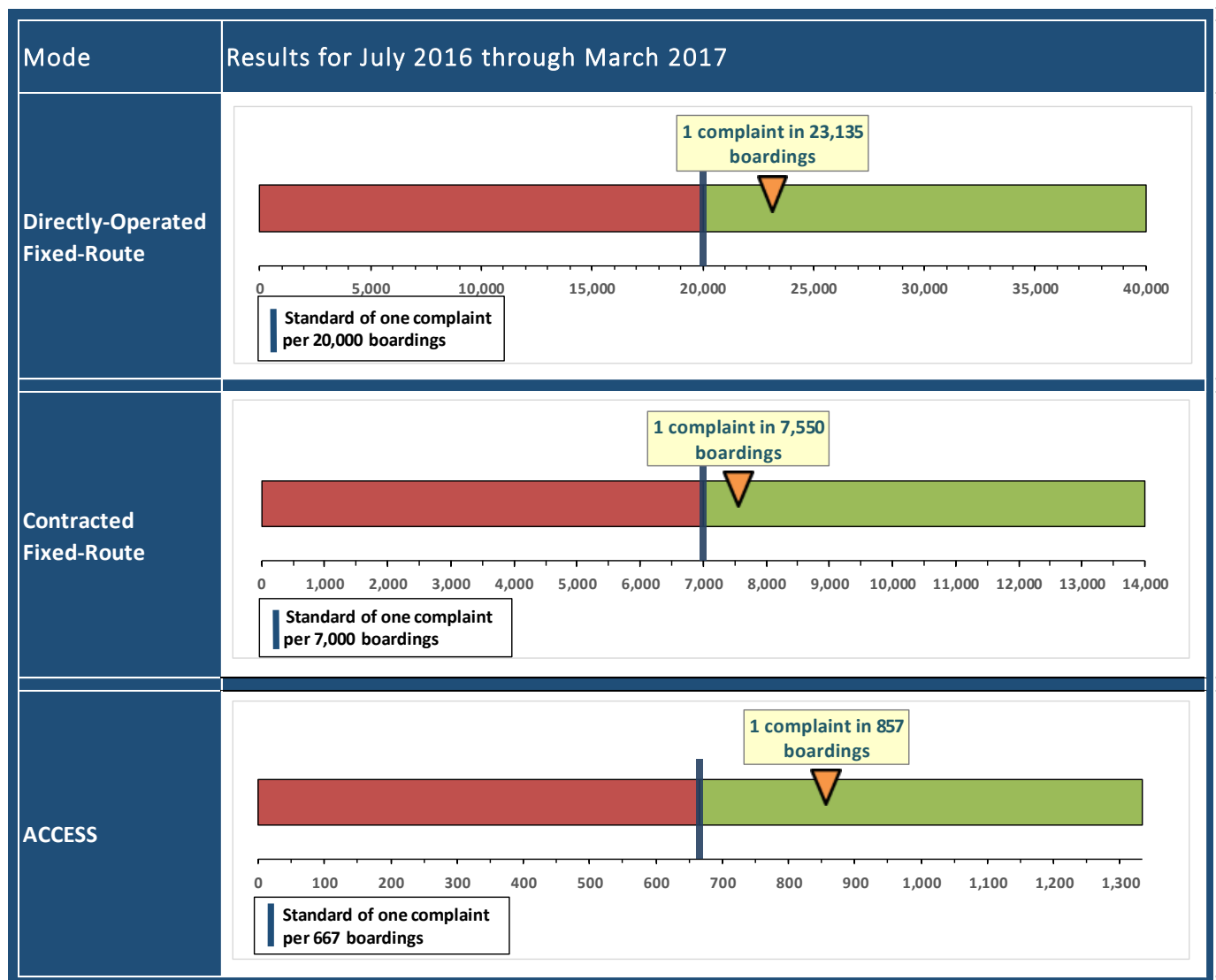


Courtesy: Customer Complaints

Customer complaints are counts of incidents when a rider reports dissatisfaction with the service. The standard adopted by OCTA for DOFR service is no more than one customer complaint per 20,000 boardings; the contractual standard for CFR service is no more than one complaint per 7,000 boardings; and the contractual standard for ACCESS is no more than one complaint per 667 boardings.

All three modes of service exceeded the courtesy standard through the third quarter of FY17.

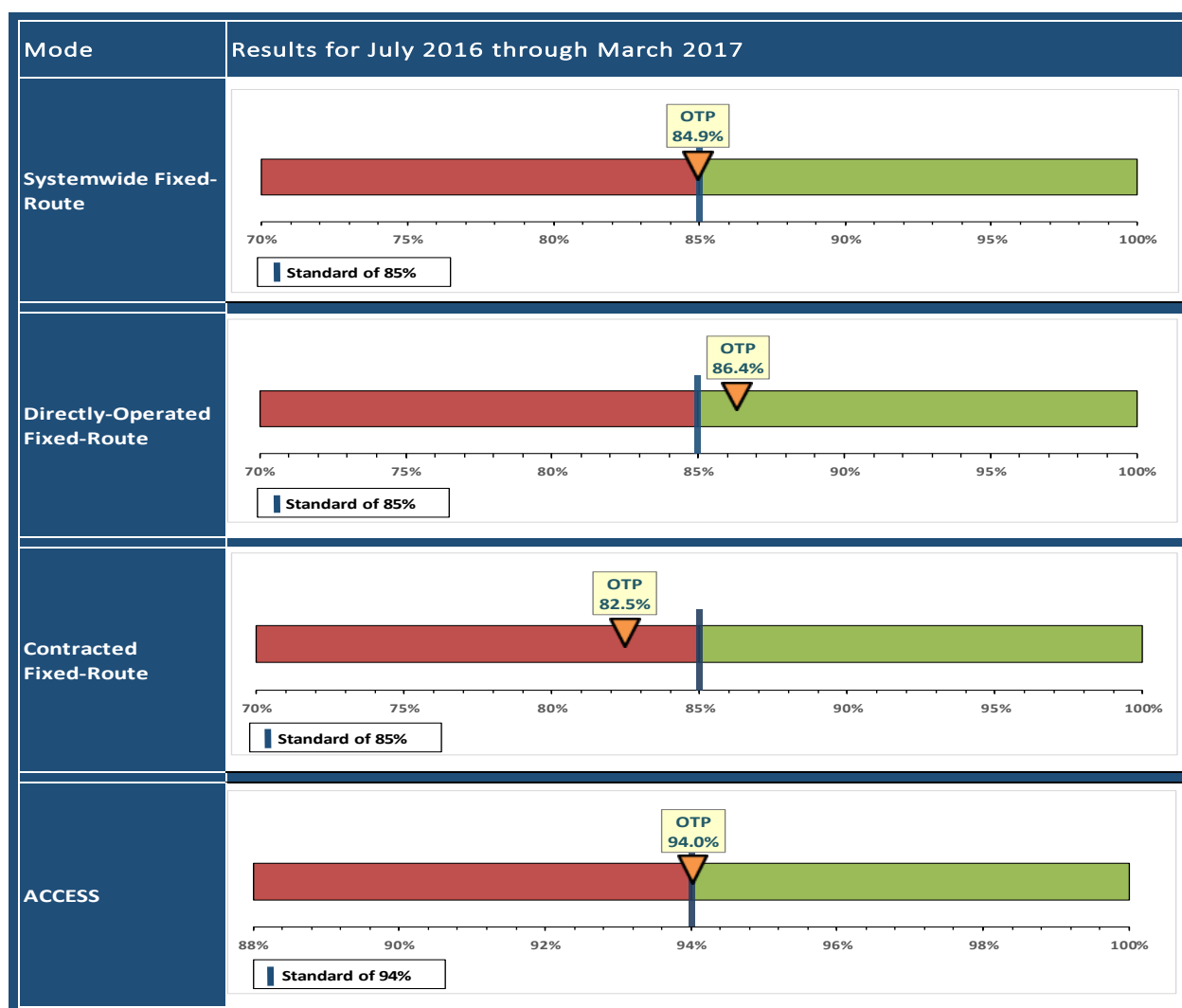
For CFR service, the contractor reviews customer comments with OCTA staff weekly to identify areas for improvement and review progress on action plans developed to address complaints received. Staff also performs route-level analyses to assess where specific improvements can be made. These efforts were key to the CFR service meeting the courtesy standard.



Reliability: On-Time Performance

OTP is a measure of performance evaluating a revenue vehicle's adherence to a planned schedule. For fixed-route service, a trip is considered on-time if it departs the time-point no more than five minutes late. OCTA's system standard for OTP is 85 percent. For ACCESS service, OTP is a measure of performance evaluating a revenue vehicle's adherence to a scheduled pick-up time for transportation on a demand-response trip. A trip is considered on-time as long as the vehicle arrives within a 30-minute window. The ACCESS OTP standard is 94 percent through the third quarter of FY17.

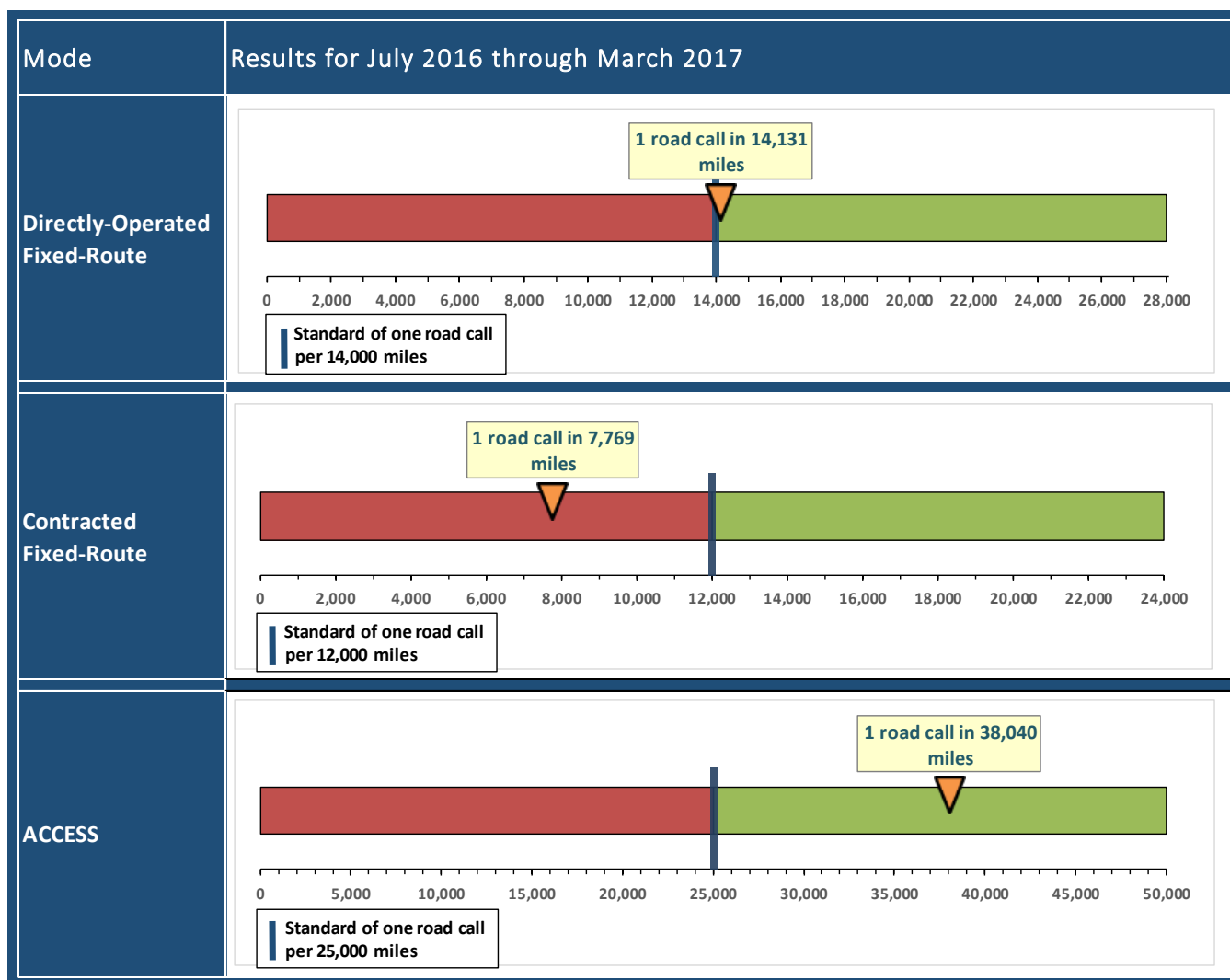
Through the third quarter of FY17, Systemwide Fixed-Route OTP reached 84.9 percent, a 0.6 percent improvement since December 2016, but slightly below the standard. DOFR and ACCESS service exceeded and performed at the standard, respectively. CFR service improved by 0.9 percent, but remains below the standard. Looking ahead to CFR performance in the fourth quarter, OTP improvements are being realized. The improvements are a result of the on-going OTP Performance Improvement Plan implemented by the contractor.



Reliability: Miles Between Road Calls

MBRC is a vehicle reliability performance indicator that measures the average distance in miles that a transit vehicle travels before failure of a vital component forces removal of the vehicle from service. Valid mechanical road calls usually cause a delay in service. The standard adopted by OCTA for DOFR service is 14,000 MBRC; the contractual standard for CFR service is 12,000 MBRC; and the contractual standard for ACCESS is 25,000 MBRC.

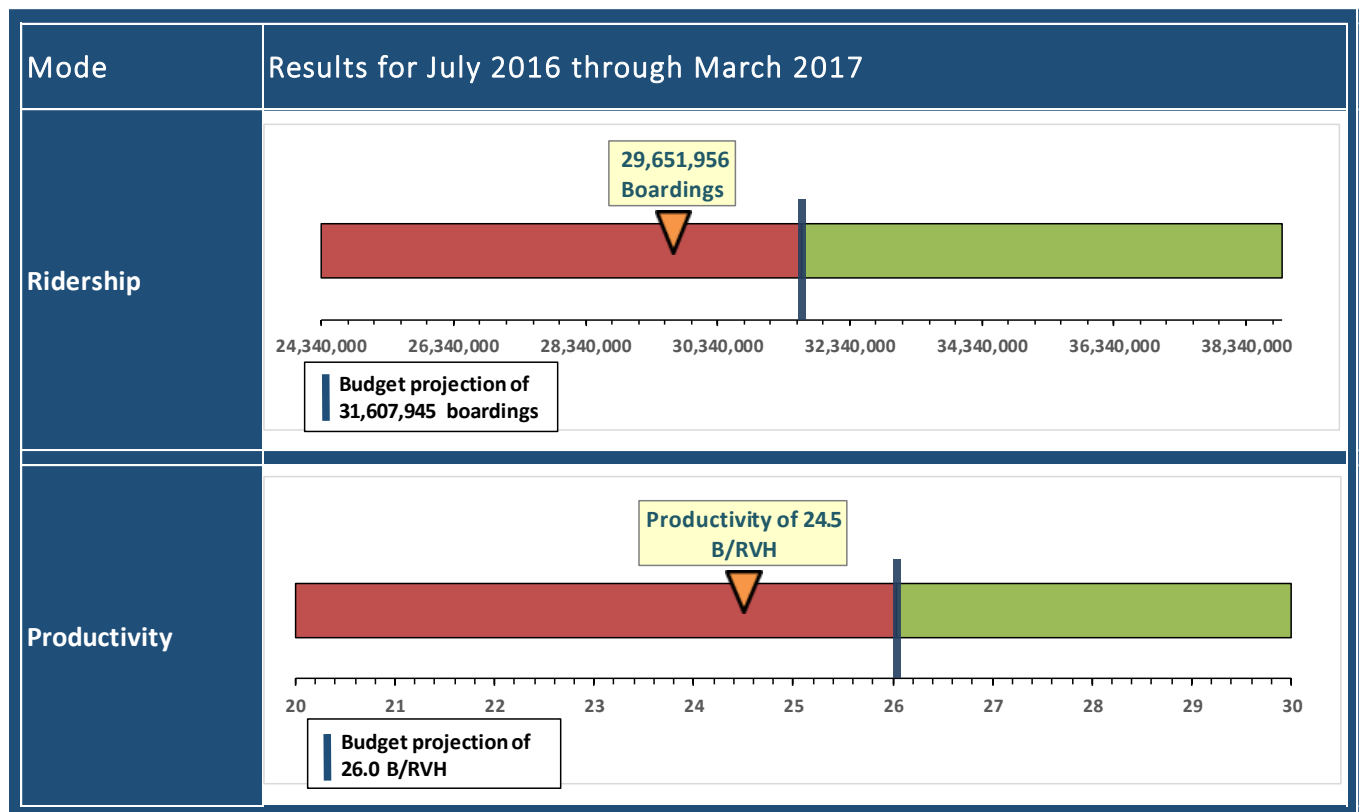
Through the third quarter of FY17, DOFR service maintained the standard with 14,131 MBRC and while the CFR service is steadily improving, CFR remains below the standard with 7,769 MBRC for FY17 through the third quarter. To date, all liquefied natural gas (LNG) buses used for the CFR service have been replaced. The remaining LNG buses used for DOFR service will be replaced by July 2017. ACCESS service exceeded the standard with 38,040 MBRC.



Ridership and Productivity – Fixed-Route

Ridership (or boardings) is the number of rides taken by passengers using public transit and is influenced by the weather, economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH provided. This metric is calculated by taking the boardings and dividing it by the number of RVH (B/RVH).

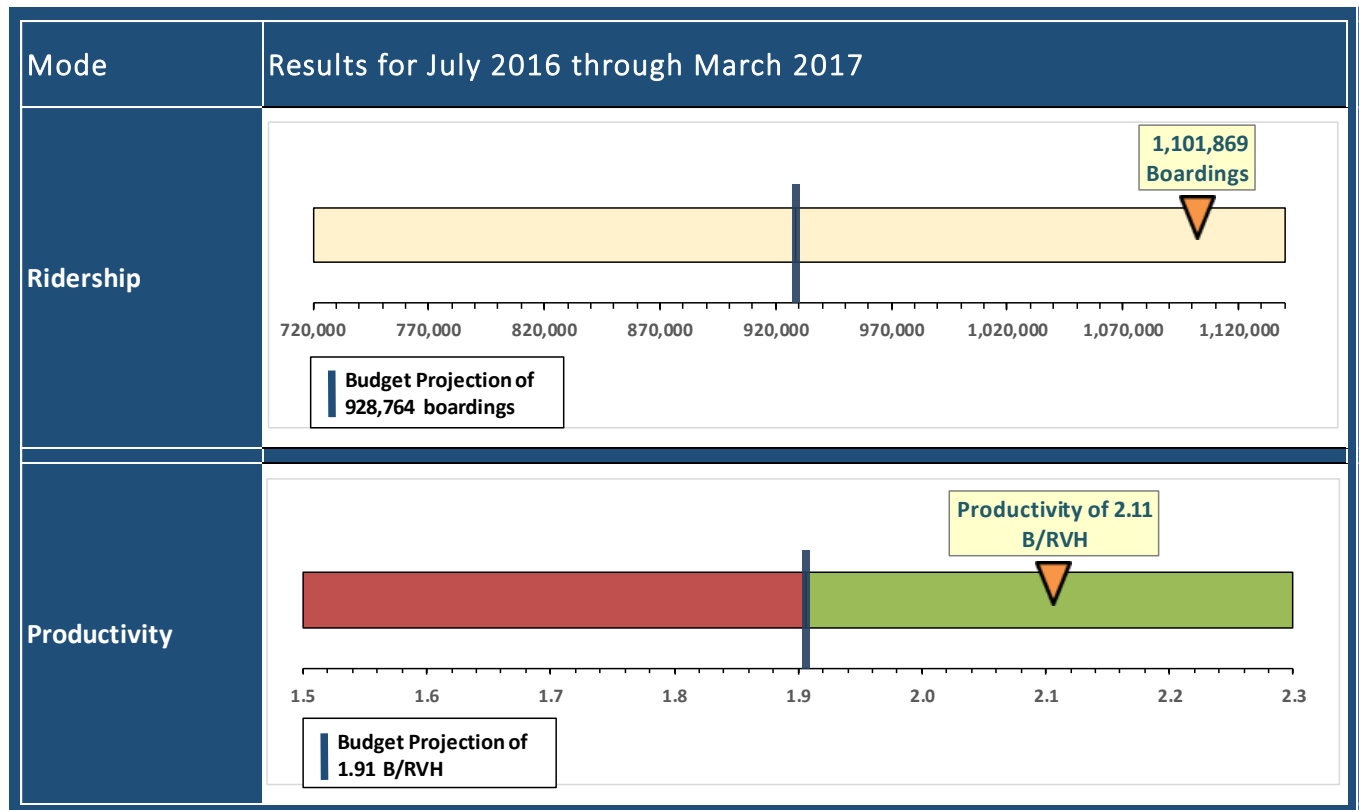
Through the third quarter of FY17, ridership and productivity for total fixed-route service came in under the budgeted projection. Overall, both continue to trend negatively overall. The OC Bus 360° plan initiated in June 2016 reallocates resources from low demand areas to those with higher demand, offering faster travel times to more customers. The plan projects increases in ridership and improved efficiency in the focused area over a three-year period. Staff continues to track performance at the route level.



Ridership and Productivity – ACCESS

(Primary Service Provider and Supplemental Taxi)

Through the third quarter of FY17, ridership and productivity for ACCESS service have exceeded projections.

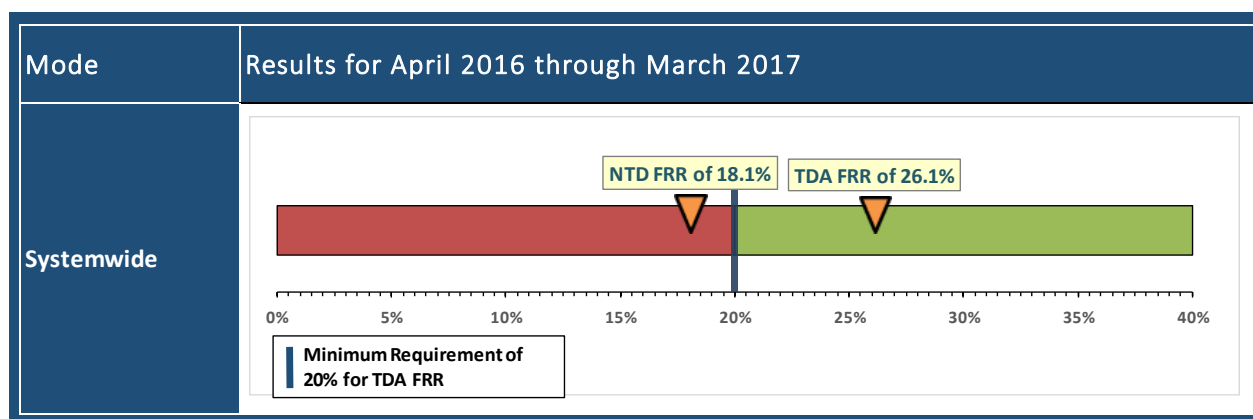


Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all service is required by the Transportation Development Act in order for transit agencies to receive the state sales tax available for public transit purposes.

In an effort to minimize seasonal fluctuations, data shown below reflects actuals over the last 12 months, from April 2016 through March 2017.

FRR, based on the National Transit Database definition in which only passenger fares are included under revenue, did not meet the 20 percent goal. However, because of the passage of Senate Bill No. 508 (SB 508), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” means any nonfederal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 26.1 percent.



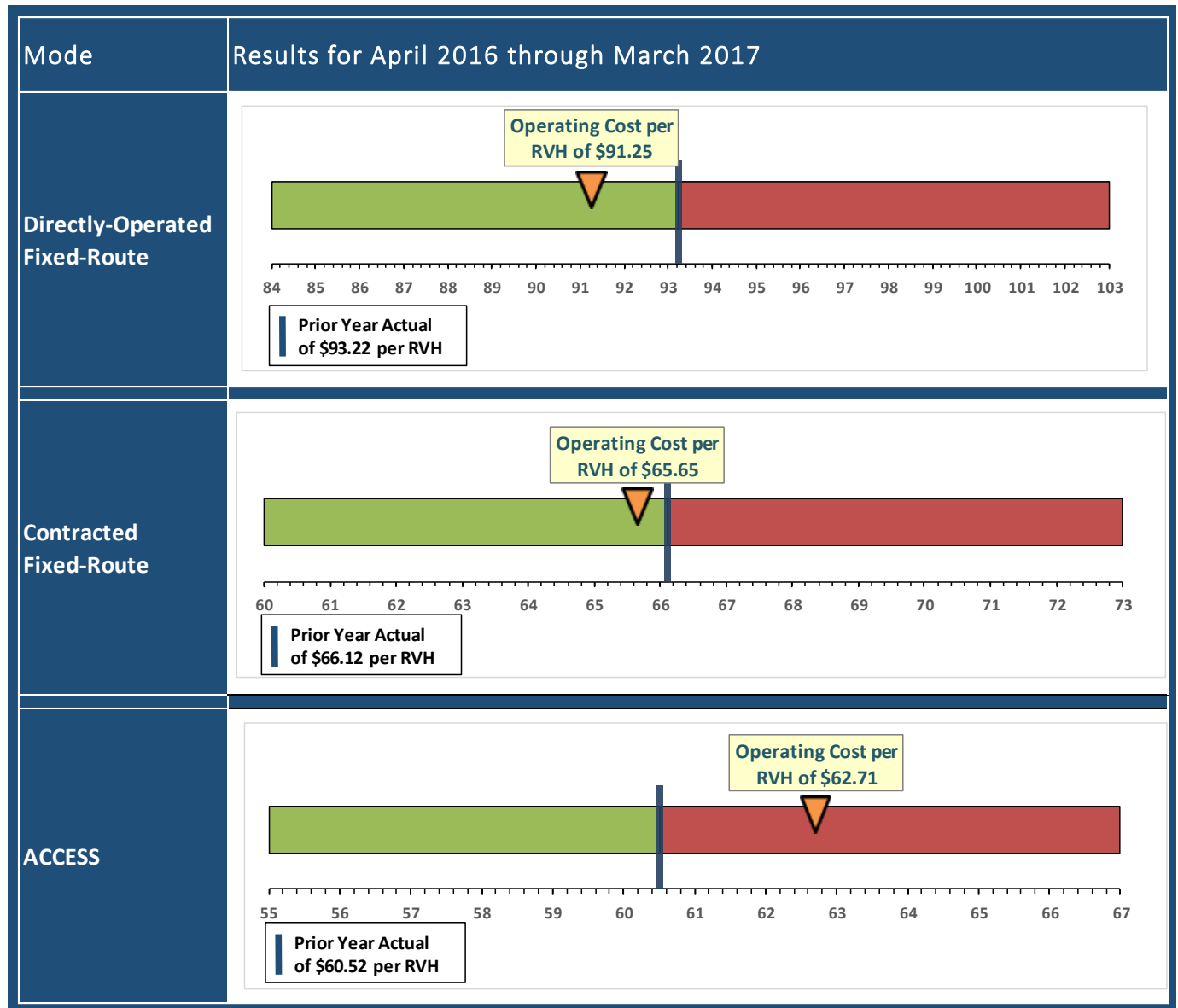
Note:

- National Transit Database(NTD) FRR consists of only passenger fares
- Transportation Development Act (TDA) FRR includes passenger fares, property tax revenue, advertising revenue and Measure M fare stabilization

Operating Cost per Revenue Vehicle Hour

Cost per RVH is one of the industry standards used to measure the cost efficiency of transit service. It is derived by dividing operating expenses by RVH. In order to provide a more comparable illustration, all metrics below are calculated based on direct operating cost, which excludes capital, general administrative, and other overhead costs.

Similar to the FRR, statistics below depict actuals over the last 12 months. DOFR service and CFR service exceeded the standard; ACCESS service was within four percent of the standard, an expected range.



Performance Evaluation by Route

Continuing efforts are underway to better understand and address ridership trends. The OC Bus 360° Plan, approved by the Board of Directors in March 2016, identifies several strategies to stimulate fixed-route ridership, including targeted marketing, a discounted summer youth pass, development of a mobile ticketing application, re-branding the fixed-route fleet, and improved travel time through the use of express-type service on local routes. In addition, route adjustments were implemented in both June and October 2016 as part of the OC Bus 360° service plan. These adjustments were developed after considering route-level performance. For the remainder of this fiscal year, staff will monitor the impact that these adjustments have had on route performance. In addition, staff will consider other strategies for future implementation to further improve service performance. Performance evaluation is important because it provides:

- A better understanding of where resources are being applied;
- A measure of how well services are being delivered;
- A measure of how well these services are used; and
- An objective basis for decisions regarding future service changes and service deployment.

The tables on the following pages summarize route-level performance over the third quarter fiscal year 2016-17. The first three tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding, and the remaining three tables present the same information sorted by routes that have the highest boardings to routes with a lower level of boardings.

A route guide listing all of the routes and their points of origins and destinations is provided on the last page of this report. Route types are grouped by route numbers as follows:

- Routes 1 to 99: Local routes
- Routes 100 to 199: Community routes
- Routes 200 to 299: Intra-county express routes
- Routes 400 to 499: Stationlink routes
- Routes 500 to 599: Bravo! routes
- Routes 600 to 699: Seasonal routes (these are not included on the following charts)
- Routes 700 to 799: Inter-county express routes



OCTA Operating Statistics By Route for Local and Community Services (Sort by Subsidy per Boarding)
Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
021	N	9.8%	\$ 12.18	\$ 6.65	\$ 3.13	\$ 2.40	\$ 1.07	53,468	\$ 106.34	\$ 66.37	\$ 7.76	9.80	5,454	3	-	-
001	S	10.3%	9.55	5.97	2.83	0.75	1.01	459,287	133.61	91.21	8.08	13.62	33,723	8	-	-
085	S	12.4%	9.52	5.55	2.41	1.35	1.16	94,934	98.04	68.81	7.41	10.52	9,027	3	-	-
076	C	12.2%	8.78	5.15	2.44	1.19	1.05	72,323	130.69	88.39	11.11	15.12	4,784	2	-	-
178	C	12.1%	8.62	5.01	2.30	1.31	1.00	97,845	98.69	64.39	7.76	11.88	8,237	3	-	-
167	C	13.3%	8.15	4.69	2.15	1.30	1.05	131,508	97.08	64.06	7.89	12.30	10,689	4	-	-
177	S	14.8%	7.99	4.67	2.15	1.18	1.18	72,767	97.26	64.06	7.54	12.16	5,983	2	-	-
153	N	13.3%	7.97	4.91	2.26	0.80	1.10	107,107	96.10	63.78	7.53	11.63	9,208	2	-	-
087	S	14.2%	7.71	4.42	2.08	1.22	1.08	70,215	99.17	64.61	6.42	13.10	5,360	2	-	-
150	C	14.5%	7.66	4.34	1.99	1.33	1.13	129,043	125.35	84.67	12.37	17.24	7,452	4	-	-
086	C	14.9%	6.91	3.97	1.87	1.07	1.02	119,719	97.12	64.05	7.53	14.16	8,452	3	-	-
079	C	13.2%	6.83	4.04	1.90	0.90	0.90	286,465	97.25	64.10	8.23	14.23	20,128	6	-	-
083	C	15.3%	6.40	3.89	1.85	0.67	1.03	514,963	135.27	92.29	7.51	19.98	25,768	8	-	-
082	S	20.2%	6.23	3.23	1.52	1.47	1.20	87,248	105.83	65.69	7.17	17.77	4,909	3	-	-
072	C	16.2%	6.19	3.68	1.75	0.76	1.05	283,817	127.21	86.06	10.21	19.63	14,459	5	-	-
090	S	19.7%	6.15	3.19	1.50	1.46	1.15	235,168	103.44	65.67	6.93	17.70	13,286	8	-	-
560	C	17.2%	5.88	3.33	1.58	0.96	1.02	580,477	135.31	91.65	11.43	22.79	25,467	13	-	-
129	N	18.4%	5.83	3.49	1.60	0.74	1.15	173,434	98.84	64.41	7.96	15.85	10,943	3	-	-
071	N	17.8%	5.79	3.38	1.59	0.83	1.08	466,705	98.10	64.37	7.99	16.24	28,740	9	-	-
024	N	18.4%	5.74	3.37	1.58	0.79	1.12	108,311	96.78	63.93	7.85	15.45	6,795	2	-	-
143	N	17.9%	5.71	3.51	1.61	0.58	1.12	146,946	96.44	63.82	8.45	15.94	9,512	2	-	-
091	S	20.1%	5.69	3.30	1.55	0.85	1.22	304,154	99.14	64.61	6.86	16.34	18,612	6	-	-
056	N	17.6%	5.69	3.11	1.48	1.10	0.98	311,577	127.18	86.05	11.63	22.84	13,644	8	-	-
059	C	18.7%	5.58	3.16	1.48	0.94	1.07	410,768	100.93	64.93	8.26	17.68	23,234	9	-	-
037	N	18.3%	5.27	3.08	1.46	0.73	1.02	707,073	133.75	90.46	10.29	24.06	29,389	12	-	-
055	C	20.0%	5.15	3.03	1.44	0.69	1.12	999,390	129.75	87.85	11.47	23.24	43,003	16	-	-
026	N	19.8%	5.15	2.94	1.38	0.83	1.07	309,298	98.01	64.25	9.30	18.19	17,004	6	-	-
054	N	18.5%	5.14	3.11	1.47	0.56	1.04	914,931	136.82	92.60	11.58	24.35	37,573	12	-	-
050	N	17.6%	5.14	3.02	1.43	0.69	0.95	910,339	133.89	90.71	11.59	24.81	36,691	7	-	5
070	C	18.8%	5.04	3.00	1.41	0.63	1.05	747,167	120.08	79.87	9.42	22.54	31,634	11	-	-
035	N	20.7%	4.70	2.66	1.25	0.80	0.99	644,498	112.89	76.36	9.81	23.10	28,085	12	-	-
030	N	20.3%	4.68	2.74	1.29	0.64	1.02	467,490	97.29	64.09	7.47	19.23	24,312	7	-	-
089	S	21.7%	4.45	2.71	1.28	0.47	1.11	275,225	97.77	64.19	7.72	19.20	14,338	3	-	-
025	N	23.1%	4.29	2.48	1.17	0.64	1.09	336,949	98.23	64.30	7.86	20.71	16,274	5	-	-
543	N	22.3%	4.19	2.41	1.14	0.63	1.02	878,382	132.81	90.01	11.56	29.03	30,256	13	-	-
029	N	22.2%	4.02	2.44	1.16	0.41	1.03	1,504,759	132.04	89.49	11.31	28.51	52,785	13	-	1
047	C	24.4%	3.88	2.30	1.09	0.49	1.10	1,671,694	131.11	88.81	11.30	29.18	57,289	19	-	-
033	N	23.0%	3.77	2.18	1.03	0.56	0.96	304,245	97.00	63.99	7.78	23.28	13,070	4	-	-
057	C	25.7%	3.74	2.07	0.98	0.68	1.06	2,079,969	136.69	92.65	12.25	33.18	62,695	5	-	18
057X	C	27.6%	3.57	1.91	0.91	0.75	1.07	411,067	119.35	80.63	10.81	30.72	13,382	1	-	4
046	N	26.6%	3.50	1.98	0.93	0.60	1.05	502,278	97.54	64.10	8.40	24.64	20,381	7	-	-
038	N	27.4%	3.26	1.80	0.85	0.62	1.00	904,079	98.75	64.43	7.98	27.10	33,360	13	-	-
053	C	26.6%	3.26	1.92	0.91	0.43	1.02	1,600,204	128.86	87.04	13.95	32.36	47,874	16	-	-
043	N	26.9%	3.21	1.96	0.93	0.31	1.06	1,643,176	128.09	86.59	12.55	32.36	50,771	12	-	-
060	C	25.4%	3.13	1.97	0.93	0.23	0.99	1,490,090	130.07	88.15	11.44	33.46	44,538	8	-	-
066	C	29.2%	2.93	1.73	0.82	0.38	1.05	1,582,486	129.55	87.66	12.12	35.96	44,009	14	-	-
042	N	29.7%	2.75	1.55	0.73	0.48	0.96	1,259,232	98.33	64.28	8.80	30.36	41,480	14	-	-
064	C	30.3%	2.54	1.53	0.73	0.28	0.98	1,680,715	128.72	87.05	12.86	39.77	42,266	11	-	-

- (1) Total bus count (529) is based on PM weekday equipment requirements.
- (2) Bus count for spares is estimated to be 90.
- (3) Bus count for route 57X is estimate based on total route 57 equipment requirement.
- (4) Routes 20, 175, 187, 188, 191, 193, 464, 757, 758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.
- (5) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Express Service (Sort by Subsidy per Boarding)

Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
216	S	4.5%	\$ 32.88	\$ 13.09	\$ 9.58	\$ 10.22	\$ 1.07	2,796	\$ 147.85	\$ 84.97	\$ 6.56	6.23	449	-	-	1
721	N	5.7%	31.91	18.24	7.97	5.71	1.58	22,534	197.29	136.12	7.05	7.10	3,174	3	-	-
701	C	8.1%	31.76	16.85	7.36	7.54	2.13	17,056	227.36	156.47	9.60	8.63	1,976	3	-	-
211	C	4.8%	30.17	11.49	8.41	10.26	1.00	20,876	106.64	63.20	6.02	5.10	4,092	5	-	-
794	C	16.6%	29.89	11.63	8.51	9.75	4.01	26,385	160.84	98.85	5.92	6.66	3,962	6	-	-
212	S	5.2%	26.06	10.49	7.68	7.89	1.00	7,244	135.04	75.05	6.91	7.05	1,028	-	2	-
206	C	6.8%	22.72	8.36	6.12	8.25	1.05	15,591	140.93	76.93	7.05	9.08	1,718	3	-	-
213	N	8.0%	17.92	6.58	4.82	6.52	1.00	26,281	122.26	67.78	6.96	9.86	2,664	4	-	-

(1) Total bus count (529) is based on PM weekday equipment requirements.

(2) Bus count for spares is estimated to be 90.

(3) Bus count for route 57X is estimate based on total route 57 equipment requirement.

(4) Routes 20,175,187,188,191,193,464,757,758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.

(5) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Stationlink Service (Sort by Subsidy per Boarding)

Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
430	N	2.5%	\$ 51.46	\$ 21.37	\$ 16.54	\$ 13.54	\$ 0.95	4,219	\$ 129.46	\$ 72.23	\$ 14.85	3.33	1,267	-	2	-
490	S	3.9%	32.66	13.13	10.16	9.37	0.94	6,100	132.48	73.20	12.32	5.47	1,116	-	2	-
463	C	5.5%	28.80	9.23	7.15	12.42	0.95	17,256	129.58	72.81	12.37	7.48	2,307	5	-	-
411	N	4.6%	23.64	9.47	7.33	6.83	0.81	4,182	114.00	68.52	12.66	6.47	646	-	1	-
480	C	9.5%	13.62	4.86	3.76	5.00	0.91	17,135	128.22	72.34	11.05	13.46	1,273	2	-	-
472	C	13.0%	11.69	3.56	2.75	5.38	0.94	23,881	123.72	71.21	10.03	17.07	1,399	3	-	-
473	C	14.7%	9.03	2.89	2.24	3.90	0.89	32,986	130.00	72.36	12.13	21.60	1,527	3	-	-
454	N	14.2%	9.01	3.04	2.36	3.61	0.90	35,577	135.96	73.85	18.14	21.60	1,647	3	-	-
453	N	14.9%	8.00	2.78	2.15	3.06	0.87	27,984	133.21	73.39	20.02	22.96	1,219	2	-	-
462	C	18.3%	6.93	2.38	1.84	2.71	0.95	31,661	117.59	69.51	17.36	22.72	1,394	2	-	-

(1) Total bus count (529) is based on PM weekday equipment requirements.

(2) Bus count for spares is estimated to be 90.

(3) Bus count for route 57X is estimate based on total route 57 equipment requirement.

(4) Routes 20,175,187,188,191,193,464,757,758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.

(5) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Local and Community Services (Sort by Boardings)
Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	Cost/VSH	Direct Cost/VSH	Cost/VSM	Board/VSH	VSH	Bus Cour	
														40 FT	32 FT
057	C	25.7%	\$ 3.74	\$ 2.07	\$ 0.98	\$ 0.68	\$ 1.06	2,079,969	\$ 136.69	\$ 92.65	\$ 12.25	33.18	62,695	5	-
064	C	30.3%	2.54	1.53	0.73	0.28	0.98	1,680,715	128.72	87.05	12.86	39.77	42,266	11	-
047	C	24.4%	3.88	2.30	1.09	0.49	1.10	1,671,694	131.11	88.81	11.30	29.18	57,289	19	-
043	N	26.9%	3.21	1.96	0.93	0.31	1.06	1,643,176	128.09	86.59	12.55	32.36	50,771	12	-
053	C	26.6%	3.26	1.92	0.91	0.43	1.02	1,600,204	128.86	87.04	13.95	33.43	47,874	16	-
066	C	29.2%	2.93	1.73	0.82	0.38	1.05	1,582,486	129.55	87.66	12.12	35.96	44,009	14	-
029	N	22.2%	4.02	2.44	1.16	0.41	1.03	1,504,759	132.04	89.49	11.31	28.51	52,785	13	-
060	C	25.4%	3.13	1.97	0.93	0.23	0.99	1,490,090	130.07	88.15	11.44	33.46	44,538	8	-
042	N	29.7%	2.75	1.55	0.73	0.48	0.96	1,259,232	98.33	64.28	8.80	30.36	41,480	14	-
055	C	20.0%	5.15	3.03	1.44	0.69	1.12	999,390	129.75	87.85	11.47	23.24	43,003	16	-
064	N	18.5%	5.14	3.11	1.47	0.56	1.04	914,931	136.82	92.60	11.58	24.35	37,573	12	-
050	N	17.6%	5.14	3.02	1.43	0.69	0.95	910,339	133.89	90.71	11.59	24.81	36,691	7	-
038	N	27.4%	3.26	1.80	0.85	0.62	1.00	904,079	98.75	64.43	7.98	27.10	33,360	13	-
543	N	22.3%	4.19	2.41	1.14	0.63	1.02	878,382	132.81	90.01	11.56	29.03	30,256	13	-
070	C	18.8%	5.04	3.00	1.41	0.63	1.05	747,167	120.08	79.87	9.42	22.54	31,634	11	-
037	N	18.3%	5.27	3.08	1.46	0.73	1.02	707,073	133.75	90.46	10.29	24.06	29,389	12	-
035	N	20.7%	4.70	2.66	1.25	0.80	0.99	644,498	112.89	76.36	9.81	23.10	28,085	12	-
560	C	17.2%	5.88	3.33	1.58	0.96	1.02	580,477	135.31	91.65	11.43	22.79	25,467	13	-
083	C	15.3%	6.40	3.89	1.85	0.67	1.03	514,963	135.27	92.29	7.51	19.98	25,768	8	-
046	N	26.6%	3.50	1.98	0.93	0.60	1.05	502,278	97.54	64.10	8.40	24.64	20,381	7	-
030	N	20.3%	4.68	2.74	1.29	0.64	1.02	467,490	97.29	64.09	7.47	19.23	24,312	7	-
071	N	17.8%	5.79	3.38	1.59	0.83	1.08	466,705	98.10	64.37	7.99	16.24	28,740	9	-
001	S	10.3%	9.55	5.97	2.83	0.75	1.01	459,287	133.61	91.21	8.08	13.62	33,723	8	-
057X	C	27.6%	3.57	1.91	0.91	0.75	1.07	411,067	119.35	80.63	10.81	30.72	13,382	1	-
059	C	18.7%	5.58	3.16	1.48	0.94	1.07	410,768	100.93	64.93	8.26	17.68	23,234	9	-
025	N	23.1%	4.29	2.48	1.17	0.64	1.09	336,949	98.23	64.30	7.86	20.71	16,274	5	-
066	N	17.6%	5.69	3.11	1.48	1.10	0.98	311,577	127.18	86.05	11.63	22.84	13,644	8	-
026	N	19.8%	5.15	2.94	1.38	0.83	1.07	309,298	98.01	64.25	9.30	18.19	17,004	6	-
033	N	23.0%	3.77	2.18	1.03	0.56	0.96	304,245	97.00	63.99	7.78	23.28	13,070	4	-
091	S	20.1%	5.69	3.30	1.55	0.85	1.22	304,154	99.14	64.61	6.86	16.34	18,612	6	-
079	C	13.2%	6.83	4.04	1.90	0.90	0.90	286,465	97.25	64.10	8.23	14.23	20,128	6	-
072	C	16.2%	6.19	3.68	1.75	0.76	1.05	283,817	127.21	86.06	10.21	19.63	14,459	5	-
089	S	21.7%	4.45	2.71	1.28	0.47	1.11	275,225	97.77	64.19	7.72	19.20	14,338	3	-
090	S	19.7%	6.15	3.19	1.50	1.46	1.15	235,188	103.44	65.67	6.93	17.70	13,286	8	-
129	N	18.4%	5.83	3.49	1.60	0.74	1.12	173,434	98.84	64.41	7.96	15.85	10,943	3	-
143	N	17.9%	5.71	3.51	1.61	0.58	1.12	146,946	96.44	63.82	8.45	15.45	9,512	2	-
167	C	13.3%	8.15	4.69	2.15	1.30	1.05	131,508	97.08	64.06	7.89	12.30	10,689	4	-
150	C	14.5%	7.66	4.34	1.99	1.33	1.13	129,043	125.35	84.67	12.37	17.24	7,452	4	-
086	C	14.9%	6.91	3.97	1.87	1.07	1.02	119,719	97.12	64.05	7.53	14.16	8,452	3	-
024	N	18.4%	5.74	3.37	1.58	0.79	1.12	106,311	96.78	63.93	7.85	15.94	6,795	2	-
153	N	13.3%	7.97	4.91	2.26	0.80	1.10	107,107	96.10	63.78	7.53	11.63	9,208	2	-
178	C	12.1%	8.62	5.01	2.30	1.31	1.00	97,845	98.69	64.39	7.76	11.88	8,237	3	-
085	S	12.4%	9.52	5.55	2.61	1.35	1.16	94,934	98.04	63.81	7.41	10.52	9,027	3	-
082	S	20.2%	6.23	3.23	1.52	1.47	1.20	87,248	105.83	65.69	7.17	17.77	4,909	3	-
177	S	14.8%	7.99	4.67	2.15	1.18	1.18	72,767	97.26	64.06	7.54	12.16	5,983	2	-
076	C	12.2%	8.78	5.15	2.44	1.19	1.05	72,323	130.69	88.39	11.11	15.12	4,784	2	-
087	S	14.2%	7.71	4.42	2.08	1.22	1.08	70,215	99.17	64.61	6.42	13.10	5,360	2	-
021	N	9.8%	12.18	6.65	3.13	2.40	1.07	53,468	106.34	66.37	7.76	9.80	5,454	3	-

(1) Total bus count (529) is based on PM weekday equipment requirements.

(2) Bus count for spares is estimated to be 90.

(3) Bus count for route 57X is estimated based on total route 57 equipment requirement.

(4) Routes 20,175,187,188,191,193,464,757,758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.

(5) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Express Service (Sort by Boardings) Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
794	C	16.6%	\$ 29.89	\$ 11.63	\$ 8.51	\$ 9.75	\$ 4.01	26,385	\$ 160.84	\$ 98.85	\$ 5.92	6.66	3,962	6	-	-
213	N	8.0%	17.92	6.58	4.82	6.52	1.00	26,281	122.26	67.78	6.96	9.86	2,664	4	-	-
721	N	5.7%	31.91	18.24	7.97	5.71	1.58	22,534	197.29	136.12	7.05	7.10	3,174	3	-	-
211	C	4.8%	30.17	11.49	8.41	10.26	1.00	20,876	106.64	63.20	6.02	5.10	4,092	5	-	-
701	C	8.1%	31.76	16.85	7.36	7.54	2.13	17,056	227.36	156.47	9.60	8.63	1,976	3	-	-
206	C	6.8%	22.72	8.36	6.12	8.25	1.05	15,591	140.93	76.93	7.05	9.08	1,718	3	-	-
212	S	5.2%	26.06	10.49	7.68	7.89	1.00	7,244	135.04	75.05	6.91	7.05	1,028	-	2	-
216	S	4.5%	32.88	13.09	9.58	10.22	1.07	2,796	147.85	84.97	6.56	6.23	449	-	1	-

(1) Total bus count (529) is based on PM weekday equipment requirements.

(2) Bus count for spares is estimated to be 90.

(3) Bus count for route 57X is estimate based on total route 57 equipment requirement.

(4) Routes 20,175,187,188,191,193,464,757,758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.

(5) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Stationlink Service (Sort by Boardings) Fiscal Year 2016-17 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
454	N	14.2%	9.01	\$ 3.04	\$ 2.36	\$ 3.61	\$ 0.90	35,577	\$ 135.96	\$ 73.85	\$ 18.14	21.60	1,647	3	-	-
473	C	14.7%	9.03	2.89	2.24	3.90	0.89	32,986	130.00	72.36	12.13	21.60	1,527	3	-	-
462	C	18.3%	6.93	2.38	1.84	2.71	0.95	31,661	117.59	69.51	17.36	22.72	1,394	2	-	-
453	N	14.9%	8.00	2.78	2.15	3.06	0.87	27,984	133.21	73.39	20.02	22.96	1,219	2	-	-
472	C	13.0%	11.69	3.56	2.75	5.38	0.94	23,881	123.72	71.21	10.03	17.07	1,399	3	-	-
463	C	5.5%	28.80	9.23	7.15	12.42	0.95	17,256	129.58	72.81	12.37	7.48	2,307	5	-	-
480	C	9.5%	13.62	4.86	3.76	5.00	0.91	17,135	128.22	72.34	11.05	13.46	1,273	2	-	-
490	S	3.9%	32.66	13.13	10.16	9.37	0.94	6,100	132.48	73.20	12.32	5.47	1,116	-	2	-
430	N	2.5%	51.46	21.37	16.54	13.54	0.95	4,219	129.46	72.23	14.85	3.33	1,267	-	2	-
411	N	4.6%	23.64	9.47	7.33	6.83	0.81	4,182	114.00	68.52	12.66	6.47	646	-	1	-

(1) Total bus count (529) is based on PM weekday equipment requirements.

(2) Bus count for spares is estimated to be 90.

(3) Bus count for route 57X is estimate based on total route 57 equipment requirement.

(4) Routes 20,175,187,188,191,193,464,757,758 removed due to elimination of the routes during October service change. This accounts for roughly 112K boardings and 15K RVH in FY 2017.

(5) C under Zone is Central County, N is North County and S is South County.

Route Reference Table

Route	Route Description	Main Street	Route Category
1	Long Beach - San Clemente	via Pacific Coast Hwy	LOCAL
21	Buena Park - Huntington Beach	via Valley View St/ Bolsa Chica Rd	LOCAL
24	Buena Park - Orange	via Malvern Ave/ Chapman Ave/ Tustin Ave	LOCAL
25	Fullerton - Huntington Beach	via Knott Ave/ Goldenwest St	LOCAL
26	Fullerton - Placentia	via Commonwealth Ave/ Yorba Linda Blvd	LOCAL
29	La Habra - Huntington Beach	via Beach Blvd	LOCAL
30	Cerritos - Anaheim	via Orangethorpe Ave	LOCAL
33	Fullerton - Huntington Beach	via Magnolia St	LOCAL
35	Fullerton - Costa Mesa	via Brookhurst St	LOCAL
37	La Habra - Fountain Valley	via Euclid St	LOCAL
38	Lakewood - Anaheim Hills	via Del Amo Blvd/ La Palma Ave	LOCAL
42	Seal Beach - Orange	via Seal Beach Blvd/ Los Alamitos Blvd/ Lincoln Ave	LOCAL
43	Fullerton - Costa Mesa	via Harbor Blvd	LOCAL
46	Los Alamitos - Orange	via Ball Road/ Taft Ave	LOCAL
47	Fullerton - Balboa	via Anaheim Blvd/ Fairview St	LOCAL
50	Long Beach - Orange	via Katella Ave	LOCAL
53	Anaheim - Irvine	via Main St	LOCAL
54	Garden Grove - Orange	via Chapman Ave	LOCAL
55	Santa Ana - Newport Beach	via Standard Ave/ Bristol St/ Fairview St/ 17th St	LOCAL
56	Garden Grove - Orange	via Garden Grove Blvd	LOCAL
57	Brea - Newport Beach	via State College Blvd/ Bristol St	LOCAL
59	Anaheim - Irvine	via Kraemer Blvd/ Glassell St/ Grand Ave/ Von Karman Ave	LOCAL
60	Long Beach - Tustin	via Westminster Ave/ 17th St	LOCAL
64	Huntington Beach - Tustin	via Bolsa Ave/ 1st St	LOCAL
66	Huntington Beach - Irvine	via McFadden Ave/ Walnut Ave	LOCAL
70	Sunset Beach - Tustin	via Edinger Ave	LOCAL
71	Yorba Linda - Newport Beach	via Tustin Ave/ Red Hill Ave/ Newport Blvd	LOCAL
72	Sunset Beach - Tustin	via Warner Ave	LOCAL
76	Huntington Beach - John Wayne Airport	via Talbert Ave/ MacArthur Blvd	LOCAL
79	Tustin - Newport Beach	via Bryan Ave/ Culver Dr/ University Ave	LOCAL
82	Foothill Ranch - Rancho Santa Margarita	via Portola Pkwy/ Santa Margarita Pkwy	LOCAL
83	Anaheim - Laguna Hills	via 5 Fwy/ Main St	LOCAL
85	Mission Viejo - Laguna Niguel	via Marguerite Pkwy/ Crown Valley Pkwy	LOCAL
86	Costa Mesa - Mission Viejo	via Alton Pkwy/ Jeronimo Rd	LOCAL
87	Rancho Santa Margarita - Laguna Niguel	via Alicia Pkwy	LOCAL
89	Mission Viejo - Laguna Beach	via El Toro Rd/ Laguna Canyon Rd	LOCAL
90	Tustin - Dana Point	via Irvine Center Dr/ Moulton Pkwy/ Golden Lantern St	LOCAL
91	Laguna Hills - San Clemente	via Paseo de Valencia/ Camino Capistrano/ Del Obispo St	LOCAL
129	La Habra - Anaheim	via La Habra Blvd/ Brea Blvd/ Birch St/ Kraemer Blvd	COMMUNITY
143	La Habra - Brea	via Whittier Blvd/ Harbor Blvd/ Brea Blvd/ Birch St	COMMUNITY
150	Santa Ana - Costa Mesa	via Fairview St/ Flower St	COMMUNITY
153	Brea - Anaheim	via Placentia Ave	COMMUNITY
167	Anaheim - Irvine	via Tustin Ave/ Hewes St/ Irvine Blvd	COMMUNITY
177	Foothill Ranch - Laguna Hills	via Lake Forest Dr/ Muirlands Blvd/ Los Alisos Blvd	COMMUNITY
178	Huntington Beach - Irvine	via Adams Ave/ Birch St/ Campus Dr	COMMUNITY
206	Santa Ana - Lake Forest Express	via 5 Fwy	EXPRESS BUS
211	Seal Beach - Irvine Express	via 405 Fwy	EXPRESS BUS
212	Irvine - San Juan Capistrano Express	via 405 Fwy	EXPRESS BUS
213	Brea - Irvine Express	via 55 Fwy	EXPRESS BUS
216	San Juan Capistrano - Costa Mesa Express	via 405 Fwy	EXPRESS BUS
411	Anaheim Canyon Metrolink Station - Canyon Corporate Center	via Coronado St/ La Palma Ave	STATIONLINK
430	Anaheim Regional Transportation Intermodal Center - Anaheim Resort Area	via Katella Ave/ Harbor Blvd/ Ball Rd	STATIONLINK
453	Orange Transportation Center - St. Joseph's Hospital	via Chapman Ave/ Main St/ La Veta Ave	STATIONLINK
454	Orange Transportation Center - Garden Grove	via Chapman Ave/ Metropolitan Dr	STATIONLINK
462	Santa Ana Regional transportation Center - Civic Center	via Santa Ana Blvd/ Civic Center Dr	STATIONLINK
463	Santa Ana Regional transportation Center - Hutton Centre	via Grand Ave	STATIONLINK
472	Tustin Metrolink Station - I.B.C	via Edinger Ave/ Red Hill Ave/ Campus Dr/ Jamboree Rd	STATIONLINK
473	Tustin Metrolink Station to U.C.I.	via Edinger Ave/ Harvard Ave	STATIONLINK
480	Irvine Metrolink Station - Lake Forest	via Alton Pkwy/ Bake Pkwy/ Lake Forest Dr	STATIONLINK
490	Laguna Niguel / Mission Viejo Metrolink Station - Aliso Viejo	via Crown Valley Pkwy/ Moulton Pkwy/ Aliso Viejo	STATIONLINK
543	Fullerton Transportation Center - Santa Ana	via Harbor Blvd	BRAVO
560	Santa Ana - Long Beach	via 17th St/ Westminster Blvd	BRAVO
701	Huntington Beach - Los Angeles Express	via 405 Fwy/ 605 Fwy/ 105 Fwy/ 110 Fwy	EXPRESS BUS
721	Fullerton - Los Angeles Express	via 110 Fwy/ 91 Fwy	EXPRESS BUS
794	Riverside / Corona - South Coast Metro Express	via 91 Fwy/ 55 Fwy	EXPRESS BUS

OC Bus 360° Plan: Performance to Date

The approved bus service changes under the OC 360° Bus Plan were implemented in June and October 2016. Provided below is a series of charts that the report route performance of the routes changed under the plan. In this review, performance is measured by change in average weekday boardings and average boardings per revenue vehicle hour (B/RVH). This analysis is necessary and on-going to gauge the effectiveness of the recommended changes and overall plan.

As of March 2017, the performance of OC Bus Service to date are summarized in the table below:

Route Type	Ridership				Productivity			
	Mar-16	Mar-17	Δ (#)	Δ (%)	Mar-16	Mar-17	Δ (#)	Δ (%)
Reduced Service in June	2,481	1,166	(1,315)	-53.0%	13.0	17.8	4.8	37.3%
Improved Service in June	21,979	22,892	913	4.2%	33.3	26.6	(6.7)	-20.2%
Reduced Service in October	10,281	8,009	(2,273)	-22.1%	20.1	25.9	5.9	29.3%
Improved Service in October	10,286	11,360	1,074	10.4%	23.3	18.2	(5.1)	-21.9%
Fare Increase Only	586	431	(155)	-26.4%	8.5	6.2	(2.3)	-27.1%
No Change	91,017	88,795	(2,222)	-2.4%	28.1	27.6	(0.5)	-1.9%
Total	136,630	132,652	(3,978)	-2.9%	26.7	26.0	(0.7)	-2.6%

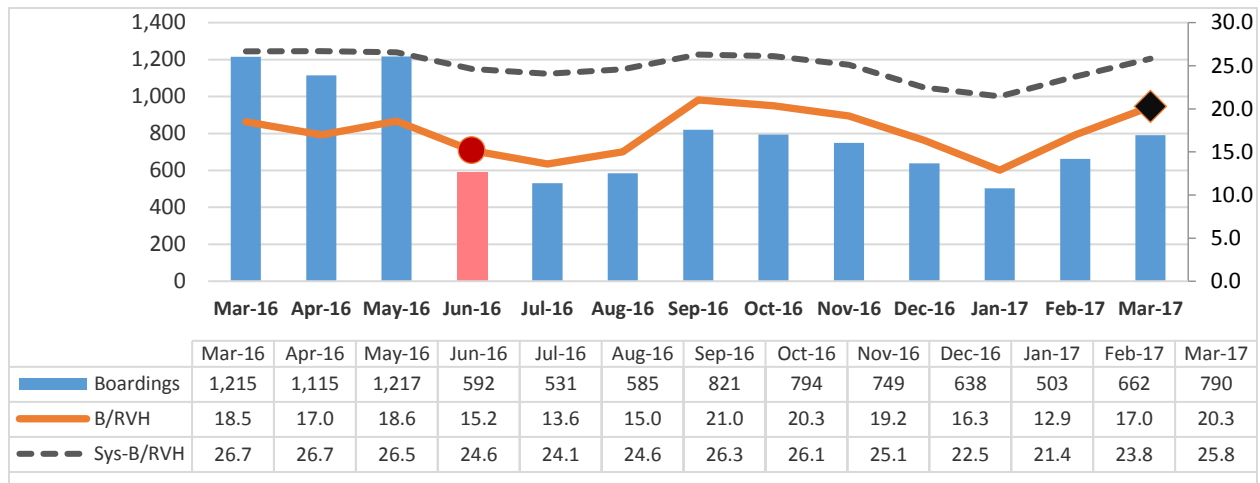
Ridership: Average Weekday Boardings, Productivity: Boardings per Revenue Vehicle Hour (B/RVH)

Δ: Change

- Routes with reduced service decreased in average weekday boardings, but experienced improved service productivity
- Routes with improved service increased in average weekday boardings, but experienced lower service productivity;
- At the route level, productivity is trending positively with respect to the system average
- The fare increase implemented in February 2017 on six (6) intra- and inter-county express services resulted in decreased ridership and productivity
- Routes that were unchanged collectively experienced a drop of 2.4 percent in average weekday boardings and a 1.9 percent drop in service productivity

The following charts are provided for a route-level review of the performance of routes that were modified and remain in service (routes that were eliminated in June or October of 2016 are not included unless replaced with a restructure service). The charts show the average daily boardings for the last 13 months with the measurement shown on the left vertical axis. The red or green colored bar indicates the time of the service change and whether it was a service reduction (pink) or a service improvement (green). Productivity is provided on the secondary vertical axis on the right side of the chart. The productivity (boardings per revenue vehicle hour) for the route is in orange. The system average for boardings per revenue vehicle hour is provided in the dashed charcoal line for a means of comparison.

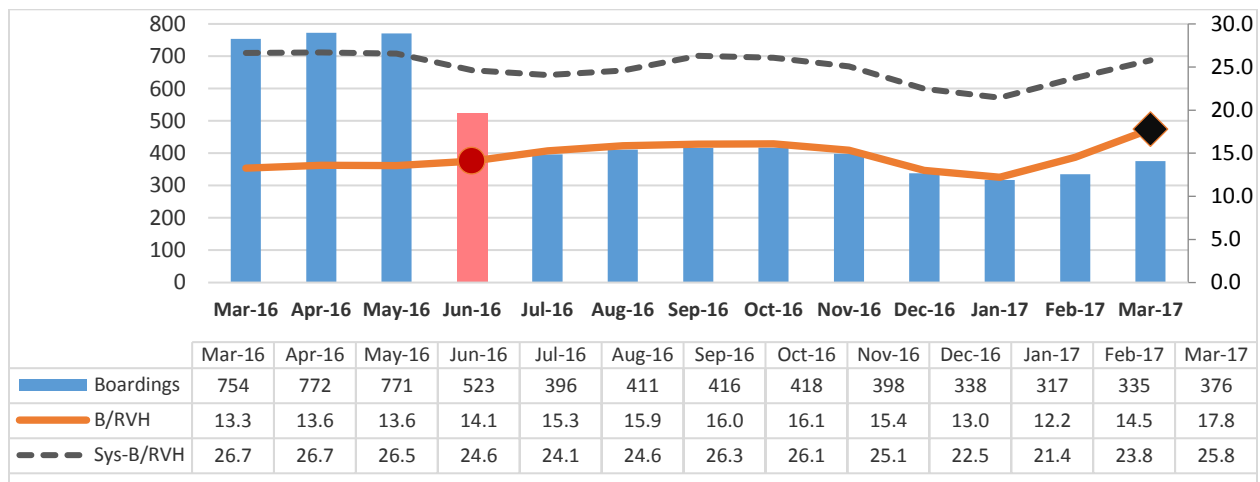
Route 51/145 and Route 150-Santa Ana – Costa Mesa



June 2016 Service Reduction:

- Eliminated Routes 51 and 145 and created new Route 150 to covered most eliminated segments
- Reduced midday service frequency from every 45 minutes to every 70 minutes
- Ridership dropped by 35 percent (March 2016 versus March 2017)
- Productivity improved by nearly two boardings per hour, but remains below the system average

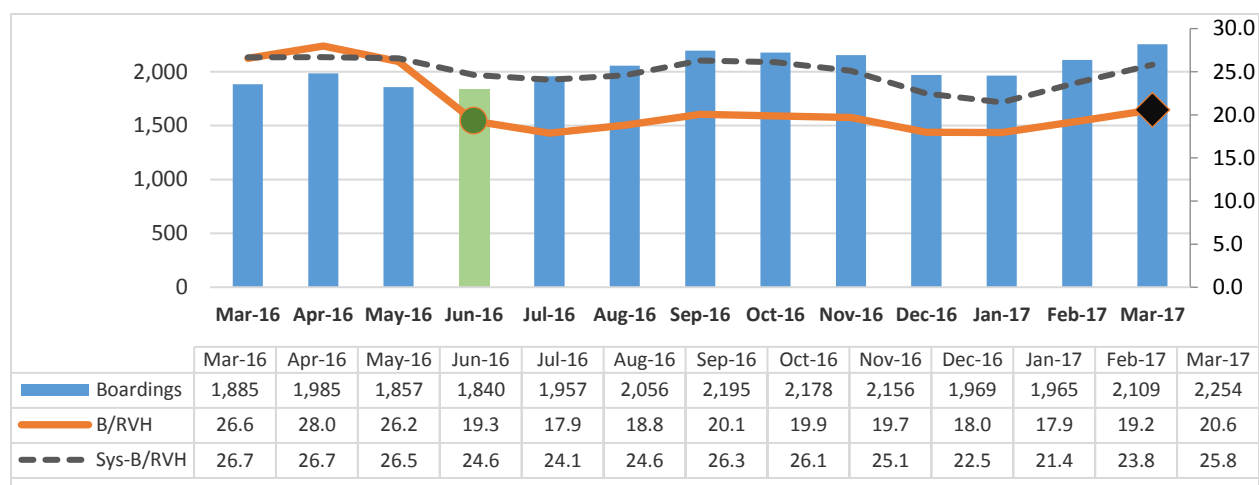
Route 76-Huntington Beach – Newport Beach



June 2016 Service Reduction:

- Eliminated segment of the routes operating south of John Wayne Airport
- Reduced service frequency from every 45 minutes to every 60 minutes during the peak
- Ridership dropped by nearly 50 percent as of March 2017 (March 2016 versus March 2017)
- Productivity improved by 34 percent (4.5 boardings/hour), but remains below the system average

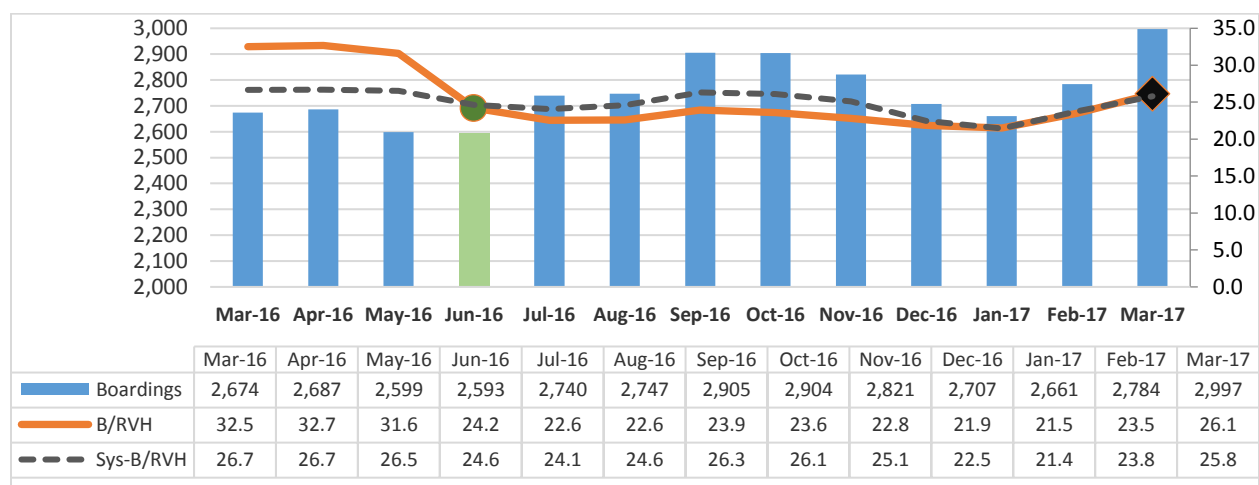
Route 30-Cerritos - Anaheim



June 2016 Service Improvement:

- Improved service frequency from every 45 minutes to every 30 minutes
- Ridership increased by nearly 20 percent (March 2016 versus March 2017)
- Productivity dropped by nearly 23 percent, below the system average, but is trending positively

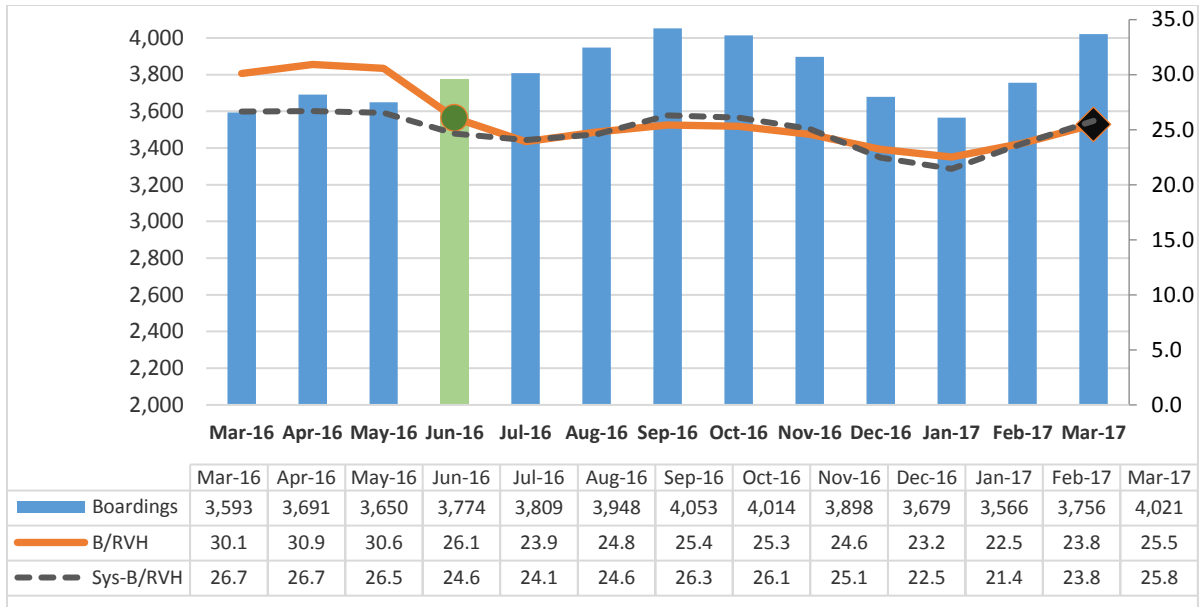
Route 35-Fullerton – Huntington Beach



June 2016 Service Improvement:

- Improved service frequency from every 30 minutes to every 20 minutes during weekday peak from Fullerton Park and Ride down to Brookhurst and Talbert
- Ridership increased by 12 percent (March 2016 versus March 2017)
- Productivity dropped by nearly 20 percent below the system average, but is trending up toward to the system average

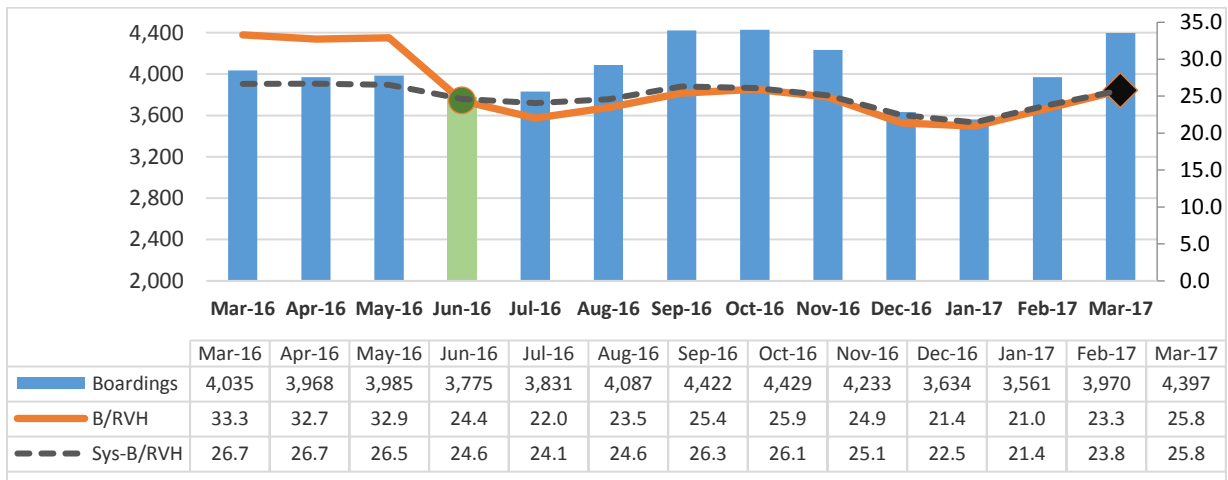
Route 50-Long Beach – Orange



June 2016 Service Improvement:

- Improved service frequency on between Knott and the ARTIC
- Ridership increased by 12 percent (March 2016 versus March 2017)
- Productivity dropped by 15 percent, but is trending positively back toward the system average

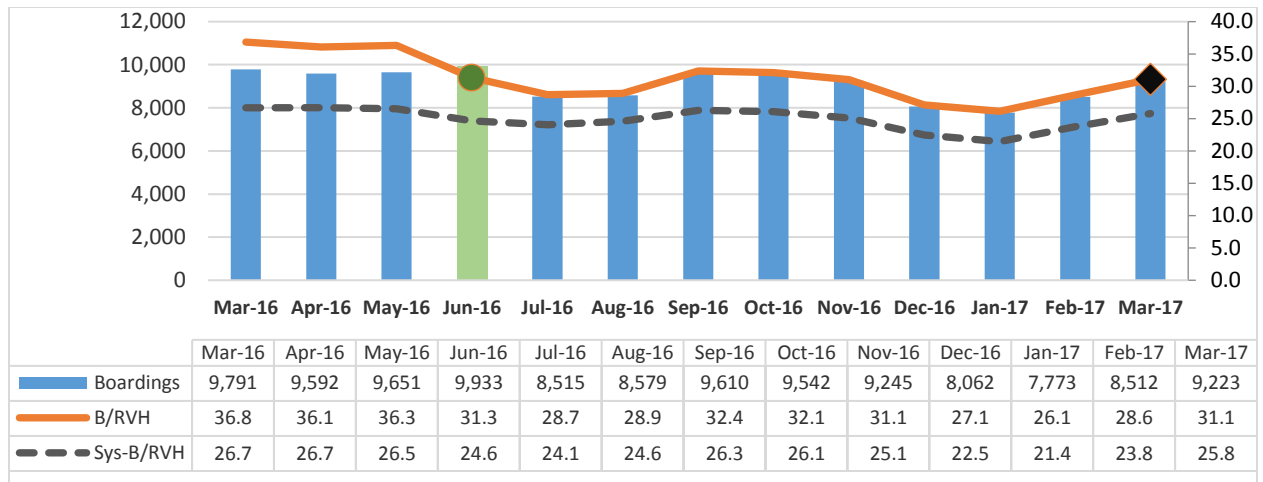
Route 54-Garden Grove - Orange



June 2016 Service Improvement:

- Improved service frequency on Chapman between Beach and Hewes from every 20 minutes to every 15 minutes during the peak and from 30 minutes to 15 minutes during the off-peak.
- Ridership increased by nine percent (March 2016 versus March 2017)
- Productivity dropped by 22 percent, but remains at the system average

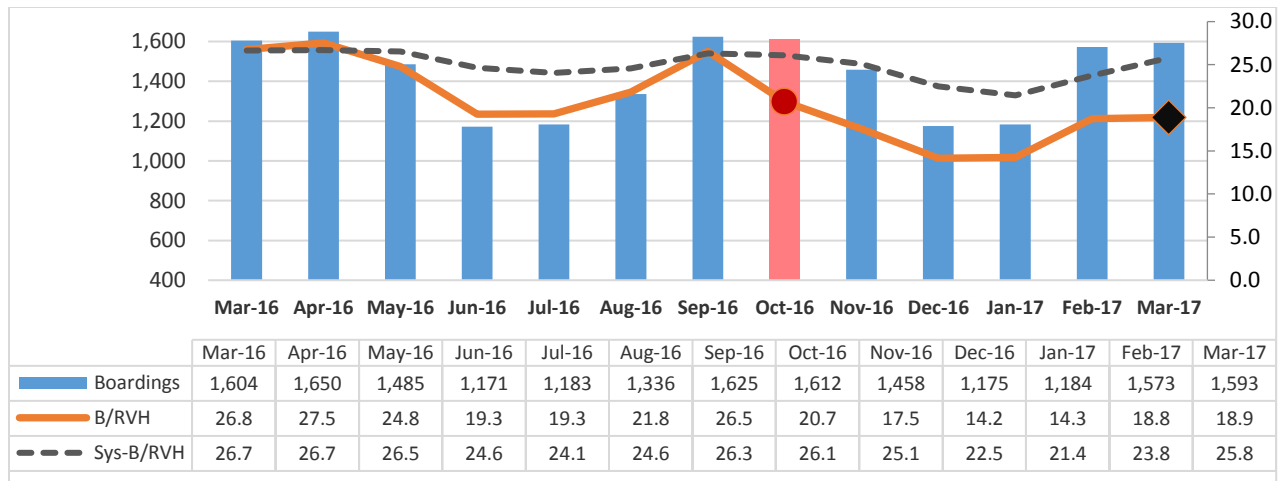
Routes 60-Route 560 Bravo! – 17th Street-Westminster Corridor



June 2016 Service Improvement:

- Introduced Bravo! limited-stop service in the corridor
- Ridership decreased by nearly six percent (March 2016 versus March 2017)
- Productivity dropped by nearly 16 percent, but remains well above the system average

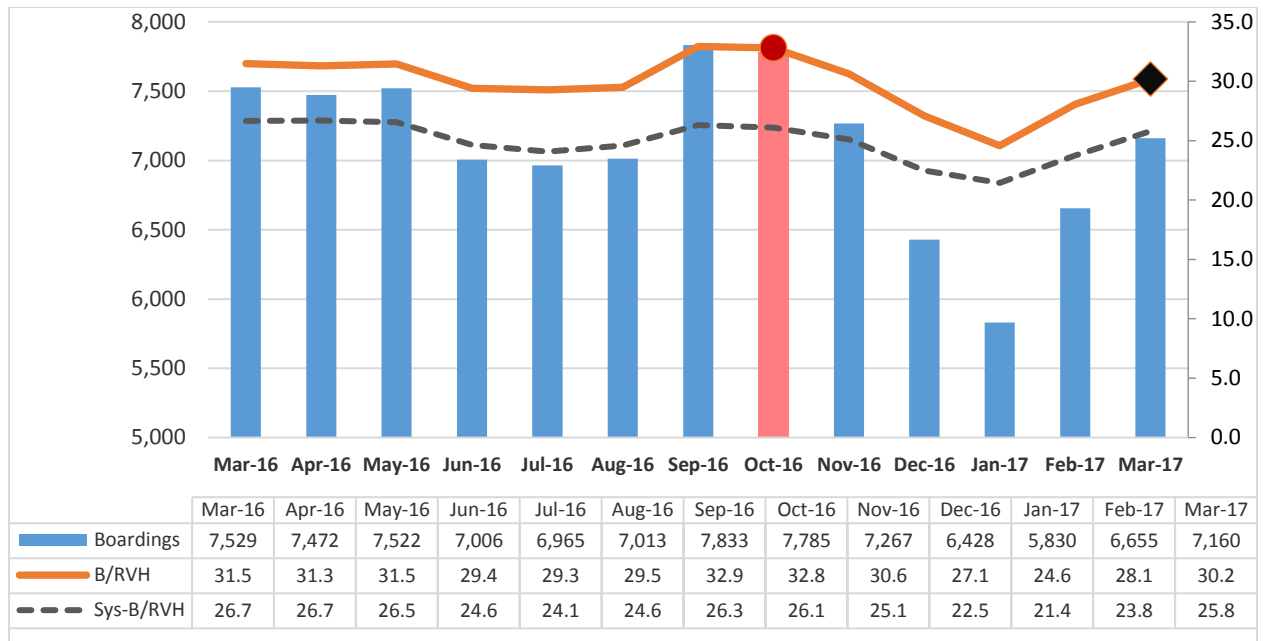
Route 26-Buena Park – Yorba Linda



October 2016 Service Reduction:

- Cut east end of route to Yorba Linda and Rose; increased frequency on remaining segments
- Ridership change of less than one percent (March 2016 versus March 2017)
- Productivity dropped by nearly 30 percent, below the system average

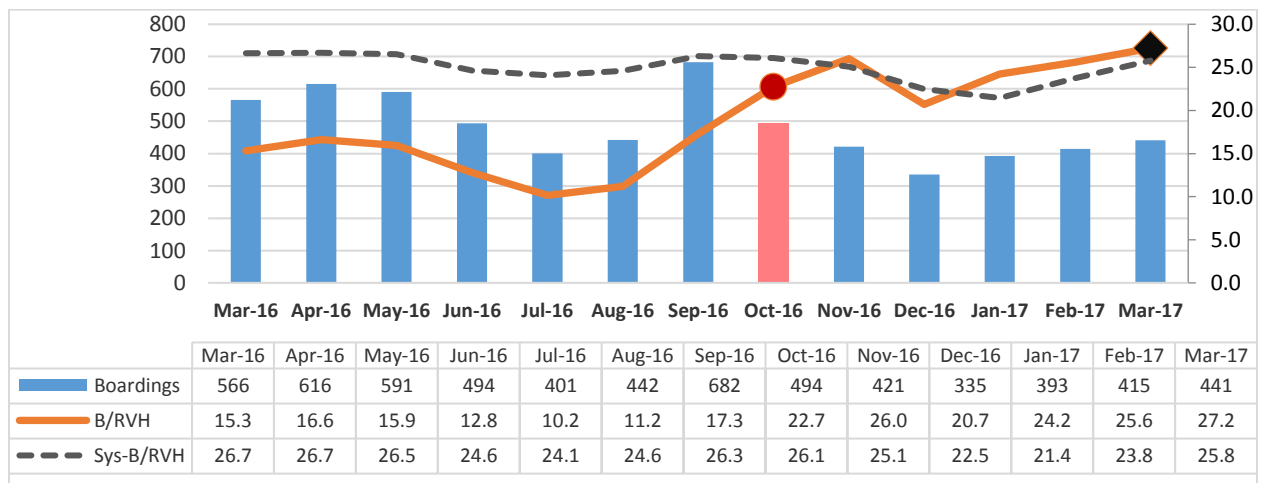
Route 47-Fullerton – Newport Beach



October 2016 Service Reduction:

- Reduced AM peak service frequency by one minute; reduced PM peak frequency by three minutes
- Ridership decreased by nearly 5 percent (March 2016 versus March 2017)
- Productivity dropped by four percent, but remains above the system average

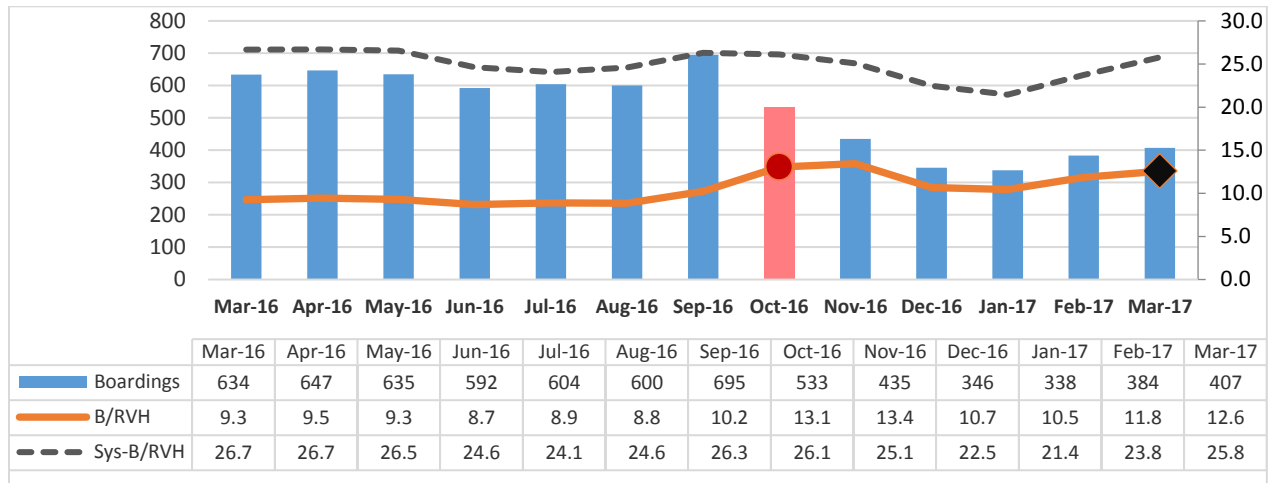
Route 82-Mission Viejo – Rancho Santa Margarita



October 2016 Service Reduction:

- Cut route back south of Santa Margarita at Antonio (low ridership)
- Ridership decreased by 22 percent (March 2016 versus March 2017)
- Productivity increased by 77 percent, moving above the system average

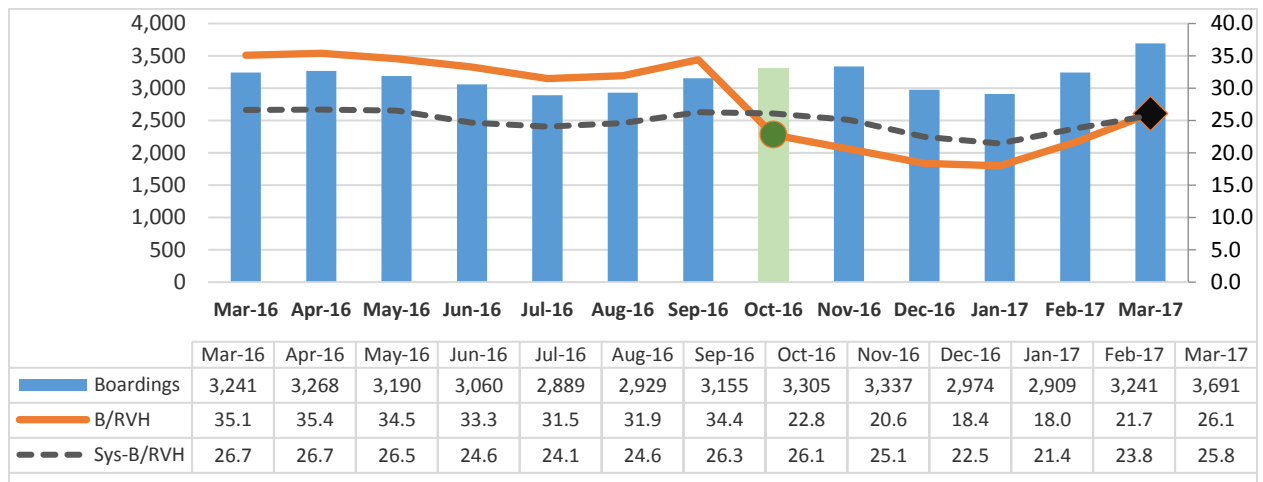
Route 85-Mission Viejo – Dana Point



October 2016 Service Reduction:

- Cut route south of Alicia Parkway at Crown Valley Parkway; reduced frequency to 60 minutes all day
- Ridership decreased by 36 percent (March 2016 versus March 2017)
- Productivity increased by 35 percent, but remains well below the system average

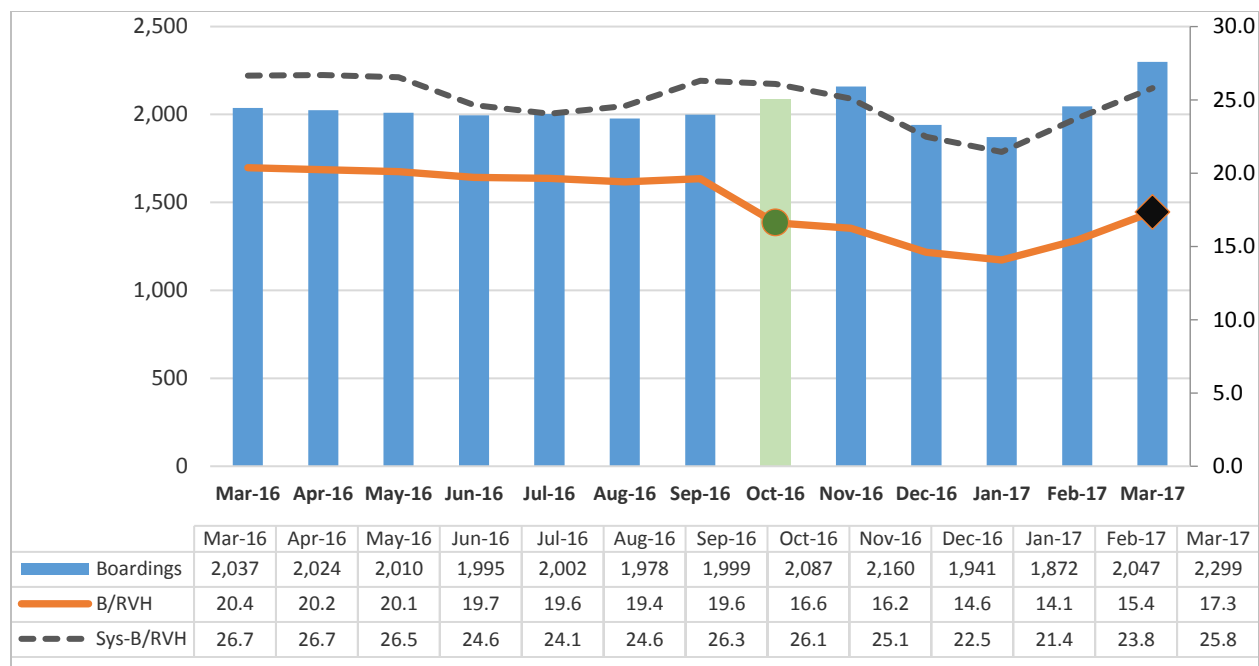
Route 37-La Habra – Fountain Valley



October 2016 Service Improvement:

- Increased peak and midday service frequencies
- Ridership increased by 14 percent (March 2016 versus March 2017)
- Productivity dropped by 26 percent, but is trending toward the system average

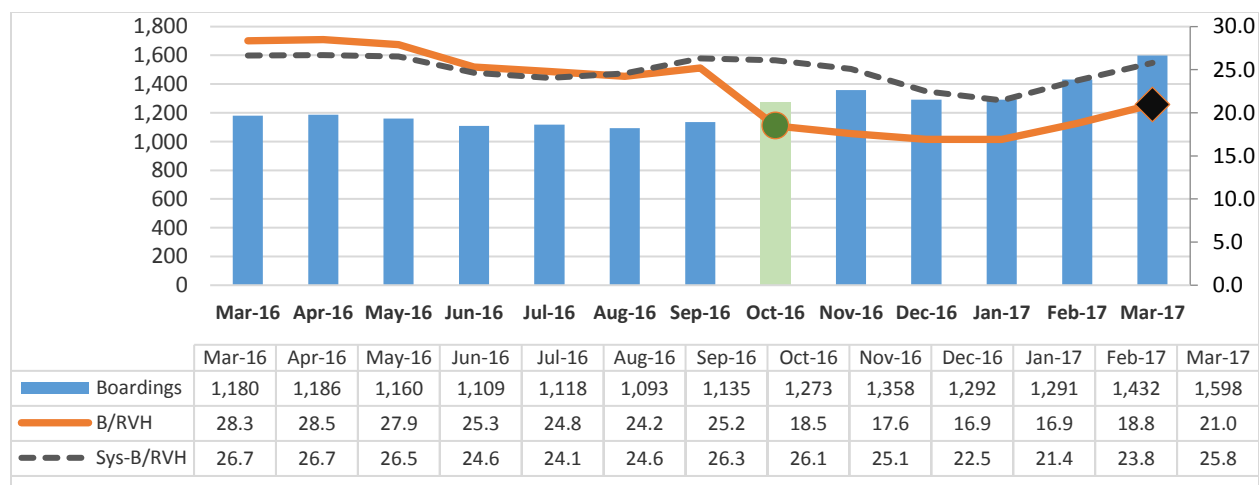
Route 71-Yorba Linda – Newport Beach



October 2016 Service Improvement:

- Increased service frequency from every 45 minutes to every 30 minutes all day
- Ridership increased by 13 percent (March 2016 versus March 2017)
- Productivity dropped by 15 percent, but is trending positively

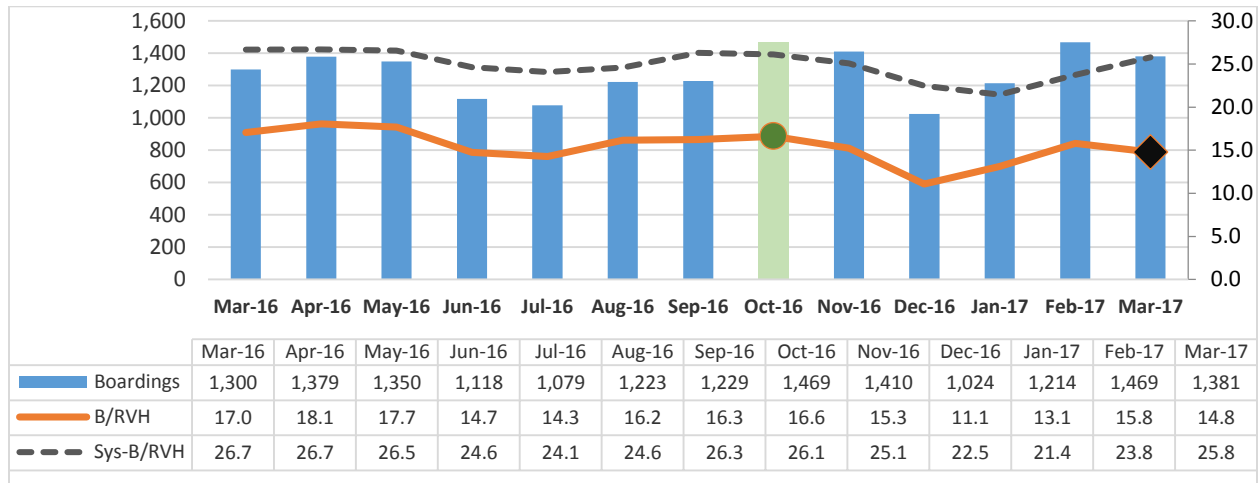
Route 72-Sunset Beach - Tustin



October 2016 Service Improvement:

- Increased peak and midday service frequencies, every 45 and 60 minutes, respectively, to every 30 minutes
- Ridership increased by 35 percent (March 2016 versus March 2017)
- Productivity dropped by 26 percent, but is trending positively

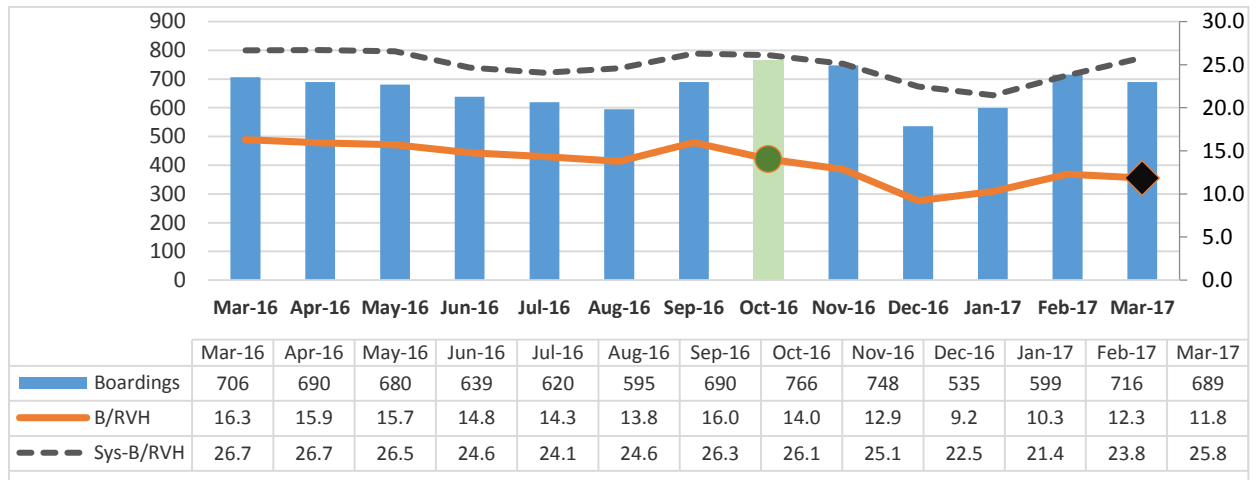
Route 79-Tustin – Newport Beach



October 2016 Service Improvement:

- Increased service frequency to every 30 minutes all day
- Ridership increased by six percent (March 2016 versus March 2017)
- Productivity dropped by 13 percent

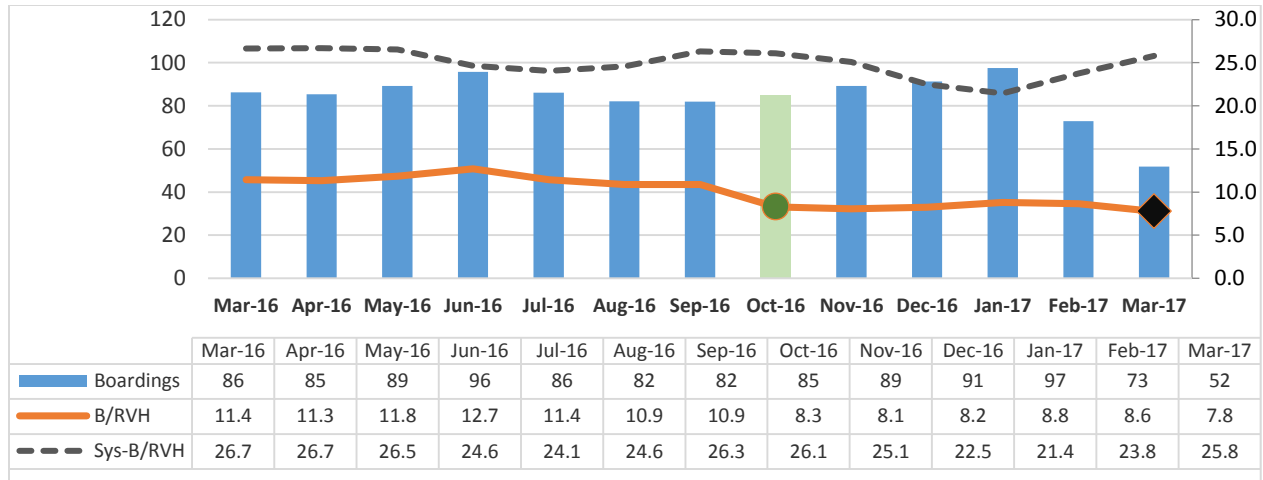
Route 167-Anaheim - Irvine



October 2016 Service Improvement:

- Restructured route to cover sections of Irvine Boulevard and Jeffrey Road no longer served by Routes 79 and 175; cut segment north of the Village at Orange; Extended route to University of California, Irvine
- Ridership decreased by two percent (March 2016 versus March 2017)
- Productivity dropped by 27 percent

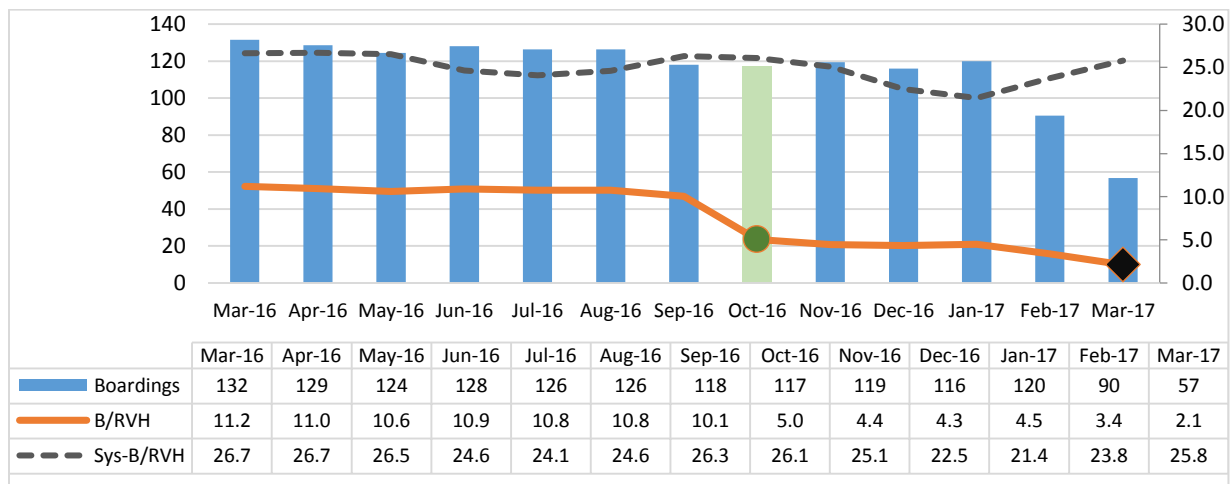
Route 206-Santa Ana – Lake Forest



October 2016 Service Improvement:

- Added a trip to the AM peak and introduced midday trips and an evening trip
- Ridership decreased by 40 percent (March 2016 versus March 2017)
- Productivity dropped by 32 percent
- *The fare increase implemented in Feb. 2017 on this route is likely the reason behind the ridership drop*

Route 211-Irvine – Seal Beach



October 2016 Service Improvement:

- Streamlined route from Irvine Station to Goldenwest Transportation Center via I-405
- Ridership decreased by 57 percent (March 2016 versus March 2017)
- Productivity dropped by 81 percent
- *The fare increase implemented in Feb. 2017 on this route is likely the reason behind the ridership/productivity drop*

Next Steps

Staff will continue to work with the operator of OCTA's Contracted Fixed-Route to improve service reliability. This includes on-going implementation of the On-Time Performance Plan and deploying new vehicles to replace the aging fleet.

The Planning and Transit Divisions will continue to coordinate the development of strategies under the OC Bus 360° Plan that are innovative in attracting new riders, effective in meeting the county's diverse needs, and cost-efficient for system sustainability to improve overall system performance. The impacts of these changes will be monitored on an on-going basis through the fourth quarter and beyond as appropriate.

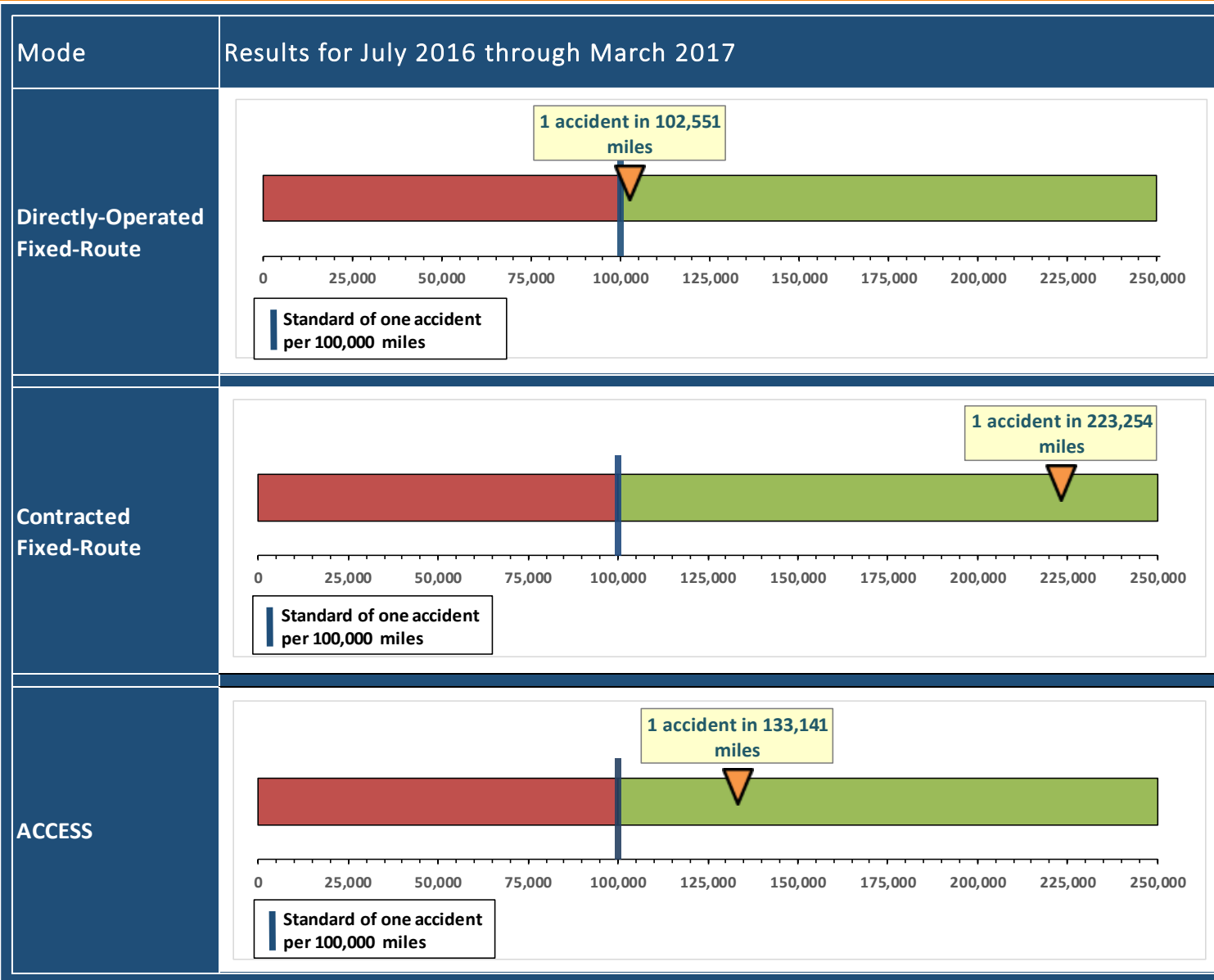
TRANSIT DIVISION PERFORMANCE MEASUREMENTS REPORT

**For the Third Quarter of
Fiscal Year 2016-17**

Performance Measurements

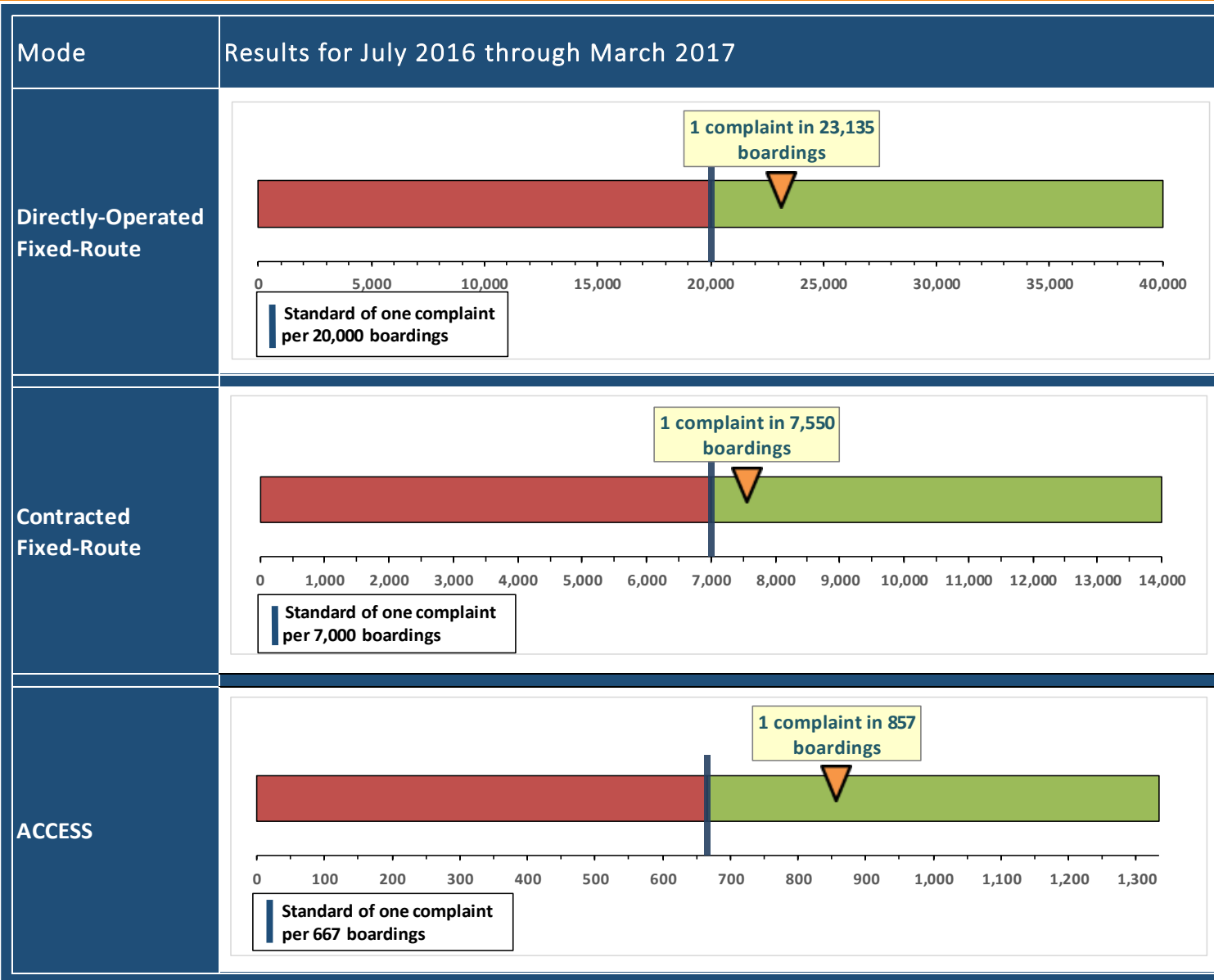
- Safety – Preventable Vehicle Accidents
- Courtesy – Customer Complaints
- Reliability – On-Time Performance (OTP) and Miles Between Road Calls (MBRC)
- Ridership and Productivity
- Farebox Recovery Ratio (FRR)
- Operating Cost per Revenue Vehicle Hour (RVH)
- Performance by Route

Safety



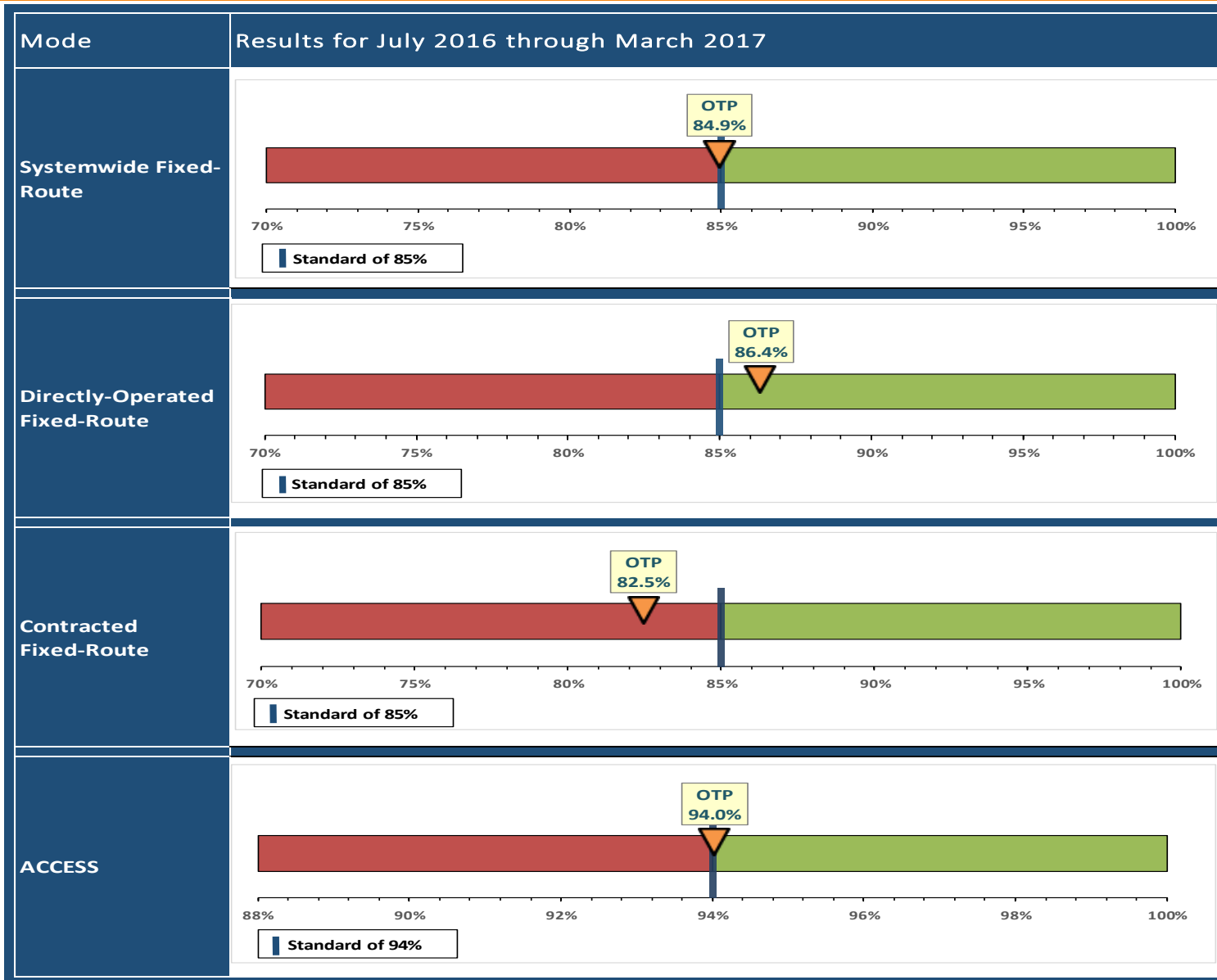
- All three modes of service exceeded the safety standard

Courtesy



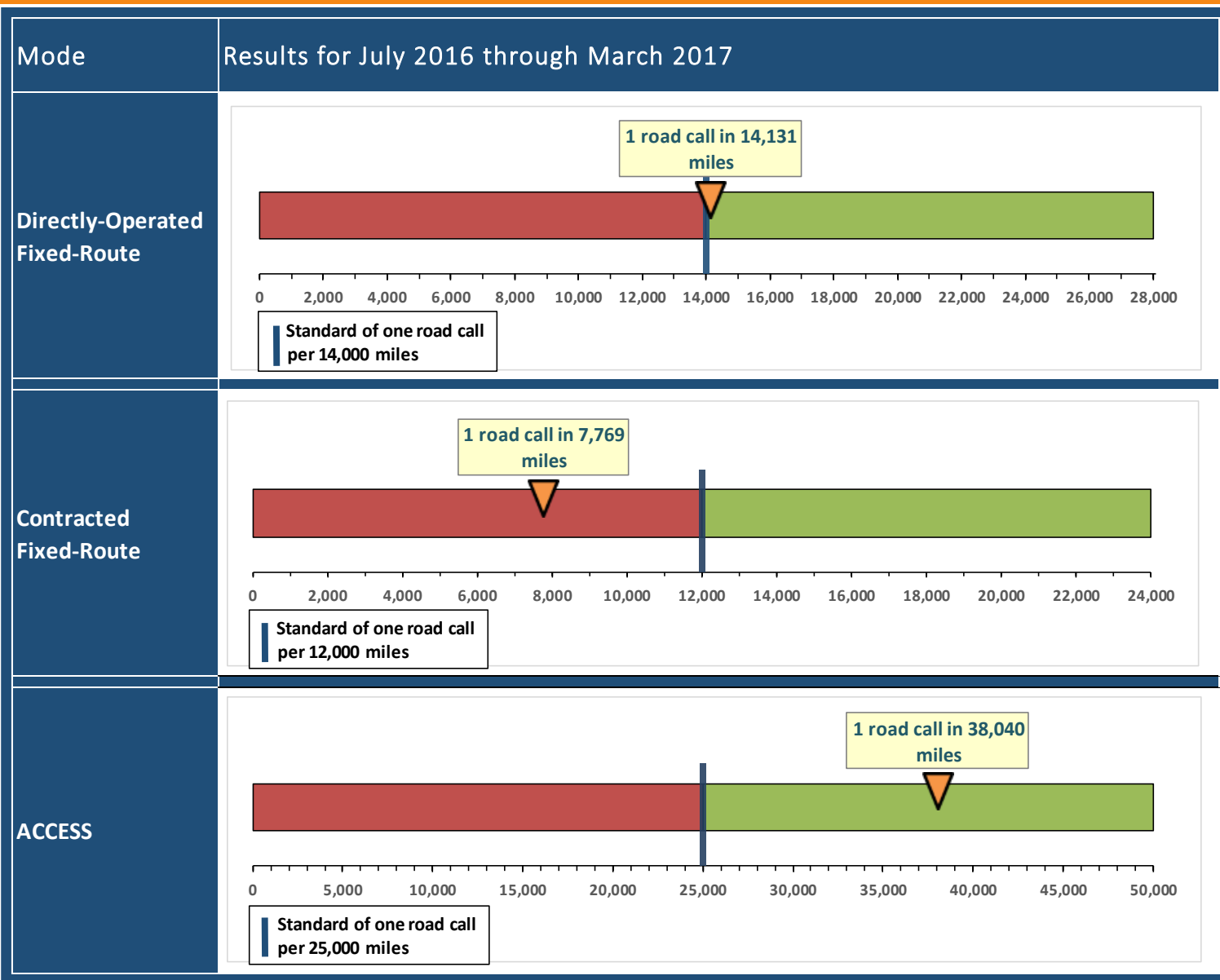
- All three modes of service exceeded the courtesy standard

Reliability-OTP



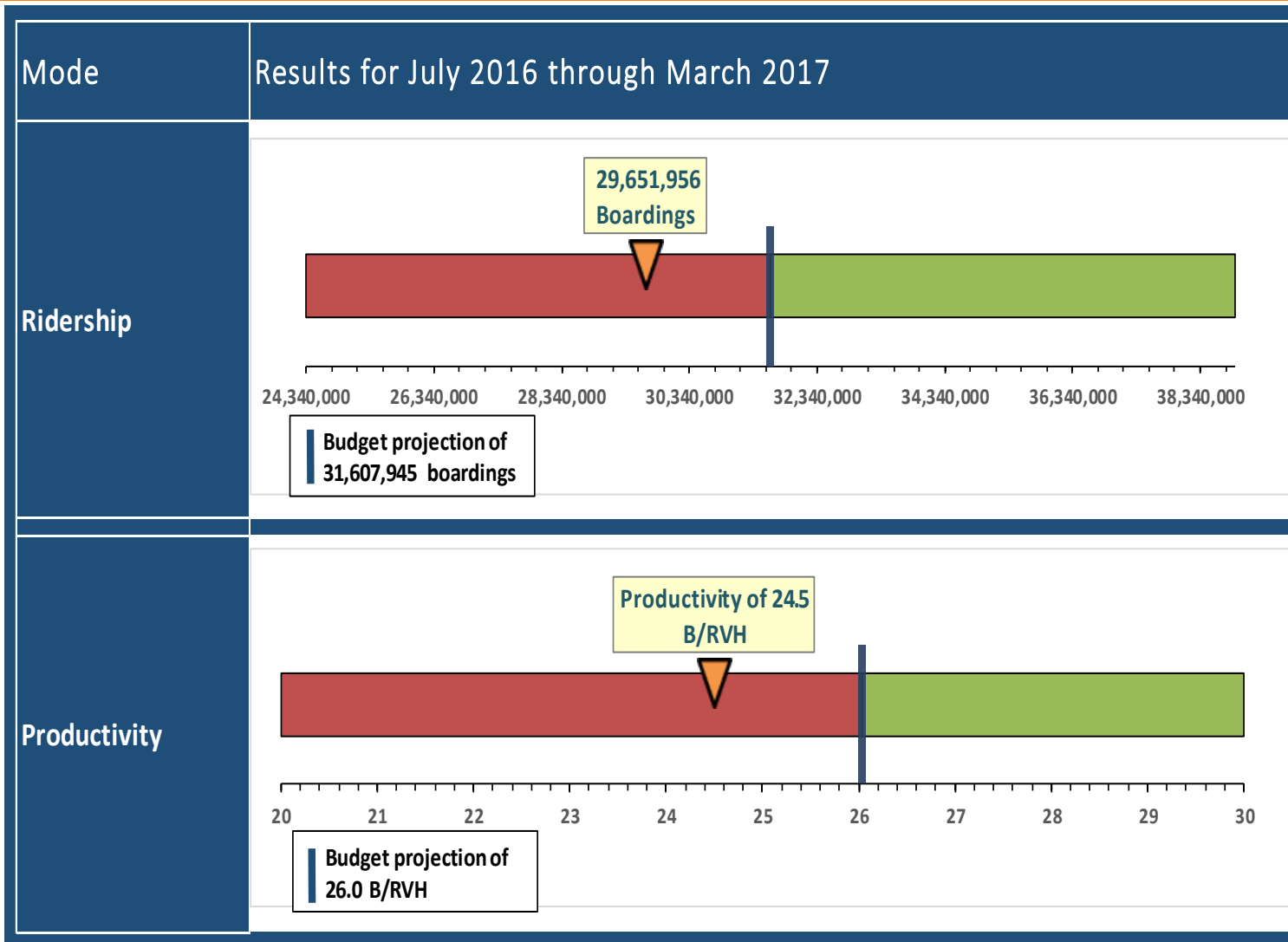
- Directly-Operated Fixed-Route (DOFR) service exceeded the standard
- CFR service was within four percent of the standard
- ACCESS service was at the standard
- System wide Fixed-Route service was within one percent of the standard
- Focus to improve OTP continues

Reliability-MBRC



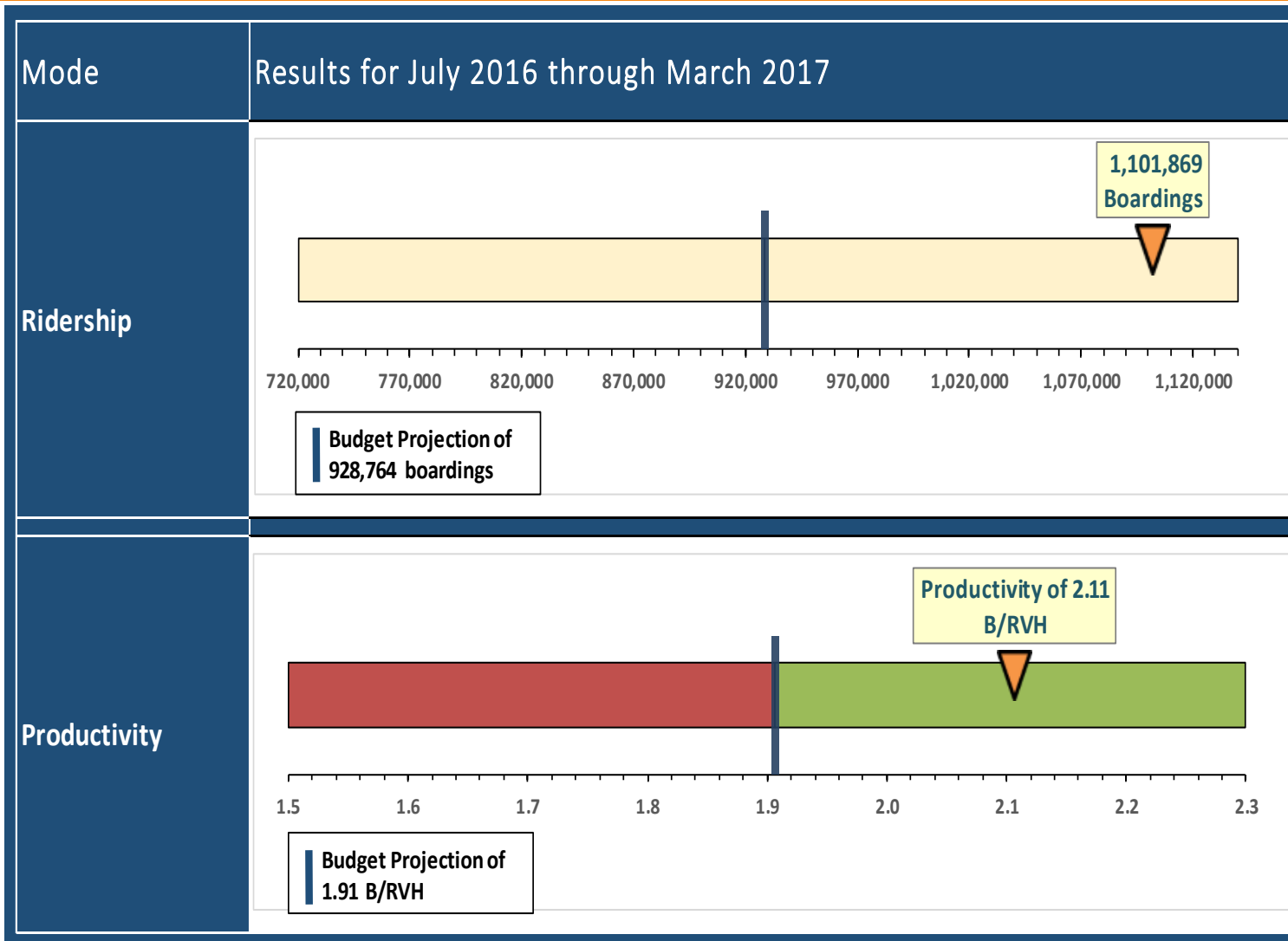
- DOFR and ACCESS services exceeded the MBRC standard
- CFR did not meet the standard, but had a 5 percent improvement from last quarter
- Liquefied natural gas-powered buses will be completely replaced with new buses during the fourth quarter
- Campaign to replace engines in the 2007/2008 compressed natural gas (CNG)-powered New Flyer vehicles is underway; end of year planned completion

Fixed-Route-Ridership and Productivity



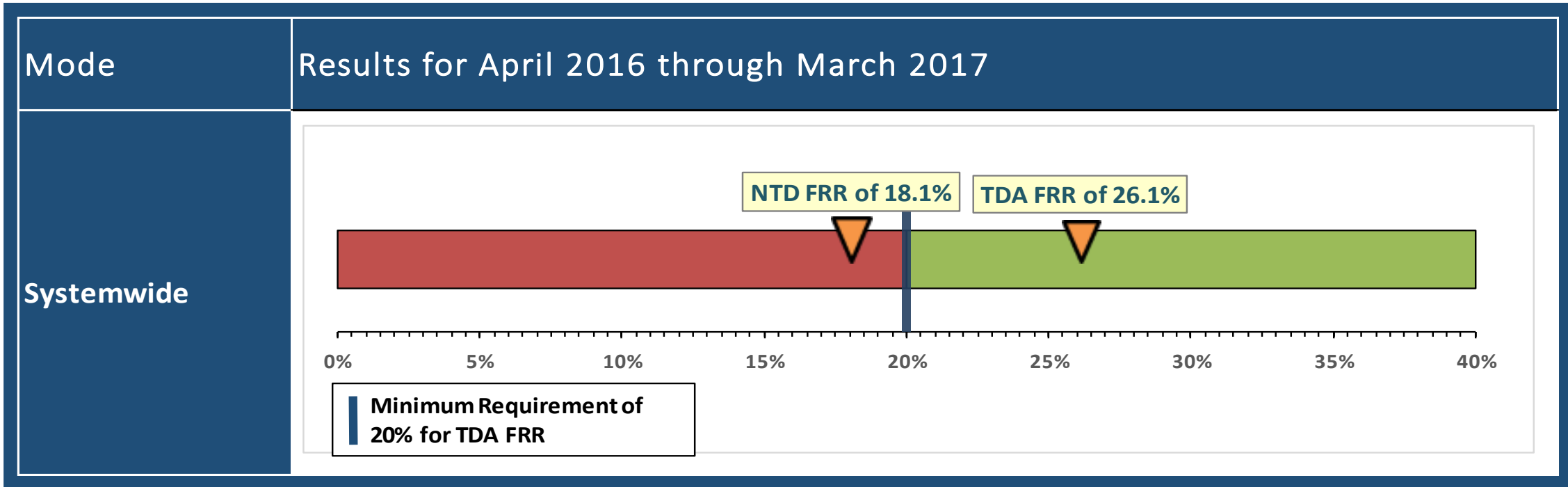
- Fixed-route service was below the budget projection for ridership and productivity

ACCESS-Ridership and Productivity



- ACCESS service exceeded budget projections for ridership and productivity

Farebox Recovery Ratio

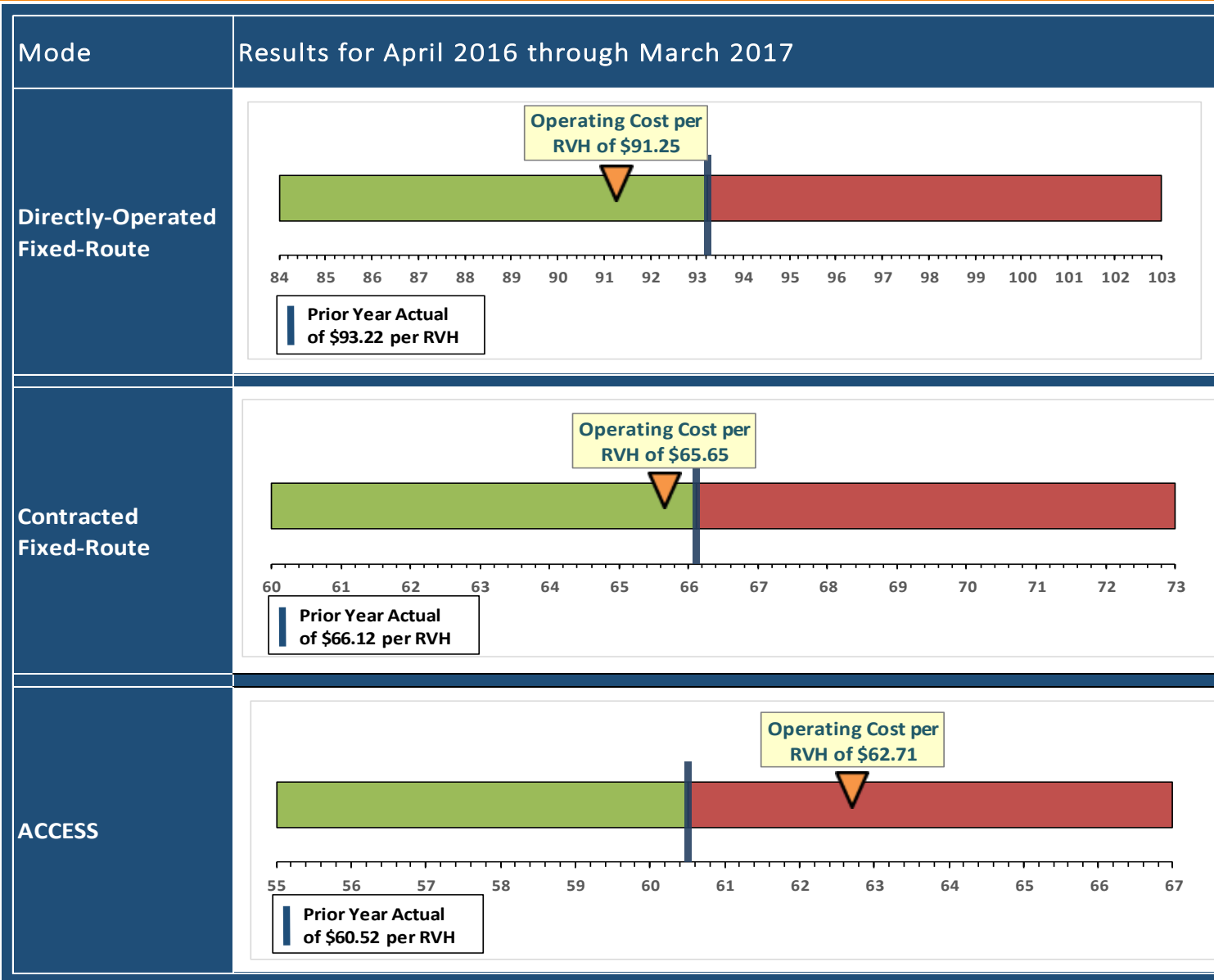


Note:

- National Transit Database(NTD) FRR consists of only passenger fares
- Transportation Development Act (TDA) FRR includes passenger fares, property tax revenue, advertising revenue and Measure M fare stabilization

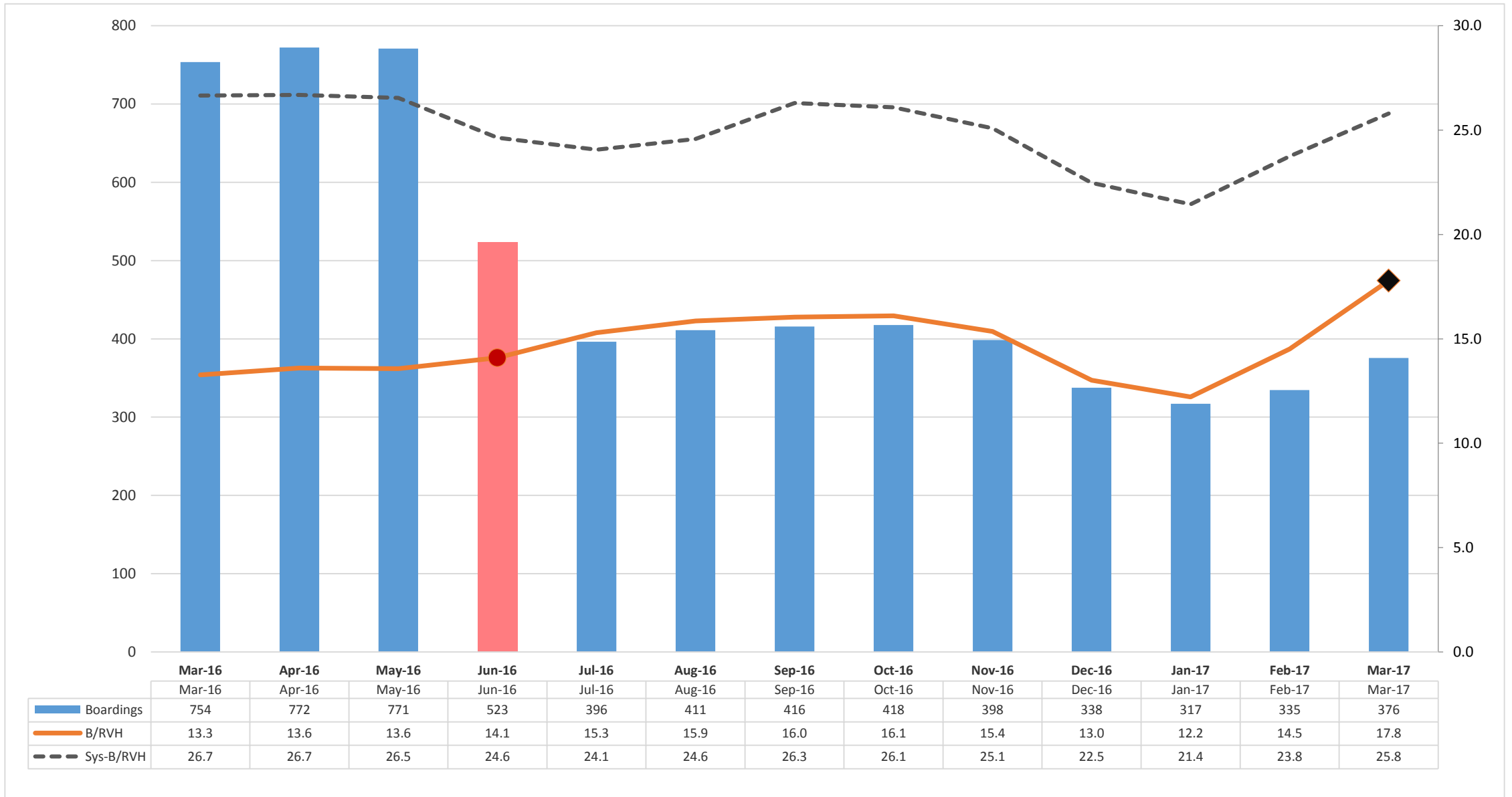
- NTD FRR was two percent under the standard
- TDA FRR exceeded the standard by six percent

Cost per RVH

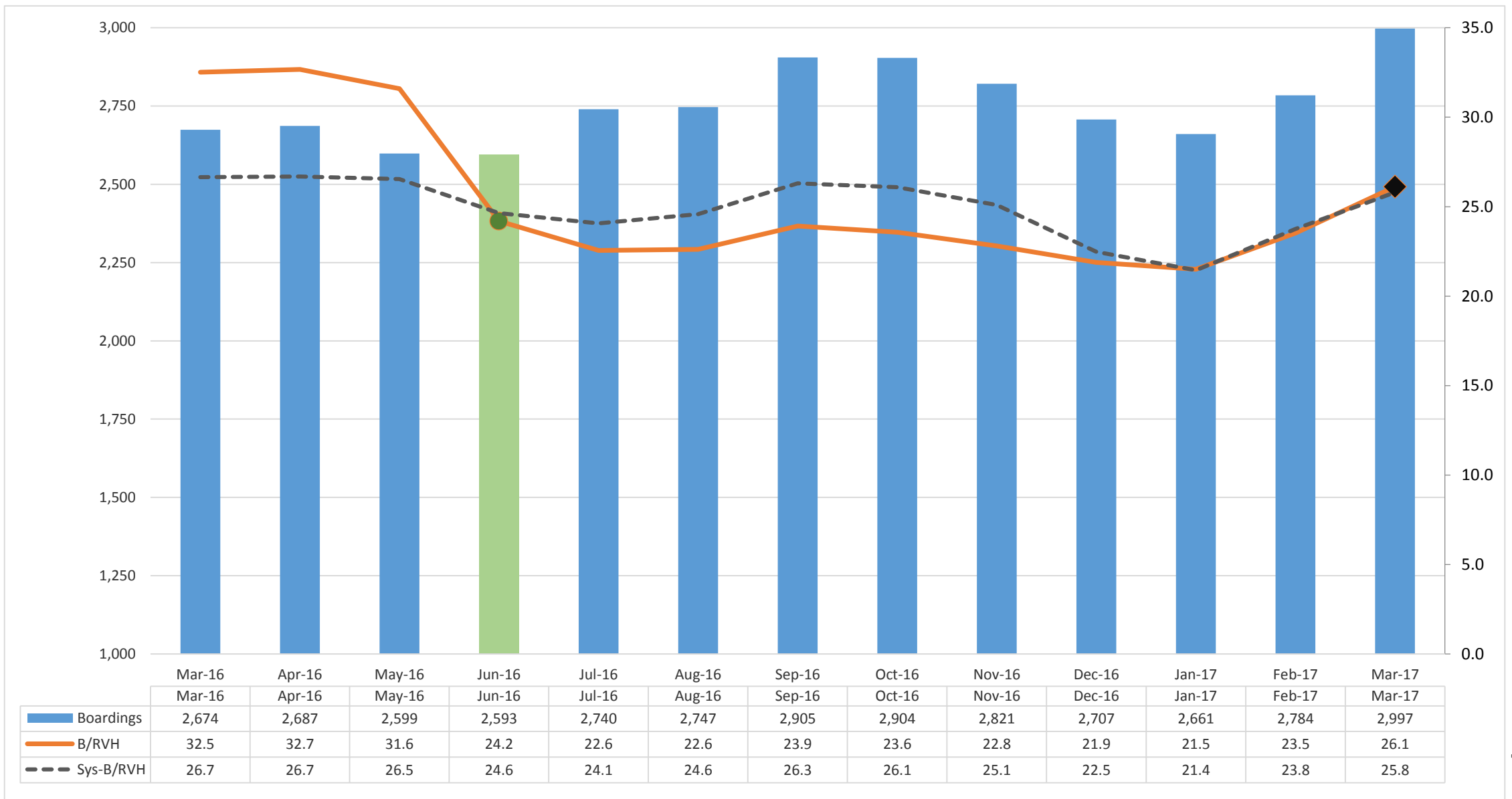


- DOFR and CFR services operated at a lower cost than the prior year actual target
- ACCESS operating cost has a 3.6 percent increase from the prior year actual

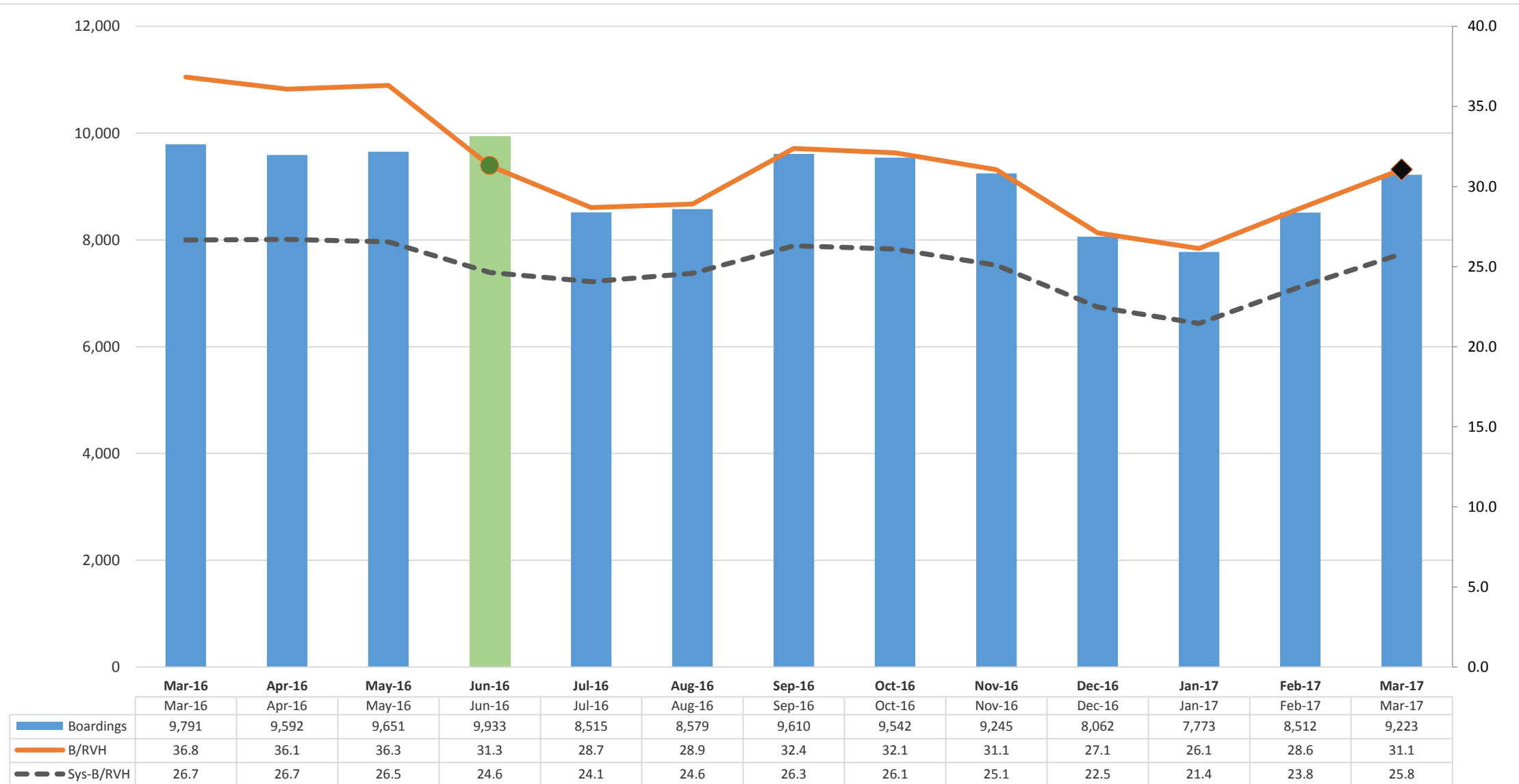
Route 76-Huntington Beach – Newport Beach



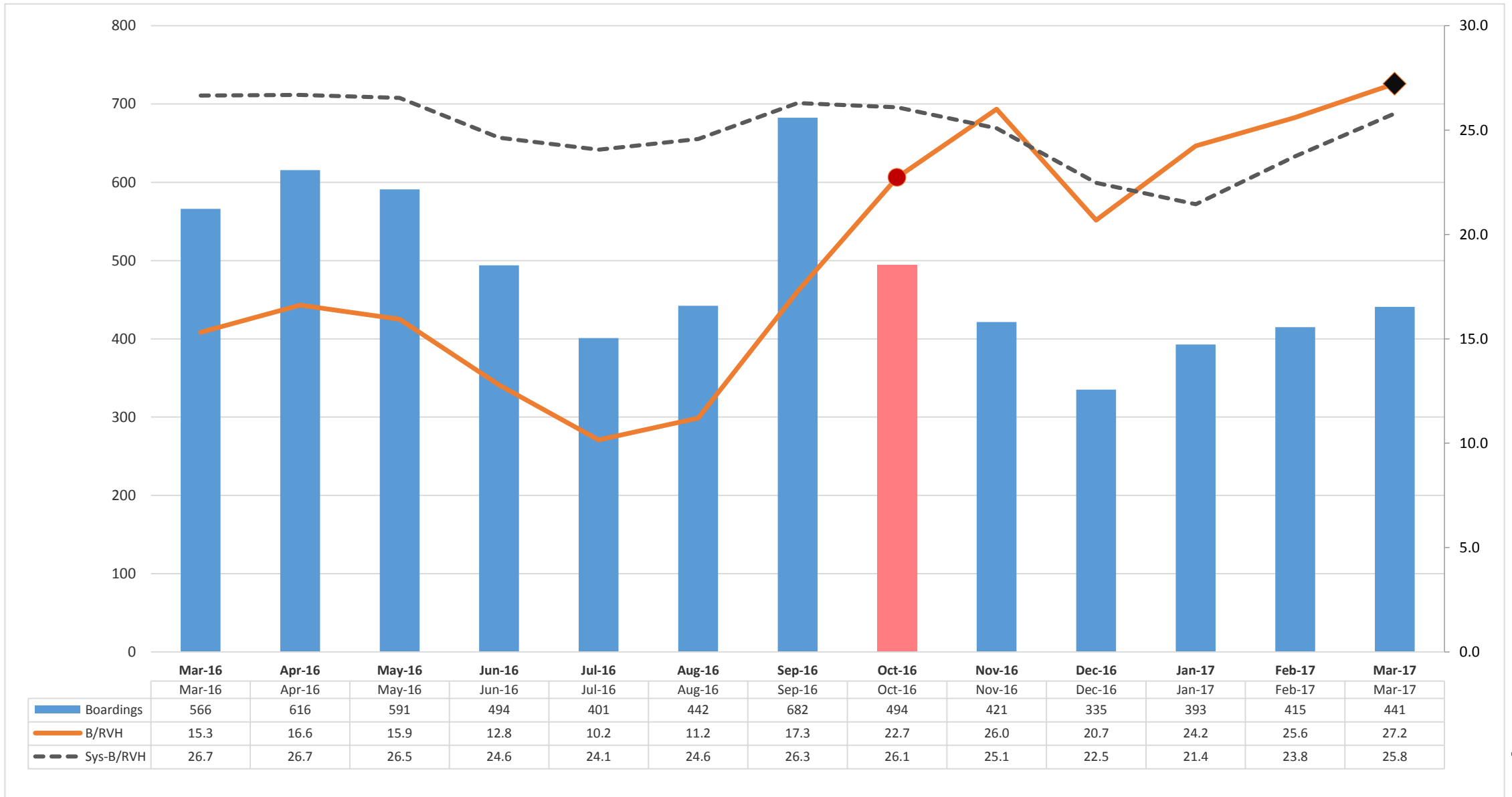
Route 35-Fullerton – Huntington Beach



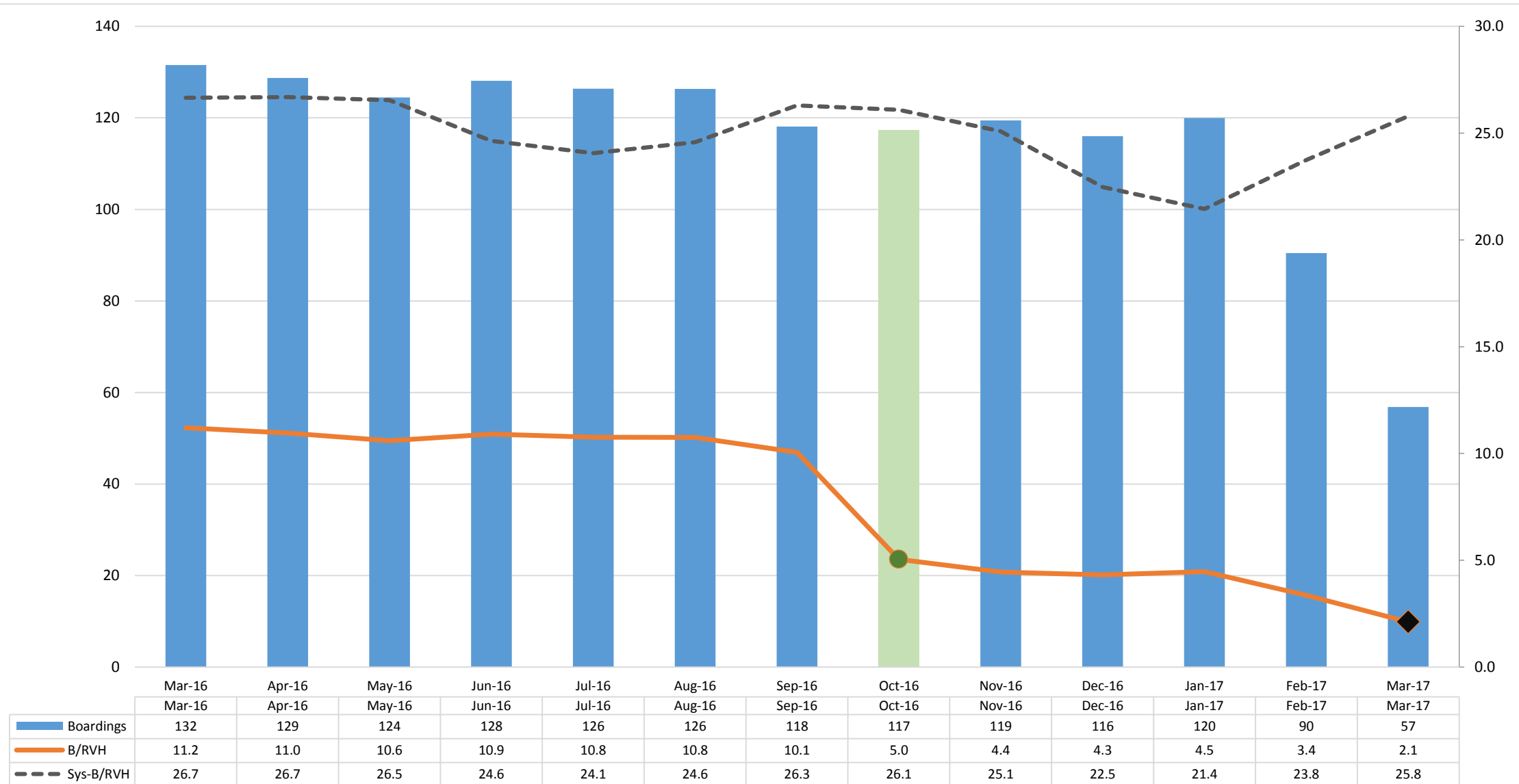
Route 60 and Route 560 Bravo!



Route 82-Mission Viejo – Rancho Santa Margarita



Route 211-Irvine – Seal Beach



OC Bus 360° Plan: Performance To Date

Route Type	Ridership				Productivity			
	Mar-16	Mar-17	Δ (#)	Δ (%)	Mar-16	Mar-17	Δ (#)	Δ (%)
Reduced Service in June	2,481	1,166	(1,315)	-53.0%	13.0	17.8	4.8	37.3%
Improved Service in June	21,979	22,892	913	4.2%	33.3	26.6	(6.7)	-20.2%
Reduced Service in October	10,281	8,009	(2,273)	-22.1%	20.1	25.9	5.9	29.3%
Improved Service in October	10,286	11,360	1,074	10.4%	23.3	18.2	(5.1)	-21.9%
Fare Increase Only	586	431	(155)	-26.4%	8.5	6.2	(2.3)	-27.1%
No Change	91,017	88,795	(2,222)	-2.4%	28.1	27.6	(0.5)	-1.9%
Total	136,630	132,652	(3,978)	-2.9%	26.7	26.0	(0.7)	-2.6%

NOTE:

Ridership: Average Weekday Boardings

Productivity: Boardings per Revenue Vehicle Hour (B/RVH)

Δ: Change

OC Bus 360° Plan: Performance To Date

- Routes with reduced service decreased in average weekday boardings, but experienced improved productivity
- Routes with improved service increased in average weekday boardings, but experienced lower productivity – although trending positively with respect to the system average
- Unchanged routes had a slight reduction in average weekday boardings and route productivity
- Will continue to monitor performance and pursue other strategies to improve overall system performance

Next Steps

- Continue to work with CFR operator to improve performance in reliability
- Continue to deploy new vehicles and retire aging fleet
- Campaign now underway to replace engines in 98 2008 CNG New Flyer buses
- Continue to monitor performance in the fourth quarter, including the impact of the OC Bus 360° Plan
- Continue to pursue other strategies to improve overall system performance