



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

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

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California

**Thursday, February 8, 2018 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](http://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**

### **2. Committee Meeting 2018 Schedule**

Steve Jones, Committee Vice Chairman

The Committee Vice Chairman will lead a discussion regarding the 2018 meeting schedule for the Transit Committee. The proposed dates and times for this Committee are provided in Attachment A.



**3. Roles and Responsibilities of the Transit Committee**

Darrell Johnson, Chief Executive Officer

Roles and responsibilities for the Transit Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented for discussion in Attachment A.

**Consent Calendar (Items 4 through 6)**

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.

**4. Approval of Minutes**

Approval of the minutes of the Transit Committee meeting of January 11, 2018.

**5. Award of Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance**

Cliff Thorne/Beth McCormick

**Overview**

On September 25, 2017, the Board of Directors approved the release of a request for proposals for operation and maintenance services of the compressed natural gas facility located at the Irvine Sand Canyon base. 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 Clean Energy as the firm to provide compressed natural gas fueling facility operation and maintenance.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1930 between the Orange County Transportation Authority and Clean Energy, in the amount of \$677,160, to provide compressed natural gas fueling facility operation and maintenance, for a three-year initial term beginning March 1, 2018, with two, one-year option terms.



**6. Contract Change Order to Add Equipment to the Hydrogen Fuel Station**

George Olivo/James G. Beil

**Overview**

On November 13, 2017, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1577 with Trillium USA Company LLC, for the construction, operation, and maintenance of a hydrogen fuel station and liquid hydrogen deliveries. A contract change order is requested to install additional equipment to the hydrogen station to increase fueling capacity.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-1577 with Trillium USA Company LLC, in the amount of \$442,305, for the installation of additional equipment to increase fueling capacity of the hydrogen fuel station. This will increase the maximum obligation of the agreement to a total contract value of \$6,914,432.

**Regular Calendar**

**7. Transit Master Plan - Draft Final Plan and Action Plan**

Gary Hewitt/Kia Mortazavi

**Overview**

The Transit Master Plan, also known as the OC Transit Vision, is a 20-year integrated bus, rail, and paratransit plan for enhancing and expanding public transit service in Orange County. This plan identifies future potential transit corridor studies and recommended changes to existing transit service. The draft final plan and action plan have been developed for Board of Directors consideration.

**Recommendation**

Direct staff to consider OC Transit Vision Action Plan in the upcoming Long-Range Transportation Plan process, and return to the Board of Directors with an update as part of the draft 2018 Long-Range Transportation Plan.



- 8. 2018 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects**  
Jodie McCann/Kia Mortazavi

**Overview**

Measure M2 establishes a competitive program through Project V to fund local transit services such as shuttles, trolleys, and circulators that complement regional transit services. Based on interest from local agencies, a competitive Call for Projects is recommended, and updated guidelines are presented for review and approval.

**Recommendations**

- A. Approve the 2018 Project V Community-Based Transit/Circulators Program Guidelines.
- B. Authorize staff to issue the 2018 Project V Community-Based Transit/Circulators Call for Projects in the amount of \$12 million.

**Discussion Items**

- 9. Chief Executive Officer's Report**

- 10. Committee Members' Reports**

- 11. Closed Session**

There are no Closed Session items scheduled.

- 12. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, February 22, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# ORANGE COUNTY TRANSPORTATION AUTHORITY

## 2018 Transit Committee Meetings

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
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**OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting**  
 9:00 a.m., OCTA Headquarters  
 550 South Main Street, Board Room - Conf. Room 07, Orange CA

**Transit Committee**  
 9:00 a.m.

**OCTA Holidays**

**2018 OCTA Proposed Committee Meeting Calendar  
Transit Committee**

<b>Month</b>	<b>2018 Proposed Changes - Comparison with 2017 Calendar</b>
January	No change
February	Add a second Transit Committee meeting of Thursday, February 22 <sup>nd</sup> .
March	No change
April	Delete the second Transit Committee meeting of Thursday, April 26 <sup>th</sup> .
May	No change
June	No change
July	No change
August	No change
September	No change
October	No change
November	No change
December	No change

**Proposed Roles and Responsibilities  
of the Board Committees for 2018  
(02.08.18)**

**Transit Committee**

- Develops, reviews, and provides policy recommendations to the Board of Directors on matters related to the operation of bus and commuter rail services, including fixed-route bus services, express route bus service, bus rapid transit service, ACCESS service, other paratransit service, and Metrolink service;
- Reviews and provides recommendations to the Board of Directors on matters pertaining to the planning of bus and rail transit services;
- Reviews and provides recommendations to the Board of Directors on transit ridership, schedules, and service policies;
- Reviews and provides recommendations to the Board of Directors on bus and rail transit projects, including OCTA revenue vehicles, support equipment, operations facilities, and Metrolink facilities and stations;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning and delivery of OCTA projects, programs, and services;
- Reviews and provides recommendations to the Board of Directors on future transit programs, such as the Senior Mobility Program, Go Local projects, community circulators, and high-speed rail;
- Reviews and provides recommendations to the Board of Directors on matters related to transit technology and innovation, such as mobile ticketing applications and other on-demand service delivery models; and
- Reviews and provides recommendations to the Board of Directors on the role of transit services in attainment of air quality goals.



**Committee Members Present**

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

**Staff Present**

Darrell Johnson, Chief Executive Officer  
Ken Phipps, Deputy 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**

Miguel Pulido

**Call to Order**

The January 11, 2018 regular meeting of the Transit Committee was called to order by Committee Chairman Shaw at 9:02 a.m.

**Pledge of Allegiance**

Director Jones led in the Pledge of Allegiance.

**1. Public Comments**

No public comments were received.

**Special Calendar**

There were no Special Calendar matters.

**Consent Calendar (Items 2 through 4)**

**2. Approval of Minutes**

A motion was made by Committee Vice Chairman Murray, seconded by Director Winterbottom, and declared passed by those present, to approve the minutes of the Transit Committee meeting of the December 14, 2017.

Director Tait was not present to vote on this item.

**3. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2017-18 Funds**

Director Do pulled this item and asked if staff should start the process of putting together a plan to make more user friendly stations, bus stops, and terminals.





**3. (Continued)**

Darrell Johnson, Chief Executive Officer (CEO), explained the ultimate goal of the transit master plan. He stated that the next step is a fleet plan, overall comprehensive business plan which looks at the funding, as well as, Senate Bill (SB) 1 and state transit assistance which will feed into funding those items. Mr. Johnson also commented on SB 1 and it being in place until it is repealed.

Director Do asked if the Orange County Transportation Authority (OCTA) can focus on the top five bus routes that are heavily impacted and to enhance the bus stops and benches. Mr. Johnson, CEO, responded that under Project W (Measure M2) it focuses on the 100 busiest bus stops which are the responsibility of the cities.

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

- A. Approve the use of \$5.607 million in fiscal year 2017-18 SB 1 State of Good Repair program funding for the purchase of ten zero-emission hydrogen fuel cell buses.
- B. Approve the use of any remaining fiscal year 2017-18 SB 1 State of Good Repair program funding (currently estimated to be \$66,181) for heating-ventilation unit replacements at Anaheim Base Maintenance Building.
- C. Approve Resolution 2018-015, consistent with the SB 1 State of Good Repair program guidelines.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

**4. Award of Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance**

Staff deferred this item to the February 8, 2018 Transit Committee meeting.

## Regular Calendar

### 5. Local Agencies' Interest in Project V Call for Projects

Kurt Brotcke, Director of Strategic Planning, provided an update on local agencies' interest in a potential future Project V Call for Projects and reported on the following:

- 16 services are using the Project V funds.
- \$36.5 million has been allocated for these services.
- The special events and seasonal services have been successful from a productivity point of view.
- Staff requested letters of interests from local agencies and OCTA received 13 letters of interest from: Buena Park, Dana Point, Irvine, Laguna Beach, Laguna Niguel, Mission Viejo, Orange, Placentia, San Clemente, San Juan Capistrano, Santa Ana, Tustin, and Yorba Linda.
- The letters of interest emphasized that there's a lot of interests for future projects, but some cities do not necessarily know what they want yet.
- The next step is to update the Project V guidelines on the Call for Projects and to return next month.
- Applications would be due between March – April timeframe and staff would come back to the Transit Committee in June.

A lengthy discussion ensued regarding:

- The finances of Project V in regards to the seasonal and special event services, the call for projects would be in the \$10 million to \$12 million range.
- Whether or not, there is a correlation with ridership and fares (i.e. free fares, etc.)
- Clarification on seasonal events and cities being required to have a local match.
- Costa Mesa and Anaheim services have not been successful with their year round circulator.
- Project V Guidelines state that the Project V-funded services need to achieve six boardings per revenue vehicle hour for the first year and ten boardings per revenue vehicle hour after the second year.
- The La Habra service as a part of Project V.
- The guidelines limit OCTA's subsidy to \$9.00 per boarding and the city has to pick up what is beyond that.



**5. (Continued)**

A motion was made by Committee Vice Chairman Murray, seconded by Director Do, and declared passed by those present, to direct staff to return with revised Project V Guidelines for a potential call for projects that focuses on special event and seasonal services.

Director Winterbottom was not present to vote on this item.

**Discussion Items**

**6. Chief Executive Officer's Report**

Darrell Johnson, CEO, reported on the following:

- On January 10<sup>th</sup>, a memo was sent to the Board of Directors' (Board) about the proposed 2018-19 state budget that the Governor introduced at a news conference. It is about \$4.6 billion of new transportation funding in the budget which includes: \$1.2 billion state-wide for local street and road maintenance, about \$350 million for transit and intercity rail capital projects, and \$1.6 billion total to the California Department of Transportation for maintenance activities. Staff will continue to keep the Board updated on what the state budget means for the OCTA budget.
- This morning, OCTA's community outreach team is hosting a booth in the staff café at Ikea in Costa Mesa to distribute Interstate 405 Improvement Project information to employees. This is in preparation for the official groundbreaking of the project that will take place on January 26<sup>th</sup> at 9:00 a.m. in the Ikea parking lot adjacent to the freeway.

**7. Committee Members' Reports**

- Committee Vice Chairman Murray inquired about the current rail situation due to the rain. Jennifer Bergner, Director of Rail Programs and Facilities Engineering, responded that the rail lines have been closed for the last two and half days and Highway 101 will remain closed through the weekend and on Monday. It is strongly encouraged to not travel in that direction over the weekend.
- Committee Chairman Shaw expressed his gratitude for being Chairman of the Transit Committee and asked about the committee assignments.
- Mr. Johnson, CEO, responded that the Board committee assignments will be included in the January 22<sup>nd</sup> Board agenda packet.



**8. Closed Session**

There were no Closed Session items scheduled.

**9. Adjournment**

The meeting adjourned at 9:34 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, February 8, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07, Orange, California.

ATTEST

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Steve Jones  
Committee Vice Chairman

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Sahara Meisenheimer  
Deputy Clerk of the Board



**February 8, 2018**

**To:** Transit Committee

**From:** Darrell Johnson, Chief Executive Officer

**Subject:** Award of Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance

**Overview**

On September 25, 2017, the Board of Directors approved the release of a request for proposals for operation and maintenance services of the compressed natural gas facility located at the Irvine Sand Canyon base. 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 Clean Energy as the firm to provide compressed natural gas fueling facility operation and maintenance.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1930 between the Orange County Transportation Authority and Clean Energy, in the amount of \$677,160, to provide compressed natural gas fueling facility operation and maintenance, for a three-year initial term beginning March 1, 2018, with two, one-year option terms.

**Discussion**

Operation and maintenance (O&M) service for compressed natural gas (CNG) equipment located at the Irvine Sand Canyon base requires daily service. The Orange County Transportation Authority (OCTA) requires the firm to furnish a qualified labor force and parts and materials sufficient to operate and maintain the Irvine Sand Canyon CNG fueling station in accordance with all federal, state, and local regulatory agencies, while providing capabilities to fuel up to 130 CNG-powered buses per established specifications. The firm shall operate and maintain existing equipment to compress supplied natural gas and two CNG dispensers capable of fueling two buses simultaneously. OCTA will be

responsible for the operating fuel dispensers and fueling CNG powered buses and other vehicles. The electrical power and natural gas is provided by OCTA.

***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, 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 factors such as qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price.

On September 25, 2017, the Board authorized the release of Request for Proposals (RFP) 7-1930 to select a firm to provide CNG fueling facility O&M services. The RFP was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on September 28 and October 2, 2017. A pre-proposal conference and job walk were held on October 3, 2017, with six attendees representing two firms. One addendum was issued to provide a copy of the pre-proposal conference registration sheets and respond to questions related to the RFP.

On October 24, 2017, three proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Maintenance, Capital Programs, and Health, Safety, and Environmental Compliance departments met to review the submitted proposals. The proposals were evaluated based on the following Board-approved evaluation criteria and weights:

- Qualifications of the Firm 30 percent
- Staffing and Project Organization 15 percent
- Work Plan 25 percent
- Cost and Price 30 percent

Several factors were considered in developing the criteria weights. A higher level of importance was assigned to the qualifications of the firm, as well as cost and price, to emphasize the importance of the proposing firms’ related experience in CNG fueling facility O&M, with a proven history in successfully completing similar services efficiently. Cost and price was also a critical requirement for firms to demonstrate competitiveness in pricing to carry out the required turn-key services. The work plan was weighted at 25 percent to ensure the proposing firms demonstrated their understanding and approach to

accomplish the work specified in the scope of work. Staffing and project organization was assigned 15 percent to ensure the proposed staff are knowledgeable and experienced in preventive maintenance and other requested services.

On November 7, 2017, the evaluation committee reviewed all proposals based on the evaluation criteria for firms listed below in alphabetical order:

Firm and Location

Clean Energy (CE)  
Newport Beach, California

Trillium USA Company, LLC (Trillium)  
Houston, Texas

TruStar Energy, LLC (TruStar)  
Rochester, Minnesota

On November 14, 2017, the evaluation committee conducted interviews with all three firms. Each firm had the opportunity to present its approach for accomplishing the requested services, project team qualifications, and respond to evaluation committee questions. During the interview, each firm described its understanding of tasks involved in this project, especially tasks which have the potential to cause disruption to bus operations, daily inspections process, as well as monitoring process for the CNG station and associated equipment. All firms also answered specific questions related to each firm's proposal relative to OCTA's service requirements.

After interviews, in addition to a best and final offer (BAFO) to provide more competitive pricing, all firms were requested to submit a statement to confirm the proposed BAFO pricing will be firm-fixed throughout the initial and option terms of the agreement, and that the response time to critical service problems shall be within two hours, as specified in the scope of work.

After considering the information obtained through interviews and the BAFO, the evaluation committee made adjustments to preliminary scores. However, the ranking of the firms remained unchanged.

Based on the evaluation of written proposals, the information obtained from interviews, and the BAFO, it is recommended that CE be selected to provide CNG fueling facility O&M at the Irvine Sand Canyon bus base. The following is a brief summary of the proposal evaluation results.

### Qualifications of the Firm

All three firms are established companies with experience in providing CNG fueling facility O&M services.

CE's proposal displayed a thorough understanding of the requested services specified in the RFP. CE specializes in designing, building, operating, and maintaining CNG and liquefied natural gas (LNG) vehicle fueling stations to transit agencies. The firm has successfully provided CNG facility O&M services throughout California to customers including Foothill Transit, Los Angeles County Metropolitan Transportation Authority, Sacramento Regional Transit, and University of California, San Diego. CE is the current contractor providing O&M services to OCTA's CNG fueling facility at the Irvine Sand Canyon bus base, and is also the contractor who designed and built the facility in 2008. During the interview, the firm demonstrated a solid experience with O&M compressors, CNG, LNG, maintenance scheduling and coordination, as well as all preventive, scheduled, and unscheduled maintenance repair services.

Trillium demonstrated an in-depth understanding of the overall project. Trillium is also skilled and experienced in providing a wide range of designing, building, operating, and maintaining CNG and LNG vehicle fueling stations for bus transit agencies. Trillium is the contractor who designed and built OCTA's Santa Ana bus base CNG fueling facility in 2008 and is currently maintaining the station. Trillium subsequently designed, built, and maintains OCTA's CNG fueling stations at Anaheim and Garden Grove bus bases. Trillium's customers include City of Visalia Transit, North County Transit District, and San Diego Metropolitan Transit System. During the interview, Trillium demonstrated experience in CNG station design and automation configuration, in addition to O&M, and has vast experience with station takeovers and equipment optimization to smooth the transition process.

Both CE and Trillium provided numerous references from bus transit customers, where CE and Trillium designed, built, operated, and maintained the facilities for more than ten years.

TruStar also showed a very good understanding of the overall project and has extensive project experience in performing the services in the scope of work in commercial industries. The firm is a turn-key operation providing CNG station design and construction, manufacturing, fuel contracting, station maintenance, and operations and services. TruStar's customers include Advanced Disposal, Chrysler, and United Parcel Service, where the firm designed, built, and continues to provide full service to their CNG fuel facilities. The firm presented an excellent interview, elaborating on the qualifications and experience with its current customers presented in the proposal.



### Staffing and Project Organization

All three firms proposed experienced and well-rounded project teams with relevant experience in CNG fueling facility O&M services.

The team proposed by CE has extensive experience in the field of CNG stations. During the interview, CE presented a team who demonstrated knowledge and expertise in successfully providing similar project delivery and CNG fueling facility O&M services to various transit agencies. CE presented a strong team both in the proposal and during the interview with a high level of competence and commitment to the success of this project, utilizing the same personnel that currently service OCTA's CNG fueling station at the Irvine Sand Canyon base.

Trillium proposed a highly-experienced team with project experience in successfully operating and maintaining the CNG facilities for transit projects. The proposed Trillium team demonstrated a full comprehension of the project's requirements and outstanding capacity in the requested services during the interview. Trillium proposed the same team that is currently providing CNG fuel facility O&M services at OCTA's Anaheim and Garden Grove bus bases. The team presented an excellent interview, providing detailed answers to questions from the evaluation committee.

TruStar proposed key personnel who have comprehensive experience in CNG fueling facility O&M services. The proposed project manager for TruStar demonstrated strong leadership skills and led the proposed team throughout the interview. TruStar's proposed team also displayed experience working as a team in providing requested services to its customers during the interview.

### Work Plan

CE's work plan presented a thorough approach and understanding of OCTA's requirements, including the inspection frequency, preventive, remedial, and emergency maintenance, remote monitoring, and monthly maintenance reports. CE's work plan analyzed the scheduled and unscheduled repairs specified in the scope of work and provided comprehensive maintenance activities and emergency call-out plans. The proposed work plan also includes several scenarios of a station shutdown and provides solutions detailing all necessary actions. CE's remote station monitoring center is based in Newport Beach, California to monitor real-time station status and performance, as well as detect any faults or alarms that occur. The firm's work plan presented a comprehensive response to the requirements specified in the RFP and reflected a high level of experience to provide the requested services.

Trillium's work plan clearly presented the knowledge and experience to carry out and maintain high level service standards. Trillium has invested in each team member for completion of training programs designed by Trillium, as well as component and system manufacturers, to ensure there is a high quality of work performed. Trillium's work plan also covers preventative and remedial maintenance activities, as well as routine maintenance, such as inspections, calibration adjustments, and repairs to ensure compliance with all performance and fuel-availability requirements specified in the RFP. Trillium's network of national CNG operations is monitored and based in Houston, Texas, with personnel who visually monitor stations, answer calls, and respond to equipment faults.

TruStar presented a work plan addressing all elements of the scope of work in the written proposal, such as preventive, remedial, and emergency maintenance, remote monitoring, and both scheduled and unscheduled maintenance. The work plan also includes a detailed checklist and duty guidelines to be performed by service technicians on a daily and weekly basis. TruStar's work plan contains a wireless communication panel accessible by OCTA, and installed onsite, to provide real time, minute-by-minute status of the CNG station, logging station operation, and activity to help predict maintenance failure.

#### Cost and Price

The firms were asked to provide firm-fixed per therm cost based on various throughput ranges. The proposed per therm rate was scored based on using 190,000 therms per month, the actual average monthly throughput over the past two years. Pricing scores were based on a formula which assigned the highest score to the lowest total pricing and scored the other proposals total pricing based on their relation to the lowest total pricing. While all firms demonstrated a thorough understanding of the project, CE proposed the lowest total pricing.

#### Procurement Summary

Based on the evaluation of the written proposals, the firm's qualifications, and information obtained from the interviews and BAFO, the evaluation committee recommends the contract award to CE. The firm demonstrated a thorough understanding of OCTA's requirements for CNG fueling facility O&M and submitted a comprehensive proposal responsive to all requirements of the RFP.

**Fiscal Impact**

Funds for these services are included in the OCTA Fiscal Year 2017-18 Budget, Transit Division, Maintenance Department, Account 2166-7611-D1208-TSC; this project is 80 percent funded with Federal Transit Administration Formula 5307 Preventive Maintenance funds and 20 percent funded with the local transportation fund.

**Summary**

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-1930 with Clean Energy, in the amount of \$677,160, to provide CNG fueling facility operation and maintenance, for a three-year initial term beginning March 1, 2018, with two, one-year option terms.

**Attachments**

- A. Review of Proposals, RFP 7-1930 CNG Fueling Facility Operation and Maintenance
- B. Proposal Evaluation Criteria Matrix, RFP 7-1930 CNG Fueling Facility Operation and Maintenance
- C. Contract History for the Past Two Years, RFP 7-1930 CNG Fueling Facility Operation and Maintenance

**Prepared by:**

**Approved by:**



Cliff Thorne  
Director, Maintenance and Motorist  
Services  
(714) 560-5975

Beth McCormick  
General Manager, Transit  
(714) 560-5964



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

**Review of Proposals**  
**RFP 7-1930 CNG Fueling Facility Operation and Maintenance**  
Presented to Transit Committee - February 8, 2018  
**3 proposals were received, 3 firms were interviewed, 1 firm is being recommended.**

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Three-Year Initial Term Total Firm-Fixed Price
1	84	Clean Energy Newport Beach, California	Diana Prince Construction, Inc.	Highest-ranked firm overall.  Firm and key staff demonstrated a thorough understanding of the service requirements in the proposal and during the interview, with a high level of competence and commitment to the success of this project.  Work plan presented comprehensive responses to the requirements specified in the RFP and in-depth project experience to provide requested services.  Currently providing O&M services to OCTA's CNG fueling facility at Irvine Sand Canyon bus base.  Lowest pricing proposed.	\$677,160
2	75	Trillium USA Company, LLC Houston, Texas	Dynamic Contracting Services	Second-ranked firm overall.  Firm has extensive experience in providing a wide range of CNG fueling facility O&M to public agencies.  Experienced and well-rounded project team demonstrated a full comprehension of the project's requirements and capacity in the requested services during the interview.  Work plan clearly presented a broad knowledge as well as experience to carry out and maintain a high level of service standards.  Currently providing O&M services to OCTA's CNG fueling facilities at Anaheim and Garden Grove bus bases.  Higher pricing proposed	\$950,760
3	67	TruStar Energy, LLC Rochester, Minnesota	RBT Electric Inc.	Third-ranked firm overall.  Firm experienced in providing CNG fueling facility O&M to large commercial firms.  Proposed staff are qualified and have good experience in providing the services required by the scope of work.  Provided a good work plan and approach, addressing all elements of the scope of work in the written proposal.  Highest pricing proposed	\$1,117,200

**Evaluation Panel:**

Contracts Administration and Materials Management (1)  
Facilities Maintenance (1)  
Health, Safety, and Environmental Compliance (1)  
Maintenance, Bus Operations (1)  
Rail Programs & Facilities Engineering (1)

**Proposal Criteria**

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

**Weight Factors**

30%  
15%  
25%  
30%

**PROPOSAL EVALUATION CRITERIA MATRIX  
RFP 7-1930 CNG Fueling Facility Operation and Maintenance**

<b>FIRM: Clean Energy</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	6	24.0
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.5	3	11.1
Work Plan	3.5	4.0	3.5	4.0	3.5	5	18.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	6	30.0
<b>Overall Score</b>	<b>82.0</b>	<b>86.0</b>	<b>83.5</b>	<b>84.5</b>	<b>82.0</b>		<b>84</b>
<b>FIRM: Trillium USA Company, LLC</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	4.0	4.0	4.5	4.0	4.0	6	24.6
Staffing/Project Organization	4.0	4.0	3.5	3.5	3.5	3	11.1
Work Plan	3.5	4.0	4.0	3.5	3.5	5	18.5
Cost and Price	3.5	3.5	3.5	3.5	3.5	6	21.0
<b>Overall Score</b>	<b>74.5</b>	<b>77.0</b>	<b>78.5</b>	<b>73.0</b>	<b>73.0</b>		<b>75</b>
<b>FIRM: Trustar Energy</b>						<b>Weights</b>	<b>Overall Score</b>
<b>Evaluator Number</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>		
Qualifications of Firm	3.5	3.5	3.5	3.5	3.5	6	21.0
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	3	10.5
Work Plan	3.5	3.5	4.0	3.5	3.5	5	18.0
Cost and Price	2.9	2.9	2.9	2.9	2.9	6	17.4
<b>Overall Score</b>	<b>66.4</b>	<b>66.4</b>	<b>68.9</b>	<b>66.4</b>	<b>66.4</b>		<b>67</b>

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 7-1930 CNG Fueling Facility Operation and Maintenance**

Prime and Subcontractor	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Clean Energy</b>						
Contract Type: Time and Expense	A30233	LNG Fuel, Emergency Back-Up	November 10, 2014	November 9, 2017	N/A	\$ 500,000
<i>Subconsultants: None</i>						
Contract Type: Firm-Fixed Price	C71529	Agreement for Hydrogen Gas Detection Upgrades	June 23, 2017	October 31, 2017		\$ 80,405
<i>Subconsultants: Reliable Monitoring Services</i>						
					\$ 39,000.00	
Contract Type: Time and Expense	C70997	Agreement for CNG Facility Operation and Maintenance	January 15, 2008	February 28, 2018	N/A	\$ 8,781,029
<i>Subconsultants: Weaver Electric Inc.</i>						
Contract Type: Time and Expense	C61436	Agreement for Liquefied Natural Gas	November 1, 2016	May 31, 2018	N/A	\$ 575,000
<i>Subconsultants: None</i>						
<b>Sub Total</b>						<b>\$ 9,936,434</b>
<b>Trillium USA Company LLC</b>						
Contract Type: Time and Expense	C60890	Agreement for CNG Facility Operation and Maintenance	June 29, 2007	November 30, 2021		\$ 32,710,958
<i>Subconsultants: Amtek Construction</i>						
<b>Sub Total</b>						<b>\$ 32,710,958</b>
<b>TruStar Energy, LLC</b>						
Contract Type: N/A	None	N/A	N/A	N/A	N/A	\$ -
<i>Subconsultants: None</i>						
<b>Sub Total</b>						<b>\$ -</b>



**February 8, 2018**

**To:** Transit Committee

*Kenneth Rupp for*

**From:** Darrell Johnson, Chief Executive Officer

**Subject:** Contract Change Order to Add Equipment to the Hydrogen Fuel Station

### **Overview**

On November 13, 2017, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1577 with Trillium USA Company LLC, for the construction, operation, and maintenance of a hydrogen fuel station and liquid hydrogen deliveries. A contract change order is requested to install additional equipment to the hydrogen station to increase fueling capacity.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-1577 with Trillium USA Company LLC, in the amount of \$442,305, for the installation of additional equipment to increase fueling capacity of the hydrogen fuel station. This will increase the maximum obligation of the agreement to a total contract value of \$6,914,432.

### **Discussion**

On February 13, 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) authorized the Chief Executive Officer to negotiate and execute an agreement with the Center for Transportation and the Environment (CTE) to accept \$13,241,092 in grant funds from the California Air Resources Board (ARB) and the South Coast Air Quality Management District. These grant funds will provide funding to purchase ten hydrogen fuel cell electric buses, construct a hydrogen fuel station, upgrade utilities for the station, and upgrade facilities for the detection of hydrogen gas. The awarded grant funds include \$4,777,732, for construction of the hydrogen station.

On November 13, 2017, the OCTA Board awarded Agreement No. C-7-1577 to Trillium USA Company LLC (Trillium) for the construction of the hydrogen fuel

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station, operation and maintenance (O&M) of the station, and liquid hydrogen deliveries. The Trillium agreement includes a \$4,335,427 capital cost amount for construction of the station, and the California ARB project grant has available capital funding not to exceed \$4,777,732.

As currently proposed, both dispensers cannot be used simultaneously while maintaining a fueling rate of at least six buses per hour. In order to use both dispensers simultaneously, a second vaporizer, additional three-pack of high pressure storage tubes, and additional controls will need to be added. Trillium proposed an upgraded dispensing system that included two dispensers to provide this redundancy that can be funded within the available grant.

The California ARB has released proposed regulations that may require 25 percent of new bus purchases starting January 1, 2020, to be zero emission, ramping up to 100 percent starting January 1, 2029. Should OCTA decide to add additional hydrogen electric buses to its fleet in the future, the upgrade will add the required additional capacity to the station.

### ***Procurement Approach***

The initial procurement was conducted by CTE in consultation with OCTA staff and in accordance with OCTA procurement guidelines. On November 13, 2017, the Board authorized Agreement No. C-7-1577 with Trillium, in the amount of \$6,472,127, for the construction of the hydrogen fuel station, O&M of the station, and delivery of liquid hydrogen.

The OCTA project engineer's cost estimate for this Contract Change Order (CCO) No. 1 was \$445,500; therefore, Trillium's quote of \$442,305, is deemed fair and reasonable.

The proposed CCO No. 1, in the amount of \$442,305, will increase the maximum cumulative payment obligation of the agreement to \$6,914,432.

### **Fiscal Impact**

Grant funds in the amount of \$4,777,732 for the project were approved by the Board on November 13, 2017, as an amendment to OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 1722-9022-D2157-0MO, and were funded through the Low Carbon Transportation Investments and Air Quality Improvement Program grant from the California ARB's allocation of Cap and Trade Program funds.



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**Summary**

Based on the information provided, staff recommends authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-7-1577 with Trillium USA Company LLC, in the amount of \$442,305, for the installation of additional equipment to expand the capacity of the hydrogen fuel station.

**Attachment**

- A. Trillium USA Company LLC, Agreement No. C-7-1577, Contract Change Order Log

**Prepared by:**



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

**Approved by:**



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



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

**Trillium USA Company LLC  
Agreement No. C-7-1577  
Contract Change Order Log**

<b>Contract Change Order (CCO) No.</b>	<b>Title</b>	<b>Status</b>	<b>Approved</b>	<b>Cost</b>	<b>Remarks</b>
1.0	Installation of Additional Equipment to Hydrogen Fuel Station	Pending		\$ 442,305.00	

Subtotal Approved CCOs	\$0.00
Subtotal Pending CCOs	\$ 442,305.00
TOTAL CCOs	\$ 442,305.00
ORIGINAL VALUE	\$ 6,472,127.00
PROPOSED REVISED VALUE	\$ 6,914,432.00



**February 8, 2018**

**To:** Transit Committee

**From:** Darrell Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed to the right of the "From:" field.

**Subject:** Transit Master Plan – Draft Final Plan and Action Plan

### **Overview**

The Transit Master Plan, also known as the OC Transit Vision, is a 20-year integrated bus, rail, and paratransit plan for enhancing and expanding public transit service in Orange County. This plan identifies future potential transit corridor studies and recommended changes to existing transit service. The draft final plan and action plan have been developed for Board of Directors consideration.

### **Recommendation**

Direct staff to consider OC Transit Vision Action Plan in the upcoming Long-Range Transportation Plan process, and return to the Board of Directors with an update as part of the draft 2018 Long-Range Transportation Plan.

### **Background**

The Orange County Transportation Authority (OCTA) initiated the Transit Master Plan (Plan) in summer 2016. This process takes a high-level look at long-term transit needs throughout Orange County, and recommends a series of corridors suitable for additional transit improvement. In addition, the Plan will guide future recommendations for fixed-route bus service and innovative mobility strategies. Projects identified in the Plan will be considered in the OCTA Long-Range Transportation Plan (LRTP) and position OCTA for upcoming transit funding opportunities.

### **Discussion**

The draft Transit Master Plan Summary Report (Attachment A) is the culmination of the work completed over the last 18 months. The process included regular updates to, and input from, the OCTA Citizens Advisory Committee,

Transit Committee, and Board of Directors (Board). The general public and stakeholders were also interviewed and surveyed along the way, and their input is reflected in the Plan.

The first step was the “State of OC Transit” report, which provided the existing conditions for the transit system. Next, the “Transit Investment Framework” used the project goals and objectives to develop recommendations for when and where to invest transit capital and operating funds. During the next step, 30 “Transit Opportunity Corridors” were identified and evaluated throughout Orange County to determine where transit capital investments would make the most technical sense. In addition to the corridor recommendations, recommendations for transit service improvements in other areas of Orange County have also been included. The draft summary report provides an overview of the process and recommendations. The full draft Plan report is available on the project website at [octransitvision.com](http://octransitvision.com).



Staff presented draft plan recommendations to the OCTA Board in November 2017. There were three specific topics the Board discussed, which staff has considered when developing the final recommendations. These included connections between the Anaheim Resort and John Wayne Airport, connections between Orange County and the Los Angeles County Metropolitan Transportation Authority (Metro) rail system, and geographic equity of the Plan recommendations. The areas topics are discussed further in the following paragraphs, including additional recommendations for the action plan.

Connecting John Wayne Airport to the Anaheim Resort

The private sector currently provides the best option for tourists to quickly connect between John Wayne Airport and the Anaheim Resort using a shared-ride service. The “Disneyland Express” provides direct bus service between John Wayne Airport and many of the hotels in the resort area. Though this is a convenient option, the \$35 round-trip fare can leave some budget conscious tourists looking for more affordable options, including public transportation.

The Plan proposes a “Westminster Avenue-Bristol Street” line which would connect the John Wayne Airport to the upcoming OC Streetcar. This could provide a one-transfer connection to the Anaheim Resort via Bravo! or future streetcar extension to the resort. As this is a long-term plan recommendation, staff also considered shorter term ways to connect the airport that would not directly compete with the Disneyland Express service.

The best option may be providing a better connection between the existing OCTA bus line on Main Street and John Wayne Airport's parking lot shuttle. Staff will look into this further and discuss options with airport staff.

### Connecting Orange County to Los Angeles Metro Rail

As the Metro rail system continues to expand, the "Eastside Phase 2" and the "West Santa Ana Branch" projects are planned to have stations close to the Orange County border. As part of the Plan, connections to these projects were evaluated during the Transit Opportunity Corridor process. The initial findings were that these connections scored lower overall than the ten corridors included in the final Plan. The evaluation was based on existing demographics and land-use in La Habra and along the Pacific Electric Right-of-Way in Orange County, which were not forecast to have the highest transit ridership.

Both Metro projects are in the environmental phase of development. The planned opening date for the Eastside Phase 2 project is currently 2035 and the West Santa Ana Branch is 2041. The Metro Board is considering accelerating these projects to open by the Summer Olympics in 2028 if feasible. Staff recommends working with Metro on a cross-county, multi-modal study to look at transportation improvements for the Summer Olympics and beyond. This study would include additional analysis of bus and rail connections between Los Angeles and Orange County. The recommendation from this study and any changes to the Metro project delivery schedule would be brought back to the OCTA Board for consideration and potential inclusion in future Plan updates.

### Regional Coverage

The Transit Opportunity Lines are recommended for areas which justify the higher level of capital and operating investment required for high-capacity transit. Attachment B shows current annual fixed-route boardings by city and the number of Transit Opportunity Lines proposed in the Plan. In general, the cities with the highest transit ridership would have the most lines, and 20 of 34 cities would have at least one line.

In areas of Orange County not recommended for Transit Opportunity Lines, there are recommendations in the Plan to provide additional public transit service which better meet the needs in these communities. These include:

- Project V community circulator and seasonal services,
- Expansion of OC Vanpool Program,
- Improved frequencies on higher-ridership bus routes, and
- OC Flex micro-transit service.

Another recommendation is to refresh the Plan every four years, which would give an opportunity to revisit the corridor recommendations based on changes to land-use and demographics throughout Orange County.

#### Public and Stakeholder Feedback

The OC Transit Vision recommendations survey was conducted from November 17 to December 31, 2017 to collect feedback on the draft Transit Opportunity Lines and recommendations. Nearly 1,000 survey responses were received through online and in-person surveying at community events and major transit hubs.

When asked to rank the most important Transit Opportunity Lines, transit riders ranked Interstate 5 (I-5), Main Street, Beach Boulevard, State Route 55 (SR-55), and Westminster Avenue-Bristol Street the highest. Non-riders prioritized the I-5, Beach Boulevard, Harbor Boulevard, SR-55, and La Palma Avenue-Lincoln Avenue the highest. There was limited support for the McFadden Avenue-Bolsa Street and Chapman Avenue corridors.

The survey also asked about priorities for transit improvements outside of the Transit Opportunity Lines. More Metrolink service was most commonly selected as a top priority across all user groups, with 40 percent of respondents choosing this option. Other top priorities for transit riders included more bus service, more express service, special event service, and shared on-demand service. Non-riders also prioritized more bus service, vanpools, special event service, and shared on-demand service. Complete survey results are available on the project website.

#### Action Plan and Next Steps

The project team has developed an action plan and next steps for the Plan, which are divided into short, medium, and long-term recommendations. Attachment C outlines these recommendations in detail. The staff recommendations are to continue or start implementation of the short-term recommendations listed below:

- Implement OC Flex Microtransit Pilot in Bolsa-Dorado and Aliso-Mission zones (2018),
- Issue Project V call for projects for seasonal, special event, and year-round community transit services (2018),
- Develop and implement strategies for incremental improvements to existing and future Rapid Bus (Bravo!) routes (2018-2019),
- Analyze regional bus-rail connections as part of the upcoming Los Angeles–Orange County Transportation Study (2018-2019),

- Conduct Transit Corridor Study of Bristol Street from initial OC Streetcar alignment to South Coast Metro area (2018-2020),
- Implement Beach Boulevard Rapid Bus (2019),
- Expand OC Flex (2019, pending successful pilot),
- Conduct freeway BRT Network Study (2019-2020),
- Begin operations of initial OC Streetcar service and implement Bus-Rail Interface Plan (2020),
- Improve service on major, local, and community routes to meet Transit Investment Framework Guidelines (ongoing, as resources are available).

These and the medium and long-term recommendations (as well as short-term) are being considered for inclusion in the LRTP. This process will help determine which projects are feasible to be included in the LRTP's financially constrained project list.

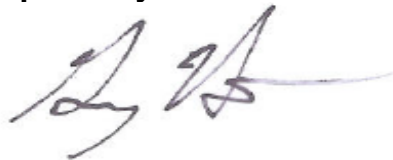
### **Summary**

This report provides an overview of the draft Plan and action plan for Board consideration. Staff is seeking Board direction to implement the short-term recommendations and include the medium and long-term recommendations in the upcoming LRTP.

### **Attachments**

- A. OC Transit Vision, Summary Report
- B. City Transit Ridership and Transit Opportunity Lines
- C. OC Transit Vision, Action Plan and Next Steps

**Prepared by:**



Gary Hewitt  
Section Manager, Transit Planning  
(714) 560-5715

**Approved by:**



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



Source: OCTA



# Transit Vision **SUMMARY REPORT**



OC Transit Vision

FEBRUARY 2018

ATTACHMENT A



Prepared for the Orange County  
Transportation Authority by:



In collaboration with:





OC TRANSIT VISION SUMMARY REPORT

# CONTENTS

<b>1</b>	Why an OC Transit Vision	3
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<b>3</b>	Transit Vision Recommendations	25
<b>4</b>	Transit Action Plan	35

The OC Transit Vision is a 20-year plan for enhancing and expanding public transit service in Orange County.





Source: Jonathan Riley

# 1

## Why an OC Transit Vision

---

The OC Transit Vision is a 20-year plan for enhancing and expanding public transit service in Orange County. The Vision identifies near-term and long-term projects and programs that can make transit a more compelling travel option for Orange County residents and visitors.

The Vision recognizes that transit is important for Orange County, both today and in the future. Transit can provide a sustainable, accessible, and affordable mobility option that serves different markets and travel needs in a variety of ways.

This chapter focuses on transit's role in the county as well as highlights of existing OCTA service and key transit challenges. The Vision is informed by extensive public engagement and input from thousands of Orange County residents. The plan's recommendations are built on an analysis of where investments are needed, tailoring them to support fast, frequent, and reliable transit service throughout the county.

## WHY A TRANSIT MASTER PLAN?

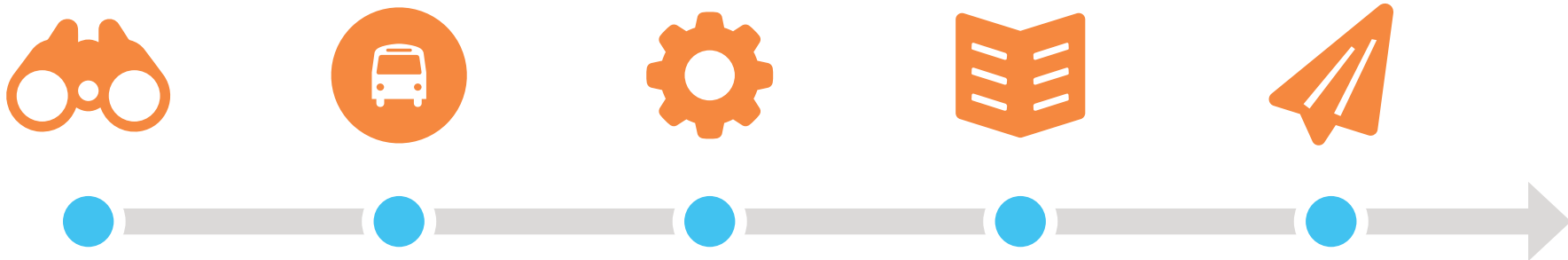
The OC Transit Vision is a 20-year plan for creating a great transit system in Orange County. While OCTA has previously developed long-range plans for transit as part of its regularly updated Long-Range Transportation Plan, this is a transit-specific, long-term plan.

Why develop a vision for transit in Orange County?

Because the county is growing quickly and major changes have been taking place in the transportation landscape—with more of both on the horizon. OCTA, in turn, has had

to look at the transit services it provides from the ground-up to be relevant for these changing times. Emerging technologies and cultural and policy shifts have all forced transit providers like OCTA to evolve. This OC Transit Vision is an effort by OCTA to be both more responsive and proactive in addressing the changing transit market.

The Transit Vision features five elements to help improve transit service today and in the coming decades:



### Vision and Goals

The plan establishes a vision and goals and defines a framework for future transit investments.

### Transit Corridors

The plan identifies the most promising corridors for major future investments in high-quality transit.

### Strategies

The plan makes recommendations in areas ranging from existing fixed-route bus services to paratransit service and new types of service, such as on-demand “microtransit” service.

### Policy Guidance

The plan offers transit policy guidance to cities, developers, and other partners who support transit service and are important stakeholders in creating an effective and efficient transit system.

### Plan for Action

The plan concludes with an action plan laying out the next steps for OCTA, including recommended phasing of these recommendations.

# WHY IS TRANSIT IMPORTANT FOR THE OC?

Transit is critical for Orange County both today and in the future because it ...



**1** SUPPORTS A HEALTHY ENVIRONMENT



**2** ATTRACTS TALENT AND MAKES ORANGE COUNTY MORE COMPETITIVE



**3** SUPPORTS ACCESSIBILITY, AFFORDABILITY, AND MOBILITY BEYOND THE AUTO



**4** SUPPORTS SUSTAINABLE GROWTH



**5** CONTRIBUTES TO ACTIVE, HEALTHY LIFESTYLES



**6** MAKES ORANGE COUNTY A BETTER PLACE TO VISIT



**7** BOOSTS THE REGION'S ECONOMY

## WHAT IS TRANSIT LIKE TODAY?

**OC Bus** is OCTA's largest and most visible service, providing 65 routes and serving 43 million passengers annually throughout Orange County (2016). OC Bus also provides service to major events and destinations, as well as vanpools and ACCESS service for those with disabilities.

OCTA's **Bravo!** comprises two rapid bus lines, providing service that is faster and more reliable, convenient, and attractive than local bus service. Stops serve only the busiest locations, such as transfer points and major destinations.

Scheduled to open in 2020, the **OC Streetcar** will be Orange County's first urban rail line. It will run more than

four miles from the Santa Ana Regional Transportation Center to Garden Grove, intersecting with existing Bravo! routes to form a key transit connection.

Orange County is served by both **Amtrak Pacific Surfliner** and **Metrolink** regional/commuter rail lines. The LOSSAN rail corridor is a north-south rapid transit spine connecting the county to Los Angeles and San Diego. **LA Metro** operates service connecting to 10 OC Bus routes within Orange County. Agencies in neighboring counties also provide limited connections to Orange County transit services.

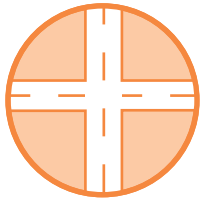
More locally, numerous communities offer a variety of circulators, shuttles, and rideshare products.



## WHAT ARE THE KEY TRANSIT CHALLENGES?

The OC Transit Vision informs—and is informed by—many other efforts, including the current update to OCTA’s Long-Range Transportation Plan. Additionally, the analysis and recommendations described in the OC Transit Vision

build on work completed in the early stages of this planning process, specifically the State of OC Transit report. The key challenges for transit in Orange County are shown on this page.



### Few Key Corridors

The majority of existing OC Bus ridership is concentrated in a few key corridors.



### Peak Concentration

OC Bus service is concentrated during peak periods.



### Select Number of Hubs

OC Bus service is focused on a select number of hubs, including destinations and connection points.



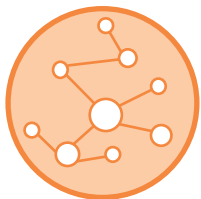
### Declining Ridership

OCTA has begun taking steps to address recent ridership declines.



### Funding Limitations

Limited funding has constrained ridership growth.



### Overall Network

The overall transportation network of Orange County can make operating transit service challenging.



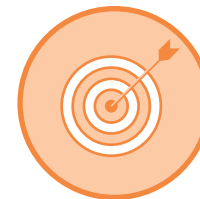
### Land Uses and Demographics

Land uses and demographics in Orange County present both challenges and opportunities for effective transit service.



### Mixed Long-Term Trends

Long-term trends offer a mixed message.



### GHG Reduction Targets

Increased transit use can support greenhouse gas reduction targets.



### Template for Growth

The future OC Streetcar and Bravo! lines provide a template for ridership growth.



## HOW HAVE WE INVOLVED THE COMMUNITY?



Source: OCTA

### Stakeholder Engagement

The project team led four focus group discussions and conducted interviews with nearly 20 groups and individuals representing a broad cross-section of the Orange County community.



Source: Arellano Associates

### Interactive Surveys

The project team conducted four interactive online surveys to solicit feedback regarding the existing transit system and proposed OC Transit Vision recommendations.

### Citizens Advisory Committee, Elected Officials, and Planning Directors Meetings

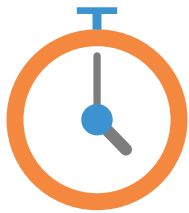
The project team met quarterly with the OCTA Citizens Advisory Committee and participated in two workshops with county elected officials and planning directors.



Source: OCTA

## WHAT IS THE COMMUNITY SAYING ABOUT TRANSIT?

Across these various engagements and from the thousands of people who shared their feedback, a number of priorities emerged. People expressed particular support for the following improvements to transit in Orange County:



1

**Faster and more frequent transit** that is time-competitive with driving, such as rapid transit in the core of the county or express bus serving trips over long distances

am  
pm

2

**Longer hours of operation,** and more frequent service during off-peak periods, including mid-day on weekdays, evenings, and weekends



3

**High-capacity or rapid transit modes** (rail or bus rapid transit) serving the busiest corridors



4

**Easier connections** to, from, and between transit routes, including improvements to walking and biking access as well as park-and-rides



5

**More seasonal and special event services,** similar to the existing beach community trolleys, OC Fair Express, and Angels Express



6

**Real-time information and enhanced amenities** at transit stops and stations to improve the customer experience

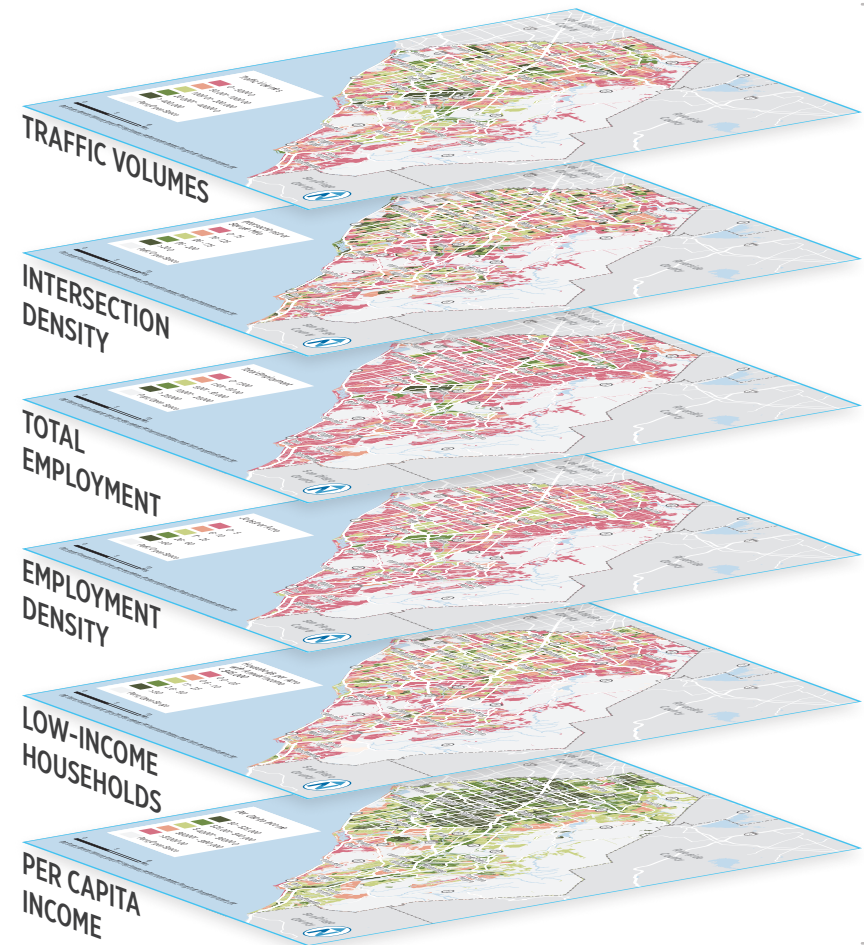
## WHERE ARE INVESTMENTS NEEDED?

The population of Orange County is nearly 3.2 million people, making it the third most populous county in the state. Over the next two decades Orange County's population is expected to grow to approximately 3.5 million people, representing an increase of 10 percent between 2015 and 2040. Likewise, total jobs are forecasted to grow from 1.6 million to almost 1.9 million, an increase of 17 percent between 2015 and 2040.

To understand where transit investments are needed both today and in the future, the OC Transit Vision looks at travel patterns and demand for service by considering the following factors:

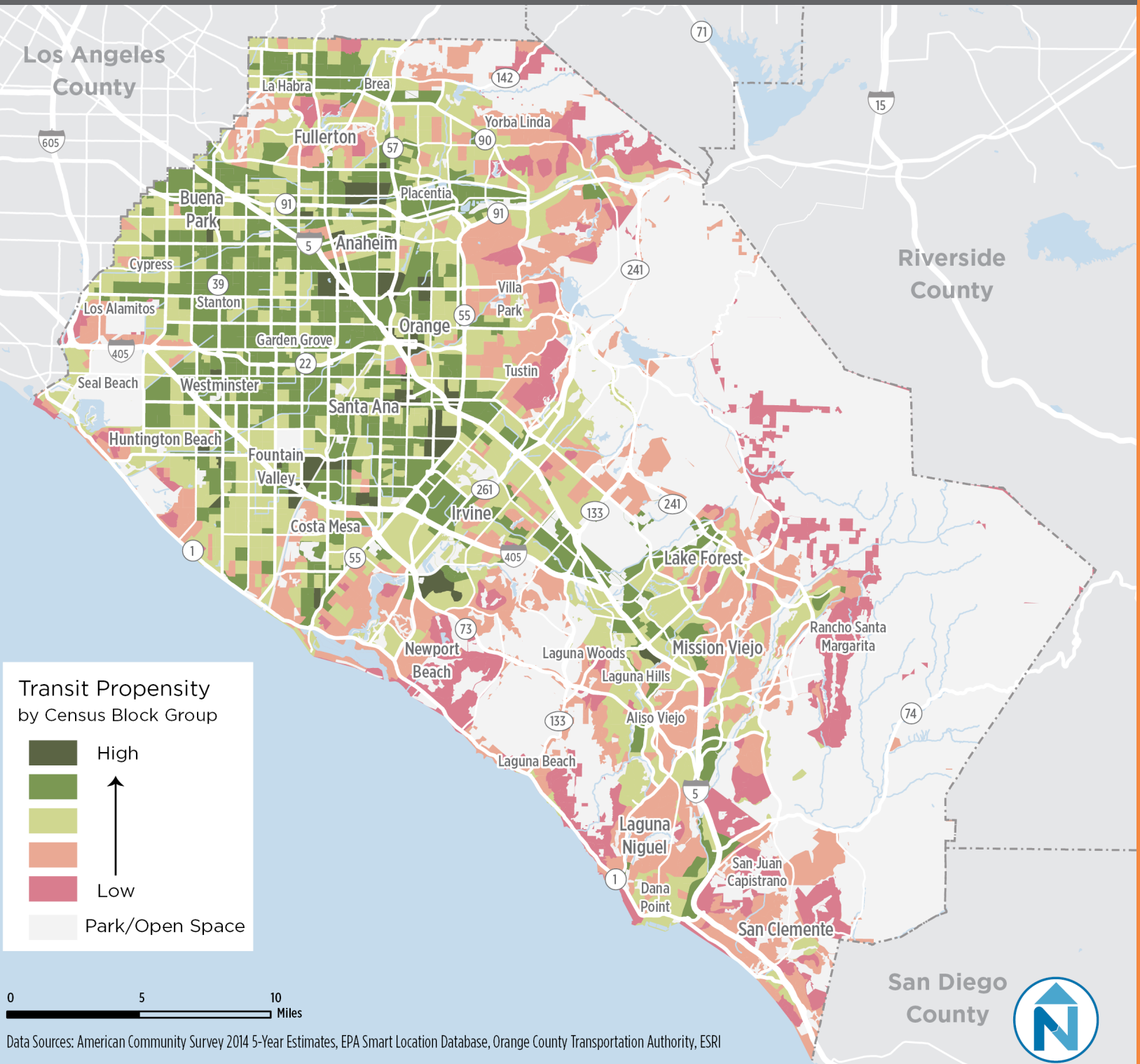
- **Land use and the built environment**, including current and future land uses, current and future population and employment density, and major trip generators (colleges and universities, for example)
- **Demographics**, including age, income, and auto ownership
- **Travel patterns and transit demand**, including origins and destinations for all modes as well as an assessment of future transit demand

Based on extensive data analysis, the following six factors best predict Orange County locations with a high concentration of people likely to use transit:



Note: Transit propensity is the likelihood that an individual will use transit. It is based on a range of factors, from the quality of available transit to demographics and surrounding land use.

# TRANSIT PROPENSITY



- In Orange County, most areas of high and medium-high transit propensity are located in the urban core of North/Central County, most notably in Santa Ana and Anaheim. There are, however, areas of relatively high propensity throughout Irvine and south along the I-5 corridor.
- Lower-income individuals and households—those more likely to rely on transit—are highly concentrated in the urban core of North/Central County.
- The Irvine Business Complex boasts the largest concentration of jobs in Orange County. However, it is located in an especially auto-oriented part of the county and does not currently generate significant transit ridership.
- Wealthier, auto-centric communities along the coast, to the east, and in much of South County demonstrate lower levels of transit propensity.



Improving transit service and expanding travel options in Orange County requires a multifaceted approach that relies on partnerships between OCTA and the county's jurisdictions.





Source: Jonathan Riley

# 2

## High-Quality Transit for Orange County

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Improving transit service and expanding travel options in Orange County requires a multifaceted approach that relies on partnerships between OCTA and the county’s jurisdictions. This chapter outlines a vision and goals for transit in Orange County and describes key considerations in planning, designing, and implementing that vision.

Most high-quality transit service—including much of the service OCTA currently provides—follows basic design principles. These include direct connections that serve a variety of destinations, as well as improvements that help to increase transit speed and minimize delay. OCTA’s Transit Investment Framework applies these principles by matching land use, demographic, and access characteristics to different types and levels of service.

This chapter also introduces investments that can be made to improve OC Bus, focusing on vehicles, transit priority, and stops and stations. However, investments in service and transit capital projects will only be successful if land use, demand management, and transit-supportive policies and programs are in place across the county.

## WHAT IS OUR VISION FOR TRANSIT?

Provide compelling and competitive transit service that expands **transportation choices** for current riders, **attracts new riders**, and equitably **supports immediate and long-term mobility** in Orange County

## WHAT ARE OUR GOALS FOR TRANSIT?



### ENHANCE

Make it more desirable to take transit



### CONNECT

Connect Orange County's people and places with effective transit



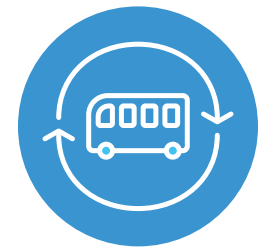
### SIMPLIFY

Make transit easier to use and more convenient



### COLLABORATE

Make Orange County a more attractive place to live, work, and visit by providing transit service that supports community priorities



### SUSTAIN

Create a system that is resilient over the long term

# HOW DO WE DESIGN HIGH-QUALITY TRANSIT?

To support the characteristics of high-quality service, transit designers try to follow a handful of simple rules. OCTA has taken the initiative to update its system, including through its OC 360 network restructuring, to ensure that its routes adhere to these best practices in transit route and network design.



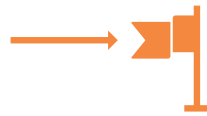
## High-Quality Transit Service ...



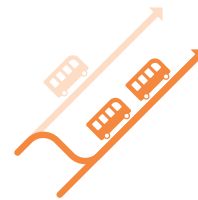
**IS DIRECT**



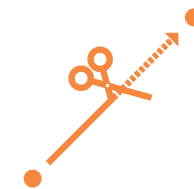
**SERVES A VARIETY OF DESTINATIONS**



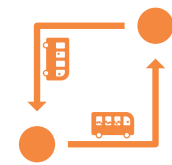
**TERMINATES AT STRONG ANCHORS**



**AVOIDS DUPLICATION**



**AVOIDS ROUTES THAT ARE TOO LONG**



**BALANCES DEMAND IN EACH DIRECTION**

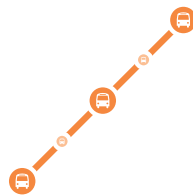


**BUS ONLY**

**OPERATES IN RIGHTS-OF-WAY THAT MINIMIZE DELAY**



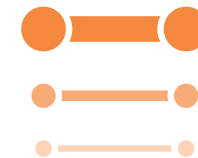
**MINIMIZES TRANSFER PENALTIES**



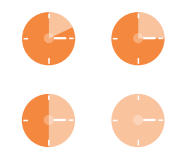
**BALANCES SPEED AND ACCESS WHEN LOCATING STOPS**



**PROVIDES A HIGH-QUALITY WAITING ENVIRONMENT**



**MATCHES SERVICE LEVELS TO DEMAND**



**MAKES SCHEDULES EASY TO REMEMBER**



## HOW SHOULD WE INVEST IN TRANSIT SERVICE?

















The OC Transit Vision includes a Transit Investment Framework built on the goals that serves two primary purposes:


























- To guide OCTA in allocating operating resources for bus service and in allocating capital resources for bus and rail projects
- To guide Orange County cities and other agencies in developing transit-supportive land use, street design, and other transportation policies

The Investment Framework’s Service Allocation Guidelines for fixed-route bus operations and other non-paratransit services open to the general public are based on land use, equity, and access characteristics of transit corridors.



The graphic to the right explains the corridor characteristics and service guidelines for each category of OCTA fixed-route bus service as well as the characteristics of corridors requiring either non-traditional transit solutions or lacking the demand to justify public investment.

Service guidelines are not absolute requirements. Few corridors have characteristics consistent with just one category, and OCTA must allocate service based on other factors as well, including productivity, equity, and funding.

Service Category	Peak Frequency Buses per hour	Base Frequency Buses per hour	Weekday Span	Weekend Span
<b>MAJOR</b>			5 AM to 12 AM 	6 AM to 12 PM 
<b>LOCAL</b>			5:30 AM to 8:30 PM 	7 AM to 7 PM 
<b>COMMUNITY</b>			5:30 AM to 8:30 PM 	7 AM to 7 PM 
<b>OTHER</b> Explore alternatives to OCTA fixed-route bus service	N/A	N/A	N/A 	N/A 
<b>NO TRANSIT</b> Publicly-funded service should likely not be provided	N/A	N/A	N/A 	N/A 

Service Category	Population Density	Employment and Enrollment Density	Other Trip Generators		Traffic Volumes	Density of Low-Income Residents	Transit Connectivity		Intersection Density
	People per acre	Jobs or postsecondary students per acre	Hospitals Served	OR Major Retail Served	Average combined ADT at all major intersections	Low-income people per acre			Intersections per square mile
<b>MAJOR</b>	10 or more  +	8 or more  +	5 or more  +	OR 5 or more  +	100,000 +	2 or more  +	2 or more  +	AND 5 or more  +	100 +
<b>LOCAL</b>	5 to 10 	4 to 8 	2 to 5 	OR 2 to 5 	Less than 100,000	1 to 2 	1 or fewer 	AND 1 to 4 	Any
<b>COMMUNITY</b>	Fewer than 10 	Fewer than 8 	1 or more  +	OR 1 or more  +	Less than 100,000	Any	1 or fewer 	AND 1 to 4 	Any
<b>OTHER</b> Explore alternatives to OCTA fixed-route bus service	Fewer than 5 	Fewer than 4 	Any	Any	Any	Any	Any	Any	100
<b>NO TRANSIT</b> Publicly-funded service should likely not be provided	Fewer than 3 	Fewer than 2 	None	None	Any	Fewer than 2 	None	None	Fewer than 100

-  Hospital with 50 or more beds
-  Retail center with 50 or more stores

-  Connection with Metrolink station, transit center, or park-and-ride
-  Connection with Major OCTA route

## WHAT INVESTMENTS CAN IMPROVE OC BUS?

Capital investments in existing bus service fall into three categories: vehicles; transit-priority improvements to the right-of-way; and major improvements to stops and stations (including operational improvements and enhanced passenger amenities).

Some of these can be implemented by OCTA; others, such as transit priority and operational improvements, would require partnerships with local jurisdictions and other agencies such as Caltrans.

### Vehicles

New vehicles can help to improve the current fleet in terms of capacity, emissions, reliability, maneuverability, comfort, and brand identity, among other factors.

- A** Vehicle capacity, and the related issue of overcrowding
- B** Comfort, both aboard vehicles and while waiting at stops
- C** Vehicle and station branding, to enhance awareness of specialized and premium services such as BRT

### Transit Priority

Transit priority improvements to the right-of-way help to improve transit speed and reliability.

- D** Business, Access, and Transit (BAT) lanes prohibit general-purpose travel except for right turns and access to businesses
- E** “Queue jumps” or short bus lanes at intersections (often right-turn lanes) allow buses to proceed in advance of traffic using a transit-only signal
- F** Transit priority signals give buses an advance or longer green light at intersections
- G** Changes to signal timing can benefit transit operations

### Stops and Stations

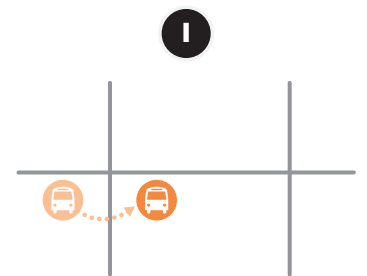
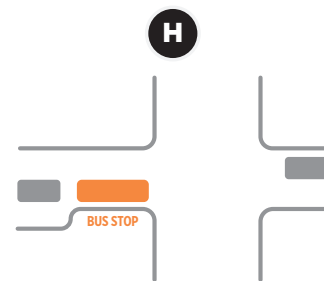
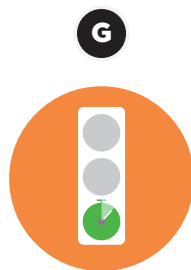
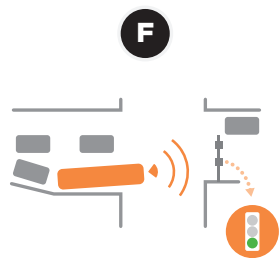
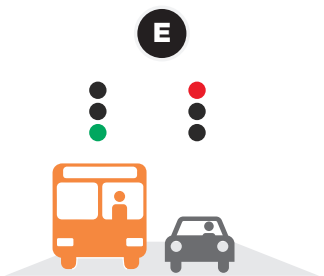
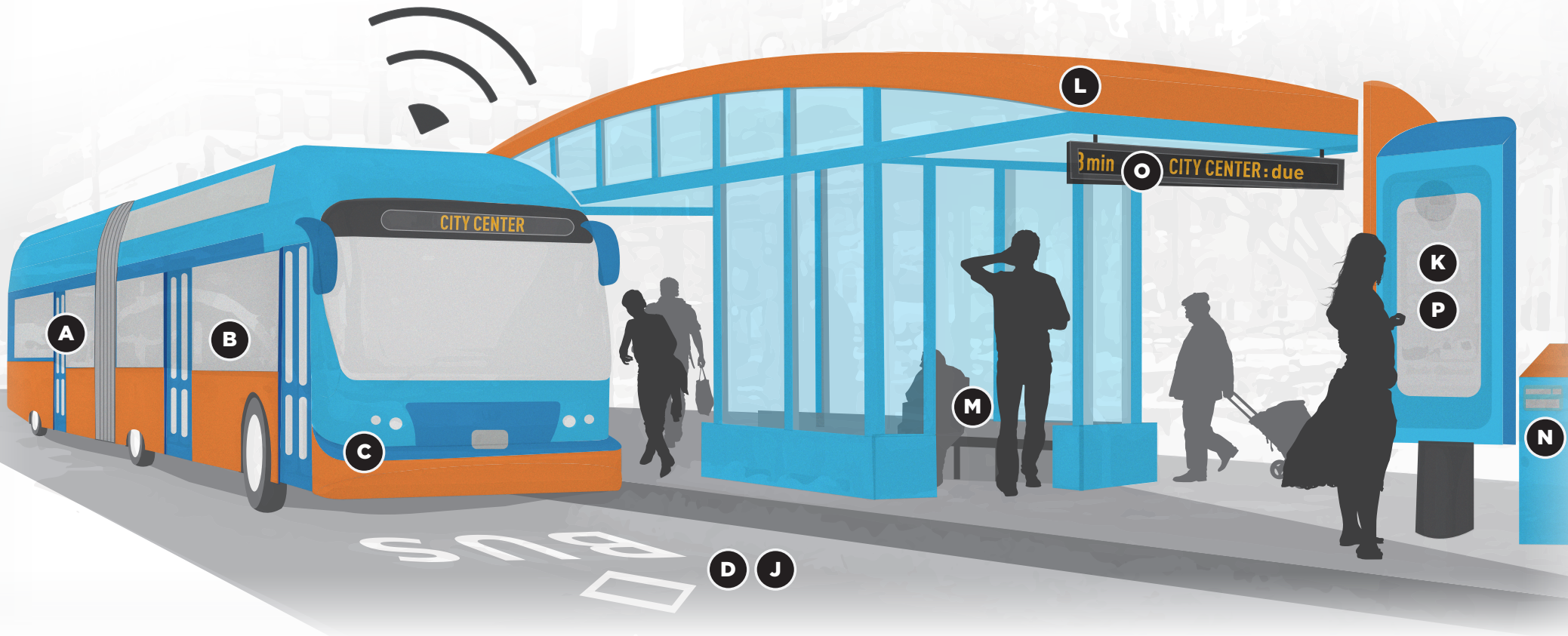
Improvements to stops and stations include operational improvements that make transit faster and more reliable and enhanced passenger amenities that improve the experience for customers.

#### OPERATIONAL IMPROVEMENTS

- H** “Bulb-out” or curb extension stops allow buses to stop in the travel lane, eliminating the need to merge back into traffic
- I** Relocation of stops can improve operations
- J** Removal of parking spaces at or near stops allows buses to access the curb
- K** Off-vehicle fare collection and all-door boarding speeds passenger loading

#### PASSENGER AMENITIES

- L** Shelters at additional stops, and additional or larger shelters at the busiest stops
- M** Seating at additional stops, and more seating at the busiest stops
- N** Trash cans at additional stops
- O** Real-time arrival information displays at stops
- P** Maps, schedules, and other information at additional stops



## WHAT IS HIGH-CAPACITY TRANSIT?

Transit modes are described in detail in the State of OC Transit report. The following four modes appear most feasible for Orange County and were evaluated as part of the OC Transit Vision.



### Rapid Streetcar

**Rapid streetcar is a hybrid of streetcar and light rail, with wider stop spacing than typical streetcars.** The western segment of the OC Streetcar between Santa Ana and Garden Grove, which will operate in an off-street right-of-way with widely spaced stops, fits the definition of rapid streetcar.



### Bus Rapid Transit

**BRT is a high-quality bus service that uses dedicated lanes and operates much like rail.** Operational and design elements that set BRT apart from traditional local bus service include off-board payment, level boarding, wider stop spacing, traffic signal priority, higher capacity vehicles, specialized branding, and more frequent service.



### Rapid Bus

**Rapid Bus is very similar to BRT, but does not operate in dedicated transit lanes.** Instead, most service operates in mixed traffic with targeted measures to provide transit priority, such as queue jump lanes and signal priority. OCTA operates two Bravo! rapid bus routes on the Harbor Boulevard and Westminster/17th Street corridors.



### Freeway BRT

**Freeway BRT operates along freeways, either in regular traffic lanes, in high-occupancy vehicle (HOV) or managed lanes, or along the shoulders.** Freeway BRT routes could use either existing transit hubs near freeways or new stations in the freeway right-of-way.

## WHEN IS HIGH-CAPACITY TRANSIT WARRANTED?

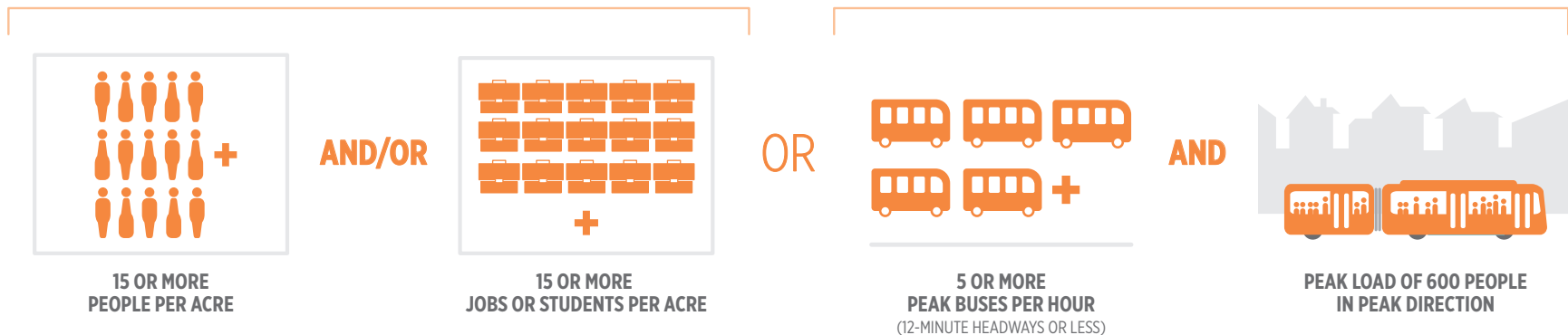
The OC Transit Vision helps to answer the question of where rapid streetcar, BRT, or other high-capacity transit lines might make sense in Orange County. In general, the following thresholds are appropriate when considering high-capacity transit capital investments:

- Corridors with population densities greater than 15 people per acre (9,600 residents per square mile) and/or employment densities greater than 15 employees or students per acre (9,600 jobs/students per square mile)
- Corridors in which existing service has all seats full (i.e., peak loads greater than 1.0) and peak headways of 12 minutes or less

In Orange County today, the busiest OC Bus routes feature both high loads and, in some cases, on-time performance that could be improved by investments in high-capacity transit. A number of major corridors in the north-central core of Orange County appear to be at or near these thresholds. Many of these corridors feature other major trip generators identified in the Service Investment Guidelines, including large retail centers, hospitals, and other destinations.

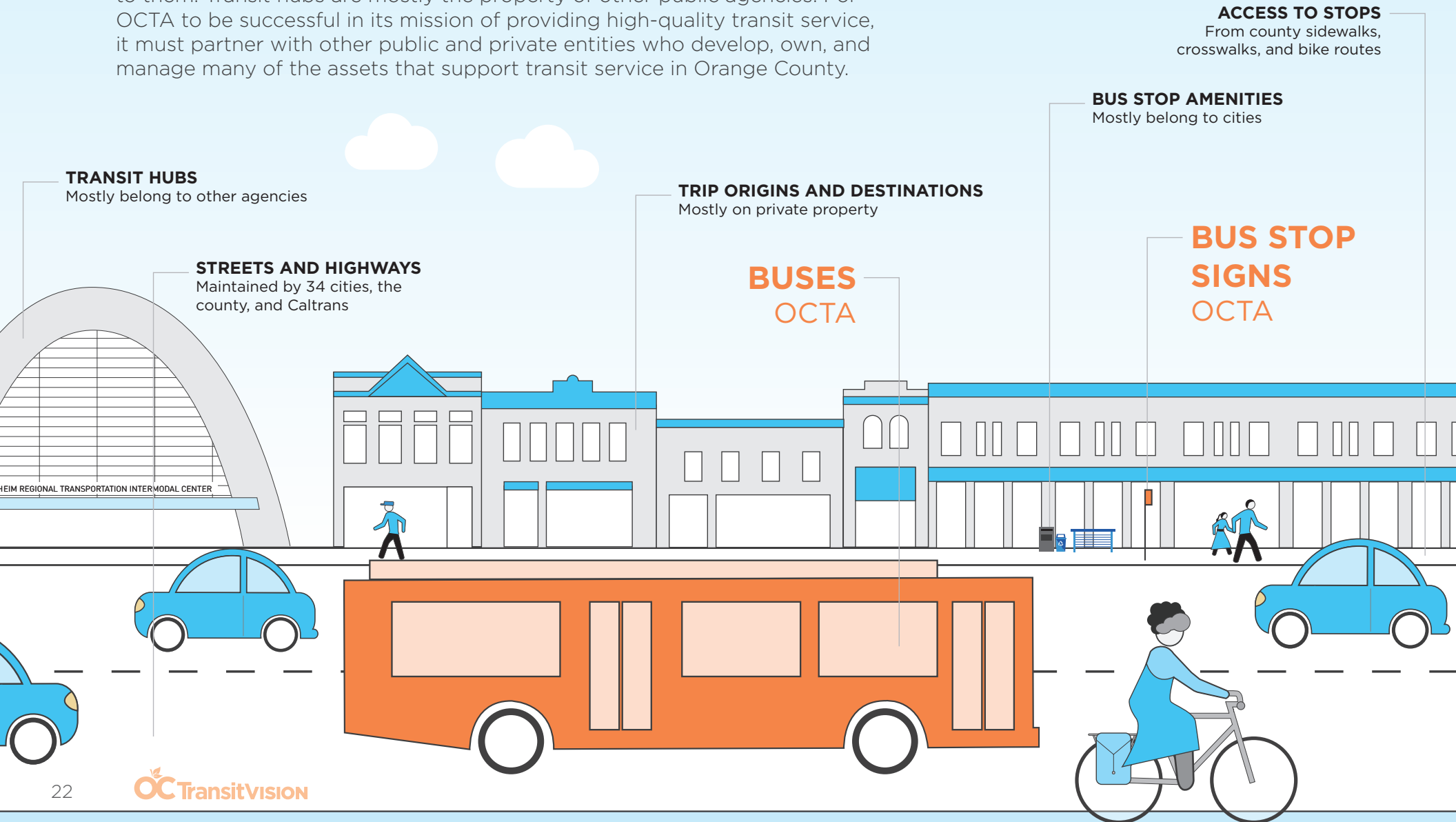


Consider high-capacity transit when transit corridors have:



# HOW CAN OCTA PARTNERS SUPPORT TRANSIT?

OCTA's vehicles operate on streets and highways maintained by the county's 34 cities, the county itself, and Caltrans. OCTA bus stops are on city and county property, as are the sidewalks, crosswalks, and bike routes that provide access to them. Transit hubs are mostly the property of other public agencies. For OCTA to be successful in its mission of providing high-quality transit service, it must partner with other public and private entities who develop, own, and manage many of the assets that support transit service in Orange County.

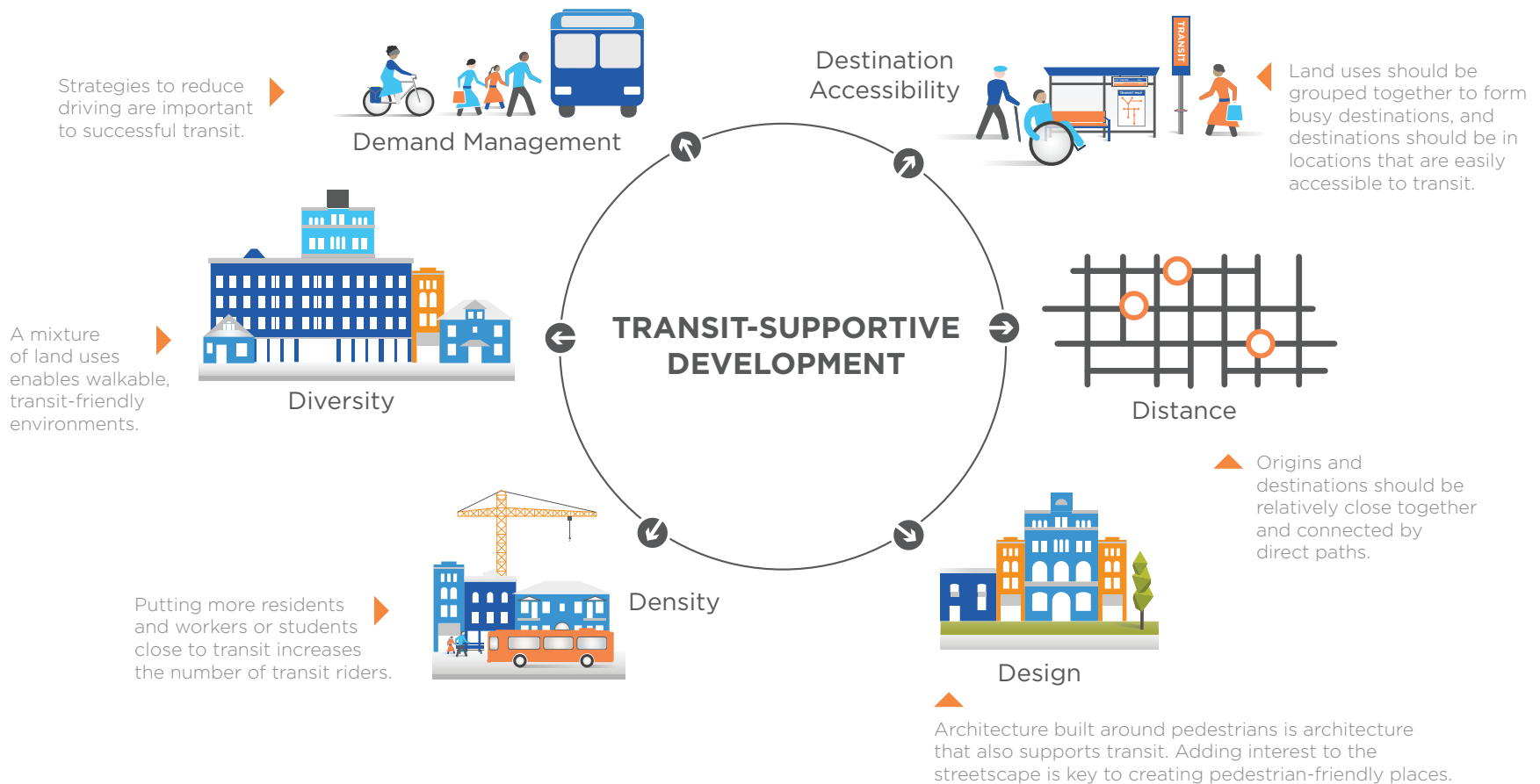


# WHAT ARE TRANSIT-SUPPORTIVE LAND USES AND POLICIES?

When considering the relationship between transit, buildings, and neighborhoods, it is useful to think in terms of the “6 Ds.” Each of these is essential to building transit-friendly environments.

Cities, developers, and other entities can support transit by adopting policies and establishing programs to encourage transit use, walking, biking, and

ridesharing. Collectively, these policies are referred to as transportation demand management (TDM) or parking demand management. A demand-management-based approach reduces the need for single-occupant vehicle trips, making it easier to take trips in other ways. It also more efficiently and proactively manages limited parking and road supply.





The OC Transit Vision offers recommendations for improving transit throughout Orange County.





Source: OCTA

# 3

## Transit Vision Recommendations

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The OC Transit Vision offers recommendations for improving transit throughout Orange County, both in the higher transit demand areas of North County and in the lower transit demand areas of South County. The analysis to inform these recommendations considered both current and future conditions, recognizing that changes to the transportation network and built environment needed to support transit will evolve as Orange County continues to grow and change.

This chapter introduces recommendations focused on specific corridors and routes as well as new types of services and programs that can be provided countywide. Collectively, these recommendations form a transit vision that will support the next 20 years of growth and development in Orange County.

## WHAT TRANSIT STRATEGIES ARE RECOMMENDED?

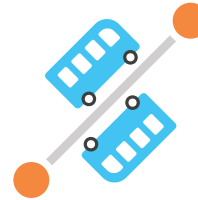
The recommendations of the OC Transit Vision acknowledge that different types of services are needed in different parts of the county. Higher capacity, fixed-route transit (like rapid streetcar and bus rapid transit [BRT]) has great potential for success in Orange County's denser, more walkable areas. At the same time, service in the lower density, more suburban areas of the county should focus on key connections to jobs, including OC Flex service connected to Metrolink stations and Freeway BRT to move people along the county's growing high occupancy vehicle network.

The OC Transit Vision offers something for everyone, whether improvements to existing OC Bus routes, enhancements to ACCESS paratransit service, new high-capacity transit corridors, expanded seasonal and special event services, pilot "microtransit" (or on-demand) service, more trips on Metrolink, or future connections to Los Angeles County. The recommendations shown in the map on the following page capture the key investments identified through the OC Transit Vision. Additional information about each of these can be found in the following sections.



### Transit Opportunity Corridors

Transit Opportunity Corridors have the potential for investment in high capacity transit, such as bus rapid transit (BRT) or rapid streetcar.



### Fixed-Route Recommendations

Fixed-route recommendations include improvements to Bravo!, local OCTA routes, special event service, and bus-rail connections.



### Strategies for Other Types of Mobility

Strategies for other types of mobility include paratransit and other demand-response services, like OC Flex and OC Vanpool.

# TRANSIT RECOMMENDATIONS

Future Connections to Los Angeles Metro Rail



Seasonal and special event services



OC Vanpool expansion



Paratransit enhancements



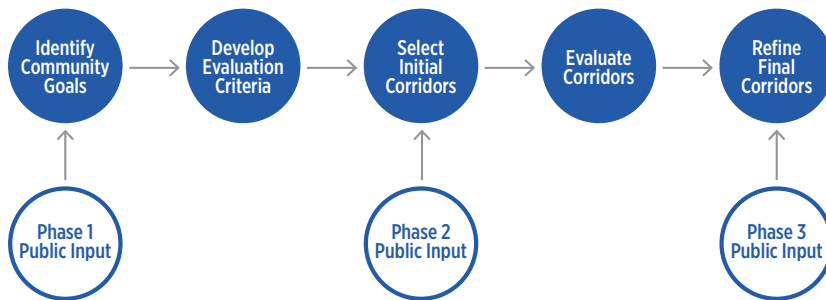
Service upgrades to meet new standards



# WHAT ARE TRANSIT OPPORTUNITY CORRIDORS?

One of the primary reasons to develop a transit vision for Orange County was to identify Transit Opportunity Corridors (TOCs)—high-demand corridors meriting major investment in higher-quality service such as rapid streetcar or bus rapid transit (BRT). Eleven such corridors were identified, and two of these were found to be prime candidates for near- to medium-term investment.

Transit Opportunity Corridors were selected based on community input and technical evaluation.



- Initial public input helped to determine shared community goals for transit in the OC.
- The goals helped to shape the TOC evaluation criteria.
- A second round of public input—including an interactive online survey in which respondents could see corridors on a map and vote for their preferred options—helped to select an initial set of TOCs for evaluation.
- The TOC evaluation used criteria based on OC Transit Vision goals and transit planning best practices.
- The community was then given the opportunity to review the recommended corridors. This ensured that the final set of corridors reflected both analytical rigor and public preferences.

## Rapid Streetcar or BRT

- NORTH HARBOR**  
 Between Cal State Fullerton and the Santa Ana Regional Transportation Center, primarily via North Harbor (and including the OC Streetcar alignment)
- 17TH/WESTMINSTER & BRISTOL**  
 Between the Goldenwest Transportation Center and the University of California, Irvine, via 17th/Westminster and Bristol (including short segments of Main and the OC Streetcar alignment and serving South Coast Plaza, the Irvine Business Complex, and John Wayne Airport)

## BRT or Rapid Bus

- SOUTH HARBOR**  
 South Harbor between 17th/Westminster and Hoag Hospital Newport Beach
- BRISTOL & STATE COLLEGE**  
 Bristol and State College between the Brea Mall and Downtown Santa Ana

## Rapid Bus

- BEACH**  
 Beach between the Fullerton Park-and-Ride and Downtown Huntington Beach
- LA PALMA & LINCOLN**  
 La Palma and Lincoln between Hawaiian Gardens and Anaheim Canyon Station
- MCFADDEN & BOLSA**  
 McFadden and Bolsa from Goldenwest Transportation Center to Larwin Square
- MAIN**  
 Main between ARTIC and the South Coast Plaza Park and Ride
- CHAPMAN**  
 Chapman from Hewes to Beach

## Freeway BRT

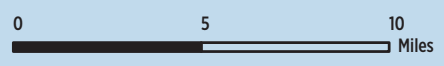
- INTERSTATE 5**  
 Freeway BRT on I-5 from the Fullerton Park-and-Ride to Mission Viejo/Laguna Niguel Station
- STATE ROUTE 55**  
 Freeway BRT on SR-55 from the Santa Ana Regional Transportation Center to Hoag Hospital Newport Beach

# TRANSIT OPPORTUNITY CORRIDORS BY POTENTIAL MODE



The modes shown in this map are those that the OC Transit Vision's high-level analysis suggested could be viable. These were identified to understand order-of-magnitude costs, which can vary between modes. However, the mode for these corridors has not been finalized. A more detailed project development process will be needed to finalize the mode selection. This is a required step to obtain federal funding and takes a transportation improvement from concept through construction.

- Rapid Streetcar/BRT
- BRT/Rapid Bus
- Rapid Bus
- Freeway BRT
- - - Metrolink



Data Sources: Orange County Transportation Authority, ESRI

## Next Steps

Conduct **corridor studies for the North Harbor/Santa Ana and Westminster/Bristol corridors.** Studies are already underway in the Harbor corridor and should begin on Bristol in the next five years.

Introduce **Bravo! service on the Route 29/Beach corridor.** Over the medium term add Bravo! service to the Main corridor, and others. Upgrade these and existing Bravo! routes to improve speed and passenger amenities.

Study potential **Freeway BRT corridors including I-5, SR-55, and I-405.** This would identify the most promising corridors and begin to shape the infrastructure and operational characteristics of Freeway BRT.



## WHAT ARE THE FIXED-ROUTE RECOMMENDATIONS?

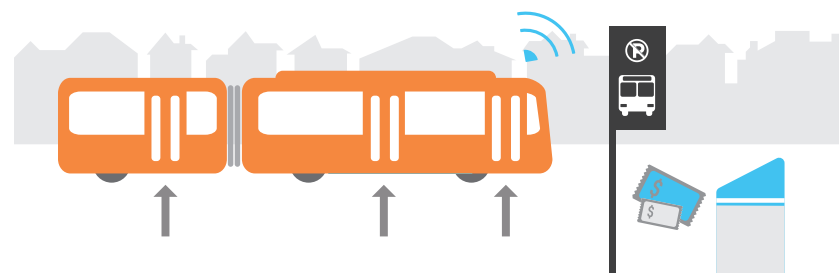


### Service Investments

Continue to upgrade OC Bus routes to meet the headway and span standards in the Investment Guidelines.

All Major routes—OCTA’s services in its busiest corridors—should operate at least every 15 minutes during peak periods, and until midnight seven days a week. This will ensure that most OCTA passengers can take transit trips at the busiest times without having to consult or plan around schedules, with service available 18+ hours a day. The expanded hours of service will make OCTA’s core services a viable option for all types of trips, serving people well beyond the 9-to-5 commuter market.

The guidelines also call for Local routes to operate every 30 minutes throughout the day. This ensures most OCTA services are at least reasonably convenient and potentially attractive to large numbers of passengers, rather than functioning only as basic lifeline services for those with no other travel options.

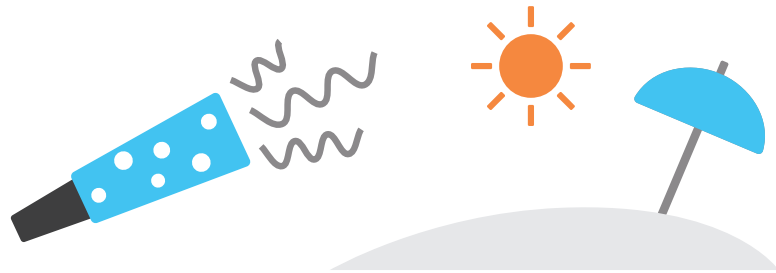


### Bravo! Upgrade Strategy

In addition to introducing Bravo! rapid bus service in additional Transit Opportunity Corridors, incrementally upgrade existing and new Bravo! Routes towards BRT over time.

Bravo! Route 543 was introduced in the Harbor Boulevard corridor in 2013, and Route 560 followed in the 17th Street/Westminster corridor in 2016. Both have proven successful, attracting riders with faster, more reliable service.

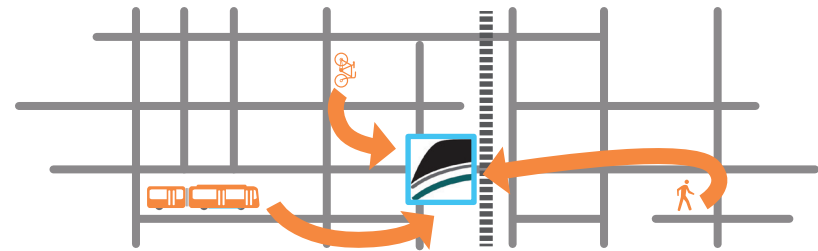
OCTA should improve its existing Bravo! service, upgrading it over time from rapid bus to more robust BRT service. Because both rapid bus and BRT consist of packages of improvements, upgrades can be made incrementally, as funding allows. Initial steps could include introduction of off-board fare payment, all-door boarding, and transit signal priority. In the long term, OCTA should consider queue jumps, improved shelters, and priority transit lanes on the highest ridership corridors.



## Seasonal and Special Event Services

Building on the success of existing services such as the beach community trolleys, the OC Fair Express, and the Angels Express, seek other opportunities to provide part-time service where traffic and parking issues make transit an attractive alternative.

OCTA should explore opportunities to expand its existing seasonal and special-event services. It should also pilot new services through Project V (its program of matching grants for local transit services). A Measure M2 Project V Call-for-Projects in 2018 should focus on additional opportunities for seasonal and special event services that reduce local congestion.



## LOSSAN/Metrolink Improvements

Support improvements to Orange County rail service planned by Metrolink and other partner agencies. Proceed with existing plans to improve station access and to reduce the number of at-grade road crossings.

The LOSSAN (Los Angeles-San Diego-San Luis Obispo) corridor is the existing rail spine for Orange County. A regional rail line, it connects Orange County to downtown Los Angeles. Within Orange County, it runs from Buena Park in the north to San Clemente in the south via major destinations including downtown Fullerton, Anaheim's Platinum Triangle, downtown Santa Ana, Irvine, and Laguna Niguel. It is served by multiple operators and several lines, including Amtrak's Pacific Surfliner from San Luis Obispo to San Diego as well as the Metrolink Orange County, 91/Perris Valley, and Inland Empire-Orange County lines. Additionally, the Metrolink 91/Perris Valley and Inland Empire-Orange County lines operate on tracks east of LOSSAN, connecting to Riverside County.



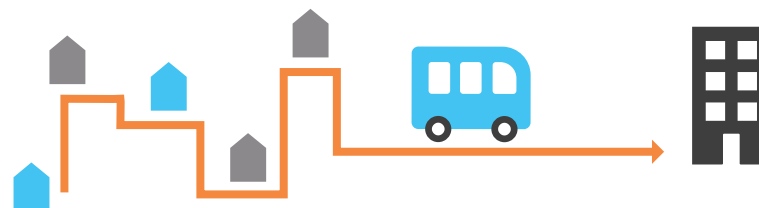
## HOW ELSE CAN MOBILITY BE IMPROVED?



### OC Flex

OCTA will soon introduce on-demand “microtransit” service in limited areas as part of a pilot program. Assuming the pilot is successful, this service could be expanded to locations throughout the county.

OC Flex customers will use a smartphone app or call to reserve a vehicle that should arrive within 15 minutes. It will also be a shared-ride service, meaning that vehicles may stop along the way to serve other passengers. In a broad sense, OC Flex will resemble on-demand, shared-ride services offered by transportation network companies (TNCs) such as Uber and Lyft. However, OC Flex will be available to those without smartphones, cash payments will be accepted, vehicles will be fully wheelchair-accessible, and drivers will be trained by OCTA. Fares will also be lower than those charged by TNCs. Initially, service will be available seven days a week, until mid-evening.



### OC Vanpool Expansion

OCTA’s existing program to incentivize employee vanpools could expand in a number of ways, including in conjunction with continued expansion of the county’s high-occupancy vehicle lane network.

OCTA’s commuter vanpool program is already quite popular: there are approximately 530 vanpools in the county with daily combined ridership of several thousand passengers—more than many OC Bus routes. Vanpooling is an essential component of the transportation system in Orange County, even more so because it reduces traffic congestion during peak periods.



## Paratransit Enhancements

Costs for ACCESS paratransit services have been rising and will likely continue to rise. To keep the program sustainable, OCTA will need to further existing efforts to manage demand.

OCTA has begun taking steps to manage demand, including continued support of senior mobility programs; expanding cooperative agreements; expanding the same-day taxi program; and reviewing fares. Going forward, the following additional steps are recommended:

- 1 Develop and promote economical supplementary services to provide customers with disabilities added convenience or flexibility not available on ADA paratransit.
- 2 In addition to the existing same-day taxi service and cooperative agreements with senior day programs, explore opportunities to provide paratransit using OC Flex. Monitor developments in the ability and willingness of TNCs like Uber and Lyft to participate in programs for people with disabilities while meeting regulatory requirements.
- 3 Track technology developments with the potential to increase the efficiency of ADA paratransit while maintaining or improving customer experience.

Implementing the recommendations of the OC Transit Vision will require concerted effort and resources from OCTA.





Source: Jonathan Riley

# 4

## Transit Action Plan

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The OC Transit Vision has been developed over 18 months with significant input from the OCTA Board of Directors, the OCTA Citizens Advisory Committee, elected officials and municipal staff from Orange County’s 34 jurisdictions, and thousands of residents and visitors to the OC. The plan builds on extensive data analysis and national best practices to explore transit trends and markets and propose recommendations for improving transit throughout Orange County.

Implementing the recommendations of the OC Transit Vision will require concerted effort and resources from OCTA. While many of the projects identified in this plan will take years to come to fruition, there are steps that OCTA can take immediately to begin moving the vision to reality. This chapter outlines a phasing strategy—including costs and funding sources—for implementing the OC Transit Vision.



Source: OCTA



Source: OCTA

## HOW DO WE MOVE TO ACTION?

The projects outlined in the OC Transit Vision are grouped into three timeframes for implementation: short-term (2018-2022), mid-term (2023-2032), and long-term (2033+). This phasing approach recognizes the project development process for major capital investments, such as the OC Streetcar, as well as existing and projected OCTA revenues.

The short-term recommendations focus on projects, programs, and additional studies that largely can be undertaken using existing OCTA resources. By implementing Bravo! service on additional corridors, expanding service on existing routes, piloting new on-demand services, and advancing studies along high-priority Transit Opportunity Corridors (including Freeway BRT on I-5 and SR-55), OCTA can take immediate steps to make transit more frequent, fast, and reliable for Orange County residents and visitors.

The mid-term and long-term recommendations will require additional revenues and depend, in part, on progress made in the next five years.



Capital Costs

UP TO **\$2.6B**

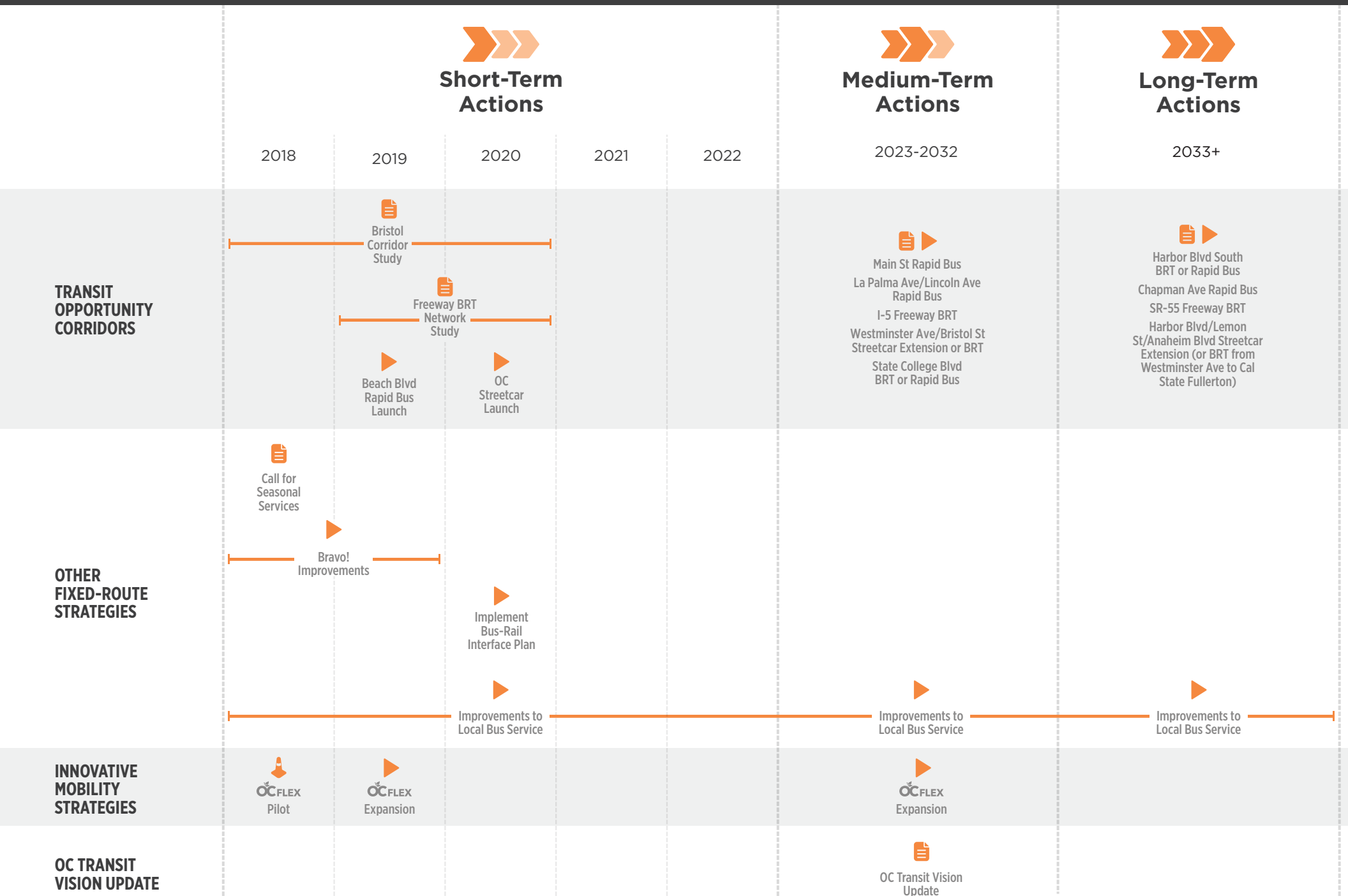
TOTAL CAPITAL COST IF ALL CORRIDORS IMPLEMENTED WITH HIGHEST COST MODE



Revenue Hours

**+480K**

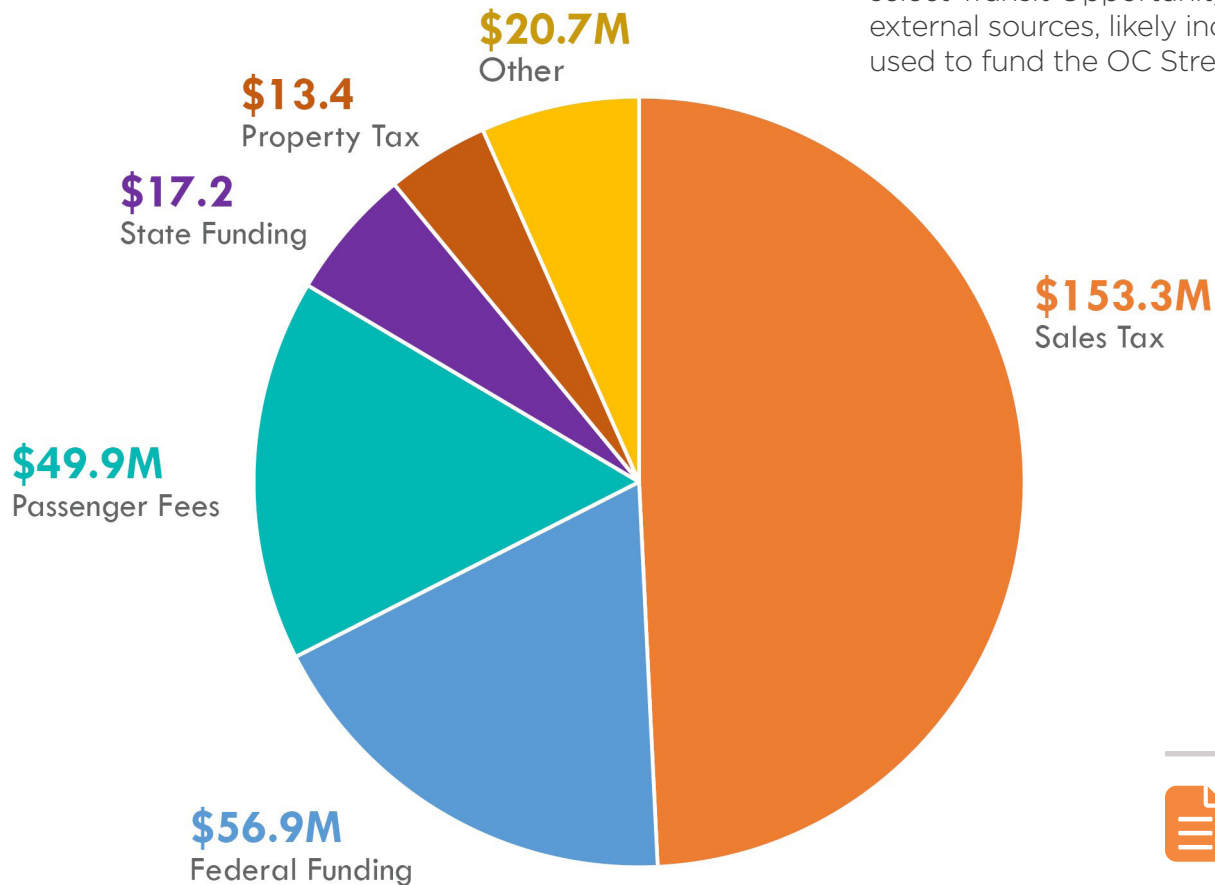
NET CHANGE IN REVENUE HOURS FOR FULL IMPLEMENTATION OF ALL MASTER PLAN SERVICE RECOMMENDATIONS



## HOW DO WE FUND THE VISION?

Over the last decade, limited funding has constrained OCTA's ability to grow service and avoid fare increases. However, by investing resources in areas of high transit demand and developing creative approaches for serving lower demand areas, OCTA has been able to increase service on some of its busiest routes within its existing resources.

In 2016, OCTA's bus and paratransit revenues totaled \$311.4 million. This includes a mix of internal and external sources, including somewhat unpredictable federal and state funding. Many of the OC Transit Vision recommendations could be funded at least in part using existing sources; for example, the OC Flex pilot program is being funded with existing internal resources. However, many recommendations—in particular those related to large capital projects such as select Transit Opportunity Corridors—would require a mix of external sources, likely including federal funding such as that used to fund the OC Streetcar project.



For much more on potential funding sources, see the State of OC Transit report.

## WHERE DO WE GO FROM HERE?

The OC Transit Vision builds on the transit service and programs that are working well in Orange County today and sets a vision for “compelling and competitive transit service that expands transportation choices for current riders, attracts new riders, and equitably supports immediate and long-term mobility” in the county.

The OC Transit Vision provides a near-, mid-, and long-term roadmap for making transit an increasingly popular choice for travel to, through, and within Orange County. The plan identifies specific actions and investments that will help OCTA achieve the goals set forth and prioritizes which steps to take immediately.

The Vision is built on 18 months of research, analysis, and conversations with Orange County residents and visitors. The recommendations are data-driven and are targeted to different needs and markets throughout the county. High-capacity transit projects are focused in areas of Orange County with a high propensity for transit use, while on-demand services are recommended for areas where fixed-route transit historically has been less successful. This combination of approaches means that the OC Transit Vision offers something for everyone—and tailors mobility options to match markets and the communities OCTA serves.

Looking to OCTA’s past successes, and to the good work happening in the county and region today, the OC Transit Vision helps Orange County chart a path to becoming a home for transit services that provide enhanced mobility for all residents and visitors.







**OC TransitVISION**

## City Transit Ridership and Transit Opportunity Lines

City	2017 Boardings	Percent	TOC Lines
SANTA ANA	12,296,043	31.17%	7
ANAHEIM	6,840,148	17.34%	4
GARDEN GROVE	2,611,131	6.62%	3
ORANGE	2,357,643	5.98%	3
FULLERTON	1,823,328	4.62%	3
COSTA MESA	1,794,656	4.55%	3
WESTMINSTER	1,769,724	4.49%	3
HUNTINGTON BEACH	1,171,031	2.97%	2
IRVINE	1,114,259	2.82%	2
TUSTIN	1,030,394	2.61%	2
BUENA PARK	929,813	2.36%	2
STANTON	710,429	1.80%	2
NEWPORT BEACH	655,260	1.66%	1
FOUNTAIN VALLEY	560,988	1.42%	1
LAGUNA HILLS	436,152	1.11%	1
MISSION VIEJO	288,377	0.73%	1
LA HABRA	276,326	0.70%	0
LONG BEACH*	250,901	0.64%	0
BREA	243,055	0.62%	1
CYPRESS	231,767	0.59%	1
COUNTY OF ORANGE	221,980	0.56%	0
LAGUNA BEACH	209,712	0.53%	0
LAKE FOREST	203,477	0.52%	0
PLACENTIA	180,311	0.46%	0
DANA POINT	172,217	0.44%	0
SAN JUAN CAPISTRANO	147,977	0.38%	0
SAN CLEMENTE	127,812	0.32%	0
LAGUNA NIGUEL	112,639	0.29%	1
LOS ALAMITOS	111,866	0.28%	0
LAGUNA WOODS	108,547	0.28%	1
HAWAIIAN GARDENS*	93,850	0.24%	1
SEAL BEACH	90,545	0.23%	0
CERRITOS*	73,282	0.19%	1
RANCHO SANTA MARGARITA	48,720	0.12%	0
LA PALMA	44,523	0.11%	0
LAKELWOOD*	28,541	0.07%	0
LOS ANGELES*	18,667	0.05%	0
ALISO VIEJO	17,519	0.04%	0
ARTESIA*	11,800	0.03%	0
LA MIRADA*	10,916	0.03%	0
RIVERSIDE*	10,719	0.03%	0
VILLA PARK	4,518	0.01%	0
YORBA LINDA	2,252	0.01%	0
CORONA*	1,957	0.00%	0
<b>Total</b>	<b>39,445,772</b>		

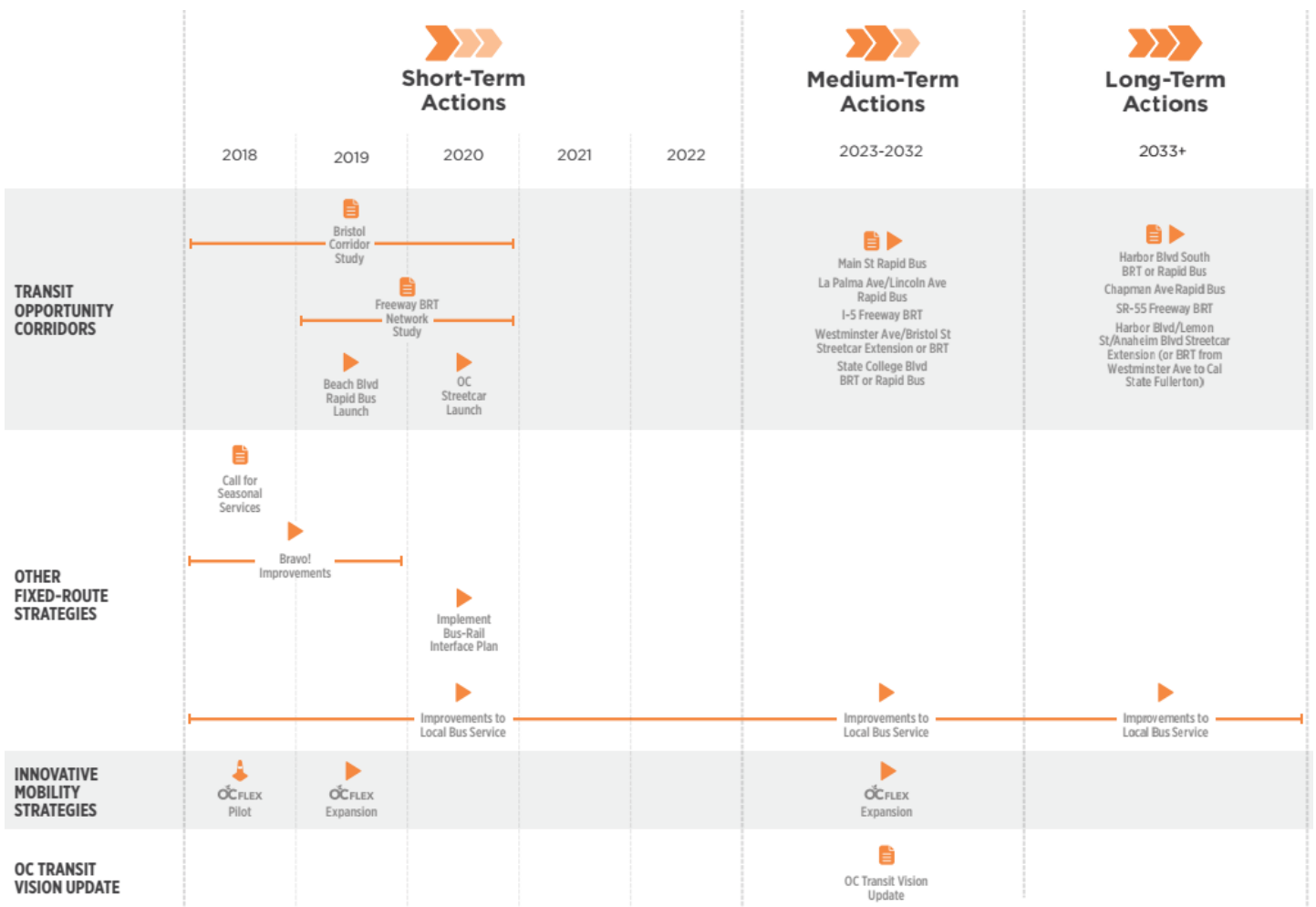
\* Outside of Orange County

# ACTION PLAN AND NEXT STEPS

Implementing the recommendations of the OC Transit Vision will require concerted effort and resources from OCTA. While many of the projects identified in this plan will take years to come to fruition, there are steps that OCTA can take immediately to begin moving the vision to reality. This chapter outlines a phasing strategy, costs, and funding sources for implementing the OC Transit Vision.

## PHASING STRATEGY

The phasing strategy addresses recommendations described in Chapters 5, 6, and 7 of the OC Transit Vision. Note that recommendations in some areas, such as paratransit, are not included here as they should be further defined through future processes.



## Short-Term Recommendations (2018-2022)

### Implement OC Flex Microtransit Pilot in Bolsa-Dorado and Aliso-Mission Zones (2018)

In summer 2018, OCTA will pilot OC Flex service, allowing customers to request shared on-demand rides by smartphone app or phone call. Two pilot zones, each approximately six square miles, have been identified around the Goldenwest Transportation Center and the Laguna Niguel/Mission Viejo Metrolink station. During operating hours, customers can be picked up or dropped off anywhere within these zones by branded OCTA vans. If successful, OCTA could expand OC Flex to additional areas where existing bus service is unproductive or nonexistent.

### Issue Project V Call for Seasonal and Special Event Services (2018)

OC Transit Vision outreach identified a desire for more specialized fixed-route services, such as the increasingly popular OC Fair service. Additionally, while many community shuttle services funded under the Measure M2 Project V program have struggled to attract riders, seasonal services have proven popular. A Project V call-for-projects in 2018 should focus on additional seasonal and special event services that reduce local congestion.

### Develop and Implement Strategies for Incremental Improvements to Existing and Future Rapid Bus (Bravo!) Routes (2018-2019)

Several lower-cost operational upgrades can improve the speed of existing and future Bravo! routes. These include off-vehicle fare collection, all-door boarding, and transit signal priority. OCTA staff will work with local jurisdictions, beginning on Harbor Boulevard and Beach Boulevard, to pilot select improvements. In addition, many bus stops along these corridors may qualify for Measure M Project W funding to improve passenger amenities such as customer information, bus shelters, and seating.

### Analyze Regional Bus-Rail Connections as Part of Upcoming Los Angeles–Orange County Transportation Study (2018-2019)

As Los Angeles County builds out its Metro Rail system over the next 40 years, Orange County should continue to explore ways to integrate with lines terminating near the county border. The OC Transit Vision analyzed connections to these corridors within Orange County; however, they did not score well enough to recommend short- or medium-term improvements. A broader analysis of these connections should be included in an upcoming joint transportation study between the two counties.

### Conduct Transit Corridor Study of Bristol Street from Initial OC Streetcar Alignment to South Coast Metro Area (2018-2020)

As OCTA completes the Central Harbor Transit Study, it is logical to study the next most viable alignment for streetcar or bus rapid transit (BRT). Based on initial ridership modeling, Bristol Street shows the greatest potential. Staff will present study-area limits and a project scope to the OCTA Board prior to proceeding with any study.

### Implement Beach Boulevard Rapid Bus (2019)

The OCTA Board approved Bravo! service on Beach Boulevard in 2016, pending availability of necessary resources. OCTA staff has identified grant funding to purchase additional buses and

operating resources to implement the service by 2019. A consultant is currently studying the feasibility of transit signal priority in this corridor to further improve transit speed and reliability.

### **Expand OC Flex (2019, pending successful pilot)**

OCTA staff will provide the Board with updates on the OC Flex pilot project. If the service meets its performance criteria, the service could be expanded to two additional zones.

### **Conduct Freeway BRT Network Study (2019-2020)**

Freeway BRT is a new mode for Orange County, and one that has varied widely in its implementation elsewhere. Rather than advance individual projects, OCTA will conduct a network study of potential Freeway BRT corridors, including I-5, SR-55, and others (such as I-405). This study would identify the most promising corridors and begin to shape Freeway BRT's infrastructure and operational characteristics. This work could be included as part of a larger study examining managed lanes throughout the county.

### **Begin Operations of Initial OC Streetcar Service and Implement Bus-Rail Interface Plan (2020)**

The initial segment of the OC Streetcar is scheduled to open in December 2020. A bus-rail interface plan was developed to complement the streetcar service by making changes to alignments, frequencies, and service hours of connecting routes.

### **Improve Service on Major, Local, and Community routes to meet Transit Investment Framework Guidelines (ongoing, as resources are available)**

The OC Transit Vision includes a Transit Investment Framework that OCTA should use to prioritize changes to routes not recommended for rapid bus, BRT, or streetcar upgrades. As funding is available beyond the resources needed to implement the other recommendations in the OC Transit Vision, service on these routes should be improved to meet the service span and frequency standards contained in the framework.

## Mid-Term Recommendations (2023-2032)

### Update OC Transit Vision (2023)

The OC Transit Vision—and the existing Transit Opportunity Corridor recommendations—will be updated to incorporate new studies or changes in travel demand. This update will also recommend additional corridor studies.

### Mid-Term Service Recommendations

The following list includes transit projects that may be implemented in the mid-term based on project development and funding availability:

- Main Street rapid bus
- OC Flex expansion
- La Palma Avenue/Lincoln Avenue rapid bus
- I-5 Freeway BRT
- Westminster Avenue/Bristol Street streetcar extension or BRT from Goldenwest Transportation Center to UC Irvine
- State College Boulevard BRT or rapid bus

## Long-Term Recommendations (2033+)

Based on project development and performance, these services are recommended for long-term implementation if funding is available:

- Harbor Boulevard/Lemon Street/Anaheim Boulevard streetcar extension, or BRT from Westminster Avenue to Cal State Fullerton
- Harbor Boulevard South BRT or rapid bus
- McFadden Avenue/Bolsa Street rapid bus
- Chapman Avenue rapid bus
- SR-55 Freeway BRT



# **Transit Master Plan - Draft Final Plan and Action Plan**

# Context of Transit Master Plan

- Countywide Study of Long-Term Transit Needs
- Input for Long-Range Transportation Plan
- Guides Future Bus Service Recommendations
- First Step in Project Development Process
  - Master Plan
  - Feasibility Studies
  - Environmental Review
  - Engineering/Design





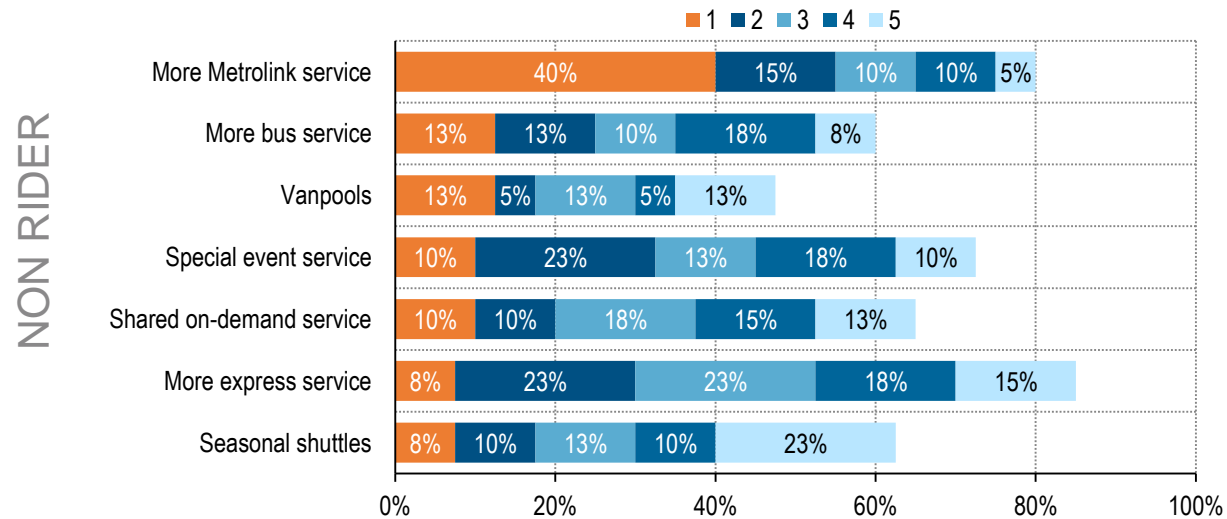
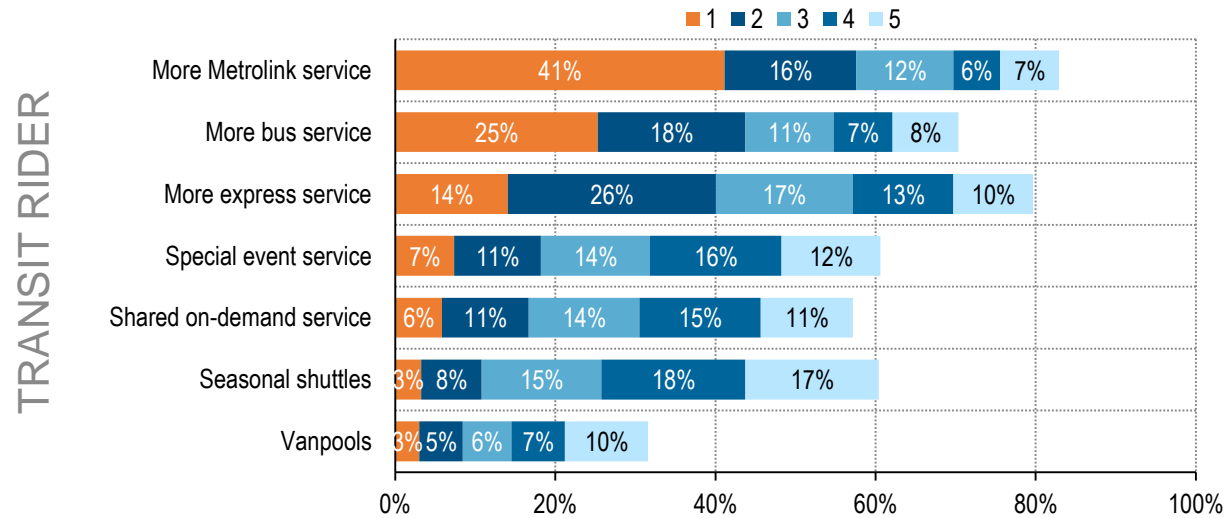
# Board Feedback on Potential Next Steps

- Connecting JWA to the Anaheim Resort
  - Private providers meeting existing need
  - Westminster Avenue – Bristol Street line connection
  - Work with JWA on short-term connection improvements
- Connecting Orange County to Metro Rail
  - Connections considered and did not screen well
  - Work with Metro on cross-county transportation study
  - Monitor Metro project development
- Regional Coverage
  - 20 of 34 cities containing 78 percent of the population would have at least one transit opportunity line
  - Plan includes recommendation for other transit options
  - Revisit plan in four years with updated land-use and demographics

# Recommended Corridors

Corridor	Limits	Technical Score (1-5)	Survey Support	Rapid Streetcar	Bus Rapid Transit (BRT)	Rapid Bus
Harbor Boulevard/ Santa Ana Boulevard	California State University, Fullerton to Santa Ana Regional Transportation Center	4.0	MID	✓	✓	
Westminster Avenue/ Bristol Street	Goldenwest Transportation Center to UC Irvine	3.7	MID	✓	✓	
Harbor Boulevard (South)	17 <sup>th</sup> Street/Westminster to Hoag Hospital Newport Beach	2.6	MID		✓	✓
State College Boulevard	Brea Mall to Downtown Santa Ana	2.9	MID		✓	✓
Beach Boulevard	Fullerton Park-and-Ride to Downtown Huntington Beach	2.8	HIGH			✓
Main Street	Anaheim Regional Transportation Intermodal Center to South Coast Plaza Park-and-Ride	3.2	HIGH			✓
La Palma Avenue/Lincoln Avenue	Hawaiian Gardens to Anaheim Canyon Station	2.7	LOW			✓
Chapman Avenue	Hewes Street to Beach Boulevard	2.4	LOW			✓
McFadden Avenue/Bolsa Street	Goldenwest Transportation Center to Larwin Square	3.0	LOW			✓
Interstate 5 Freeway	Fullerton Park-and-Ride to Mission Viejo/Laguna Niguel Station	2.6	HIGH		✓	
State Route 55 Freeway	Santa Ana Regional Transportation Center to Hoag Hospital	2.6	MID		✓	

# Survey: Other Improvements



# Short-Term Action Plan

- Implement OC Flex microtransit pilot zones (2018)
- Issue Project V Call for Projects for seasonal, special event, and year-round community transit services (2018)
- Develop and implement strategies for incremental improvements to existing and future rapid bus (Bravo!) routes (2018-2019)
- Analyze regional bus-rail connections as part of upcoming Los Angeles–Orange County Transportation Study (2018-2019)
- Conduct transit corridor study of Bristol Street from initial OC Streetcar alignment to South Coast Metro area (2018-2020)
- Implement Beach Boulevard rapid bus (2019)
- Expand OC Flex (2019, pending successful pilot)
- Conduct freeway BRT network study (2019-2020)
- Begin operations of initial OC Streetcar service and implement Bus-Rail Interface Plan (2020)
- Improve service on bus routes to meet Transit Investment Framework Guidelines (ongoing)

# Mid/Long-Term Recommendations

## ■ Mid-Term Recommendations (2023-2032)

- Update OC Transit Vision
- Main Street rapid bus
- OC Flex expansion
- La Palma Avenue/Lincoln Avenue rapid bus
- Interstate 5 freeway BRT
- Westminster Avenue/Bristol Street streetcar extension or BRT from Goldenwest Transportation Center to UC Irvine
- State College Boulevard BRT or rapid bus

## ■ Long-Term Recommendations (2033+)

- Harbor Boulevard/Lemon Street/Anaheim Boulevard streetcar extension, or BRT from Westminster Avenue to California State University, Fullerton
- Harbor Boulevard south BRT or rapid bus
- McFadden Avenue/Bolsa Street rapid bus
- Chapman Avenue rapid bus
- State Route 55 freeway BRT

# TRANSIT RECOMMENDATIONS



# Next Steps

- Finalize plan with Board feedback
- Communicate final recommendations to public and stakeholders
- Direct staff to implement short-term recommendations
- Consider medium-term and long-term recommendations in the upcoming Long-Range Transportation Plan process



**February 8, 2018**

**To:** Transit Committee

**From:** Darrell Johnson, Chief Executive Officer

A handwritten signature in black ink, appearing to read "Darrell Johnson for", is written over the printed name of the Chief Executive Officer.

**Subject:** 2018 Project V Community-Based Transit/Circulators Program Guidelines and Call for Projects

### **Overview**

Measure M2 establishes a competitive program through Project V to fund local transit services such as shuttles, trolleys, and circulators that complement regional transit services. Based on interest from local agencies, a competitive Call for Projects is recommended, and updated guidelines are presented for review and approval.

### **Recommendations**

- A. Approve the 2018 Project V Community-Based Transit/Circulators Program Guidelines.
- B. Authorize staff to issue the 2018 Project V Community-Based Transit/Circulators Call for Projects in the amount of \$12 million.

### **Background**

Project V is a competitive program under Measure M2 (M2) that provides funding to develop and implement local transit services. Based on current forecasts, the total estimated revenue for Project V under M2 for the 30-year period (2011-2041) is \$251 million. Services eligible for this program include local shuttles, trolleys, and circulators that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. Year-round services and seasonal/special event shuttles have been eligible to compete for funding. Further, Orange County Transportation Authority (OCTA) has helped local agencies provide fixed-route services by providing transit operations and maintenance directly through OCTA's Transit Division. These services are frequently referred to as "OCTA-led" services.



The initial guidelines for Project V were approved by the OCTA Board of Directors (Board) in November 2012. The last Project V Call for Projects (call) occurred in 2016. Since inception, the Board has approved 23 projects with capital and/or operations and maintenance elements for a total of \$36.5 million in Project V funds. Through September 30, 2017, OCTA has received reimbursement requests from local agencies and has expended \$3.6 million for Project V services.

Seasonal service and special events serve the local community and tourists in higher density areas during peak seasons to alleviate local congestion and connect parking locations to activity centers, which contributes to their higher productivity. Local circulators provide fixed-route services to the local community and regional commuters by connecting key activity centers within the local service area. The special event services have proven to be especially successful, whereas the year-round fixed-route services have not performed at the same level, and several agencies have experienced difficulties in meeting the minimum performance standard (Attachment A).

To further serve the mobility needs of the communities in Orange County, staff requested letters of interest from local agencies to determine the timing for a future round of Project V funding. As reported to the Board in January 2018, local agencies primarily expressed an interest in seasonal, special event, and year-round services (Attachment B).

### ***Discussion***

Considering the level of interest in providing new community-based services and the lessons learned from existing projects and successes, staff is proposing a 2018 Project V call targeting special events and seasonal services. However, year-round services provided through non-OCTA service providers will be eligible for consideration. While OCTA-led services will not be eligible for this call cycle, OCTA will continue to provide support to local agencies wishing to use their own resources to develop these types of services under Project V. If an expansion of an existing Project V year-round service is being proposed, the existing service must have met the minimum performance requirement in the last quarter (Q2: October 1, 2017 - December 31, 2017) to qualify for consideration. Due to low interest, the proposed guidelines do not include planning studies in this call. This will allow OCTA to focus Project V resources on service operations and capital in this call. It is proposed to make available \$12 million in Project V funds for a 2018 call. Grants would be available for a period of three to five years, and this will enable projects in this call to better align with current projects and timescales for a future Project V call.

The Project V Guidelines have been updated to include criteria relevant to the proposed 2018 call (Attachment C). The updates mainly relate to the period of funding (three to five years), eligible categories, and scoring criteria related to the proposed call. Projects that apply for the 2018 call would be evaluated and scored against criteria identified in the guidelines (Attachment D). The 2016 Project V call allowed approximately 3 months for applications (November 23, 2015 – February 29, 2016) and 3 months for OCTA project-level reviews. The 2018 call includes approximately 6 weeks for agencies to develop and submit applications, with applications due by March 23, 2018. OCTA will then review and score the applications through early May 2018. The expedited timescale is due to the high level of interest in a call from local agencies and allows the opportunity to award funding from fiscal year (FY) 2018-19, if an agency can demonstrate project readiness.

#### Next Steps

Upon approval of the guidelines, OCTA will notify local agencies of the call and applications will be due by March 23, 2018. Staff will then assess the applications and return to the Board with funding recommendations in June 2018. Funding will be available starting in FY 2018-19, if an agency can demonstrate adequate project readiness, and in FY 2019-20.

#### **Summary**

Project V Community-Based Transit/Circulators 2018 Program Guidelines for administration of a 2018 call are presented for review and approval. Staff is also seeking approval to issue a 2018 call.

***Attachments***

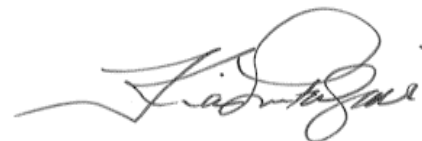
- A. Project V Services – Ridership Report
- B. Project V Letters of Interest Overview
- C. Comprehensive Transportation Funding Programs, Chapter 6 –  
Community-Based Transit/Circulators (Project V)
- D. Project V, 2018 Call for Projects Application & Scoring Criteria

**Prepared by:**



Jodie McCann  
Senior Transportation Funding  
Analyst  
(714) 560-5320

**Approved by:**



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

**Project V Services - Ridership Report**

Agency	Service Description	Project V Funding	Service Type	Service Start Month/Year	Actual Rider Fare	<sup>1</sup> Boardings Per Revenue Vehicle Hour (B/RVH)
Costa Mesa	Local Circulator From Costa Mesa To Anaheim	\$ 2,790,638	Local Circulator	July 2017	\$0	1
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	Seasonal Service	June 2015	\$0	16
Dana Point	Pacific Coast Highway and Special Event Trolley	\$ 905,968	Seasonal Service	June 2017	\$0	17
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	Special Event	July 2015	\$0	12
Huntington Beach	Seasonal Local Transit Service	\$ 917,700	Seasonal Service	July 2017	\$0	2
La Habra <sup>2</sup>	Local Community Circulator	\$ 1,719,839	Local Circulator	August 2014	\$1	6
La Habra	Special Event Service	\$ 96,810	Special Event	Novemeber 2016	\$0	7
Laguna Beach	Summer Weekend Trolley and Seasonal Service	\$ 3,559,860	Special Event	March 2015	\$0	34
Laguna Beach	Year Round and Seasonal Service	\$ 1,967,400	Year Round and Seasonal Service	July 2017	\$0	8
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Commuter Service	July 2015	\$0	10
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Commuter Service	June 2017	\$0	21
Mission Viejo <sup>3</sup>	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	\$0	4
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	\$0	20
County of Orange	Local Circulator and Special Event Service	\$ 2,041,547	Local Circulator and Special Event	June 2017	\$0	7
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	\$0	46
San Clemente <sup>4</sup>	On-Demand Rideshare	\$ 914,400	Rideshare Service	October 2016	\$2+	--
San Juan Capistrano	Summer Trolley Service	\$ 95,486	Seasonal and Special Event	June 2017	\$0	18

2017 Ridership reported for the period ending September 30, 2017.

1. Rounded to the nearest whole number.
2. This service has been cancelled by the City of La Habra effective October 2017, due to low productivity.
3. The City of Mission Viejo has experienced an upward trend in B/RVH in recent months and achieved nine B/RVH in September.
4. The average ridership for this service cannot be confirmed at this time. Awaiting confirmation from the service provider, LYFT, INC.

**Project V Letters of Interest Overview**

Local Agency	Project Title	Type	2016 Call for Projects Project V Planning Study
Buena Park	Shuttle Service	Year-Round	No
Dana Point	Dana Point Trolley	Seasonal Expansion	No
Irvine	To Be Determined	To Be Determined	No
Laguna Beach	Summer Weekend Service	Seasonal	No
Laguna Niguel	Trolley Service	Year-Round	Yes
Mission Viejo	Local Circulator	Year-Round Expansion	Yes
Orange	Feasibility Study	Special Events	No
Placentia	On-Demand and Special Events	Pilot and Special Events	Yes
San Clemente	Trolley Service	Seasonal/Year-Round Expansion	No
San Juan Capistrano	Summer Trolley	Seasonal	No
Santa Ana	Downtown Trolley	Seasonal/Special Events	No
Tustin	Local Circulator	Year-Round	Yes
Yorba Linda	Senior Mobility Program	Senior Mobility Program Expansion from four to five days per week	No

## Comprehensive Transportation Funding Programs

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### Chapter 6 – Community-Based Transit/Circulators (Project V)

#### Overview

The Measure M2 (M2) Project V - Community-Based Transit/Circulators Program establishes a competitive process to enable local jurisdictions to develop community-based local transit services that complement regional transit services, and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of operations and maintenance using non-Orange County Transportation Authority (OCTA) resources. Public-private partnerships<sup>1</sup> are encouraged but not required. Local jurisdictions may partner with each other.

**Regional Transit:** Regional Transit services are provided by OCTA, specifically through routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per revenue vehicle hour). Additional information on OCTA routes and schedules can be accessed from OCTA website at [www.octa.net](http://www.octa.net).

#### Objectives

- To provide community transit service that is safe, clean and convenient.
- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service.
- To meet transportation needs in areas not served by regional transit.

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<sup>1</sup> Public-private partnerships are defined as direct financial contributions or sponsorships for eligible program activities



## 2018 Call for Projects

The 2018 Call for Projects (call) for Project V will provide approximately \$12 million for community-based transit/circulators across Orange County. Specifics on the funding policies that apply to this call are identified below.

### Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency utilizing the Application Form, available electronically from OCTA. Agencies are required to submit electronic and hardcopy applications for the 2018 call for projects by **5:00 p.m. on Friday, March 23, 2018. Late submittals will not be accepted.**

**Three (3) unbound hardcopies** of the application and any supporting documentation must be submitted to OCTA by the application deadline, along with an electronic copy (CD, USB, or Dropbox).

Hardcopy applications should be mailed to:

OCTA  
Attention: Jodie McCann  
550 S. Main Street  
P.O. Box 14184, Orange, CA 92863-1584

Hardcopy applications may be hand delivered to:

600 S. Main Street  
Orange, CA 92868

### Resolutions

A resolution or minute action must be approved by the local agency's governing body. The mechanism selected shall serve as a formal request for Project V funds and states the matching funds will be provided by the agency, if necessary. All project requests must be included in this section.

At minimum, a draft resolution must be submitted with the application by the March 23<sup>rd</sup> deadline. A final adopted resolution must be submitted to OCTA by **Friday, April 13, 2018**. A sample resolution is included in Exhibit 6-2.



## Pre-Award Activities

Pre-Award Activities are allowable under Precept 6. A grantee may, at its own risk and without an executed OCTA Cooperative Agreement, obligate funds. Expenditures that are made prior to an executed OCTA Cooperative Agreement, but after July 1, of the programmed Fiscal Year (FY) must be identified in the grant application and must be submitted to OCTA for administrative approval prior to the implementation of the project.

## **Project Participation Categories**

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of delivering community-based transit will be delivered. The program categories listed below identify key project elements that can be pursued through the Project V funding source. The program categories eligible for funding through Project V are:

Planning for new service - Up to \$50,000 per agency (Not applicable to 2018 Call)

- Need for Community-Based Transit/Circulator Services
- Origin and Destination Studies
- Surveys and Marketing Research
- Development of Proposed Service Plans
- Transit Coordination Studies

## Capital

- Bus and vehicle leases/purchases for the purposes of providing seasonal/special event shuttles and trolleys. If the purchase of vehicles is more cost efficient than a lease, justification and supporting documentation must be provided. Vehicle purchases will be evaluated on a case-by-case basis.
- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
  - Bike racks
  - Software
  - Communications equipment
  - Fare collection equipment
  - Passenger amenities
  - Americans with Disabilities Act (ADA) equipment for vehicles
- Maintenance facilities and fueling stations required for the new transit service





- Bus stop improvements (including signage, furniture and shelters) for Project V funded service stops only).

## Operations and Maintenance

All costs below are subject to OCTA subsidy limitations outlined on page 6-6:

- Seasonal, fixed route, deviated fixed route, demand responsive community transit and shuttle services including administration, operations and maintenance of services.
- Transportation services provided by non-OCTA providers.
- ~~Services to be operated by OCTA. Local agencies may propose an alternative service provider which will be considered at the discretion of OCTA.~~
- Expansion of fixed-route services will only be considered if the existing service has met the minimum performance standards in the last quarter (see page 6-6). Existing OCTA led services are eligible for expansion if an alternate service provider is identified.
- Temporary off-site parking for special events subject to agreement with the property owner and approval by OCTA.
- Parking leases needed in response to expanded transit services.
- Special event shuttle services for events that will create significant congestion.
- Other flexible and innovative transit services contingent on the service plan and anticipated service performance.
- Marketing efforts including expenditures related to seasonal or special event service schedules, marketing materials such as flyers and brochures and community outreach efforts. Project V contribution for marketing will be capped at \$25,000 for the startup cost and up to \$10,000 annually thereafter for the remaining grant period.

Agencies may be awarded, from all eligible project categories, no more than \$550,000 annually for a period of three to five years per project. Funding will begin in FY 2018-19, if an agency can demonstrate project readiness, or in FY 2019-20.

## **Ineligible Categories**

Project V funds may not be used for the following:

- Right of way acquisition
- To supplant existing transit services (subject to the Regional Transit definition in Section 1)



- Fare subsidies (Free shuttles are not considered subsidized fare for this program)
- Indirect costs
- Planning studies
- OCTA-led services

## Project Requirements

All projects funded through Project V must comply with the Comprehensive Transportation Funding Programs Guidelines, unless specifically noted in the agreement with the local agency and must comply with applicable state and federal laws, including American with Disabilities Act (ADA) requirements for transit services.

### Planning for New Service (Not applicable to 2018 Call)

Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service. OCTA transit planning staff must be included in the development of any planning documents funded through the Project V planning category. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.

### Capital

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other amenities as described in Chapter 3, under eligible costs. Progress on capital projects must be reported to OCTA through the semi-annual review process. Agencies must inspect vehicle purchases to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met. If vehicles are sold before the end of their useful life or if service is discontinued, agencies shall repay OCTA the same percentage of the sale price or estimated value based on straight line depreciation of asset consistent with the Project V percentage of the initial purchase.



## Operations and Maintenance

OCTA has established an operating reserve as part of this program that may be used to support the costs of operations and maintenance. The operating reserve is subject to the following requirements:

- Service performance will be evaluated on a quarterly basis. The minimum performance standards are calculated by dividing boardings by the revenue vehicle hours (B/RVH) as detailed below:

Year 1	Year 2	Year 3+
Meet or exceed 6 B/RVH by end of Year 1 <sup>2</sup>	Maintain 6 B/RVH each reporting period <sup>3</sup> and; Meet or exceed 10 B/RVH by end of Year 2	Maintain 10 B/RVH each reporting period

- After Year 1, services that perform below the minimum performance standard for two or more reporting periods will be evaluated for cancellation.
- As part of the Project V service, local agencies must develop strategies to measure ridership satisfaction and on-time performance and must achieve an 85% on-time performance on an ongoing basis and rider satisfaction must be 90% satisfied based on customer surveys.
- Awarded agencies must submit operations and maintenance costs and ridership and fare performance data to OCTA on a quarterly basis. The OCTA Transit Committee will be provided with summarized information from these reports on a semi-annual basis.
- The OCTA subsidy allows awarded agencies to be reimbursed on a pro-rata basis, but not to exceed \$9 per boarding or 90 percent of net operating and maintenance costs (after deducting fares and non-OCTA subsidies), *whichever is less*. The \$9 per boarding may increase annually by an OCTA-approved inflationary factor.
- Consistent with Federal law, Americans with Disabilities Act (ADA) complementary paratransit service is required for certain types of transit operations. For Project V funded services, paratransit services will be covered with Project V funds through the OCTA Board policy. Agencies receiving Project V funds may-will be required to adopt a paratransit plan prior to starting operations.

<sup>2</sup> One year from the first day of operating the Project V funded service

<sup>3</sup> Fiscal year quarterly basis



## Agency Match Requirements

Local funds are required to provide a minimum 10% non-OCTA match for all Project V components. The match may be comprised of any combination of private contributions, advertising revenues, and local discretionary funds ~~and farebox revenue~~. ~~Farebox revenue cannot be used for capital match~~. The match may not be made up of in-kind services. Capital match funding commitments in excess of ten percent are eligible for additional points. The OCTA contribution for Operations and Maintenance will not exceed \$9 per boarding, therefore actual match provided by the local agency may be greater than 10% depending on the ridership. Agency match commitments will be incorporated into the funding agreement.

## Eligibility Requirements

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent, effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects will be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program.
- Support recommendations from OC Transit Vision, OCTA Short Range Transit Plan, local transit planning efforts and goals of the Sustainable Communities Strategy.
- Supplement rather than supplant existing transit services and emphasize service to areas not served by transit.
- Demonstrate local share of operations and maintenance funding for specific time horizon.
- Demonstration of cost reasonableness for new bus stop improvements.
- Agency must have a financial plan outlining a funding strategy for ongoing operations and maintenance (maximum of five years).
- Local agency will be required to enter into a cooperative funding agreement with OCTA.
- All projects must include meeting ADA requirements, and these costs must be included in the project application.
- Complete applications must be approved by the city council and partner jurisdictions prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration



- Local agencies will be required to submit appropriate National Transit Database data to OCTA or local agency's operator must submit directly to the National Transit Database.

## Application Process

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. An application for any proposed service must include a detailed funding/operations plan.

The project application for capital and operations and maintenance shall include, at a minimum, the following information:

- Project need, goals and objectives
- Project development and implementation schedule
- Funding plan (funding needs, match funding availability, operations funding assurances, and public-private partnership arrangements)
- Ongoing service and operations plan
- Operations and maintenance facility management
- Any additional information deemed relevant by the applicant
- Ridership Projection
- Coordination with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program

The project application for planning for new projects shall include a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service.

Complete project applications must be submitted by the established due date to be eligible for consideration.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. For applications completed in accordance with the program requirements, the projects will be scored, ranked and submitted to the Executive Committee, and the Board for consideration and funding approval. The process is expected to be concluded by June 30, 2018.

The final approved application (including funding plan) will serve as the basis for any funding agreement required under the program. The approved projects will be subject to the Comprehensive Transportation Funding Programs (CTFP) Guidelines for project delivery requirements.



## Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable an adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of the project.

### Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (planning, environmental, permitting, design, right-of-way acquisition, equipment and vehicle acquisition, construction, and project oversight)
- Preliminary cost estimates for operations and maintenance should be coordinated with OCTA.
- Funding request for each phase of project implementation with match funding amounts and funding sources clearly identified
- Demonstrated financial commitments for match funding and ongoing operations
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs
- Project readiness status
- Realistic project schedule for each project phase

### Scoring Criteria

Specific scoring criteria will be used to evaluate the competitive program project applications. Emphasis is placed on projects with firm financial commitments and overall project readiness as shown in the Project V scoring criteria. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness and local/regional benefits.

The formal application must include feasibility and efficacy components to demonstrate transportation benefit to ensure the selected project(s) meet the spirit and intent of M2.

Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching funds
- Level of commitment from non-applicant partners



- Operating cost per boarding for initial season or first special event
- Project readiness including initial operating period for seasonal services or special event readiness
- Projected daily boardings with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Projected annual visitors served by seasonal route
- Community outreach
- Agency experience

## Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

*Council Resolution:* A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

*Lease/Cost Sharing Agreements:* Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

*Project Documentation:* If the proposed project has completed initial planning activities (such as project study report or equivalent, environmental impact report, or design), evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary to adequately evaluate the project application.

*Operations Plan:* In addition to the financial details indicated in this chapter, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

## **Reimbursements**

The planning, capital, and operations and maintenance (O&M) phases are administered on a reimbursement basis. Planning, capital, and O&M reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with the cooperative funding agreement. OCTA operating subsidy will be no more than Nine Dollars (\$9.00) per boarding or Ninety Percent (90%) of net operations



and maintenance costs, whichever is lower. Local agency matching commitment to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.

Funds must be utilized in the programmed FY. If there are FY project savings, a transfer of funds may be requested to a subsequent FY within the project. Agencies may only use savings as an aid for unanticipated cost overruns within the approved scope of work. A transfer request must be submitted in conjunction with the final reimbursement request, and formally submitted during the Semi-Annual Review. Transfers of savings will not be done retroactively, and overall project savings are returned to the program for use in subsequent calls for projects.

## Calculation of Payment

OCTA operating subsidy will be no more than Nine Dollars (\$9.00) per boarding OR Ninety Percent (90%) of net operations and maintenance costs, whichever is lower.

### Example:

Sample payment calculation	
Assumptions:	
10% match	
1,500 boardings	
Net Operating Cost	\$ 20,000
Agency Match (10%)	\$ 2,000
Agency Reimbursement (90% Reimbursement)	\$ 18,000
<i><b>or</b></i>	
Net Operating Costs	\$ 20,000
\$9 x Boardings (\$9 x 1,500)	\$ 13,500
Agency Match	\$ 6,500
Agency Reimbursement (\$9 per boarding)	<b>\$ 13,500</b>



Net operations costs = operation & maintenance costs (after deducting fares/fees)  
 Local agency minimum matching requirement to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.





## **Project Cancellation**

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

For vehicles owned by local agencies that were funded through Project V, if the service is discontinued, agencies shall repay OCTA for vehicles at the same percentage of the sale price, or estimated value based on straight line depreciation of asset consistent with the Project V percentage of the initial purchase.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

## **Audits**

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.



## Exhibit 6-1

### Point Breakdown & Application Checklist for Community-Based Transit/Circulators (Project V)

<b>APPLICATION CHECKLIST</b>	
Application materials should be submitted in the order they are listed below. Refer to the CTFP Guidelines for more detailed application requirements. Points shown are the maximum points given per category.	
<b>Completed Application</b>	<input type="checkbox"/>
<b>Board/Council Resolution (Draft Permitted Initially)</b>	<input type="checkbox"/>
<b>Scoring Criteria – 100 Points Total</b>	
<b>Financial Commitment (15 Points)</b>	<input type="checkbox"/>
Capital Match Rate	<input type="checkbox"/>
<b>Cost Effectiveness (15 Points)</b>	<input type="checkbox"/>
Estimated Operating Cost per Revenue Vehicle Hour	<input type="checkbox"/>
Lease/Cost Estimates & Project Backup Documentation	<input type="checkbox"/>
<b>Project Readiness (15 Points)</b>	<input type="checkbox"/>
Project Implementation Schedule	<input type="checkbox"/>
Planning and Environmental Documentation	<input type="checkbox"/>
<b>Operations Plan (20 Points)</b>	<input type="checkbox"/>
Route Map w/ Existing Transit Service	<input type="checkbox"/>
Draft Time Table & Headways	<input type="checkbox"/>
Stop Locations Identified	<input type="checkbox"/>
Average Service Speed by Time Period	<input type="checkbox"/>
Fleet Size & Summary of Vehicle Types	<input type="checkbox"/>
Maintenance Facilities Available & Service Plan Developed	<input type="checkbox"/>
<b>Ridership Projection (5 Points)</b>	<input type="checkbox"/>
Agree to Collect & Submit O&M Data Quarterly	<input type="checkbox"/>
Projected Average Daily Boardings (Opening Year)	<input type="checkbox"/>
<b>Funding Plan (10 Points)</b>	<input type="checkbox"/>
Specific Funding Needs (Per year and per phase)	<input type="checkbox"/>
Funding Assurances	<input type="checkbox"/>
Partnership Arrangements	<input type="checkbox"/>
Service Coordination Plan	<input type="checkbox"/>
<b>Agency Experience (10 Points)</b>	<input type="checkbox"/>
<b>Community Benefit (10 Points)</b>	<input type="checkbox"/>
Community/Activity Centers/Tourist Attractions Served by Project	<input type="checkbox"/>
Documented Community Support (Surveys, outreach, etc.)	<input type="checkbox"/>
Fixed-Route Bus/Rail Connections	<input type="checkbox"/>



## Exhibit 6-2

### Sample Resolution for Community-Based Transit/Circulators (Project V)

RESOLUTION NO. XXXX

A RESOLUTION OF THE (GOVERNING BODY) OF THE (ADMINISTERING AGENCY) APPROVING THE SUBMITTAL OF THE (PROJECT NAME) APPLICATION TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE PROJECT V COMMUNITY-BASED TRANSIT/CIRCULATORS PROGRAM

WHEREAS, the Community-Based Transit/Circulators program (Project V) establishes a competitive process to enable local jurisdictions to develop community-based local transit services that complement regional transit services, and meets needs in areas not adequately serviced by regional transit.

WHEREAS, OCTA intends to allocate Project V funds within the incorporated cities and the County; and

WHEREAS, OCTA has established the procedures and criteria for reviewing applications as identified in the Project V Guidelines; and

WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein.

WHEREAS, the (ADMINISTERING AGENCY) has been declared by the Orange County Transportation Authority (OCTA) to meet the eligibility requirements to receive revenues as part of Measure M2; and

WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and

WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the OCTA Board of Directors; and

WHEREAS, the (ADMINISTERING AGENCY's) Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and

WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the Americans with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and

WHEREAS, the (ADMINISTERING AGENCY) will consult with OCTA regarding the need for a paratransit plan prior to starting operations; and

WHEREAS, the (ADMINISTERING AGENCY) will provide matching funds for the project as required by the Project V Guidelines and shall fund its share of the project costs and any additional costs over the identified programmed amount; and

WHEREAS, the (ADMINISTERING AGENCY) will not use Measure M funds to supplant Developer Fees or other commitments; and

WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the Project; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The (GOVERNING BODY) hereby requests that the OCTA allocate Project V funds in the amounts specified in the (ADMINISTERING AGENCY's) application to said (ADMINISTERING AGENCY). Said funds shall be matched by funds from the (ADMINISTERING AGENCY) as required and shall be used as supplemental funding to aid the (ADMINISTERING AGENCY) in the implementation of the proposed transit service.

PASSED, APPROVED AND ADOPTED THIS [Insert Day] day of [Insert Month], [Insert Year].



## IV. Precepts

The OCTA Board of Directors (Board) approved these guidelines on March 22, 2010. The guidelines subsequently have been amended and approved by the Board as needed. The purpose is to provide procedures that assist in the administration of the CTFP under M2 where other superseding documents lack specificity. OCTA, or an agent acting on the authority's behalf, shall enforce these guidelines.

1. All eligible Orange County cities and the County of Orange may participate in the M2 competitive programs and federal funding programs included in the CTFP. Other agencies (e.g. Department of Transportation or local jurisdiction) may participate on a project, however, one local agency shall be designated as the implementing agency, shall be responsible for all funding requirements associated with the project, and shall be the recipient of funds through the program.
2. To participate in the CTFP, OCTA must declare that an agency is eligible to receive M2 Net Revenues which include local fair share distributions. Failure to meet minimum eligibility requirements after programming of funds will result in deferral or cancellation of funding.
3. The lead agency must execute a Master Funding Agreement with the OCTA. OCTA and lead agencies will periodically amend the agreement via letter to reflect funding changes through competitive calls for projects.
4. A separate cooperative funding agreement will be issued for any OCTA-led Regional Traffic Signal Synchronization Program projects.
5. An agency must have a fully executed letter agreement prior to the obligation of funds. Local agencies may be granted pre-award authority for M2 funded projects. Local agencies, at their own risk, may use this pre-award authority to obligate funds for an M2 funded project prior to the programmed year. Reimbursement Expenditures prior to the ~~will be available in the~~ Board approved programmed year will not be eligible for reimbursement (see Chapter 10).
6. For transit programs not covered by the letter agreement process (e.g. Projects S, V and W), pre-award authority is granted upon Board approval of the funding grant. See precept 5 above for pre-award authority provisions.
7. Local agencies shall scope projects, prepare estimates, and conduct design in cooperation with and in accordance with the standards and procedures required by the local agencies involved with the project (e.g., Caltrans, County, state/federal resource agencies).
8. Local agencies should select consultants based upon established contract management and applicable public contracting practices, with qualification based selection for architectural/engineering (A/E) services, and competitive bidding



**PROJECT V**

2018 Call for Projects Application & Scoring Criteria

<b>APPLICATION CHECKLIST</b>	
Application materials should be submitted in the order they are listed below. Refer to the CTFP Guidelines for more detailed application requirements. Points shown are the maximum points given per category.	
<b>Completed Application</b>	<input type="checkbox"/>
<b>Board/Council Resolution (Draft Permitted Initially)</b>	<input type="checkbox"/>
<b>Scoring Criteria – 100 Points Total</b>	
<b>Financial Commitment (15 Points)</b>	<input type="checkbox"/>
Capital Match Rate	<input type="checkbox"/>
<b>Cost Effectiveness (15 Points)</b>	<input type="checkbox"/>
Estimated Operating Cost per Revenue Vehicle Hour	<input type="checkbox"/>
Lease/Cost Estimates & Project Backup Documentation	<input type="checkbox"/>
<b>Project Readiness (15 Points)</b>	<input type="checkbox"/>
Project Implementation Schedule	<input type="checkbox"/>
Planning and Environmental Documentation	<input type="checkbox"/>
<b>Operations Plan (20 Points)</b>	<input type="checkbox"/>
Route Map w/ Existing Transit Service	<input type="checkbox"/>
Draft Time Table & Headways	<input type="checkbox"/>
Stop Locations Identified	<input type="checkbox"/>
Average Service Speed by Time Period	<input type="checkbox"/>
Fleet Size & Summary of Vehicle Types	<input type="checkbox"/>
Maintenance Facilities Available & Service Plan Developed	<input type="checkbox"/>
<b>Ridership Projection (5 Points)</b>	<input type="checkbox"/>
Agree to Collect & Submit O&M Data Quarterly	<input type="checkbox"/>
Projected Average Daily Boardings (Opening Year)	<input type="checkbox"/>
<b>Funding Plan (10 Points)</b>	<input type="checkbox"/>
Specific Funding Needs (Per year and per phase)	<input type="checkbox"/>
Funding Assurances	<input type="checkbox"/>
Partnership Arrangements	<input type="checkbox"/>
Service Coordination Plan	<input type="checkbox"/>
<b>Agency Experience (10 Points)</b>	<input type="checkbox"/>
<b>Community Benefit (10 Points)</b>	<input type="checkbox"/>
Community/Activity Centers/Tourist Attractions Served by Project	<input type="checkbox"/>
Documented Community Support (Surveys, outreach, etc.)	<input type="checkbox"/>
Fixed-Route Bus/Rail Connections	<input type="checkbox"/>



**APPLICATION INSTRUCTIONS**

Local Agencies applying for Project V funds are required to complete and submit this application. Application materials must be included in the order in which they are listed on the Application Checklist. Any projects not in compliance with the CTFP Guidelines will not be eligible for funding.

**Applicant Information**

Agency:	Click here to enter text.
Project Manager:	Click here to enter text.
Title / Department:	Click here to enter text.
Phone:	Click here to enter text.
Email:	Click here to enter text.
Project Title:	Click here to enter text.

**Project Description**

Click here to enter text.

**Proposed Funding Summary**

Total Project Cost:	Click here to enter text.	Capital Match Rate:	Click here to enter text.
Capital Funding:	Click here to enter text.	Level of Commitment:	Choose an item.
Operating Reserve:	Click here to enter text.	Non-Applicants:	Click here to enter text.

**Proposed Funding Breakdown**

Include anticipated expenditures (i.e. Bus stops, staff time, marketing, etc.)

Capital		Operations	
<i>Expenditure</i>	<i>Anticipated Cost</i>	<i>Expenditure</i>	<i>Anticipated Cost</i>
Click to add	\$ Click to add	Click to add	\$ Click to add
Click to add	\$ Click to add	Click to add	\$ Click to add
Click to add	\$ Click to add	Click to add	\$ Click to add
Click to add	\$ Click to add	Click to add	\$ Click to add



Describe Source of Agency Funds:  
 Click here to enter text.

**Cost Effectiveness**

Operating Cost per Boarding Opening Year:	Click here to enter text.
Annualized Operating & Capital Cost per Passenger:	Click here to enter text.

**Project Readiness**

Opening Year:	Select Fiscal Year
Phase Ready:	Click here to enter text.

**Special Event Transit (If Applicable) (Add additional pages if needed)**

Event Name	Date	Time	Location
Click here to enter text.	Select date.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Select date.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Select date.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Select date.	Click here to enter text.	Click here to enter text.

**Minimum Eligibility**

		YES	NO
<b>A</b>	Applicant is eligible to receive M2 funding:	<input type="checkbox"/>	<input type="checkbox"/>
<b>B</b>	Supplement rather than supplant existing transit services:	<input type="checkbox"/>	<input type="checkbox"/>
<b>C</b>	Projects meet ADA requirements:	<input type="checkbox"/>	<input type="checkbox"/>
<b>D</b>	Financial plan for ongoing operations & maintenance:	<input type="checkbox"/>	<input type="checkbox"/>
<b>E</b>	Project approved by Board/Council and partner jurisdictions:	<input type="checkbox"/>	<input type="checkbox"/>
<b>F</b>	Local funding meets minimum 10% match requirement:	<input type="checkbox"/>	<input type="checkbox"/>



Transit Usage (Provide rationale with application materials)		
Projected Average Daily Boardings 1st Year: <u>Total Annual Boardings</u> Annual Operating Days	Click here to enter text.	
Fixed-Route Bus/Rail Connections		
Number of fixed-route connections (w/in 1/4 mile):	Click here to enter text.	
Community Connections (Add additional pages if needed)		
Community/Activity Centers/Tourist Attractions Served:	Click here to enter text.	
	Click here to enter text.	
	Click here to enter text.	
	Click here to enter text.	
	Click here to enter text.	
Agency Experience (Add additional pages if needed)		
Previously Operated Service (List All Applicable)	Service	Description (Include service length)
	Service	Description (Include service length)
	Service	Description (Include service length)
Has a feasibility study been completed for the proposed service? If so, please attach the study to the application packet.		Yes <input type="checkbox"/> No <input type="checkbox"/>
Applicant is requesting Pre-Award Authority (See page 6-3 of the Guidelines for pre-award authority provisions):		Yes <input type="checkbox"/> No <input type="checkbox"/>
Additional Comments		
Click here to enter text.		

*I hereby certify that the information provided herein this form is accurate and consistent with accompanying documentation. I further certify that the above information has been approved by Council resolution and that awarded funds will not be used outside of their intended purpose.*

Click here to enter text.

Name (Print)

Signature

Date