



AGENDA

Transit Committee Meeting

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, May 10, 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 or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Call to Order

Pledge of Allegiance

Director Do

1. Public Comments

Special Calendar

2. Regional Transit Ridership Study

Kia Mortazavi

Philip Law, Manager, Transit/Rail Department, Southern California Association of Governments, will give a presentation on regional transit ridership.



Consent Calendar (Items 3 through 9)

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

3. Approval of Minutes – March 8, 2018

Approval of the minutes of the Transit Committee meeting of March 8, 2018.

4. Approval of Minutes – April 12, 2018

Approval of the minutes of the Transit Committee meeting of April 12, 2018.

5. Agreement for Bus Dock Platform Repairs at the Newport Transportation Center

George Olivo/James G. Beil

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2017-18 Budget, the Board of Directors approved a project for bus dock platform repair at the Newport Transportation Center. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1540 between the Orange County Transportation Authority and AMTEK Construction, the lowest responsive, responsible bidder, in the amount of \$103,333, for bus dock platform repairs at the Newport Transportation Center.

6. Consultant Selection for Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases

George Olivo/James G. Beil

Overview

On January 22, 2018, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals for installation of a video surveillance camera system at the Santa Ana and Garden Grove bus bases. Board of Directors' approval is requested for the selection of a firm to perform the required work.



6. (Continued)

Recommendations

- A. Approve the selection of Convergent Technologies, LLC as the firm to perform installation of a video surveillance system at the Santa Ana and Garden Grove bus bases.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2138 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$643,298, for installation of a video surveillance system at the Santa Ana and Garden Grove bus bases.

7. Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program Recommendations
Ben Ku/Kia Mortazavi

Overview

On December 1, 2017, the Mobile Source Air Pollution Reduction Review Committee released the County Transportation Commission Partnership Program, which is making \$8 million available from the Clean Transportation Funding Program. Each county transportation commission, including the Orange County Transportation Authority, is eligible to request \$2 million in funding. The goal of this program is to enhance mobility while improving air quality in the South Coast Air Quality Management District.

Recommendations

- A. Approve the use of \$2 million in Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program funding for:
 - The OC Flex Pilot Program for \$1.146 million,
 - The Hydrogen Detection Project for \$0.642 million,
 - A College Pass Program for \$0.212 million.
- B. 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.



8. June 2018 Bus Service Change

Gary Hewitt/Kia Mortazavi

Overview

The Orange County Transportation Authority implements changes to bus routes three times each year. The June 2018 bus service changes consist of minor adjustments to bus schedules in response to customer and coach operator input, as well as changes in summer demand.

Recommendation

Receive and file as an information item.

9. Orange County Taxi Administration Program Update

David Simpson/Lance M. Larson

Overview

The Orange County Transportation Authority continues to work with the Orange County City Managers Association and Orange County taxi industry stakeholders on the future of the Orange County Taxi Administration Program. With the passage of taxi regulation legislation AB 1069 (Chapter 753, Statutes of 2017), the Orange County Taxi Administration Program, as it exists today, cannot continue. It is prudent to commence plans to cease Orange County Transportation Authority administration of the Orange County Taxi Administration Program effective January 1, 2019.

Recommendation

Pursuant to AB 1069 (Chapter 753, Statutes of 2017), direct staff to make decisions needed to cease Orange County Transportation Authority administration of the Orange County Taxi Administration Program effective January 1, 2019 and communicate this action to Orange County Taxi Administration Program members.



Regular Calendar

- 10. Sole Source Agreement for Fire Suppression and Methane Conversion Kits**
Cliff Thorne/Beth McCormick

Overview

The Orange County Transportation Authority currently operates 299, 2007-2008 model year compressed natural gas-powered buses. These vehicles have electronic control panels for the onboard automatic fire suppression and methane detection systems. The original panel is no longer available through the original bus manufacturer. To date, the panels on 35 of these vehicles have been replaced with an approved equal, but the lead time is very long requiring the bus to be removed from service until the part is received. Approval of a purchase order for 264 of the replacement electronic panels for the remainder of the fleet will expedite repairs when the component fails and will reduce the overall unit cost versus purchasing one panel at a time.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Blanket Purchase Order No. C-8-1506 between the Orange County Transportation Authority and Kidde Technologies, Inc., in the amount of \$355,575, for the purchase of up to 264 Kidde fire suppression/methane detection 12-channel conversion kits intended for the installation on the 2007-2008 model year New Flyer compressed natural gas-powered buses.

Discussion Items

- 11. Orange County Transportation Authority Innovation Update**
Lloyd Sullivan/Andrew Oftelie

The Office of Innovation will provide updates on the current state of technology and transportation, as well as Orange County Transportation Authority's Autonomous Vehicle, Transit Network Company, and On-Demand pilots.

- 12. Chief Executive Officer's Report**
- 13. Committee Members' Reports**



14. Closed Session

There are no Closed Session items scheduled.

15. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, June 14, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

Regional Transit Ridership Study

Falling Transit Ridership

Philip Law, Transit/Rail Manager



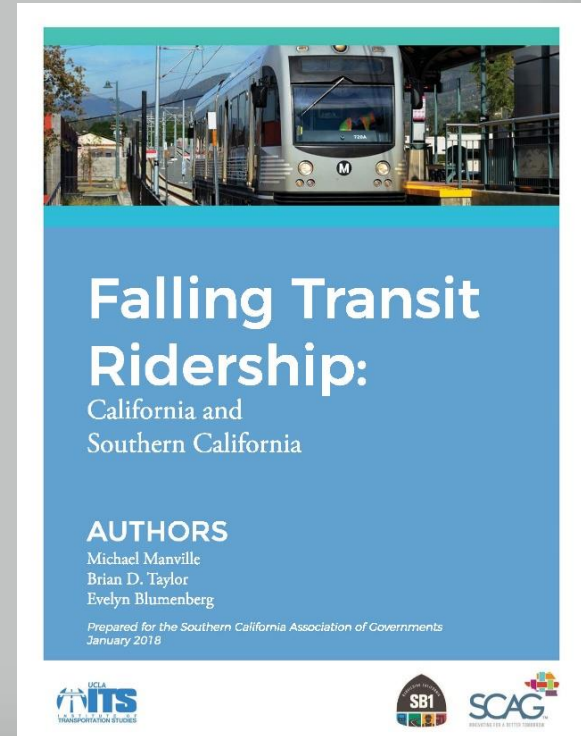
SCAG/UCLA Study Objectives

- To understand why transit ridership is declining, UCLA researchers proposed to analyze:
 - Changes in transit supply, demand, and finance in the region
 - Changes in the population of likely transit users
 - Changes in rider demographics

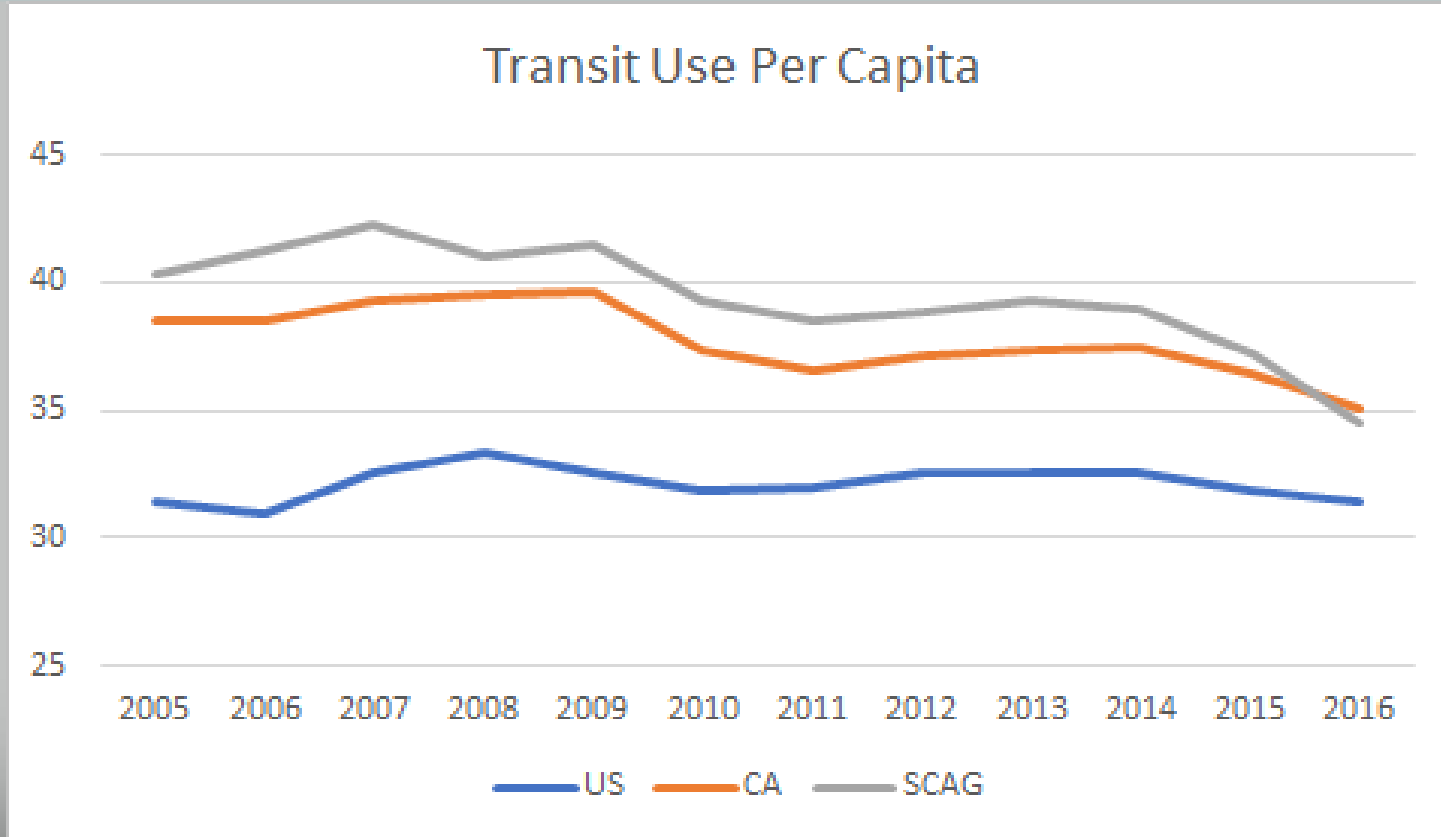


Summary of Findings

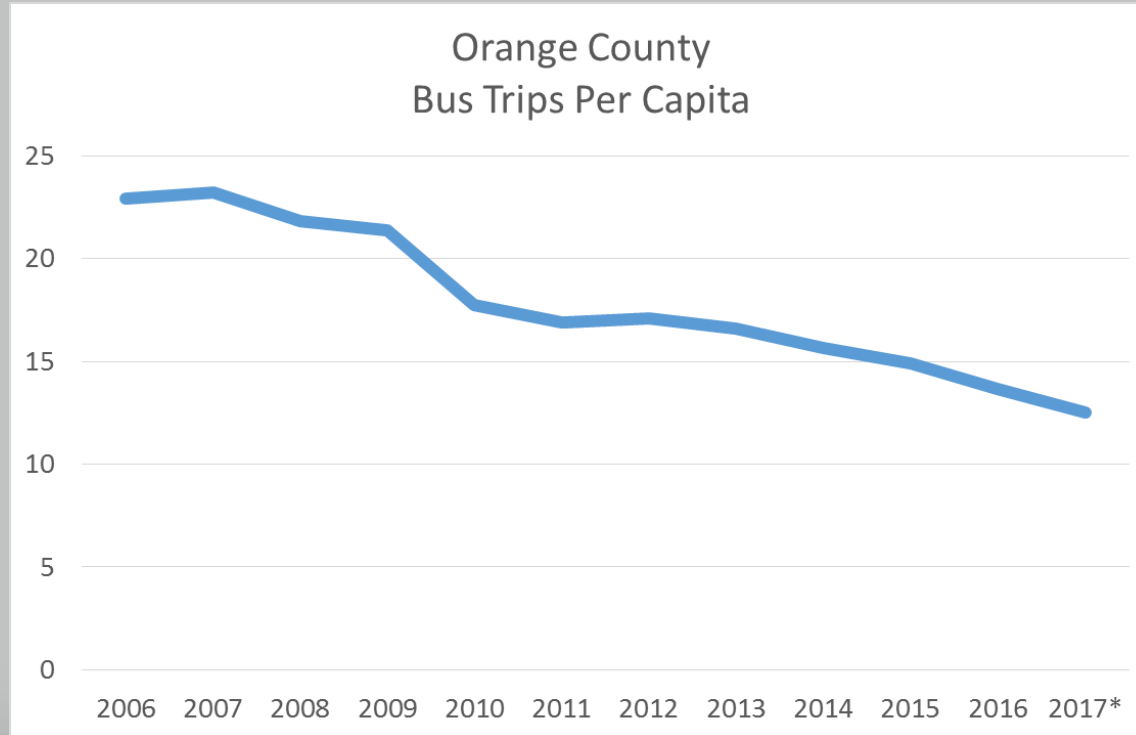
- Transit patronage trends
- Concentration and asymmetry of service and use
- Possible causes of recent ridership declines



SCAG Per Capita Ridership Down Since 2007



Orange County Shows Same Trend



Sources: National Transit Database (NTD), CA Department of Finance

*NTD monthly adjusted total for Fiscal Year 2017

Concentration and Asymmetry

- A few **people** make most of the trips
 - 2% ride very frequently, ~45 trips/month
 - 20% ride occasionally, ~12 trips/month
 - 78% ride transit very little/not at all, <1 trip/month
- A few **neighborhoods** generate most of the trips
 - 60% of transit commuters live in <1% of region's land area
- A few **operators** carry most of the passengers
 - Top 5 carry 83%

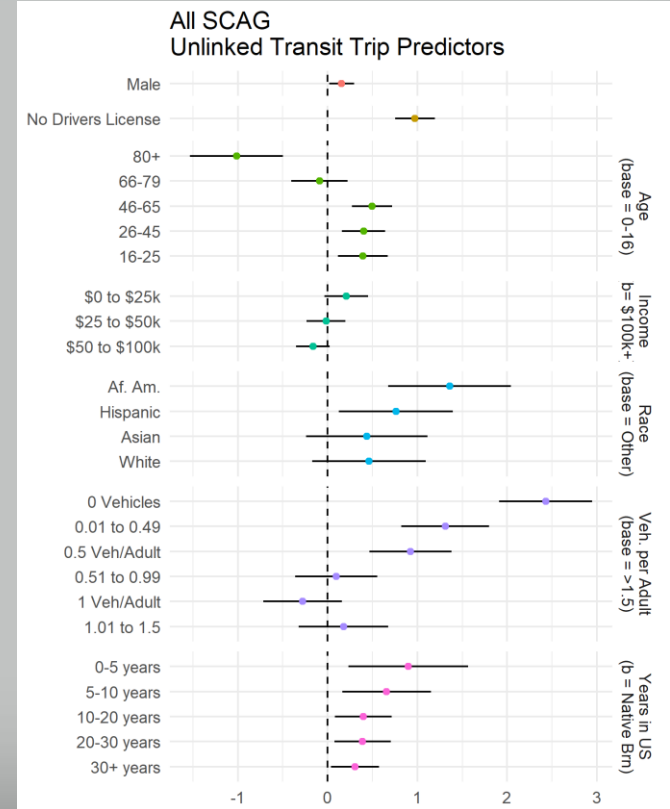
Concentrated Use Means Concentrated Ridership Losses

- Half of California's total lost ridership is accounted for by:
 - Metro Rail – Red, Blue, and Green Lines
 - 14 Metro bus routes
 - OCTA Route 43



What Explains Transit Use?

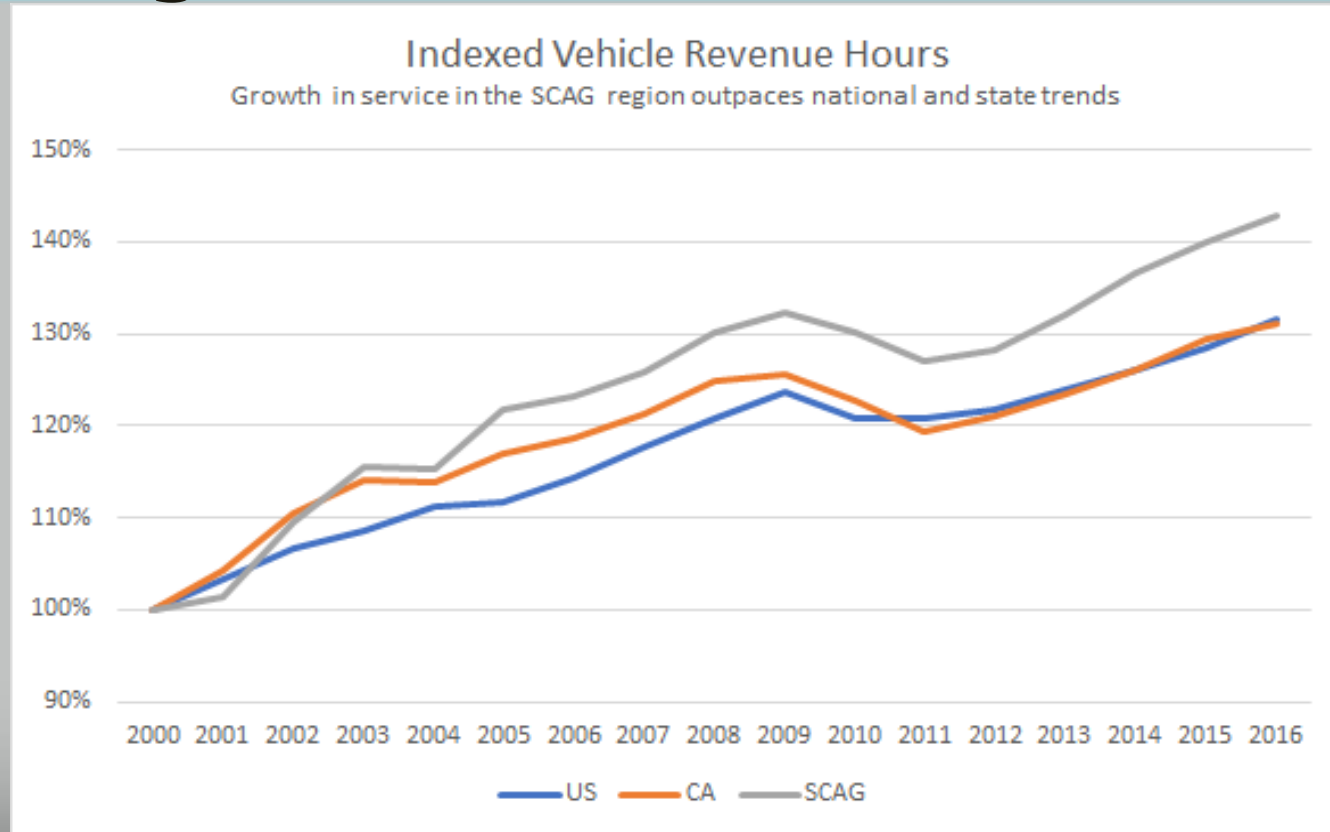
- No driver's license
- African-American
- 0-vehicle household
- Few-vehicle household
- Recent immigrants



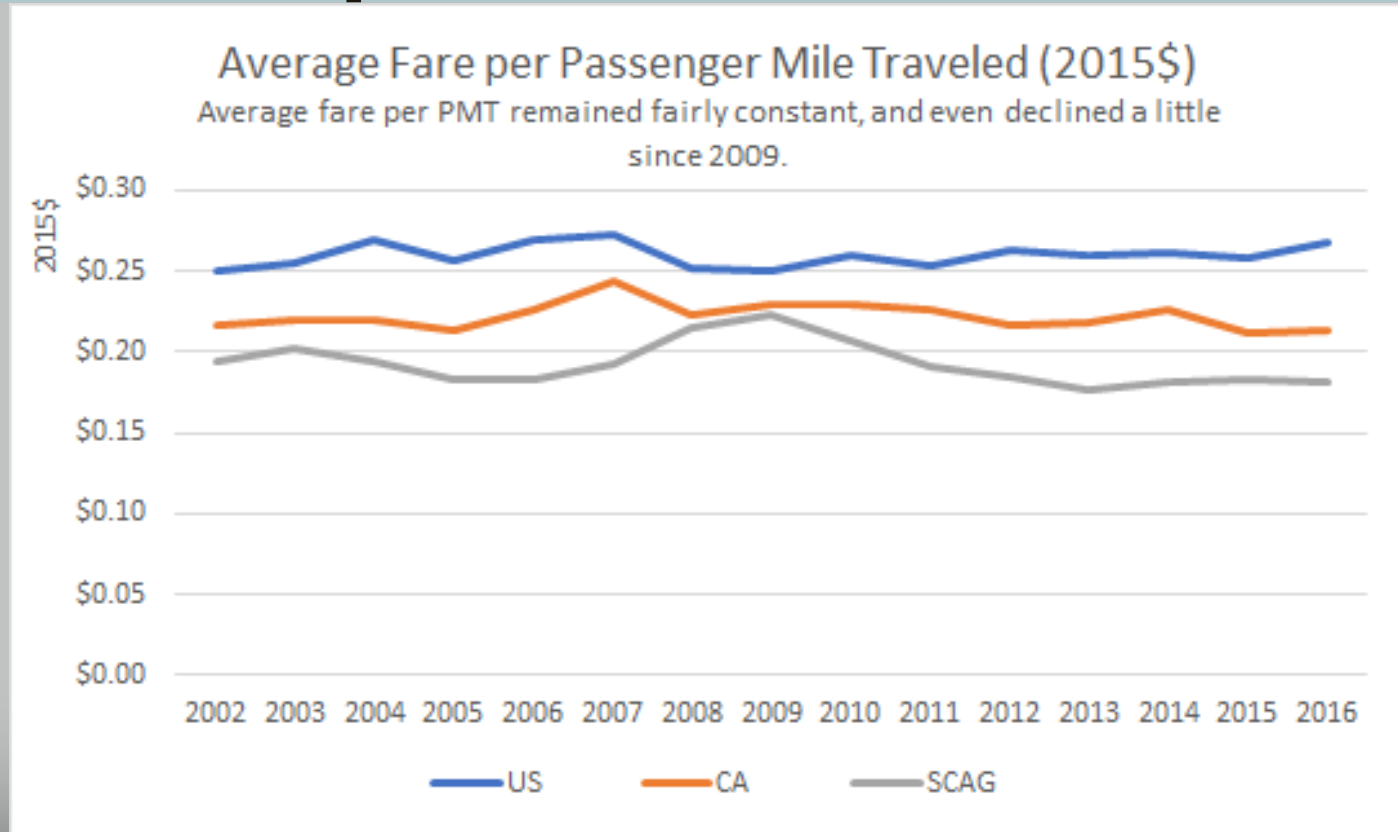
Possible Causes of Ridership Decline

- Factors transit operators can control
 - Transit service quantity and reliability
 - Transit fares
- Factors outside transit operators' control
 - Fuel prices
 - Transportation Network Companies (TNCs)
 - Neighborhood change
 - Vehicle ownership

Transit Service Quantity and Reliability Not Large Factors

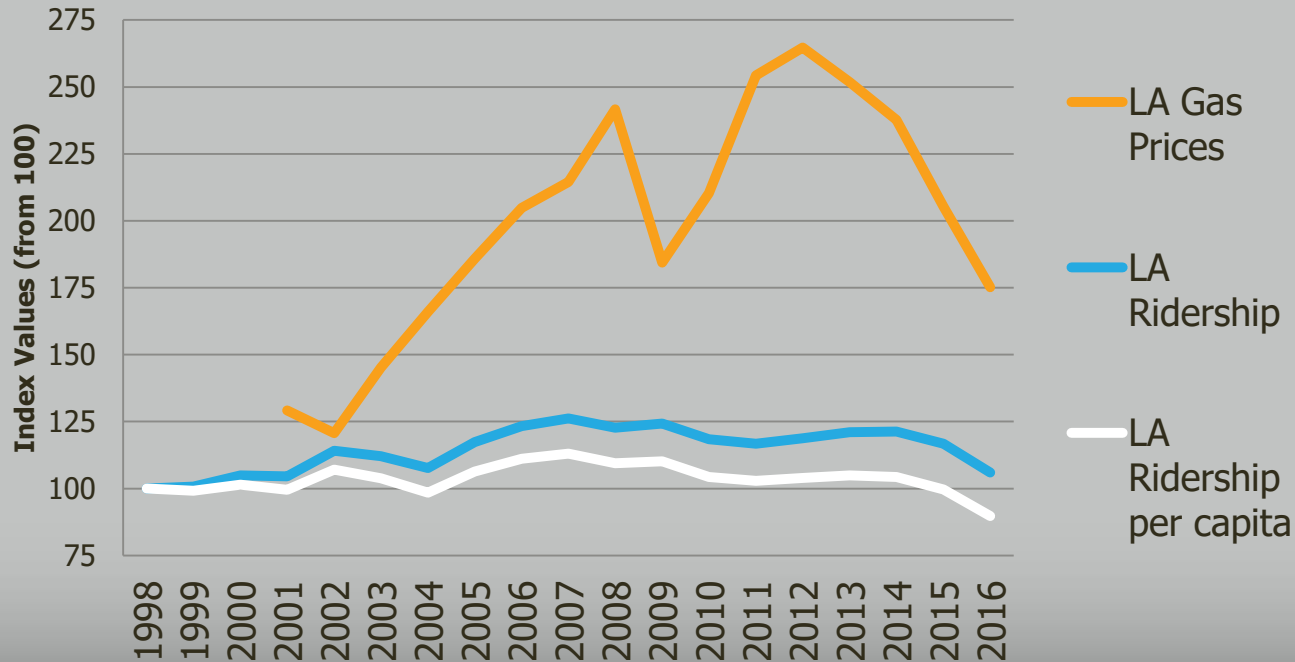


Transit Fares Probably Played a Role for Some Operators



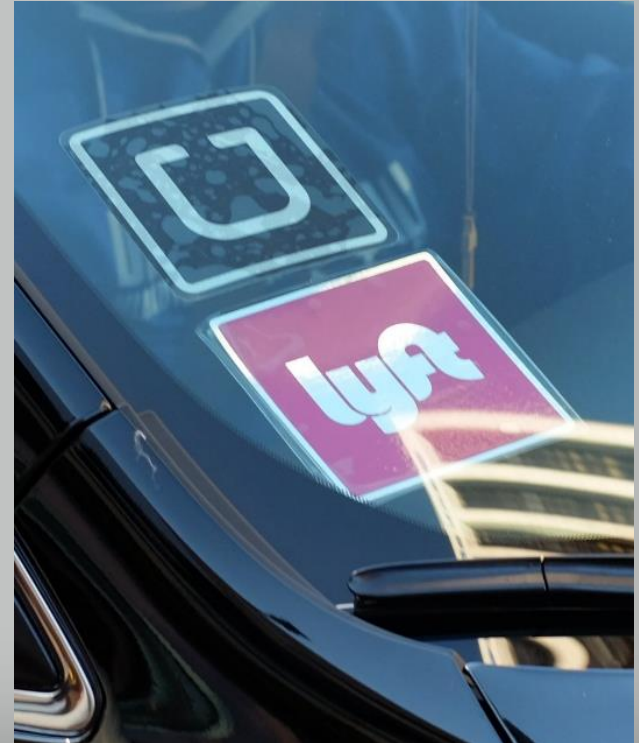
Fuel Prices Likely Played Contributing, Not Leading Role

Transit Ridership and Gas Prices in Los Angeles Metropolitan Area



TNCs Likely Played Contributing, Not Leading Role

- TNC use is growing
 - Could both add/subtract transit riders
 - Detailed use data not publicly available
- Significant TNC use since 2012
 - Per capita transit down since 2007
- Research
 - Most TNC users not core transit users
 - Most TNC trips not core transit trips
- Another form of auto access
 - Continued TNC growth could make a bigger dent on transit use



New Research Report on TNC Use

Transit Cooperative Research Program (TCRP) Report 195: *Broadening Understanding of the Interplay Between Public Transit, Shared Mobility, and Personal Automobiles.*
<http://nap.edu/24996>

Six regions studied: Chicago, Los Angeles, Nashville, Seattle, DC and San Francisco.

- The heaviest TNC use is during **evenings and weekends**.
- Most TNC trips are short and concentrated in **downtown core neighborhoods**.
- There is no clear relationship between peak-hour TNC use and longer term changes in public transit usage.
- TNCs are used on a more **occasional basis**, not as routine.
- **Transit travel and wait times** were top concerns of survey respondents who replaced transit trips with TNC trips.
- TNC usage takes place in communities of **all income levels**.
- TNC use is associated with decreases in vehicle ownership and single-occupancy vehicle trips.

Smoking Gun: Private Vehicle Access Increased Substantially in the 2000s

1990s...

- SCAG region added 1.8 million people and 456,000 household vehicles
- 0.25 vehicles/new resident

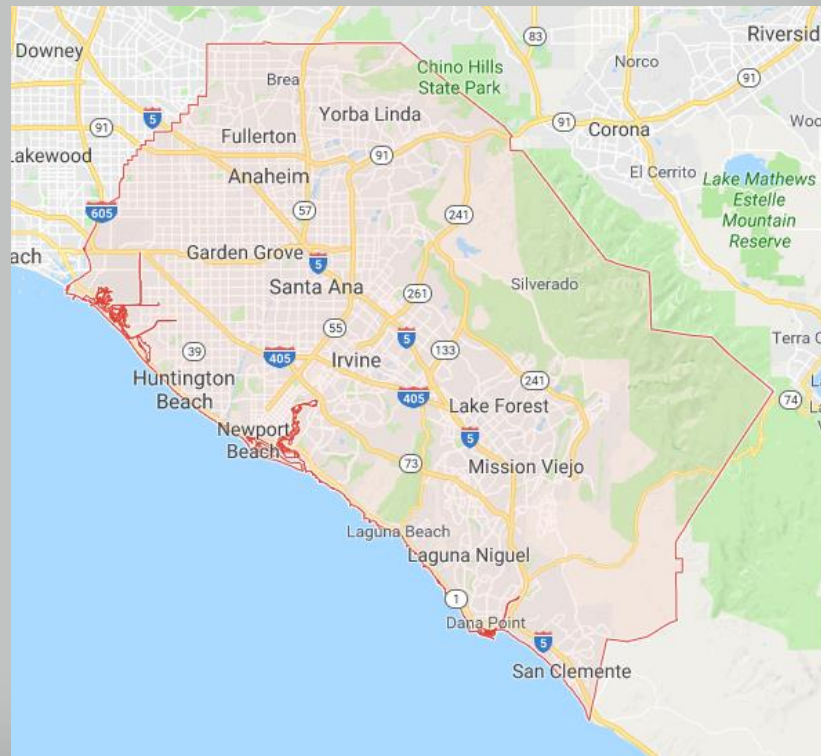
2000 to 2015...

- Region added 2.3 million people and 2.1 million household vehicles
- 0.95 vehicles/new resident
 - nearly 4X the rate of the 1990s

Similar Pattern in Orange County

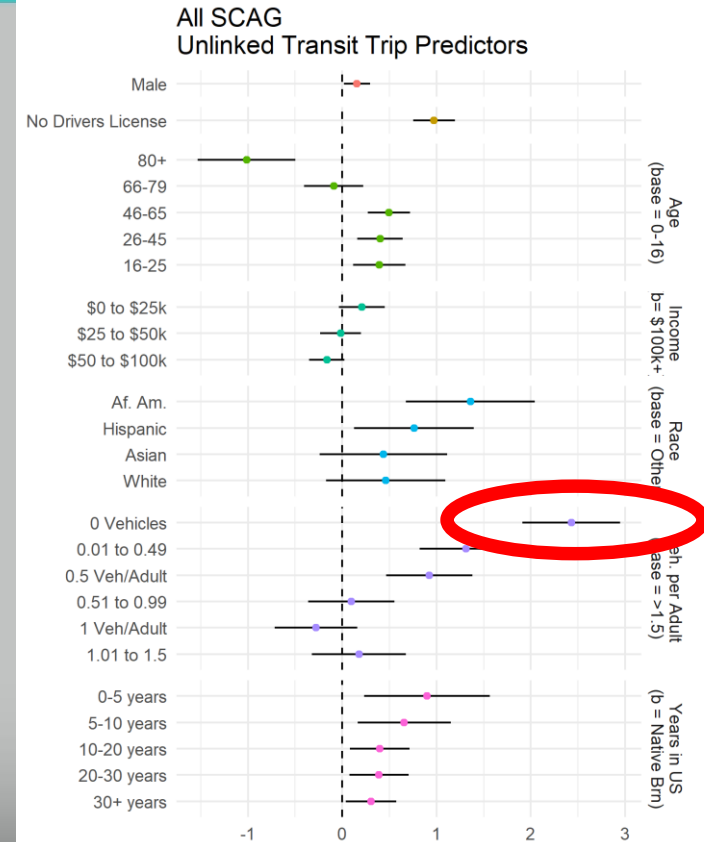
2000 to 2015...

- Orange County added 323,000 people (11% growth) and 319,000 household vehicles (18%)
- 0.99 vehicles/new resident

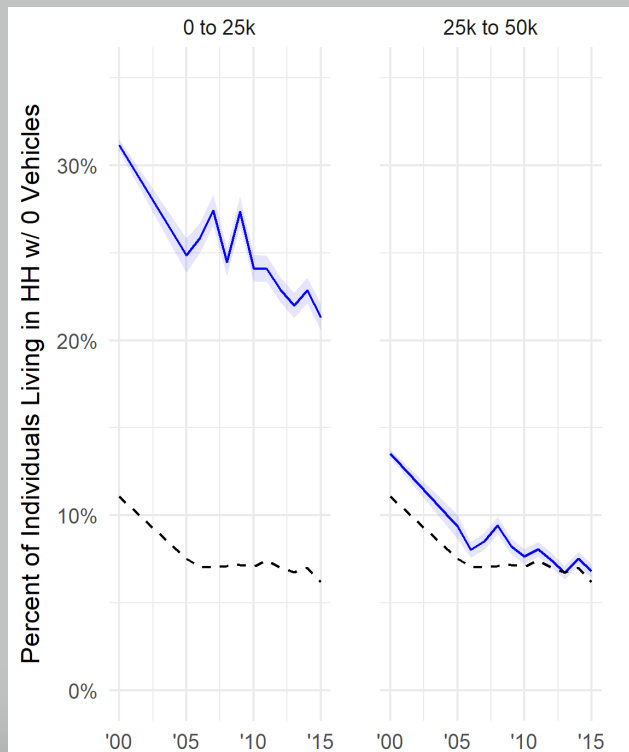


What Explains Transit Use?

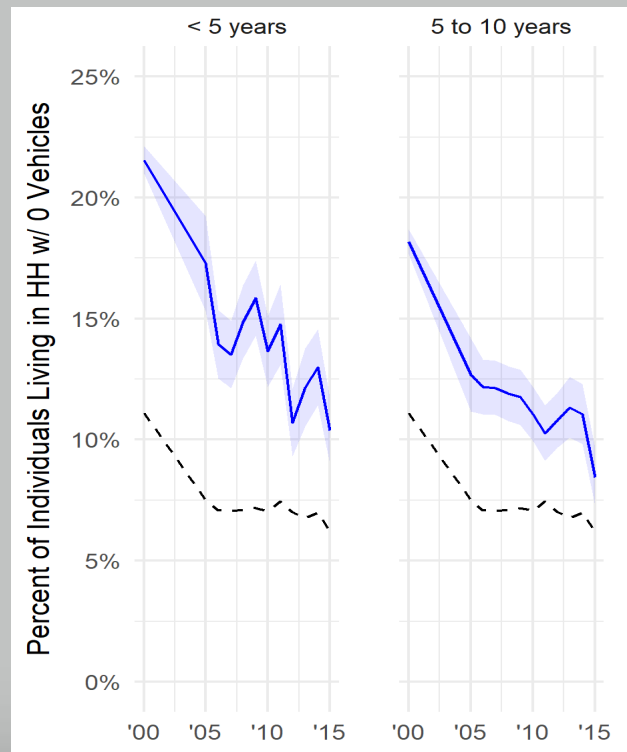
- No driver's license
- African-American
- 0-vehicle household
- Few-vehicle household
- Recent immigrants



Zero-vehicle households way down, especially in low-income households and among recent immigrants



Income



Years in U.S.

Changing Composition of Immigrants, 2000 to 2015

- Percentage of foreign born in SCAG region has remained flat at 30%-31%
 - Immigrants from Mexico down 13.4%
 - Immigrants from Asia up 23%
- Assimilation and cohort effects
 - As time passes, immigrants behave more like native born and drive more
 - More recent immigrants acquire more vehicles more quickly

Conclusions

- Increased vehicle access has likely had a very large effect on transit use
- The regional pool of transit users is changing
 - Fewer heavy-use “transit dependents” over time
 - More “choice riders” with access to cars
 - This situation is unlikely to reverse anytime soon
- Some trends are more variable
 - Fuel prices likely to rise again at some point



No Easy Answers

- Broaden the base of occasional transit users
 - If every fourth non-rider added one transit trip every two weeks, ridership would be up region-wide
- SCAG 2020 RTP/SCS* Update
 - Increased greenhouse gas reduction targets
 - Role of technology and innovation
 - Pyramid – smart land use, demand management, value pricing



Thank You

Philip Law

law@scag.ca.gov

213-236-1841





Committee Members Present

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

Staff Present

Darrell E. 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

Tom Tait

Call to Order

The March 8, 2018 regular meeting of the Transit Committee was called to order by Committee Chairman Murray at 9:01 a.m.

Pledge of Allegiance

Director Winterbottom 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 7)

2. Approval of Minutes

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to approve the minutes of the Transit Committee meeting of February 8, 2018.

Committee Chairman Murray abstained from the vote due to not being present at the February 8, 2018 Transit Committee meeting.

Director Pulido was not present to vote on this item.

3. Cooperative Agreement with the City of Laguna Niguel for Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to:

- A. Amend the Metrolink Surveillance System Deployment Program to include the Laguna Niguel/Mission Viejo Metrolink Station, and allocate Federal Transit Administration Grant Program 5309, in the amount of \$320,000, with a 20 percent match of \$80,000 in Proposition 1B funds, to the Laguna Niguel/Mission Viejo Metrolink Station video surveillance system project.
- B. Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-7-2141 between the Orange County Transportation Authority and the City of Laguna Niguel to define roles, responsibilities, and funding for implementation of a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station.

Director Pulido was not present to vote on this item.

4. Contract Change Order for Replacement of Heating and Ventilation Units at the Garden Grove Bus Base Maintenance Building

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-6-1399 with Western Air Conditioning Company, Inc., in an amount of \$85,678, for the installation of new equipment curb foundations to support the new heating and ventilation units, and to add 48 calendar days to the contract duration.

Director Pulido was not present to vote on this item.

5. Agreement for Fullerton Park and Ride Minor Rehabilitation

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to:

- A. Find Calpromax Engineering, Inc., the apparent low bidder, as non-responsive, due to failure to meet the federal requirement for Disadvantaged Business Enterprise participation.

5. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2066 between the Orange County Transportation Authority and RSB Group, Inc., the lowest responsive, responsible bidder, in the amount of \$854,000, for the Fullerton Park and Ride minor rehabilitation.

Director Pulido was not present to vote on this item.

6. Enhanced Mobility for Seniors and Disabled Grant Program Call for Projects

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to direct staff to issue a call for projects for the Orange County Enhanced Mobility for Seniors and Disabled Grant Program.

Director Pulido was not present to vote this item.

7. Low Carbon Transit Operations Program Recommendations for Fiscal Year 2017-18 Funds

A motion was made by Director Davies, seconded by Director Do, and declared passed by those present, to:

- A. Approve the use of \$4,787,534 in fiscal year 2017-18 Low Carbon Transit Operations Program funding for Bravo! 529 Rapid Bus Service start-up and operations for the first three years.
- B. Approve Resolution 2018-022, consistent with the Low Carbon Transit Operations Program Guidelines.
- C. 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.

Director Pulido was not present to vote on this item.

Regular Calendar

8. OC Streetcar Project Update

Jim Beil, Executive Director of Capital Programs, reported on the following:

- Attachment A of the Staff Report was shown on the screen as a reference to the construction and vehicle manufacturing contracts timelines.
- Construction bids will be open on April 27th, and the construction contract award recommendation will be brought to the Board of Directors' meeting on June 25th.
- The proposed pricing vehicle contract will expire on June 4th and the costs could increase.
- Delayed vehicle production could result in costly delays to the construction contract.
- On April 13th, the Orange County Transportation Authority (OCTA) will be accessing the Full Funding Grant Agreement to determine if the bid opening will take place on April 27th.
- The right-of-way (ROW) acquisition for the maintenance storage facility has been challenging and the City of Santa Ana is taking the lead and partnering with OCTA to take possession of the properties.

A discussion ensued regarding:

- OCTA is delighted with the momentum and progress on the project.
- The importance to keep the vehicle and construction contract on schedule.
- Committee Chairman Murray expressed his appreciation to staff for their efforts on the OC Streetcar Project.
- The possible risks of delaying ROW and how it could impact OCTA financially.

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

9. Approval to Award Contract for Manufacturing and Delivery of Vehicles for the OC Streetcar Project

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Kelly Hart, Project Manager of Rail Programs and Facilities Engineering.

9. (Continued)

Ms. Hart introduced Mary Shavalier, Program Manager of Transit Extension, Lydia Bilynsky, Section Manager III of Capital Projects Team, and provided a PowerPoint presentation for this item as follows:

- Background;
- Vehicle Contract Scope;
- Vehicle Requirements;
- Vehicle Procurement;
- Evaluation Process;
- Evaluation Score – Best and Final Offer (BAFO) Results;
- Cost and Price Comparison – BAFO;
- Proposed Vehicle;
- S70 Vehicle Access;
- 70 Percent Low Floor Vehicle;
- Vehicle and Station Branding;
- Branding Process; and
- Recommendations.

A discussion ensued regarding:

- Whether or not there would be environmental changes in the future that would impact OCTA purchasing the eight streetcar vehicles.
- All door boarding on the streetcars, how the fares are purchased, and how the fares would be monitored onboard (the setup would be similar to Metrolink's system).
- Low floor access and the streetcars being able to accommodate four wheelchairs onboard.
- The option to purchase ten additional streetcar vehicles would need to be decided within the seven years of the contract.
- Positive feedback on the type of vehicles that OCTA will be purchasing for the OC Streetcar project, the next steps on Harbor Boulevard, and how seven years is a good time period for the contract.
- Compliments to OCTA's staff on the procurement and firm selection process.

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

- A. Approve the selection of Siemens Industries, Inc., as the firm to provide eight streetcar vehicles contingent upon successful completion of a pre-award audit to confirm compliance with federal Buy America requirements.

9. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-6-1445 between the Orange County Transportation Authority and Siemens Industries, Inc., in the amount of \$51,527,520, for the purchase of eight streetcar vehicles, spare parts, and tools, with an option to purchase up to ten additional streetcar vehicles and spare parts.

10. Transit Division Performance Measurements Report for the Second Quarter of Fiscal Year 2017-18

Johnny Dunning, Jr., Manager of Scheduling and Customer Advocacy, provided a PowerPoint presentation for this item as follows:

- Performance Measurements;
- Safety;
- Courtesy;
- Reliability – On Time Performance;
- Reliability – Miles Between Road Calls;
- Fixed-Route-Ridership and Productivity;
- ACCESS-Ridership and Productivity;
- Farebox Recovery Ratio;
- Cost per Revenue Vehicle Hour;
- Performance: Local Routes;
- Performance: Community Routes;
- Performance: Express/Stationlink Routes;
- Transit Performance and OC Bus 360°;
- Performance: System-wide Trends;
- Performance: OC Bus 360° Improvements;
- Performance: OC Bus 360° Reductions; and
- Next Steps.

A discussion ensued regarding:

- The causes of road calls on fixed-route buses are due to a coolant sensor failures.
- Cliff Thorne, Director of Maintenance, addressed the issues with the new buses and explained how the Maintenance department is working through the problems.
- The Maintenance department provides a weekly report to Darrell E. Johnson, CEO, on the details of the fleet.
- The goals of route restructuring and the results from it. Staff will continue to report on its findings.

10. (Continued)

- The three routes discontinued were: the 216 (San Juan Capistrano to Costa Mesa express), 212 (Irvine to San Juan Capistrano express), and the 454 (at the Orange Metrolink station).
- Director Do requested to make on-time performance (OTP), on a route and regional level, available online in an Excel format.
- An entire quarter is spent to prepare the quarterly reports.
- Director Davies requested the OTP by time slots during the day.
- When the reporting structure is changed, it is a challenge to compare to the previous quarter.

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

11. Agreement for the Operation and Maintenance of a Micro-Transit Pilot Program

Darrell E. Johnson, CEO, provided opening comments and introduced Curt Burlingame, Department Manager of Contract Transportation Services.

Mr. Burlingame provided a PowerPoint presentation for this item as follows:

- What is Micro-Transit and Where Could it Work;
- OCTA Micro-Transit – Not a Transportation Network Company;
- Pilot Goals;
- Huntington Beach;
- Aliso Viejo/Laguna Niguel/Mission Viejo;
- Service Levels and Pricing;
- OC Flex;
- Procurement Process;
- Proposing Firms;
- Keolis Proposal; and
- Next Steps.

A discussion ensued regarding:

- Several Directors attended the Mayor's Forum in Huntington Beach, where this program was presented. It was well received and many mayors are looking forward to having a pilot program.
- Cities of Huntington Beach, Aliso Viejo, Laguna Niguel, and Mission Viejo will be a part of the pilot program.
- Committee Chairman Murray expressed his support and excitement for Micro-Transit Pilot Program.

11. (Continued)

- A verbal report will be provided to the Transit Committee monthly (by July) and a written report will be provided once the program makes its two to three month timeline.
- Examples of transit agencies having a similar program are Los Angeles County Metropolitan Transportation Authority and the larger metropolitan areas of Texas.
- Director Davies thanked OCTA for this service especially when there has been low ridership in Aliso Viejo, Laguna Niguel, and Mission Viejo.
- Once the program gets closer to implementation, OCTA will focus on communication around the service/fare policy and the feedback from the passengers.

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

- A. Approve the selection of Keolis Transit Services, LLC, as the firm to provide operation and maintenance services for the micro-transit pilot program.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2052 between the Orange County Transportation Authority and Keolis Transit Services, LLC, in the amount of \$1,150,000, for a one-year initial term from July 1, 2018 through June 30, 2019, with two, one-year option terms to provide operation and maintenance services for the micro-transit pilot program.

Discussion Items**12. Chief Executive Officer's Report**

Darrell E. Johnson, CEO, reported on the following:

- As of last week, mobile ticketing has been fully implemented and 46,000 individual accounts have been established. Out of the 130,000 daily riders, 106,000 tickets were sold. A full report on the status of mobilize ticketing will be presented to the Transit Committee.

12. (Continued)

- The Interstate 405 Improvement Project started construction Tuesday night. Closures are happening intermittently between Seal Beach Boulevard and Magnolia Street in Fountain Valley. The closure will start as early as 9:00 p.m. and expected to be finished by 5:00 a.m. on weekdays and 7:00 a.m. on weekends. This construction will continue over the next few months to include restriping portions of the freeway and setting up concrete barriers. More significant construction will start in the later part of the summer. For more information in real-time, visit an interactive map at octa.net/405map.

13. Committee Members' Reports

Director Winterbottom reported on a conversation with Darrell E. Johnson, CEO, about his longevity as a Board Member and now he will be approving the purchase of light rail vehicles for the first time.

Director Davies requested that the Micro-Transit Pilot Program PowerPoint be presented to all the cities that will be a part of the pilot program.

Committee Chairman Murray commended Director Do for the ribbon cutting ceremony at the new Orange County Animal Care Center in Tustin and Director Do invited everyone to take a tour of the new facility.

14. Closed Session

There were no Closed Session items scheduled.

15. Adjournment

The meeting was adjourned at 10:13 a.m. in recognition of March 8, 2018 International Women's Day.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, April 12, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Al Murray
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



Committee Members Present

Al Murray, Chairman
Miguel Pulido
Tom Tait

Committee Members Absent

Steve Jones, Vice Chairman
Laurie Davies
Andrew Do
Gregory T. Winterbottom

Staff Present

Darrell E. 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

Call to Order

The April 12, 2018 regular meeting of the Transit Committee was called to order by Committee Chairman Murray at 9:10 a.m.

Pledge of Allegiance

Director Pulido led in the Pledge of Allegiance.

1. Public Comments

A public comment was heard from David Herzberg, Metrolink passenger, who commented that he takes the train from the Orange, Fullerton, and San Clemente stations to the Los Angeles Union station, and that the weekend service is inconvenient. Mr. Herzberg gave examples as to why the schedule does not work well and suggested adding an earlier and a later train on the Orange County line.

Committee Chairman Murray thanked Mr. Herzberg for taking the time to speak today and asked Mr. Herzberg to leave his materials at the dais so staff can reach out to him.

Special Calendar

2. Regional Transit Ridership Study

Staff recommended to continue this item to the next Transit Committee meeting.

Consent Calendar (Items 3 through 5)

Darrell E. Johnson, Chief Executive Officer (CEO), announced that quorum was originally established and anticipated. Mr. Johnson suggested continuing agenda items 2 and 7 to the next Transit Committee meeting, and due to lack of quorum, staff suggested moving agenda items 4 and 5 to the April 23, 2018 Board of Directors' meeting for consideration without the Transit Committee's vote.

3. Approval of Minutes

Due to lack of quorum, the minutes of the March 8, 2018 Transit Committee meeting will be brought back to the next meeting for consideration.

4. Agreement for the Construction of the Right-of-Way Slope Stabilization Project

Due to lack of quorum, no action was taken on this item, and it will be forwarded to the April 23, 2018, Board of Directors' meeting.

5. Award of Agreement for Three-Position Bicycle Racks for 40-Foot Buses

Due to lack of quorum, no action was taken on this item, and it will be forwarded to the April 23, 2018, Board of Directors' meeting.

Regular Calendar

6. OC Bus 360° Update

Darrell E. Johnson, CEO, provided opening comments, and Kurt Brotcke, Director of Strategic Planning, referenced Attachment A of the Staff Report shown on the screen and reported on the following:

- Ridership statistics, route improvements, and technology changes.
- Positive trends on the mobile ticketing application.
- The Marketing department is communicating a lot of information on the different routes to communities.
- Update on the Santa Ana College Pass Program and expanding the program to other colleges.
- Bravo! 560 route continues to have good feedback.
- Different services for different markets (fixed-route service does not work everywhere in Orange County).
- The Project V community-based circulator program is a competitive program under Measure M2.

6. (Continued)

- Staff will return to the Transit Committee and the Board of Directors' in June 2018 with a recommendation.

Committee Chairman Murray commented on the positive steps being made with OC Bus 360,^o and thanked staff for the report and their good work.

Mr. Johnson, CEO, added that the Orange County Transportation Authority (OCTA) will continue to focus on ridership and productivity. The Innovation Update and the Regional Transit Ridership Study which was going to be presented today does make a connection to OC Bus 360^o.

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

Discussion Items

7. Innovation Update

Staff recommended to continue this item to the next Transit Committee meeting.

8. Chief Executive Officer's Report

Darrell E. Johnson, CEO, reported on the following:

- On Tuesday, April 10th, the Taxpayer Oversight Committee (TOC) held their annual Measure M2 public hearing. The 11-member committee found OCTA in compliance with the ordinance for the 27th year in a row. OCTA and the Board of Directors' do not take the finding for granted and pleased that the TOC determined that OCTA is keeping its promise to the voters of Orange County.
- The Angels are off to a strong start this season and so is the Angels Express special Metrolink train service to the weeknight home games. The Angels Express is up about 10 percent in ridership compared to the first three games last year. The Angels Express returns on April 17th when the Angels begin a three-game series against their rivals from the east, the Boston Red Sox; who both have the best record in baseball.

9. Committee Members' Reports

There were no Committee Members' reports.



10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 9:25 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, May 10, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Al Murray
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



May 10, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Bus Dock Platform Repairs at the Newport Transportation Center

Overview

As part of the Orange County Transportation Authority's Fiscal Year 2017-18 Budget, the Board of Directors approved a project for bus dock platform repair at the Newport Transportation Center. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1540 between the Orange County Transportation Authority and AMTEK Construction, the lowest responsive, responsible bidder, in the amount of \$103,333, for bus dock platform repairs at the Newport Transportation Center.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Newport Transportation Center (NTC) facility in 1989. Improvements on the bus dock platform installed during the original construction are beyond useful life and need to be replaced. The project includes removal of existing concrete pedestal walls and related benches as part of a safety enhancement to the bus dock platform at the NTC. The project includes coordination with OCTA bus operations, marketing, and facilities maintenance to complete the project to improve bus transit user experience at the NTC.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are

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

Invitation for Bids (IFB) 8-1540 was released on March 7, 2018, through OCTA's CAMM NET system. The project was advertised on March 7 and March 12, 2018, in a newspaper of general circulation. A pre-bid conference was held on March 15, 2018, with two firms in attendance. Two addenda were issued to make available the pre-bid conference presentation and registration sheets, and handle administrative issues related to the IFB. On April 3, 2018, four bids were received by the date and time specified in the IFB.

All bids were reviewed by staff from OCTA's Contracts Administration and Materials Management and Rail Programs and Facilities Engineering departments to ensure compliance with the contract terms and conditions, and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
AMTEK Construction (AMTEK) (Whittier, California)	\$103,333
Beador Construction Company, Inc. (Corona, California)	\$109,300
Metro Builders & Engineers Group, Ltd. (Newport Beach, California)	\$129,030
Abajian Enterprise dba SoCal Removal (Irvine, California)	\$145,000

The engineer's estimate for the project is \$100,000. The recommended firm's bid is 3.3 percent above the engineer's estimate, attributed to the requirements for work-phasing of the demolition component. AMTEK met the requirements of the IFB, as well as state and federal requirements, and staff considers the bid to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to AMTEK, the lowest responsive, responsible bidder, in the amount of \$103,333, for bus dock platform repairs at the NTC.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 1722-9022-D3141-0M1, and is funded

Agreement for Bus Dock Platform Repairs at the Newport Transportation Center **Page 3**

through Federal Transit Administration Section 5337 grant funds, Revenue Account 0030-6049-D3141-LJR.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1540 between the Orange County Transportation Authority and AMTEK Construction, the lowest responsive, responsible bidder, in the amount of \$103,333, for bus dock platform repairs at the Newport Transportation Center.

Attachment

None.

Prepared by:



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Approved by:



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Virginia Abadessa
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May 10, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection for Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases

Overview

On January 22, 2018, the Orange County Transportation Authority Board of Directors authorized the release of a request for proposals for installation of a video surveillance camera system at the Santa Ana and Garden Grove bus bases. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Convergent Technologies, LLC as the firm to perform installation of a video surveillance system at the Santa Ana and Garden Grove bus bases.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2138 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$643,298, for installation of a video surveillance system at the Santa Ana and Garden Grove bus bases.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Santa Ana and Garden Grove bus bases in 2005 and 1977, respectively. The video surveillance camera systems (VSS) at the Santa Ana and Garden Grove bus bases are outdated and in need of replacement. The Santa Ana Bus Base cameras need to be upgraded to current internet protocol (IP) camera technology. The Garden Grove Bus Base cameras are a mix of analog and IP cameras, many of which are not functional. Both systems will be integrated into existing Milestone video management software, have remote monitoring capability, and a minimum of 30 days of video storage. The new systems will provide an increased deterrent

to crime, support having a safe and secure working environment, and increased detection and evidence for law enforcement investigations.

Procurement Approach

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

On January 25, 2018, Request for Proposals (RFP) 7-2138 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on January 22 and January 29, 2018. A pre-proposal conference and site visit were held on February 5, 2018, with 13 firms in attendance. Four addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On March 5, 2018, four proposals were received. One proposal was withdrawn by request of the proposer after recognition that it did not comply with Disadvantaged Business Enterprise program requirements. An evaluation committee consisting of staff from OCTA's Contracts Administration and Materials Management, Information Systems, Maintenance, Security and Emergency Preparedness, and Rail Programs and Facilities Engineering departments met to review all submitted proposals.

The proposals were evaluated on the following evaluation criteria and weights:

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

Several factors were considered in developing the criteria weights. High importance was given to staffing and project organization as the project manager and key personnel are critical to the successful and timely delivery of the project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the project and its challenges, and its approach to implementing the various elements of the scope of work, such as

completing the installation in accordance with the drawings and specifications. The criterion for qualifications of the firm was used for evaluating the firm's experience in performing work of a similar nature. Cost and price were weighted at 20 percent to ensure OCTA receives value for the work provided.

On March 15, 2018, the evaluation committee reviewed and discussed the remaining three proposals based on the evaluation criteria and found all three firms qualified to perform the required services. The firms are listed below in alphabetical order:

Firms and Location

Convergint Technologies, LLC (Convergint)
Orange, California

Ollivier Corporation (Ollivier)
Los Angeles, California

Schneider Electric Buildings Americas, Inc. (Schneider)
Brea, California

On March 29, 2018, the evaluation committee interviewed all firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, highlight its proposal, and respond to evaluation committee questions. Questions were asked relative to the team's experience performing VSS installations, identification and capacity of committed key personnel, experience and qualifications of key personnel, approach to accomplishing the proposed project schedule and work plan, and overall approach to integrating the new VSS into OCTA's existing software system. Finally, each team was asked specific clarification questions related to its proposal.

After considering the presentations and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for all three firms. However, the overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of the written proposals, information obtained from the interviews, and cost, staff recommends Convergint as the firm to perform the installation of a VSS at the Santa Ana and Garden Grove bus bases. Convergint ranked highest among the proposing firms because of its extensive experience in providing similar services and the proposed project team of highly-qualified personnel to perform the tasks outlined in the scope of work/

project specifications (SOW). The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

All three firms are established with relevant experience and sufficient resources to perform the installation of a VSS. The firms demonstrated understanding of the SOW and the project requirements for the installation of a VSS, including integration with OCTA's existing software system.

Founded in 2001, Convergent's core business is security integration, an essential component to the successful installation of a VSS. Convergent demonstrated excellent experience with the identification of 16 recent complex VSS installation projects performed for the Port of Los Angeles, Long Beach Airport, the City of Gardena Police Department, municipal bus lines, Boeing, Microsoft, and Chevron, among others. Last year, the firm completed 13,000 integration-related projects. Convergent is the current maintenance vendor for OCTA's key card door access systems and video surveillance systems. Convergent has experience working with the proposed subconsultant on a similar project. During the interview, Convergent personnel provided detailed and thorough responses to questions, demonstrating its experience and capabilities providing installation services and understanding of the project requirements.

Schneider, the second-ranked firm, was founded in 1838 and specializes in energy distribution and building management. Schneider demonstrated good qualifications with security related projects. Verizon, AT&T, Ten-X (formerly Auction.com), Bay Area Rapid Transit, Boeing, and the Internal Revenue Service are among some of the firm's clients, though only a few projects were specifically identified as VSS installations. The proposed subconsultant has no previous experience with Schneider. The Schneider team provided detailed and thorough responses to interview questions, demonstrating the firm's experience and capabilities for providing installation services and understanding of the project requirements.

Ollivier, the third-ranked firm, is a network engineering company and has provided project related services for over 28 years. Overall, Ollivier's proposal was good, highlighting the range of services offered by the firm, though with limited information related to VSS installations. Ollivier presented experience with three similarly complex installation projects as well as similar services with OCTA. Ollivier proposed teaming with two subconsultants, neither of which has prior experience working with the firm. Ollivier provided good responses to interview questions.

Staffing and Project Organization

Each firm proposed qualified key personnel and support staff with relevant experience.

Convergint proposed a well-qualified project team. The three proposed project managers (PM), one for each discipline, have 20 to 30 years of relevant experience, including the deployment, installation, and testing of VSS. One PM is a certified security project manager and provided project management for the City of Los Angeles Police Department camera project. Other notable project management accomplishments of the three proposed PMs include large projects with Metrolink, Boeing, Delta Airlines, Yahoo, and the Los Angeles Community College District. During the interview, Convergint clarified the commitment of key personnel to the project. Convergint has a depth of technician personnel from which to draw, including many certified in relevant technologies, and provided the most details of any firm regarding the qualifications and experience of the technicians. Convergint provided a labor resources table, as requested in the RFP that demonstrated a reasonable distribution of personnel and hours supporting the appropriate staffing of the project. Convergint has previously worked with the firm's proposed subconsultant which will assist the proposed team with fiber installation and termination.

The proposed Schneider team includes qualified personnel, including a PM, lead PM, and lead project engineer with 15 to 30 years of experience. However, the areas of experience demonstrated were less relevant to the SOW. The PM holds certification as a physical security professional and the lead project engineer is certified in relevant technologies. Schneider clarified its commitment of key personnel during the interview and has personnel qualified to perform all required tasks. The firm has a depth of personnel resources from which to draw.

Ollivier's proposed project team includes qualified key personnel with 15 to 25 years of experience. However, the areas of experience demonstrated were less relevant to the SOW. Some key personnel possess certifications in relevant technologies. Information on the qualifications and experience of the technicians was not provided. As clarified during the interview, the firm committed the proposed key personnel with the notable exception of the tentatively proposed systems engineer.

Work Plan

Convergint presented a detailed work plan. The firm proposed the option of customized solutions using open-source technology to ensure that the selected cameras fully integrate with OCTA's current software system. Convergint was

the only firm to specify experience and awareness of handling of sensitive security information, information that, if publicly released, would be detrimental to transportation security. Response times for service calls were quantified based on the level of urgency.

Schneider presented a very good work plan, including a detailed quality assurance/quality control communication plan. A work summary table with responsibilities by task was provided, including personnel accountable for oversight on each task. The firm provided a milestone schedule detailed to single days, exemplifying an understanding of the project task timeline. Schneider proposed the use of its own Pelco cameras, while remaining open to other brands, based on compatibility with OCTA's existing software system.

Ollivier presented a good work plan addressing the key tasks with the types of cameras for each location. The work plan and project schedule addressed the primary tasks, though the firm proposed refinement of the schedule after award.

Cost and Price

Pricing scores were based on a formula which assigns the highest score to the lowest total firm-fixed price for the tasks to be completed, and scores the other proposals' total firm-fixed prices based on relation to the lowest total firm-fixed price. Convergent's proposed price was competitive in relation to the proposals from Schneider and Ollivier. The proposal was reviewed by OCTA staff and found to be fair and reasonable for the work to be performed.

Procurement Summary

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends the selection of Convergent as the top-ranked firm to perform installation of a VSS at the Santa Ana and Garden Grove bus bases. Convergent demonstrated outstanding relevant experience and submitted a comprehensive proposal that met the requirements of the SOW. Convergent presented a detailed and thorough interview, supporting the firm's experience and qualifications, staffing, work plan, and a thorough understanding of the overall project.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 1722-9026-D3126-05S, and is funded through Federal Transit Administration grant funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2138 with Convergent, Technologies, LLC, in the amount of \$643,298, for installation of a video surveillance system at the Santa Ana and Garden Grove bus bases.

Attachments

- A. Review of Proposals, RFP 7-2138 Installation of a Video Surveillance System (VSS) at the Santa Ana and Garden Grove Bus Bases
- B. Proposal Evaluation Matrix (Short-Listed Firms), RFP 7-2138 Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases
- C. Contract History for the Past Two Years, RFP 7-2138 Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases

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Review of Proposals
RFP 7-2138 Installation of a Video Surveillance System (VSS) at the Santa Ana and Garden Grove Bus Bases
 PRESENTED TO THE TRANSIT COMMITTEE - MAY 10, 2018
3 proposals were received, 3 firms were interviewed, and 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Price
1	81	Convergint Technologies, LLC Orange, California	Federal Technology Solutions, Inc.	Highest ranked firm overall. Specializes in security integration. Excellent qualifications and experience performing VSS installation projects. Prior experience with subconsultant. Detailed and thorough responses to interview questions. Proposed project managers and project team are very experienced and well qualified. Detailed work plan demonstrating full understanding of the scope of work (SOW). Follow Sensitive Security Information best practices. Proposed competitive price.	\$643,298
2	77	Schneider Electric Buildings Americas, Inc. Brea, California	Global Electric	Second ranked firm. Specializes in energy distribution and building management. Very good qualifications. Similar project experience though with less experience relevant to the SOW. No experience with proposed subconsultant. Detailed and thorough responses to interview questions. Proposed project managers and project team are experienced and qualified. Detailed work plan demonstrating full understanding of the SOW. Proposed lowest price.	\$615,000
3	66	Ollivier Corporation Los Angeles, California	Power4Ward Digital Networks Group	Third ranked firm. Specializes in network engineering. Good qualifications. Similar project experience though with less experience relevant to the SOW. No experience with proposed subconsultants. Good responses to interview questions. Proposed key personnel are qualified but unable to commit Systems Engineer to project. Work plan was good but the schedule lacked detail. Proposed competitive price.	\$630,445

Evaluation Panel:

Contracts Administration and Materials Management (1)
 Information Systems (1)
 Maintenance (1)
 Security and Emergency Preparedness (1)
 Rail Programs and Facilities Engineering (1)

Evaluation Criteria

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

Weight Factors

20 percent
 30 percent
 30 percent
 20 percent

**PROPOSAL EVALUATION MATRIX (SHORT-LISTED FIRMS)
RFP 7-2138 INSTALLATION OF A VIDEO SURVEILLANCE SYSTEM AT THE
SANTA ANA AND GARDEN GROVE BUS BASES**

FIRM: CONVERGINT TECHNOLOGIES, LLC						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.0	4.5	4.5	4	17.6
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	6	24.0
Work Plan	3.5	3.5	3.5	3.0	3.5	6	20.4
Cost and Price	4.8	4.8	4.8	4.8	4.8	4	19.2
Overall Score	82.2	82.2	80.2	79.2	82.2		81
FIRM: SCHNEIDER ELECTRIC BUILDINGS AMERICAS, INC.						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	3.5	3.5	4.0	3.5	4	14.8
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.5	6	21.0
Work Plan	3.5	3.5	3.5	3.5	3.5	6	21.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	78.0	76.0	76.0	78.0	76.0		77
FIRM: OLLIVIER CORPORATION						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.0	3.0	2.5	3.5	3.0	4	12.0
Staffing/Project Organization	3.0	3.0	3.0	3.0	3.0	6	18.0
Work Plan	2.5	3.0	3.0	3.0	2.5	6	16.8
Cost and Price	4.9	4.9	4.9	4.9	4.9	4	19.6
Overall Score	64.6	67.6	65.6	69.6	64.6		66

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 7-2138 Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Convergint Technologies, LLC Contract Type: Firm-Fixed Price Subconsultants: None						
	C-7-1676	Security System Service and Maintenance	July 31, 2017	August 31, 2020		\$ 240,000
					\$ -	
Sub Total						\$240,000
Schneider Electric Buildings Americas, Inc. Contract Type: Subconsultants:		No contracts awarded				
						\$ -
Sub Total						
Ollivier Corporation Contract Type: Subconsultants:		No contracts awarded				
						\$ -
Sub Total						



May 10, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program Recommendations

Overview

On December 1, 2017, the Mobile Source Air Pollution Reduction Review Committee released the County Transportation Commission Partnership Program, which is making \$8 million available from the Clean Transportation Funding Program. Each county transportation commission, including the Orange County Transportation Authority, is eligible to request \$2 million in funding. The goal of this program is to enhance mobility while improving air quality in the South Coast Air Quality Management District.

Recommendations

- A. Approve the use of \$2 million in Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program funding for:
- The OC Flex Pilot Program for \$1.146 million,
 - The Hydrogen Detection Project for \$0.642 million,
 - A College Pass Program for \$0.212 million.
- B. 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.

Background

Signed into law in September 1990, AB 2766 (Chapter 1705, Statutes of 1990) authorized a \$4-per-vehicle surcharge on annual motor vehicle registration fees to fund programs that reduce motor vehicle air pollution. AB 2766 mandated that 30 cents of every dollar collected be deposited into a discretionary account managed by the South Coast Air Quality Management District (SCAQMD).

AB 2766 created the Mobile Source Air Pollution Reduction Review Committee (MSRC) to establish criteria, evaluate proposed projects, and make final funding recommendations to the SCAQMD Governing Board of Directors.

The MSRC County Transportation Commission (CTC) Partnership Program (MSRC CTC Program) will provide \$2 million each to the Orange County Transportation Authority (OCTA), the Los Angeles County Metropolitan Transportation Authority, the Riverside County Transportation Commission, and the San Bernardino County Transportation Authority for innovative projects that reduce emissions. To access the funds, OCTA is required to submit a list of proposed projects to the MSRC for approval. Eligible project categories include, but are not limited to, capital improvement projects, capital purchase projects, traffic signal coordination, rideshare programs, active transportation programs, transit pass incentive programs, freeway service patrols, “first mile and last mile” transportation strategies, and information technology projects.

Discussion

Consistent with the Capital Programming Policies to prioritize state and federal funds for projects that reduce congestion, strengthen the economy, and improve the quality of life, staff is seeking approval to authorize the use of \$2 million in the MSRC CTC Program funds towards the start-up and operations of the OC Flex Pilot Program, the Hydrogen Detection Project, and a College Pass Program.

OC Flex Pilot Program

OCTA implemented OC Bus 360° to improve the bus system in response to declining ridership and changing market conditions. As part of OC Bus 360°, OCTA developed a one-year pilot program to provide micro-transit to deliver services to low-demand and/or new markets through shared-ride, curb-to-curb/hub-to-hub service in two zones, including one in the City of Huntington Beach and one in the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo. The program is eligible for the MSRC CTC Program funds as a ridesharing program, and through the first mile and last mile transportation strategies categories. It is anticipated that the OC Flex Pilot Program will increase ridership by providing first and last mile connection to the existing transit services at the Goldenwest Transit Center and the Laguna Niguel/Mission Viejo Metrolink Station.

The one-year pilot is estimated to cost \$1.281 million and collect \$0.135 million in fare revenue. The difference of \$1.146 million is proposed to be supported through the MSRC CTC Program. The OC Flex Pilot Program is expected to start service in late summer 2018.

Hydrogen Detection Project

The hydrogen detection system is required for the Hydrogen Bus Project which is currently underway. The system will be used as a safety precaution to detect the presence of hydrogen which is flammable and has the potential to embrittle metals. Originally, local transit funds were directed to support the installation; however, the Hydrogen Detection Project is eligible for the MSRC CTC Program funding under the capital improvement projects category.

Currently, the preliminary cost estimate for the Hydrogen Detection Project is \$0.818 million, and \$0.176 million will be funded through a previous grant from the California Air Resources Board Air Quality Improvement Program. The difference of \$0.642 million is proposed to be supported through the MSRC CTC Program. The Hydrogen Detection Project is expected to start construction in fall 2018.

College Pass Program

The College Pass Program will offer free rides to students during a one-year special start up period as an incentive to promote the program. This College Pass Program is based on the Santa Ana College Program and will be for a different location. After the special start up period, a student fee (fee varies on colleges) must be passed by the majority of the students to continue the program for an additional two years. Staff is proposing to use the remaining MSRC Program funding for this program and will work directly with local colleges to identify which schools want to proceed with a transportation fee for the College Pass Program.

The remaining funding is approximately \$0.212 million. The College Pass Program is eligible for the MSRC funds under the transit pass incentive programs and is anticipated to increase ridership in the college market, and incentivizes installation of a transportation fee for continued College Pass participation. The program start date would be contingent on the individual colleges that participate.

Project descriptions for the OC Flex Pilot Program, the Hydrogen Detection Project, and the College Pass Program are included in Attachment A. The programming recommendations that are requested in this report have been included in the OCTA Capital Funding Program Report (Attachment B).

Next Steps

With Board of Directors approval, staff will submit a request to use \$2 million in the MSRC CTC Program funding for the start-up and operations of the OC Flex Pilot Program, the Hydrogen Detection Project, and the College Pass Program. MSRC approval is expected in summer 2018.

Summary

Staff is recommending the use of \$2 million in the MSRC CTC Program funding for the start-up and operations of the OC Flex Pilot Program, the Hydrogen Detection Project, and the College Pass Program.

Attachments

- A. Mobile Source Air Pollution Reduction Review Committee, County Transportation Commission Partnership Program, Project Fact Sheets
- B. Capital Funding Program Report

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**Mobile Source Air Pollution Reduction Review Committee
County Transportation Commission Partnership Program
Project Fact Sheets**

OC Flex Pilot Program



Description

Micro-transit is an on-demand and shared-ride service that can extend the reach of the fixed-route system by providing connections to areas that may not be served by regular transit. As part of OC Bus 360°, the Orange County Transportation Authority (OCTA) developed a one-year pilot program, known as OC Flex, to provide micro-transit to deliver services to low-demand and/or new markets through shared-ride, curb-to-curb/hub-to-hub service in two zones; one in the City of Huntington Beach, and one in the cities of Aliso Viejo, Laguna Niguel, and Mission Viejo. Additionally, service will utilize on-demand dispatching software for reservations, scheduling, and fare payment.

Program Budget

OC Flex Fare Revenue: \$135,000
Mobile Source Air Pollution Reduction Review Committee (MSRC)
Clean Transportation Funding: \$1,146,000
Total Project Cost: \$1,281,000

Project Benefits

- Reducing vehicle miles traveled in the region
- Providing service for low-demand areas
- Providing connections to the OC Bus and Metrolink services

Estimated Schedule

Begin Service	Summer 2018
End Service	Summer 2019

**Mobile Source Air Pollution Reduction Review Committee
County Transportation Commission Partnership Program
Project Fact Sheets**

Hydrogen Detection Project



Description

As part of the purchase and use of the hydrogen fuel cell electric buses, OCTA will install a hydrogen detection system in several buildings where preventive maintenance, body work, washing, and heavy-duty repair services are performed, including the hydrogen station compound and fuel island.

The detection system includes: H₂ gas detectors, H₂ flame detectors, control panels, electrical conduit and wiring, building interior and exterior annunciation (H₂ gas detection warning lights and horns), fire alarm interfacing, system programming commissioning, and testing. The detectors will be wired into OCTA's alarm and fire control panels.

Program Budget

California Air Resources Board
Air Quality Improvement Program Funding: \$175,819
MSRC Clean Transportation Funding: \$642,196
Total Project Cost: \$818,015

Project Benefits

The hydrogen detection system is required by the Fire Code in building areas occupied by a hydrogen bus. The hydrogen detectors will be used as a safety precaution to detect the presence of hydrogen.

Estimated Schedule

Begin Design	1/31/2018
End Design	2/23/2018
Begin Construction (Contract Award)	9/7/2018
End Construction (Construction Contract Acceptance)	1/14/2019

**Mobile Source Air Pollution Reduction Review Committee
County Transportation Commission Partnership Program
Project Fact Sheets**

College Pass Program



Description

The College Pass Program provides free rides to students during a special start up period as an incentive to promote the College Pass Program. After the start up period, a student fee must be passed by the majority of the students via an election to continue the program for an additional period of time. An analysis of the current ridership/revenue forecast estimates the individual fee would be approximately \$4 per full-time student and \$3 per part-time student. The final fee will be based on the specific college, student participation, and ridership.

Program Budget

MSRC Clean Transportation Funding: \$212,000

Project Benefits

- Reducing vehicle miles traveled in the region
- Promoting transit ridership to college students

Estimated Schedule

Begin Service	To Be Determined
End Service	To Be Determined



Capital Funding Program Report

Pending Board of Directors (Board) Approval - May 14, 2018

Bus Transit Project

Project Title		State Funds		Federal Funds		Local Funds		
M Code	Total Funding	STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
S	\$5,730					\$5,730		
S	\$4,036	\$2,482						\$1,554
V	\$35,089						\$35,089	
W	\$1,207						\$1,207	
W	\$370						\$370	
	\$12,914	\$5,607						\$7,307
	\$22,465		\$16,239		\$4,775			\$1,451
	\$556				\$556			
	\$29,900			\$22,250	\$7,650			
	\$150,214			\$29,198	\$69,344			\$51,672
	\$474,865				\$189,946			\$284,919
	\$641	\$97		\$544				
	\$14,824				\$14,824			
	\$3,548				\$3,548			
	\$13,962				\$13,962			
	\$6,388				\$6,388			
	\$4,000			\$3,400				\$600
	\$2,000		\$1,200					\$800
	\$448	\$67			\$381			
	\$2,319	\$176						\$2,143
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program ¹								
Non-fixed-route paratransit operations assistance	\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center	\$6,260		\$6,260					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)	\$212,133				\$212,133			
Rideshare/vanpool	\$6,732			\$6,732				
Transit Security Program	\$3,997		\$3,997					
Transit System Study Pilot Project	\$6,000			\$6,000				
Vanpool Program - capital lease	\$12,838			\$12,838				
VSS Upgrades at OCTA Facilities – Santa Ana, Garden Grove, Anaheim, & Irvine Bases and Administration	\$3,100		\$2,140		\$960			
Bus Transit Project Totals		\$8,429	\$29,836	\$80,962	\$572,953	\$5,730	\$36,666	\$542,912

State Funding Total	\$38,265
Federal Funding Total	\$653,915
Local Funding Total	\$585,308
Total Funding (000's)	\$1,277,488

Acronyms:

M Code - Project Codes in Measure M1 and M2
STIP - State Transportation Improvement Program
RSTP - Regional Surface Transportation Program
CMAQ - Congestion Mitigation and Air Quality Improvement Program
M1 - Measure M1
M2 - Measure M2
OCTA - Orange County Transportation Authority
FTA - Federal Transit Administration
ATN - Anaheim Transit Network
VSS - Video Surveillance System

Board Actions:

- Approve the use of \$2 million in Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program funds for program of projects.



May 10, 2018

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: June 2018 Bus Service Change

Overview

The Orange County Transportation Authority implements changes to bus routes three times each year. The June 2018 bus service changes consist of minor adjustments to bus schedules in response to customer and coach operator input, as well as changes in summer demand.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected bus routes three times a year in February, June, and October. The June 2018 bus service change consists of minor changes to bus schedules in response to customer and coach operator feedback. OCTA implemented major changes to bus service in the October 2017 and February 2018 service changes as part of the comprehensive OC Bus 360° Program.

Discussion

The June 2018 bus service change includes schedule adjustments to 19 OCTA bus routes designed to improve connections and on-time performance. A summary of the changes planned for the routes included in the June 2018 bus service change is provided (Attachment A), as well as a map of these routes (Attachment B).

Route 1 and Route 89 Changes

During the summer, additional service will be added to Route 1 and Route 89 during the peak beach traffic periods to maintain the schedules for these routes. The new Route 1 schedule also makes permanent a recent detour where the service stays on Pacific Coast Highway through the City of Laguna Beach instead of serving the Laguna Beach Bus Station. This change was made based on a request from the City of Laguna Beach, and to improve the speed of the Route 1 service.

2018 Orange County Fair Express Service

Included in the June 2018 Bus Service Change is the special event service supporting the 2018 Orange County Fair (OC Fair). The OC Fair Express service consists of nine shuttle routes operating from various areas throughout Orange County. This very popular service has been operating for several years and is funded by a two-year grant from the Mobile Source Air Pollution Review Committee.

Similar to last year, the service will operate on weekends only for the duration of the OC Fair because of vehicle and manpower availability. Attendance and demand for parking is the highest on weekends, and this service reduces traffic congestion at the fairgrounds. This service carried 87,541 passengers in 2017. The service will operate the same frequency of service and hours of operation as the prior year; however, this year, Route 691 from south Orange County will provide service from the Laguna Niguel/Mission Viejo Metrolink Station instead of the Junipero Serra Park 'N Ride in San Juan Capistrano. The new location offers enhanced amenities such as expanded parking and public restrooms. A map of the OC Fair Express network supporting the 2018 OC Fair season is provided in Attachment C.

Title VI and Environmental Justice Analyses

Title VI and Environmental Justice Analyses are not required for the June 2018 bus service change because the changes are considered minor per OCTA policy.

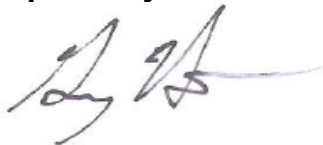
Summary

The June 2018 bus service change consists of minor changes and adjustments to bus schedules in response to customer and coach operator comments, as well as seasonal adjustments. Notification of the changes to customers is expected three weeks prior to implementation of the program.

Attachments

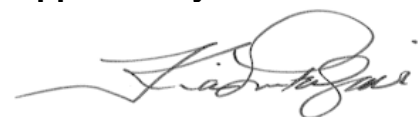
- A. June 2018 Bus Service Change Summary
- B. June 2018 Bus Service Change System Map, Schedule and Route Adjustments
- C. 2018 OC Fair Express System Map

Prepared by:



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

Approved by:



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

June 2018 Bus Service Change Summary

Route	Changes	Annual RVH			Total	Peak Buses
		WKD	SAT	SUN		
1	Implement a summer schedule; bypass Laguna Beach Bus Station	(12)	119	132	239	+1
25	Schedule adjustment	-	(29)	10	(19)	
38	Schedule adjustment	(21)	-	-	(21)	
43	Schedule adjustment	523	-	-	523	
53	Schedule adjustment	98	(13)	15	100	
54	Added one afternoon tripper to connect with Metrolink Train #808	115	-	-	115	
55	Schedule adjustment	417	-	-	417	
57	Schedule adjustment	459	(3)	49	506	
66	Schedule adjustment	(162)	-	-	(162)	
70	Begin last westbound trip five minutes later	21	-	-	21	
71	Schedule adjustment	4	-	-	4	
82	Start schools PM tripper at Mustang Run/Los Alisos in Mission Viejo	-	-	-	-	
89	Implement a summer schedule	-	39	43	82	
90	Begin last northbound trip ten minutes earlier	(43)	-	-	(43)	
453	Schedule adjustment	(21)	-	-	(21)	
463	Add stop on property at South Coast Plaza	17	-	-	17	
543	Schedule adjustment	(21)	-	-	(21)	
701	Reroute via Figueroa Street in Los Angeles	-	-	-	-	
721	Reroute via Figueroa Street in Los Angeles	72	-	-	72	
Total		1,446	114	250	1,809	+1

Routes 1 and 89: annual RVH is from July 1 to October 7

Acronyms

RVH - Revenue vehicle hours

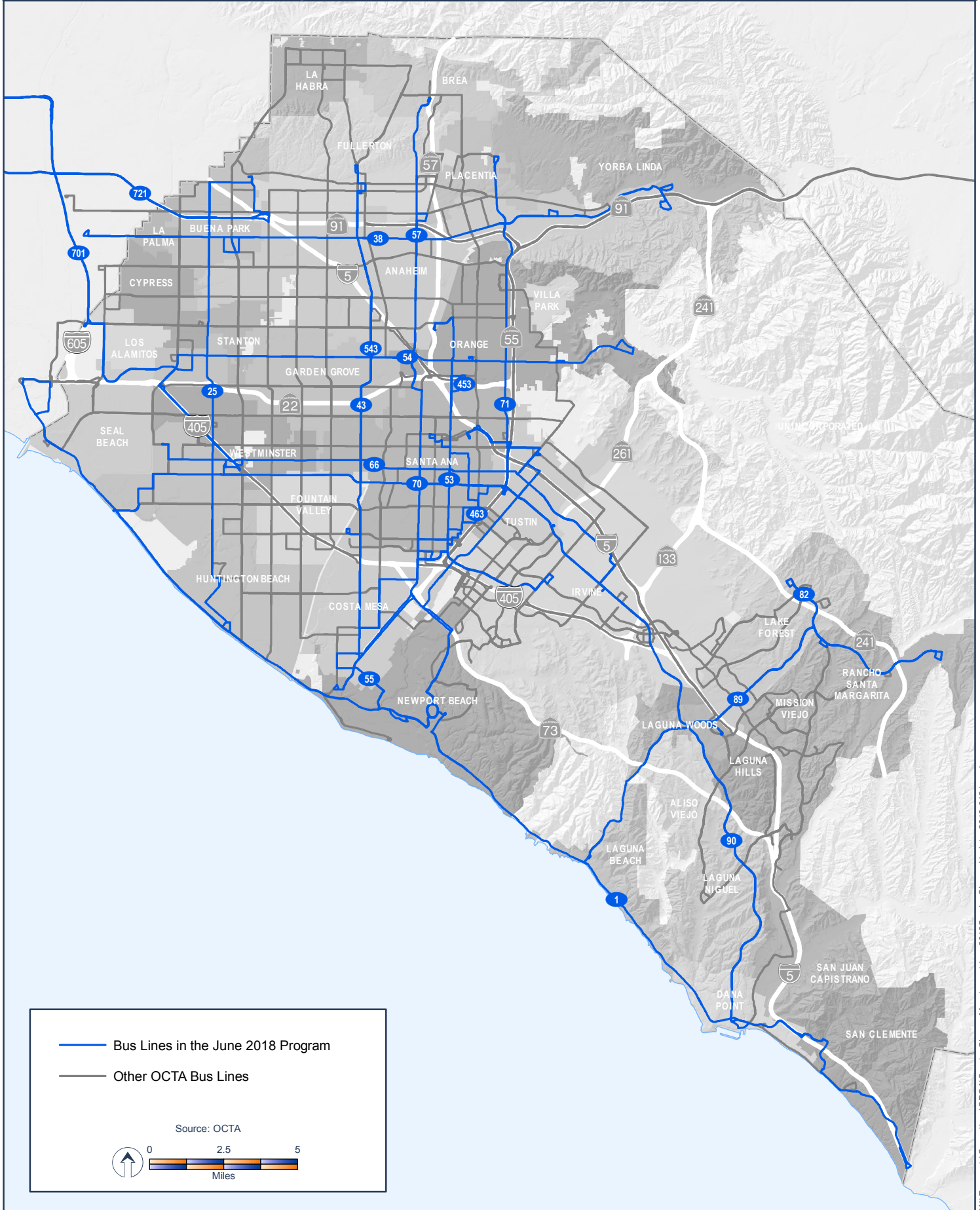
WKD - Weekend

SAT - Saturday

SUN - Sunday

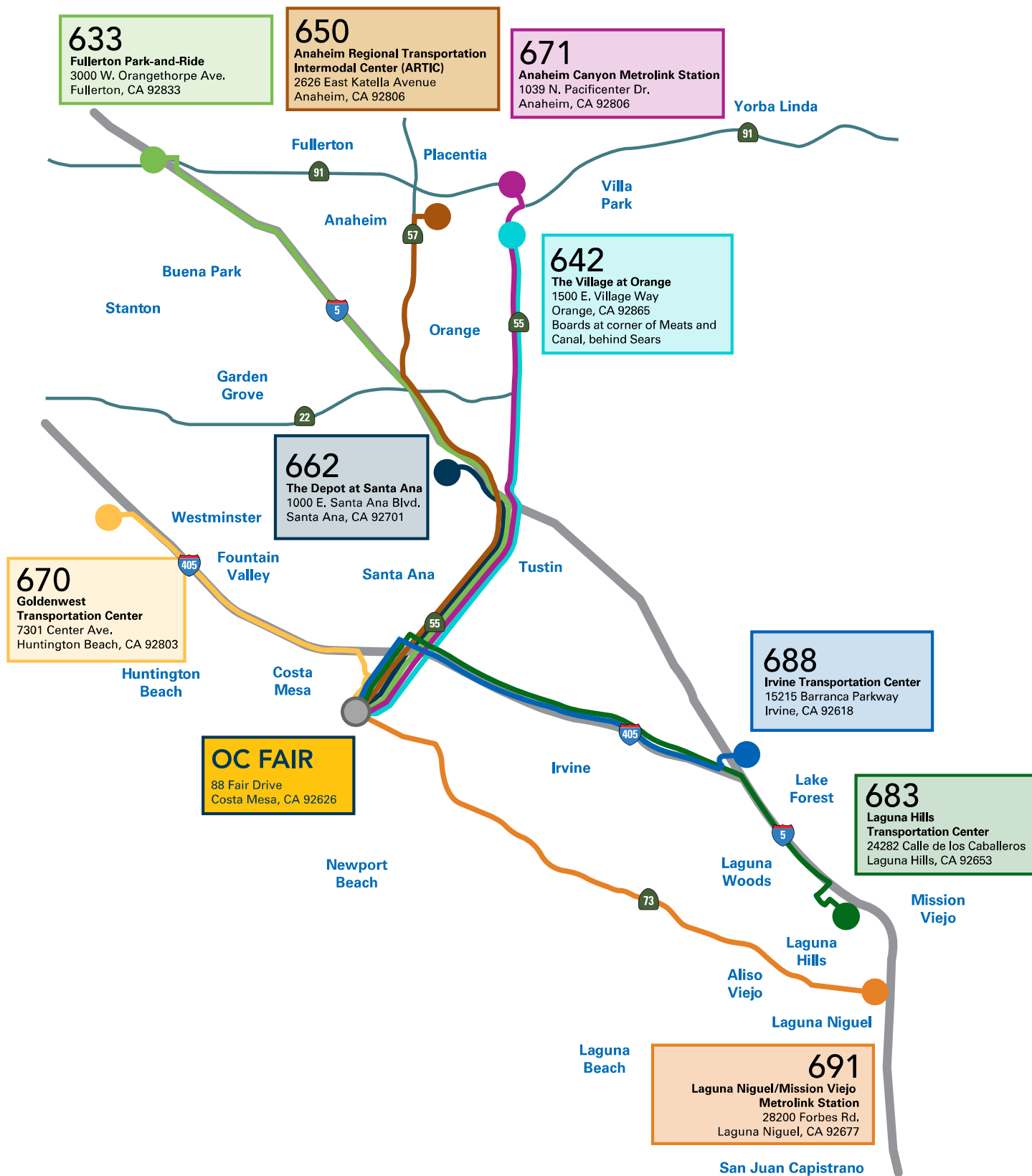
June 2018 Bus Service Change System Map

Schedule and Route Adjustments





2018 OC Fair Express System Map





May 10, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Orange County Taxi Administration Program Update

Overview

The Orange County Transportation Authority continues to work with the Orange County City Managers Association and Orange County taxi industry stakeholders on the future of the Orange County Taxi Administration Program. With the passage of taxi regulation legislation AB 1069 (Chapter 753, Statutes of 2017), the Orange County Taxi Administration Program, as it exists today, cannot continue. It is prudent to commence plans to cease Orange County Transportation Authority administration of the Orange County Taxi Administration Program effective January 1, 2019.

Recommendation

Pursuant to AB 1069 (Chapter 753, Statutes of 2017), direct staff to make decisions needed to cease Orange County Transportation Authority administration of the Orange County Taxi Administration Program effective January 1, 2019 and communicate this action to Orange County Taxi Administration Program members.

Background

The Orange County Transportation Authority (OCTA) administers the Orange County Taxi Administration Program (OCTAP) on behalf of Orange County cities and the County of Orange. OCTAP was created in 1998 to consolidate the licensing, application, and administrative functions to assist the cities and the County of Orange (member agencies) in meeting their requirements set forth in Government Code Section 53075.5 and Vehicle Code Section 21100, *et seq.* At that time, OCTA was asked by member agencies to provide staff and administrative services necessary to permit taxi companies and drivers that operate in Orange County. OCTA and the member agencies entered into interagency agreements, and each agency has adopted and enforced OCTAP regulations in their respective jurisdictions.

Since its inception, OCTAP was designed to be funded entirely through permit and license fees. With the arrival of Transportation Network Companies, such as Uber, Lyft, and others, the marketplace has greatly reduced the number of taxi permits in the county, which, in turn, has reduced revenues and thereby created a financially unsustainable condition for OCTAP as currently funded.

Since March 2016, OCTA has been working with the Orange County City Managers Association (OCCMA) to identify long- and short-term solutions to the financial sustainability challenges. In June 2016, OCTA provided one-year notice, pursuant to the interagency agreements, that OCTA only had sufficient funds to continue administering OCTAP through June 2017 and would, thereafter, be required to withdraw as the administrator.

Given that costs to administer OCTAP exceeded revenues, in May 2017, OCCMA recommended that member agencies cover the costs of OCTAP administration. All member agencies were invoiced in September 2017 for a six-month period between January 1, 2018 and June 30, 2018, and to date all agencies except one have paid. A second invoice covering July 1, 2018 through December 31, 2018 is expected to be sent to member agencies in July.

OCTA staff was recently informed that the City of Mission Viejo (Mission Viejo) is voluntarily withdrawing from OCTAP and has not contributed to costs for administration. OCTA has sent Mission Viejo a letter (Attachment A) formally notifying them that they are no longer members of OCTAP and are required by law to regulate taxicabs within their jurisdiction. This means that an OCTAP permit is no longer valid in Mission Viejo effective the date the city received the letter.

Given that Mission Viejo will not be covering their portion of administration costs, these cost will be spread among the balance of OCTAP member agencies. An estimated cost allocation by agency is attached (Attachment B). The OCTAP Steering Committee and OCCMA have been updated on this cost allocation.

Discussion

With the passage of taxi regulation legislation (AB 1069), OCTAP, as it exists today, cannot continue. As stated previously, all cities and the county are currently required by Government Code to regulate taxicabs. Under AB 1069, however, only those certain cities and counties where taxicabs are “substantially located” are permitted to regulate taxicabs, unless the cities enter into a joint powers authority or enter into an agreement with a transit agency for the purpose of administering or regulating taxicabs. While OCTA continues to help facilitate discussions on the future of OCTAP, the final determination of how taxicabs will be regulated is up to member agencies to decide. Under AB 1069, OCTA,

another agency, or joint powers authority could administer OCTAP. Should OCTA be requested to administer OCTAP beyond December 2018, staff would bring that decision to the OCTA Board of Directors for consideration.

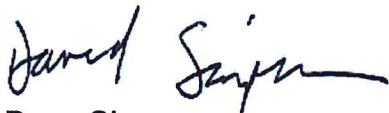
At the May 2, 2018 OCCMA meeting, it was announced that OCTA administration of OCTAP would cease effective December 31, 2018. OCCMA is expected to meet and discuss this matter in June that may lead to further determinations on this issue. Staff will provide updates as appropriate.

Summary

OCTA will no longer continue as the administrator of OCTAP effective January 1, 2019 pursuant to AB 1069. It is prudent that OCTA now commence plans to wind down OCTAP operations and make staffing and facility use determinations accordingly.

Attachments

- A. Letter from Kenneth Phipps, Deputy Chief Executive Officer, Orange County Transportation Authority, to Dennis Wilberg, City Manager, City of Mission Viejo, dated May 1, 2018, re: Termination Letter
- B. Estimated Cost Allocation for OCTAP, July 2018 - December 2018

Prepared by:

Dave Simpson
Manager, Regional Initiatives
External Affairs
(714) 560-5570

Approved by:

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



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CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

May 1, 2018

Mr. Dennis Wilberg
City Manager
City of Mission Viejo
200 Civic Center
Mission Viejo, CA 92691

Dear Mr. Wilberg:

The Orange County Transportation Authority (OCTA) currently administers the Orange County Taxi Administration Program (OCTAP) on behalf of the Orange County cities and the County of Orange. OCTA has been informed that the City of Mission Viejo (Mission Viejo) desires to voluntarily withdraw from OCTAP. Please find this letter as formal notification that OCTA will no longer administer OCTAP on behalf of Mission Viejo, effective immediately.

As you know, OCTAP was created in 1998 to consolidate the licensing, application, and administrative functions to assist the Orange County cities and the County of Orange in meeting their requirements set forth in Government Code Section 53075.5 and Vehicle Code Section 21100, et seq. At that time, OCTA was selected by the Orange County cities and the County of Orange (the "member agencies") to provide the staff and administrative services necessary to permit taxicabs that operate throughout Orange County. OCTAP was designed to be funded solely through license and permit fees from taxicab companies, drivers, and vehicles. OCTA entered into interagency agreements with each member agency, including Mission Viejo, for the administration of OCTAP. Each member agency has adopted and continues to enforce the OCTAP Regulations in its respective jurisdiction.

The funding model was sufficient to cover OCTAP's and OCTA's administrative costs and to maintain a reserve of funds until Transportation Network Companies, such as Uber and Lyft, entered into the market. The OCTAP Regulations require OCTA to provide 12 months written notice prior to withdrawing from OCTAP. In June of 2016, OCTA sent a letter to all member agencies providing notice that the current fee structure is no longer sustainable and, therefore, OCTA would be terminating the agreements and withdrawing from OCTAP as the administrative agency effective July 1, 2017, absent a viable solution acceptable by all parties. OCTA has been working with the Orange County City Managers Association (OCCMA) since March of 2016 to identify both long-and short-term solutions to the financial sustainability challenges of OCTAP. The OCCMA recommended

Mr. Dennis Wilberg

May 1, 2018

Page 2

that the member agencies cover the cost of OCTA's administration of OCTAP through calendar year 2018.

OCTA agreed to continue the administration of OCTAP on the condition that OCTA would be reimbursed by each member agency for its continued costs of administration. OCTA sent invoices and funding agreements to each member agency in September of 2017 for administrative services for the period January 1, 2018 through June 30, 2018. To date, OCTA has not received any payment from Mission Viejo.

OCTA was recently notified that Mission Viejo is voluntarily withdrawing from OCTAP. As you are aware, Government Code Section 53075.5 requires every city and county, including Mission Viejo, to regulate taxicab transportation service within its jurisdiction including, at a minimum, a policy for entry into the business of providing taxicab transportation service, establishment of registration rates, and a mandatory controlled substance and alcohol testing certification program. Effective immediately and at the request of the city, OCTA will no longer provide permitting or other administration services on behalf of Mission Viejo, and an OCTAP permit will no longer be valid within Mission Viejo's jurisdiction.

If you have any questions on this matter please contact Dave Simpson, OCTA Government Relations, at (714) 560-5570 or Dsimpson@octa.net.

Sincerely,



Kenneth Phipps
Deputy Chief Executive Officer

KP:ct

c: OCTA Board of Directors
Mr. Dave Kiff, President, Orange County City Manager Association

**Estimated Cost Allocation for OCTAP
July 2018 - December 2018**

City	2016 Population or Trips	Funding Share	Cost Recovery Based on Funding Share**
Aliso Viejo	50,509	1.57%	\$ 2,326.50
Anaheim	358,136	11.10%	\$ 16,496.16
Brea	43,710	1.35%	\$ 2,013.33
Buena Park	83,347	2.58%	\$ 3,839.06
Costa Mesa	114,603	3.55%	\$ 5,278.75
Cypress	49,743	1.54%	\$ 2,291.22
Dana Point	33,415	1.04%	\$ 1,539.13
Fountain Valley	56,714	1.76%	\$ 2,612.31
Fulleton	142,457	4.42%	\$ 6,561.74
Garden Grove	177,303	5.50%	\$ 8,166.78
Huntington Beach	195,212	6.05%	\$ 8,991.69
Irvine	258,386	8.01%	\$ 11,901.56
Laguna Beach	23,617	0.73%	\$ 1,087.83
Laguna Hills	30,681	0.95%	\$ 1,413.20
Laguna Niguel	66,142	2.05%	\$ 3,046.58
Laguna Woods	16,213	0.50%	\$ 746.79
La Habra	62,064	1.92%	\$ 2,858.74
Lake Forest	83,910	2.60%	\$ 3,864.99
Mission Viejo (Not in OCTAP)			\$ -
La Palma	16,057	0.50%	\$ 739.60
Los Alamitos	11,738	0.36%	\$ 540.67
Newport Beach	84,270	2.61%	\$ 3,881.57
Orange	141,420	4.38%	\$ 6,513.97
Placentia	52,263	1.62%	\$ 2,407.29
Rancho Santa Margarita	48,516	1.50%	\$ 2,234.70
San Clemente	66,245	2.05%	\$ 3,051.32
San Juan Capistrano	36,085	1.12%	\$ 1,662.12
Santa Ana	342,930	10.63%	\$ 15,795.76
Seal Beach	25,078	0.78%	\$ 1,155.12
Stanton	39,751	1.23%	\$ 1,830.98
Tustin	82,717	2.56%	\$ 3,810.04
Villa Park	5,948	0.18%	\$ 273.97
Westminster	94,073	2.92%	\$ 4,333.11
Yorba Linda	67,637	2.10%	\$ 3,115.44
County of Orange (includes JWA)*	265,320	8.22%	\$ 12,220.95
TOTALS	3,226,210	100%	\$ 148,603.00

*based on trips not population

** Costs are estimated, may adjust slightly



May 10, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreement for Fire Suppression and Methane Conversion Kits

Overview

The Orange County Transportation Authority currently operates 299, 2007-2008 model year compressed natural gas-powered buses. These vehicles have electronic control panels for the onboard automatic fire suppression and methane detection systems. The original panel is no longer available through the original bus manufacturer. To date, the panels on 35 of these vehicles have been replaced with an approved equal, but the lead time is very long requiring the bus to be removed from service until the part is received. Approval of a purchase order for 264 of the replacement electronic panels for the remainder of the fleet will expedite repairs when the component fails and will reduce the overall unit cost versus purchasing one panel at a time.

Recommendations

Authorize the Chief Executive Officer to negotiate and execute sole source Blanket Purchase Order No. C-8-1506 between the Orange County Transportation Authority and Kidde Technologies, Inc., in the amount of \$355,575, for the purchase of up to 264 Kidde fire suppression/methane detection 12-channel conversion kits intended for the installation on the 2007-2008 model year New Flyer compressed natural gas-powered buses.

Discussion

The control panel originally installed in this fleet of buses was provided by Kidde Technologies, Inc. (Kidde). The system was called the Terrier System and was made by a sub-contractor to Kidde. The company went out of business several years ago and, as a result, Kidde developed a 12-channel conversion kit that continued to operate the fire detection and methane detection systems using the existing sensors installed in Orange County Transportation Authority (OCTA) buses.

Based on the high failure rate of the Kidde panels, the long lead time to procure conversion kits, the high cost associated with one-off builds, and the negative impact of buses being removed from service, staff recommends retrofitting the buses affected in a comprehensive manner.

In order to retrofit OCTA buses impacted by the obsolete Terrier System, staff requests approval to purchase up to 264 Kidde 12-channel conversion kits intended to support the maintenance and continued operation of the 2007-2008 model year fleet of 264 compressed natural gas-powered buses.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved policies and procedures for a sole source procurement.

Kidde developed a conversion kit that replaces the Terrier System control modules with Kidde's KT1200 control module. The KT1200 module can only be supplied by Kidde and is the only system designed to work with the proprietary Kidde sensors and components already installed on OCTA buses. Purchasing the conversion kits will allow OCTA to use current production technology to keep buses once equipped with the Terrier System control modules in service.

Several fire suppression 12-channel conversion kits were recently purchased for inventory in the amount of \$2,582 each, under Part No. 476782. Due to the need to purchase a larger quantity, and through negotiations, Kidde agreed to reduce the price to \$1,250 each for 264, 12-channel conversion kits, which is a 52 percent savings to OCTA.

In accordance with OCTA's procurement procedures, Contracts Administration and Materials Management (Camm) requested the Internal Audit Department (Internal Audit) to apply agreed upon procedures to prices proposed by firms under sole source procurements over \$50,000. However, Internal Audit could not apply agreed upon procedures to quoted pricing because detailed cost data was not provided by Kidde, and comparative pricing data from competitively procured contracts was not available. Based on Kidde's technical ability, financial status, and negotiated savings, Camm staff has concluded that Kidde is deemed responsive to OCTA's requirements.

Fiscal Impact

The procurement of 264, 12-channel conversion kits to retrofit buses in the current fleet was approved in the OCTA Fiscal Year 2017-18 Budget, Transit Technical Services, Account 2114-D2108-7751.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute sole source Blanket Purchase Order No. C-8-1506 between OCTA and Kidde, in the amount of \$355,575, for the procurement of up to 264, 12-channel conversion kits intended to replace the existing obsolete onboard Kidde Fire Suppression and Methane Detection System panels on buses in the current fleet.

Attachment

None.

Prepared by:



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

Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



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

Orange County Transportation Authority Innovation Update

Topics

- What OCTA is Doing
 - Transit Technology Improvements
 - Mobile Applications
- What the Industry is Doing
 - Mobility as a Service
 - Autonomous and Connected Vehicles
- A look Ahead



Transit Technology

- Mobile Ticketing
 - 560 readers
 - 48,000 accounts
 - 615,000 purchases
- Automatic Vehicle Location
- Automated Passenger Counting
- Analytics



Mobile Application Rideshare

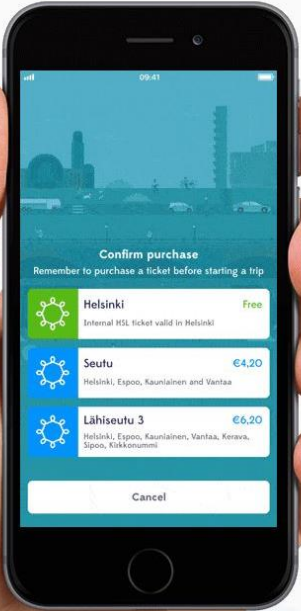
- Transit Network Companies
 - Uber 5.5 million rides per day
 - Lyft 1 million rides per day
 - San Clemente Pilot
- Dynamic Carpooling
 - Waze Carpool - Irvine Pilot
- Microtransit
 - OC Flex Pilot



Mobility As a Service

- Trip planning and payment across all shared modes of public and private transportation
 - Whim – Helsinki, Finland
 - Transdev – Babcock Ranch, Florida
 - moovel – Germany

Whim covers all your journeys



How it works

- Public transport
- Taxi
- Car
- Journey planner

- 1 Choose how you want to travel
- 2 Grab a ticket
- 3 You're ready to go!

Autonomous and Connected Vehicles

- 2020
 - Auto manufacturers claim they will have fully-automated vehicles (Level 5 AVs) commercially available
- 2030
 - Conservative estimates for AV adoption show a 10 to 20 percent market penetration, with AVs accounting for 10 to 30 percent of vehicle miles travelled
- 2050
 - Conservative estimates for AV adoption forecast 90 percent market penetration



Autonomous and Connected Vehicles

- U.S. DOT Autonomous Vehicle Proving Ground Program
 - San Diego
 - SANDAG partnered with the City of Chula Vista and Caltrans
 - Contra Costa County
 - GoMentum Station
- CA DMV
 - Approved regulations to allow for driverless testing. Trucks pending
- Shared fleet versus private car-ownership
 - Significant impacts to congestion, good or bad depending
 - Policy intervention will be needed to avoid an increase in total vehicle miles travelled



Shared Autonomous Vehicles

- Easymile
 - Bishop Ranch, San Ramon CA
 - First driverless bus approved to run on public roads in California, 3/6/18
- Navya
 - Las Vegas, NV



A Look Ahead

- Augmented Reality
 - Travel-demand mitigation tool by reducing the need for travel to physical locations
- Hyperloop
 - Routes have been proposed across the globe, including one between San Diego and Los Angeles that would take less than 13 minutes
- Delivery Robots
 - Starship and Marble have developed prototypes, and some have been released on San Francisco streets
- Drones and Flying Cars
 - Amazon, Uber, and Porsche have taken interest



A Look Ahead



EHANG 184 Autonomous Aerial Vehicle



Max weight 220 pounds
Flight time 30 minutes
Max distance 31 miles
Max speed 62 mph

