



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, June 14, 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 Winterbottom

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 7)

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

2. Approval of Minutes - March 8, 2018

Recommendation

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

3. Approval of Minutes - May 10, 2018

Recommendation

Approval of the minutes of the Transit Committee meeting of May 10, 2018.

4. Consultant Selection to Design, Furnish, and Install a Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station

Lora Cross/James G. Beil

Overview

On February 13, 2018, the Orange County Transportation Authority issued a request for proposals for design and installation of a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station. 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 design, furnish, and install a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2150 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$384,488, to design, furnish, and install a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station.



- 5. Amendment to Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service**
Curt Burlingame/Jennifer L. Bergener

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. In June 2016, the operation of the iShuttle service was transitioned from the City of Irvine to the Orange County Transportation Authority and was also amended into the agreement with First Transit, Inc. The iShuttle service will be expanded in October 2018, requiring an amendment to the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$383,744, for an increase in service to accommodate the expansion of the iShuttle service. This will increase the maximum obligation of the agreement to a total contract value of \$148,900,252.

- 6. Cooperative Agreement with the Regional Center of Orange County**
Curt Burlingame/Jennifer L. Bergener

Overview

The Orange County Transportation Authority has had a long-standing revenue agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to Regional Center of Orange County consumers. The current agreement expires June 30, 2018, and a new agreement is required.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1735 between the Orange County Transportation Authority and the Regional Center of Orange County, in the amount of \$7,435,155, for a term of two years, effective July 1, 2018 through June 30, 2020, with two, two-year option terms, to share in the cost of paratransit services provided to Regional Center of Orange County consumers.



- 7. Amendment to Agreement for the Development, Hosting, License, and Maintenance of a Mobile Ticketing Application**
Lloyd Sullivan/Andrew Oftelie

Overview

On July 13, 2015, the Board of Directors approved Agreement No. C-5-3244 with moovel North America, LLC, to develop a mobile ticketing application that provides the ability to purchase and display fare products from smart phone devices. An amendment to the existing contract is needed to add functionality to the current mobile ticketing application to administer and distribute bus passes for employer and university programs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-5-3244 between the Orange County Transportation Authority and moovel North America, LLC, in the amount of \$160,000, to add functionality to the current mobile ticketing platform to administer and distribute employer and university program bus passes. This will increase the maximum obligation of the agreement to a total contract value of \$783,209.

Regular Calendar

- 8. OC Streetcar Project Update**
Kelly Hart/James G. Beil

Overview

An update on the OC Streetcar project was provided to the Orange County Transportation Authority Board of Directors on March 26, 2018. Subsequently, several actions have occurred related to the overall project schedule that merit another update.

Recommendation

Receive and file as an information item.



- 9. Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department**
Katrina Faulkner/Kenneth Phipps

Overview

On May 11, 2015, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The firm-fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the Orange County Sheriff's Department and approved by the Orange County Transportation Authority's Board of Directors.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,640,895, for Transit Police Services, effective July 1, 2018 through June 30, 2019. This will increase the maximum obligation of the agreement to a total contract value of \$30,173,391.

- 10. Transit Division Performance Measurements Report for the Third Quarter of Fiscal Year 2017-18**
Johnny Dunning, Jr./Jennifer L. Bergener

Overview

The Orange County Transportation Authority operates fixed-route bus service known as OC Bus and demand-response paratransit service known as OC ACCESS throughout Orange County and into neighboring counties. This report summarizes the year-to-date performance of the transit services provided through the third quarter of fiscal year 2017-18. The established measures of performance gauge the safety, courtesy, reliability, and overall quality of the public transit services provided.

Recommendation

Receive and file as an information item.



11. 2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations

Joseph Alcock/Kia Mortazavi

Overview

The Orange County Transportation Authority issued the 2018 Measure M2 Project V call for projects for community-based transit circulators on February 12, 2018. Applications have been received and scored consistent with the Board of Director's approved Comprehensive Transportation Fund Programs Project V Guidelines. Projects recommended for funding are presented for review and approval.

Recommendations

- A. Approve programming recommendations for Project V funding, in an amount not to exceed \$5,153,664, plus inflationary adjustments, for five local agency projects submitted under capital and operating reserve categories.
- B. Approve programming recommendations for Project V funding, in an amount not to exceed \$1,649,700, plus inflationary adjustments, for the City of San Clemente's Rideshare Beta Test Expansion Program, contingent upon receipt of ridership and usage documentation. If this documentation is not provided by August 2018, and it is not consistent with the Orange County Transportation Authority's minimum performance requirements, direct staff to return with an update and revised programming recommendation.
- C. Direct staff to work with the City of Laguna Niguel on route and operational refinements and return at a later date with a final recommendation on the City of Laguna Niguel's proposed Project V service, if appropriate.
- D. Authorize staff to execute cooperative funding agreements with appropriate local agencies.



12. Central Harbor Boulevard Transit Corridor Study

Eric Carlson/Kia Mortazavi

Overview

The Orange County Transportation Authority has prepared the Central Harbor Boulevard Transit Corridor Study to develop and evaluate conceptual transit alternatives for the Harbor Boulevard Corridor. In January 2018, evaluation results for 12 conceptual alternatives were presented to the Orange County Transportation Authority Board of Directors. The results were then presented to each city council in the study area for their review and comment. This report provides a final summary of the feedback received and recommended next steps.

Recommendations

- A. Conclude the Central Harbor Boulevard Transit Corridor Study.
- B. Focus future Central Harbor Boulevard efforts on service speed and amenity improvements for existing bus service.

Discussion Items

13. Chief Executive Officer's Report

14. Committee Members' Reports

15. Closed Session

There are no Closed Session items scheduled.

16. Adjournment

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



REVISED - MINUTES

Transit Committee Meeting

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.

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:

9. (Continued)

- 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.~~
Director Do requested to make on-time performance (OTP) data available by route or on a regional basis and to make OCTA Operating Statistics data tables available to the public online in an Excel format. He also requested that the data in those tables only measure activity within a quarter, rather than cumulative, year-to-date figures. Director Do agreed to table these requests pending discussions with staff and the Transit Committee Chairman.
- 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.

11. (Continued)

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.
- 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.
- 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
Steve Jones, Vice Chairman
Laurie Davies
Andrew Do
Miguel Pulido
Tom Tait
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

None

Call to Order

The May 10, 2018 regular meeting of the Transit Committee was called to order by Committee Chairman Murray at 9:09 a.m.

Pledge of Allegiance

Director Do led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Special Calendar

2. Regional Transit Ridership Study

Kurt Brotcke, Director of Strategic Planning, provided opening comments and introduced Phillip Law, Manager of Transit and Rail Planning for the Southern California Association of Governments (SCAG). Mr. Law provided a PowerPoint presentation as follows:

- SCAG/University of California Los Angeles (UCLA) Study Objectives;
- Summary of Findings;
- SCAG Per Capita Ridership Down Since 2007;
- Orange County Shows Same Trend;
- Concentration and Asymmetry;
- Concentrated Use Means Concentrated Ridership Losses;
- What Explains Transit Use?;
- Possible Cause of Ridership Decline;
- 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;

2. (Continued)

- Transit Network Companies (TNC) Likely Played Contributing, Not Leading Role;
- New Research Report on TNC Use;
- Smoking Gun: Private Vehicle Access Increased Substantially in the 2000s;
- Similar Pattern in Orange County;
- What Explains Transit Use?
- Zero-vehicle households way down, especially in low-income; households and among recent immigrants;
- Changing Composition of Immigrants, 2000 to 2015;
- Conclusions; and
- No Easy Answers.

A lengthy discussion ensued regarding:

- Two percent of people take public transportation to and from work.
- Service is not declining due to service reductions or the quality of the service (e.g. lower fuel prices).
- Loss of ridership contributes to other factors besides the cost of fares.
- Passengers surveyed in Los Angeles County reported not taking transit because they did not feel safe.
- SCAG does not have a lot of data on safety and security.
- Director Tait requested UCLA's data on average fare per boarding and distance trips (e.g., short/long trips).
- UCLA indicated that transit service quantity typically follows ridership.
- When people have a need to be somewhere, they will tolerate different factors.
- TNC is a different segment of the market and primarily used on the weekend.
- Once the OC Streetcar is operational, it will help the air quality standards.
- OCTA has seen positive effects with an increase in the quantity of service and when new modes of travel are introduced.
- People who stop taking public transit and purchase a car are making a decision to improve their quality of life.
- Despite the national trend of the lower ridership, OC Bus 360° is making a positive difference.
- Bus ridership, the cost of driving, and parking in the bay area, as well as, policy differences between the bay area and southern California.
- Incorporating this data as it relates to OC Bus 360° and continuing to address OCTA's ridership.
- The cost of fares does make a difference and looking at the core areas to test the fares could increase ridership.

2. (Continued)

- UCLA's study indicated that dropping the transit fare will add a lot of ridership, but the cost to operate is high.

Consent Calendar (Items 3 through 9)

3. Approval of Minutes - March 8, 2018

Committee Chairman Murray referenced Director Do's written recommended amendments to Item 10, on page seven of the March 8, 2018 Transit Committee meeting minutes as follows:

- ~~Director Do requested to make on-time performance (OTP), on a route and regional level, available online in an Excel format.~~
Director Do requested to make on-time performance (OTP) data available by route or on a regional basis and to make OCTA Operating Statistics data tables available to the public online in an Excel format. He also requested that the data in those tables only measure activity within a quarter, rather than cumulative, year-to-date figures. Director Do agreed to table these requests pending discussions with staff and the Transit Committee Chairman.

After a discussion ensued, a motion was made by Director Do, seconded by Director Pulido, and declared passed by those present to continue the March 8, 2018 Transit Committee meeting minutes to the June 14, 2018 Transit Committee meeting.

4. Approval of Minutes - April 12, 2018

A motion was made by Director Pulido, seconded by Director Do, and declared passed by those present, to approve the minutes of the Transit Committee meeting of April 12, 2018.

Director Davies abstained from the vote due to not being present at the April 12, 2018 Transit Committee meeting.

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

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

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

- 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

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

- 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

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

9. Orange County Taxi Administration Program Update

Committee Vice Chairman Jones pulled this item and asked for the background and why Assembly Bill (AB) 1069 is prudent to the Orange County Transportation Authority (OCTA).

9. (Continued)

James Donich, General Counsel, stated that the regulation of taxi cabs was ended by the legislature when AB 1069 passed. OCTA will cease to provide the program to the cities by December 31, 2018.

Mr. Donich, General Counsel, also stated that a different format can exist but not at OCTA, and each city has to take some action such as to either regulate taxi cabs in their own city or decide on forming a Joint Powers Authority (JPA).

A discussion ensued regarding:

- OCTA has worked with the Orange County City Managers Association for two years to identify solutions due to the approval of AB 1069.
- Concerns on the hardships that AB 1069 will bring to the cities.
- The taxi cab companies are supposed to provide data to the jurisdiction to state where they do business or where they are located.
- The benefits of having taxi cabs under a JPA, an explanation on the cities regulating taxi cabs, how registrations would be county-wide, and how the JPA could ask OCTA to administer.
- The Transit Committee is being asked to consider two things: direct OCTA to shut down the program as appropriate by AB 1069 and if individual cities or a JPA asked OCTA to work with them to consider it.
- What is considered a “headquarter” and how certain things in AB 1069 did not get well-defined.
- An overview on who is currently responsible and if no action, the taxi cabs would automatically fall under the cities.
- Decisions will have to go before each city council.
- OCTA is a member of the Associate of California Cities – Orange County and would be happy to schedule a presentation and work with the cities.

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

There was no discussion or presentation for this Regular Calendar item.

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

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Lloyd Sullivan, Department Manager of Enterprise Solutions, who provided a PowerPoint presentation as follows:

- Topics;
- Transit Technology;
- Mobile Application Rideshare;
- Mobility As a Service;
- Autonomous and Connected Vehicles;
- Shared Autonomous Vehicles; and
- A Look Ahead.

A discussed ensued regarding:

- The mobile ticketing application is being well received in the customer round table discussions.
- A recommendation to merge OC Flex and Waze together as an application.
- Whether or not, data can be retrieved in a different format so that it is not offensive to Waze.
- Waze is seeing an untapped market and does not want to give up the data because of the competition.
- TNCs give data to OCTA, but OCTA will eventually need more specific data for compliance with the Federal Transit Administration (FTA) and Measure M2 program.

11. (Continued)

- The goal of transit is to have fewer cars on the road and relieve congestion; OCTA could partner with TNC's without a subsidy.
- Director Tait congratulated the startup of the mobile application and suggested variable pricing on bus routes during certain parts of the day.
- In regards to increasing ridership, flexible pricing is limited due to the FTA's civil rights components set in place for fare structures.
- Two views in the transportation industry on whether TNC's and autonomous vehicles will increase or decrease congestion.
- The challenge is to get five to eight people in one vehicle, such as TNC's performing trip sharing.
- There are two undefined transportation tunnels: the Hawthorne facility to Los Angeles International Airport and the Sepulveda Pass.
- OCTA has talked to a representative from Tesla about the transportation tunnels and it is not a priority to include Orange County.
- Differences between a high-speed rail route, hyperloops, and transportation tunnels by a personal vehicle transport company called The Boring Company.
- Directors Pulido and Tait complimented the presentation and suggested bringing the presentation to the full Board.
- The Administrator code for the Chairwoman to create committees, trend 2040, OCTA's role to implement technology, and the shift in pricing and technology.
- Consider an AdHoc Committee composed of the Transit Committee and partner with other outside committees.

Director Pulido proposed that a Transit and Technology Committee be implemented and Director Tait echoed the request. Mr. Donich, General Counsel, explained that the Board of Directors must approve the responsibilities of various committees.

Mr. Johnson, CEO, added that the Transit Committee adopted its roles and responsibilities earlier this year, which included matters related to transit technology and innovation.

12. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- Angels Express is doing well this year with 9,700 boardings. This time last year, ridership was up to 10,647 boardings but there has been less Friday night games. Mr. Johnson thanked Metrolink, the Mobile Source Review Committee (MSRC), and Director Winterbottom for their participation.

12. (Continued)

- The first of six open houses starts tonight for the Interstate 405 Improvement Project to give the community an opportunity to ask questions about the project. Tonight's open house will be from 6:00 p.m. to 8:00 p.m. at the Westminster Senior Center. The open houses will continue through the months of May and June.

13. Committee Members' Reports

- Director Winterbottom referred to Item 7 and announced that OCTA was able to obtain \$2 million from the MSRC to help with future projects. Director Winterbottom thanked staff for their work with the MSRC.
- Director Davies suggested having promotions such as the first ride free or a special rate during non-peak hours when using the mobile ticketing application.
- Mr. Johnson, CEO, responded that there will be a couple of discounts associated with using the mobile ticketing application in the month of June, such as "Dump the Pump" week.
- Committee Chairman Murray reported that the City of Tustin will be at the Angel's stadium tonight and on Sunday, June 3rd, the City of Tustin will host its annual Street Fair and Chill Cook-Off. If anyone is interested in being a judge, let him know. In addition, Committee Chairman Murray wished all the mothers a Happy Mother's Day.

14. Closed Session

There were no Closed Session items scheduled.



15. Adjournment

The meeting adjourned at 11:01 a.m.

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.

ATTEST

Al Murray
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection to Design, Furnish, and Install a Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station

Overview

On February 13, 2018, the Orange County Transportation Authority issued a request for proposals for design and installation of a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station. 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 design, furnish, and install a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2150 between the Orange County Transportation Authority and Convergent Technologies, LLC, in the amount of \$384,488, to design, furnish, and install a video surveillance system at the Laguna Niguel/Mission Viejo Metrolink Station.

Discussion

In 2006, in conformance with the Federal Transit Administration (FTA) Transit Security Design Guidelines, the Orange County Transportation Authority (OCTA) developed strategic security plans for commuter rail facilities, along with standards for design and procurement of security camera networks, known as video surveillance systems (VSS).

In June 2007, the United States Department of Homeland Security completed transit risk assessment models which indicated that Metrolink commuter rail stations needed increased security. On September 13, 2007, the OCTA

Consultant Selection to Design, Furnish, and Install a Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station **Page 2**

Board of Directors (Board) approved the Metrolink Surveillance System Deployment Program (Program), which initially included six Metrolink stations and authorized the use of FTA Grant Program 5309 monies to fund 80 percent of the VSS, with a 20 percent match from the Commuter Urban Rail Endowment fund. The initial cities included Buena Park, Fullerton, Irvine, Orange, Santa Ana, and Tustin. On October 22, 2012, the Board approved the inclusion of the proposed Placentia Metrolink Station in the Program. Due to project savings from the initial Program, staff recommended that the Laguna Niguel/Mission Viejo (LN/MV) Metrolink Station project (Project) be added into the Program. The City of Laguna Niguel (City) is in support and agrees that the Project will enhance the safety at the station.

On March 12, 2018, the Board approved Cooperative Agreement No. C-7-2141 with the City to define roles, responsibilities, and funding for the Project. OCTA will be the lead agency for the Project, with the City providing support in coordination with the City's police department and development of a concept of operation. Upon completion of installation and acceptance by OCTA and the City, the City will assume ownership, operation, and maintenance of the VSS at the LN/MV Metrolink Station.

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved procedures for professional and technical services. Various 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, approach to work plan, as well as cost and price.

On February 13, 2018, Request for Proposals (RFP) 7-2150 was issued electronically on CAMM NET. The Project was advertised in a newspaper of general circulation on February 13 and February 19, 2018. A pre-proposal conference and site visit took place on February 19, 2018, with ten people representing nine firms in attendance. Four addenda were issued to make available the pre-proposal conference presentation and registration sheets, provide responses to questions received, and to handle administrative issues related to the RFP.

On March 15, 2018, four proposals were received; however, two proposals received were deemed non-responsive due to not meeting the federally required Disadvantaged Business Enterprise participation goal established for the Project.

Consultant Selection to Design, Furnish, and Install a Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station **Page 3**

An evaluation committee consisting of staff from OCTA's Contracts Administration and Materials Management, Rail Programs, and Information Systems departments, as well as external representatives from the Southern California Regional Rail Authority (SCRRA) and the City, met to review the responsive proposals received. The proposals were evaluated based 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 (PM) and key personnel are critical to the successful and timely delivery of the Project. Similarly, high importance was also given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the design and installation of a VSS in accordance with the scope of work (SOW). Qualifications of the firm evaluates the firm's experience in performing work of a closely similar nature. Cost and price were weighted at 20 percent to ensure OCTA receives value for the work provided.

On March 28, 2018, the evaluation committee reviewed and discussed two proposals based on the evaluation criteria and found both firms qualified to perform the required services. The firms are listed below in alphabetical order:

Firm and Location

Convergint Technologies, LLC (Convergint)
Orange, California

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

On April 4, 2018, the evaluation committee interviewed both firms. The interviews consisted of a presentation to discuss each firm's qualifications, highlight its proposal, and respond to evaluation committee questions. Questions were asked relative to the commitment of the team's key personnel to the Project, approach to accomplishing the proposed Project schedule, and the qualifications and management of the proposed Project team. Finally, each team was asked specific clarification questions related to its proposal.

After considering the presentation and responses to questions asked during the interviews, the evaluation committee adjusted the preliminary scores for one firm; however, the overall ranking of the firms did not change as a result of the interviews.

Based on the evaluation of written proposals, information obtained from the interviews, and cost, staff recommends Convergent as the firm to design, furnish, and install a VSS at the LN/MV Metrolink Station. Convergent ranked highest among the proposing firms because of its extensive experience in completing similar projects at various Metrolink stations and the proposed project team of highly-qualified personnel to perform the tasks outlined in the SOW. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

The two short-listed firms are established firms with relevant experience and sufficient resources to perform the design and installation of a VSS. The firms demonstrated understanding of the SOW and the Project requirements for the design and installation of a VSS at the LN/MV Metrolink Station.

Convergent has 17 years of experience providing security integration solutions for both public and private organizations. Convergent has successfully completed a number of similar VSS projects for SCRRA, Port of Los Angeles, Port of Long Beach, the cities of Irvine, Orange, and Seal Beach, and the Orange County Sheriff's Department. Convergent is the current maintenance vendor for OCTA's key card door access systems and VSS. Convergent has experience working with the proposed subconsultant on a similar project. This previous experience has allowed the firm to develop a comprehensive understanding of VSS requirements and familiarity with the safety requirements of performing work on an active railroad. The firm's proposed subcontractor has worked with Convergent in the past installing VSS at Metrolink stations and is fully trained and certified by SCRRA, as required by the SOW. During the interview, Convergent personnel provided detailed and thorough responses to questions, demonstrating the firm's experience and ability to provide the design and installation services as required by the SOW.

Schneider, the second-ranked firm, is a well-established firm that specializes in energy distribution and building management. The firm has previous experience providing security solutions for clients, including City National Plaza in Los Angeles, Ten-X and AT&T in Irvine, and the Shops at Summerlin in Las Vegas, though only one project was specifically identified as a VSS. The proposed subcontractor has no previous experience working with Schneider.

The Schneider team provided adequate responses to interview questions, demonstrating the firm's capability for providing VSS.

Staffing and Project Organization

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

Convergint proposed a well-qualified project team that has worked together on several past related projects. The PM has over 21 years of experience and specializes in the implementation of VSS projects. Previous projects where the PM served in a similar role include VSS installations with Metrolink, the City of Gardena Police and Municipal Bus Lines, the City of Orange, the Orange County Intelligence Assessment Center, and the Los Angeles Sheriff's Department, in addition to many private clients. During the interview, Convergint clarified the commitment of key personnel to the Project. Convergint has a large pool of technicians from which to draw, including many certified in proposed technology solutions for the Project. As requested in the RFP, Convergint provided a labor resources table 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 subcontractor, which will assist the proposed team with cable and fiber installation.

The proposed Schneider team includes qualified personnel, including a PM with 13 years of experience. The lead project engineer has over 20 years of experience and is certified in the proposed technology solutions for the Project. However, the proposed staff has no previous experience working with public agencies or on an active railroad, so the areas of experience demonstrated were less relevant to the SOW than the top-ranked firm. Schneider clarified its commitment of key personnel during the interview and has personnel qualified to perform all required tasks.

Work Plan

The two firms met the requirements of the RFP, and each firm effectively discussed its approach to the Project.

Convergint presented a comprehensive work plan and schedule that demonstrated its understanding of the Project requirements in its proposal and in the interview. The work plan identified an efficient Project delivery schedule and proposed the use of the latest open-source technology solutions to provide the required camera coverage at the station. Convergint also emphasized the

importance of communication and quality assurance as key to effective Project implementation.

Schneider presented a very good work plan, including a detailed Project schedule. A work summary table with responsibilities by task was provided, including personnel accountable for oversight on each task. The work plan proposed the use of Pelco cameras with the latest technology. Schneider emphasized its quality assurance/quality control communication plan.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the lowest total firm-fixed price for the tasks to be completed and scored the other proposals' total firm-fixed prices based on its relation to the lowest total firm-fixed price. Convergent's proposed price was competitive, and 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 design, furnish, and install a VSS at the LN/MV Metrolink Station. Convergent demonstrated outstanding relevant experience and submitted a comprehensive proposal meeting 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 was budgeted in OCTA's Fiscal Year 2017-18 Budget, Capital Programs Division, Account 0018-7519-A4459-12G, and is funded 80 percent with Federal 5309 money, with a 20 percent match in Proposition 1B funds.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-7-2150 with Convergent to design, furnish, and install a VSS at the LN/MV Metrolink Station.

Attachments

- A. Review of Proposals 7-2150 Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station
- B. Proposal Evaluation Criteria Matrix, RFP 7-2150 Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station
- C. Contract History for the Past Two Years, RFP 7-2150 Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station

Prepared by:



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Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Virginia Abadessa
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Review of Proposals
RFP 7-2150 Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station
PRESENTED TO THE TRANSIT COMMITTEE - JUNE 14, 2018
4 proposals were received, 2 firms were evaluated and interviewed, and 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm and Location	Subcontractors	Evaluation Committee Comments	Total Price
1	89	Convergint Technologies, LLC Orange, California	Global Electric	Highest-ranked firm overall. Specializes in security integration. Excellent qualifications and experience performing video surveillance systems design/installation projects. Prior experience working with subcontractor on relevant projects. Detailed and thorough responses to interview questions. Proposed project managers and project team are highly-experienced and well-qualified. Detailed work plan demonstrating full understanding of the scope of work (SOW). Proposed lowest price.	\$384,488
2	72	Schneider Electric Buildings Americas, Inc. Brea, California	Global Electric	Second-ranked firm. Specializes in energy distribution and building management. Well-qualified firm, but previous project experience less relevant to the SOW. No experience with proposed subcontractor. Provided adequate responses to interview questions. Proposed project manager and project team are experienced and qualified. Detailed work plan demonstrating full understanding of the SOW.	\$498,259

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Rail Programs (1)
Information Systems (1)

External:

City of Laguna Niguel (1)
Southern California Regional Rail Authority (1)

Evaluation Criteria

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

Weight Factors

20%
30%
30%
20%

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 7-2150 VIDEO SURVEILLANCE SYSTEM AT THE LAGUNA NIGUEL/MISSION VIEJO
METROLINK STATION

FIRM: CONVERGINT TECHNOLOGIES, LLC						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.5	4.5	4.5	4	17.6
Staffing/Project Organization	4.5	4.0	4.5	4.5	4.0	6	25.8
Work Plan	4.5	4.0	4.5	4.5	4.0	6	25.8
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	92.0	84.0	92.0	92.0	86.0		89
FIRM: SCHNEIDER ELECTRIC BUILDINGS AMERICAS, INC.						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.0	4.0	3.0	3.0	4	13.2
Staffing/Project Organization	3.5	4.0	3.5	3.5	3.5	6	21.6
Work Plan	3.5	3.0	4.0	3.5	4.0	6	21.6
Cost and Price	3.9	3.9	3.9	3.9	3.9	4	15.6
Overall Score	71.6	69.6	76.6	69.6	72.6		72

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 7-2150 Video Surveillance System at the Laguna Niguel/Mission Viejo Metrolink Station

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Convergent 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
Contract Type: Firm-Fixed Price Subconsultants: <i>Federal Technology Solutions, Inc.</i>	C-7-2138	Installation of a Video Surveillance System at the Santa Ana and Garden Grove Bus Bases	TBD	TBD	\$ -	\$ -
					\$ -	
Subtotal						\$240,000
Schneider Electric Buildings Americas, Inc. Contract Type: Subconsultants:		No contracts awarded				\$ -
Subtotal						



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. In June 2016, the operation of the iShuttle service was transitioned from the City of Irvine to the Orange County Transportation Authority and was also amended into the agreement with First Transit, Inc. The iShuttle service will be expanded in October 2018, requiring an amendment to the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$383,744, for an increase in service to accommodate the expansion of the iShuttle service. This will increase the maximum obligation of the agreement to a total contract value of \$148,900,252.

Discussion

On June 14, 2015, First Transit, Inc. (First Transit), began management and operation of contracted fixed-route (CFR) service. The agreement has an initial term of four years, with two, two-year option terms, and includes a fixed- and variable-rate structure. In addition, the scope of work for this agreement includes an estimated number of annual revenue vehicle hours (RVH) to be operated during each year of the contract.

In June 2016, the Orange County Transportation Authority (OCTA) assumed responsibility of the management and operation of the iShuttle service from the City of Irvine. The iShuttle service was amended into the CFR agreement with First Transit. The City of Irvine reimburses OCTA for all of the costs associated with the iShuttle operation.

The current iShuttle service operates weekdays on four separate routes, with two of the routes serving the Irvine Transportation Center and two of the routes serving the Tustin Metrolink station during peak hours. In 2016, the City of Irvine submitted a Measure M2 Project V application in response to a call for projects by OCTA to expand iShuttle services to include two additional peak-hour routes, one serving each station. The City also requested that OCTA procure the required vehicles and operate the new Project V-funded service as part of the iShuttle program. With the vehicle delivery schedule now known, this service is planned to start in October 2018. The new route, Route E, operating from the Irvine Transportation Center will provide access to employment, retail centers, and residential areas to the east of the station, while the other new route, Route W, operating from the Tustin Metrolink Station, will serve employment, retail centers, schools, and residential units in the western part of the Irvine Business Center. The expanded iShuttle service maps are included as Attachment A.

First Transit Contract Amendment

In order to provide the expanded iShuttle service, an amendment to the existing contract with First Transit is necessary. The recommended amendment will add the RVH necessary to provide the expanded iShuttle service and increase the maximum contract value by \$383,744, for a new total of \$148,900,252. The addition of RVH is the primary driver of the increased cost and is further outlined in Attachment B. The agreement with First Transit for CFR service includes a number of performance criteria, including on-time performance, miles between road calls, and customer service. OCTA staff will continue to monitor all services operated by First Transit, including those described in the amendment, to ensure compliance with established standards.

Procurement Approach

The procurement was handled in accordance with OCTA Board of Directors (Board)-approved policies and procedures for professional and technical services. The original agreement was approved by the Board on March 23, 2015, for a four-year initial term, with two, two-year option terms with First Transit to provide management and operation of CFR, Stationlink, and express bus services from June 1, 2015 through May 31, 2019, in the amount of \$143,487,171. The original agreement was awarded on a competitive basis.

The agreement with First Transit has been previously amended five times (Attachment C). The proposed Amendment No. 6 will accommodate the service expansion of additional RVH associated for the operation of expanded iShuttle services. This will increase the maximum obligation of the agreement by \$383,744, bringing the total contract value to \$148,900,252.

Fiscal Impact

Funding for this project is included in OCTA's Proposed Fiscal Year 2018-19 Budget, Transit Division, Accounts 2146-7313-TV211-N4V and 2146-T313-TV211-N3N.

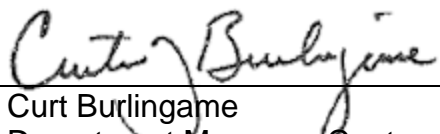
Summary

First Transit manages and operates CFR service under an agreement with OCTA. In June 2016, First Transit began operating the iShuttle service, concurrent with the transition of the service from the City of Irvine to OCTA. Staff is requesting the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-4-1737 between OCTA and First Transit, in the amount of \$383,744, to accommodate an expansion of the iShuttle service, scheduled to begin October 15, 2018.

Attachments

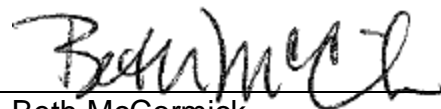
- A. Irvine iShuttle Route E and Route W
- B. Price Summary Sheet, Project V Service (iShuttle E and iShuttle W)
- C. First Transit, Inc. Agreement No. C-4-1737 Fact Sheet

Prepared by:



Curt Burlingame
Department Manager, Contract
Transportation Services
714-560-5921

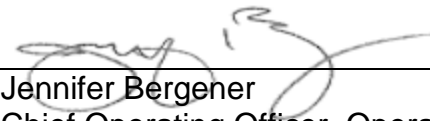
Approved by:



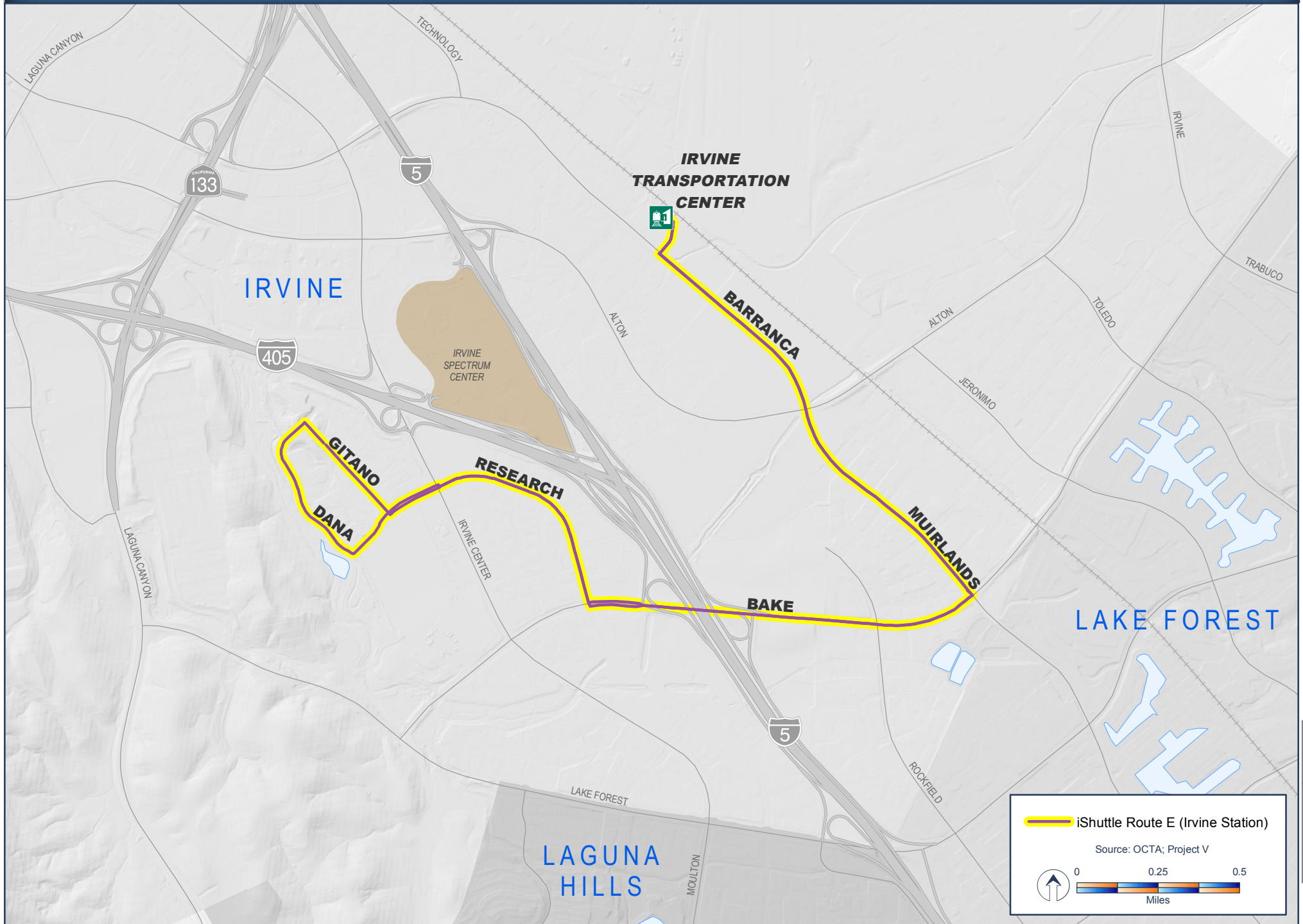
Beth McCormick
General Manager, Transit
714-560-5964

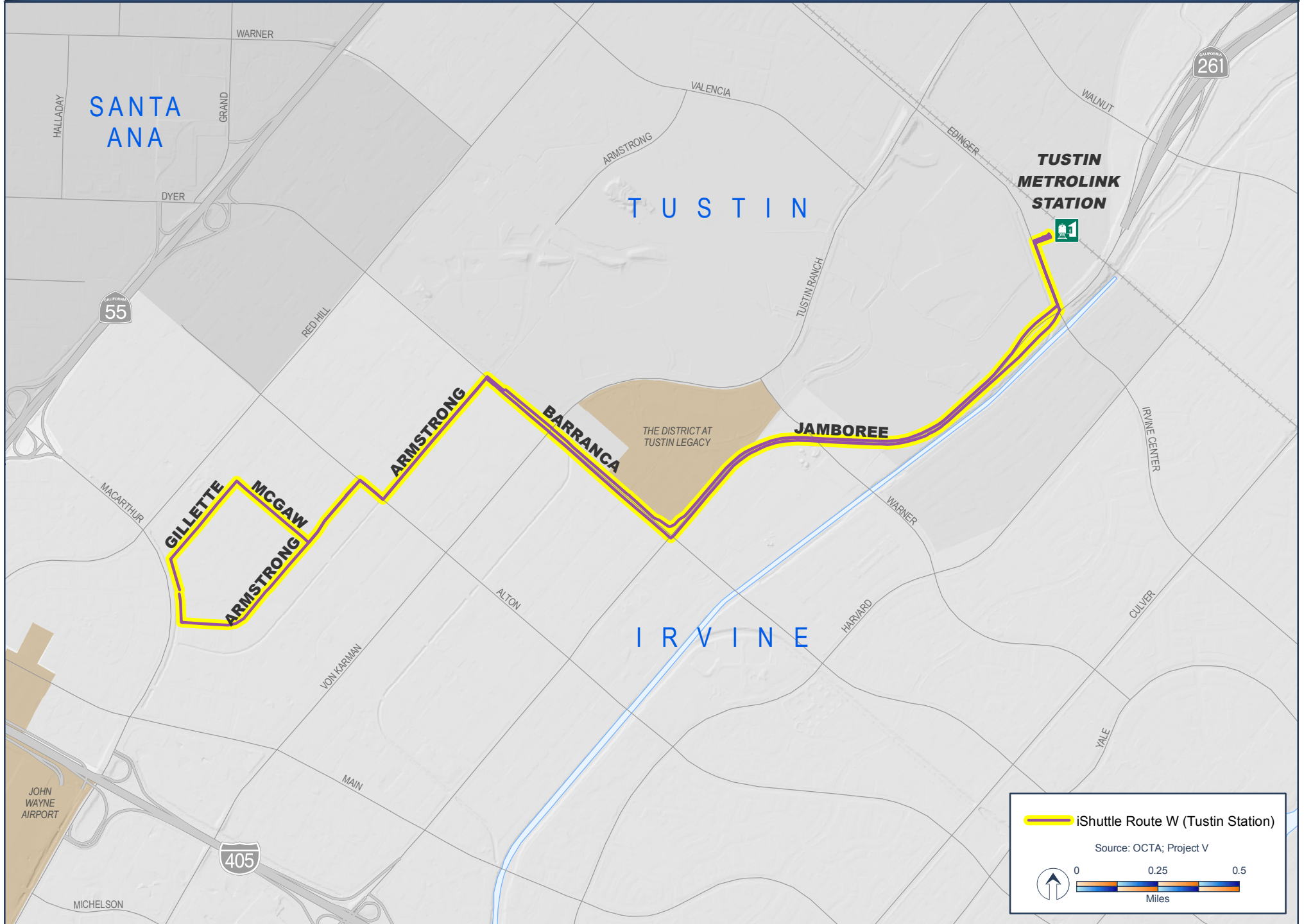



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 iShuttle Route W (Tustin Station)

Source: OCTA; Project V

0 0.25 0.5
Miles

**Price Summary Sheet
Project V Service
(iShuttle E and iShuttle W)**

Amendment No. 6 Description	Service Period October 15, 2018 - May 31, 2019
A. Fixed Cost¹ iShuttle E iShuttle W	\$ 11,316 \$ 11,316
Total Fixed Cost	\$ 22,633
B. Variable Cost Revenue Vehicle Hours (RVH) iShuttle E iShuttle W	3,381 3,381
Total Revenue Vehicle Hours	6,762
Total Rate per RVH (Schedule 2-M.)	\$ 56.75
Total Variable Cost	\$ 383,744
C. Major Maintenance iShuttle E iShuttle W	\$ - \$ -
Total Major Maintenance	\$ -
D. <u>Total Number of Operating Months</u>	7.5
E. <u>Total Cost</u>	\$ 406,377
F. <u>Total Increase in Maximum Obligation</u>	\$ 383,744
<p><u>Note</u></p> <p>¹Fixed-cost will not increase. A portion of the current fixed-cost will be allocated to the iShuttle based on the increase in RVH.</p>	

**First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet**

1. March 23, 2015, Agreement No. C-4-1737, \$143,487,171, approved by the Board of Directors (Board).
 - Agreement to provide all management and operation of contracted fixed-route, StationLink and express bus service.
 - Initial term effective June 1, 2015 through May 31, 2019, with two, two-year option terms.
2. October 26, 2015, Amendment No. 1 to Agreement No. C-4-1737, \$0, approved by Contracts Administration and Materials Management (CAMM).
 - Amendment to reimburse for costs associated with start-up of the operation.
 - Reimbursement costs for the start-up of the operation were included as part of the original agreement.
3. May 23, 2016, Amendment No. 2 to Agreement No. C-4-1737, \$3,476,956, approved by the Board.
 - Amendment to transfer the management and operation of the iShuttle service to First Transit, Inc., on June 13, 2016.
4. November 14, 2016, Amendment No. 3 to Agreement No. C-4-1737, \$1,838,402, approved by the Board.
 - Amendment to accommodate the operation of additional community circulator services through the Measure M2 Project V program.
5. April 10, 2018, Amendment No. 4 to Agreement No. C-4-1737, (\$286,021), approved by CAMM.
 - Amendment to update the price summary sheet to capture the original contract amount and subsequent amendments.
6. April 26, 2018, Amendment No. 5 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to revise Exhibit A, Scope of Work, related to assessment of penalties, performance of repair and/or replacement of major mechanical components.
7. June 25, 2018, Amendment No. 6 to Agreement No. C-4-1737, \$383,744, pending approval by the Board.
 - Amendment to accommodate the service expansion of additional revenue vehicle hours associated with the operation of iShuttle services.

Total committed to First Transit, Inc., Agreement No. C-4-1737: \$148,900,252.



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Cooperative Agreement with the Regional Center of Orange County

Overview

The Orange County Transportation Authority has had a long-standing revenue agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to Regional Center of Orange County consumers. The current agreement expires June 30, 2018, and a new agreement is required.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1735 between the Orange County Transportation Authority and the Regional Center of Orange County, in the amount of \$7,435,155, for a term of two years, effective July 1, 2018 through June 30, 2020, with two, two-year option terms, to share in the cost of paratransit services provided to Regional Center of Orange County consumers.

Discussion

The Regional Center of Orange County (RCOC) is responsible, under the Lanterman Act, to assist people with developmental disabilities. The Lanterman Act establishes an entitlement to services and support for persons with developmental disabilities and their families to maximize opportunities for quality living and integration into the community. As part of these services, the RCOC is responsible for coordinating and funding/sponsoring transportation for its consumers. The RCOC purchases a variety of transportation services for consumers, including the Orange County Transportation Authority (OCTA) fixed-route bus passes, ACCESS service, and privately contracted paratransit services.

Under the Americans with Disabilities Act, OCTA is permitted to negotiate trip rate for social service agencies or other organizations for trips guaranteed to the organization. RCOC and OCTA have been engaged in a cost-sharing arrangement since 2003 for ACCESS transportation services provided to RCOC consumers traveling to and from a variety of RCOC rehabilitation or work programs. The current revenue agreement expires June 30, 2018, and a new agreement is required to continue the cost-sharing partnership. Staff is proposing an agreement with an initial term of two years, with two, two-year option terms.

OCTA provided an estimated 490,000 trips in fiscal year (FY) 2017-18 to RCOC consumers and will provide an estimated 500,000 trips in each of the next two fiscal years. This accounts for 35 percent of all ACCESS trips provided by OCTA. Under the terms of the cooperative agreement, RCOC consumers receive subscription service, which provides an established travel schedule and eliminates the need to reserve rides within the one- to three-day advance reservation window, and also eliminates the need for RCOC consumers to provide a cash fare or coupon when boarding. OCTA records all ACCESS trips received by RCOC consumers and submits a monthly invoice with comprehensive trip data to RCOC, which assists RCOC in meeting its reconciliation and reporting requirements for the State of California.

The current cooperative agreement includes a negotiated per person per one-way trip rate for service provided to RCOC consumers. The current per trip rate is \$5.86. Under the terms of the new agreement, the per person per one-way trip rate will be adjusted to \$6.93 for the first year, July 1, 2018 through June 30, 2019, of the agreement, and will be adjusted to \$8.00 for the second year of the agreement. If an option term is exercised, the per trip rate may be increased each year based on the Consumer Price Index. In addition, the per person per one-way trip rate may be renegotiated if the fare structure for ACCESS service is modified. Estimated fare revenue collected by OCTA through this cooperative agreement for the initial term is \$7.4 million.

Fiscal Impact

The estimated reimbursement associated with Cooperative Agreement No. C-8-1735 is included in the revenue projections for the proposed OCTA FY 2018-19 Budget, Transit, Contract Transportation Services, Account 0030-5246-D4714-SD1.

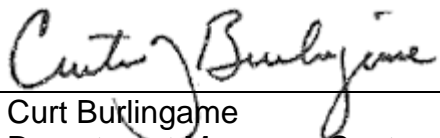
Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-8-1735 with RCOC, in the amount of \$7,435,155, for a cost-sharing arrangement for the provision of paratransit service to RCOC consumers.

Attachment


None.

Prepared by:



Curt Burlingame
Department Manager, Contract
Transportation Services
714-560-5921

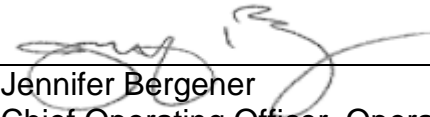
Approved by:



Beth McCormick
General Manager, Transit
714-560-5964



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



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June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Development, Hosting, License, and Maintenance of a Mobile Ticketing Application

Overview

On July 13, 2015, the Board of Directors approved Agreement No. C-5-3244 with moovel North America, LLC, to develop a mobile ticketing application that provides the ability to purchase and display fare products from smart phone devices. An amendment to the existing contract is needed to add functionality to the current mobile ticketing application to administer and distribute bus passes for employer and university programs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement No. C-5-3244 between the Orange County Transportation Authority and moovel North America, LLC, in the amount of \$160,000, to add functionality to the current mobile ticketing platform to administer and distribute employer and university program bus passes. This will increase the maximum obligation of the agreement to a total contract value of \$783,209.

Discussion

On July 13, 2015, the Orange County Transportation Authority (OCTA) approved Agreement No. C-5-3244 with moovel North America, LLC (moovel), to develop, host, license, and maintain a mobile ticketing application that is used to purchase and display fare products. Since the launch of the OC Bus mobile ticketing application, there have been over 52,000 registered users with over 700,000 fares purchased.

To support OCTA's efforts to improve the customer experience, increase ridership, and reduce capital costs, staff recommends implementing additional functionality to the current OC Bus mobile ticketing platform that will allow OCTA

to administer and distribute mobile ticketing bus passes to the various employer and university pass programs managed by OCTA.

OCTA currently manages a number of employer and university pass programs in which agreements are in place with various organizations to provide access to OCTA's fixed-route system to its respective employees or students. An OCTA branded card is provided to each individual to be swiped through the farebox while boarding. Most recently, Santa Ana College students have had their student identification cards encoded so that they can be validated on OCTA's fareboxes. With the added functionality on the OC Bus mobile ticketing platform, OCTA will be able to provide a choice to these individuals who would rather use their mobile phone to receive the OCTA pass benefit instead of an OCTA branded card or student identification card. The new features would also allow OCTA to provide promotional passes through the OC Bus mobile ticketing application that can be used for marketing purposes.

Staff is requesting \$80,000 in configuration costs and \$80,000 in licensing fees to integrate the new functionality that will allow OCTA to administer and distribute employer and student passes to OC Bus mobile ticketing users. The licensing fees will cover 24 months of software use for the new features. These additional services will increase the current agreement's maximum contract obligation by \$160,000. Additionally, there will be a one percent transaction fee for every pass distributed within the system. The transaction fee will be based on the dollar amount that OCTA receives for each pass that is sold or distributed to each employer or university.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. The original agreement, awarded on July 13, 2015, was issued in the fixed-price amount of \$579,209, plus a one percent transaction fee. This agreement was previously amended as described in Attachment A. The initial term of the agreement is through December 31, 2020, with two, one-year option terms.

Amendment No. 5 is intended to allow moovel to provide new features to OCTA's current OC Bus mobile ticketing platform to administer and distribute employer and university passes. The additional cost of purchasing the configuration and licensing of the new components will increase the maximum obligation by \$160,000.

Staff conducted a review of moovel's proposed pricing. The results indicate that the rates are standard rates and consistent with pricing offered to other agencies.

The rates are also comparable to other OCTA consulting services contracts for similar projects; therefore, deemed fair and reasonable. Based on their technical ability and financial status, moovel is also deemed responsible.

Fiscal Impact

This project was approved in OCTA's Fiscal Year 2017-18 Budget, Finance and Administration Division, Information Systems Department, Account 1288-D3131-THK-7519, 1288-D3131-OAZ-7518, and 1288-D3131-336-7519.

Summary

Staff requests Board approval for the Chief Executive Officer to negotiate and execute Amendment No. 5 to Agreement C-5-3244 with moovel North America, LLC, in the amount of \$160,000, to provide OCTA the ability to administer and distribute employer and university passes through the OC Bus mobile ticketing application, bringing the total contract amount to \$783,209.

Attachment

- A. moovel North America, LLC, Agreement No. C-5-3244 Fact Sheet

Prepared by:



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Information Systems
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Approved by:



Andrew Oftelie
Executive Director
Finance and Administration
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Virginia Abadessa
Director, Contracts Administration and
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**moovel North America, LLC
Agreement No. C-5-3244 Fact Sheet**

1. July 13, 2015, Agreement No. C-5-3244, \$579,209, approved by Board of Directors (Board).
 - GlobeSherpa, Inc., to develop, host, license, and maintain a mobile ticketing application
 - Five-year initial term effective September 22, 2015 through December 31, 2020 with two, one-year option terms
2. July 18, 2016, Amendment No. 1 to Agreement No. C-5-3244, \$0.00, approved by Contracts Administration and Materials Management Department (CAMM).
 - Amendment revised the contractor name from GlobeSherpa, Inc., to moovel North America, LLC
3. October 31, 2016, Amendment No. 2 to Agreement No. C-5-3244, \$0.00, approved by CAMM.
 - Amendment to add CDCE, Inc. as a subcontractor to install barcode readers
4. April 17, 2017, Amendment No. 3 to Agreement No. C-5-3244, \$0.00, approved by CAMM.
 - Amendment to add RideTap module to the mobile ticketing application
5. July 14, 2017, Amendment No. 4 to Agreement No. C-5-3244, \$44,000, approved by CAMM.
 - Amendment to increase funds by \$24,000 to provide additional data elements to the fare collection interface from the Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) system
 - Amendment to increase funds by \$20,000 for the monthly maintenance of CAD/AVL interface
6. June 25, 2018, Amendment No. 5 to Agreement No. C-5-3244, \$160,000, pending approval by the Board.
 - Amendment to increase funds to provide new features to OCTA's current OC Bus mobile ticketing platform to administer and distribute employer and university passes

Total commitment to moovel North America, LLC, Agreement No. C-5-3244, \$783,209.



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: OC Streetcar Project Update

Overview

An update on the OC Streetcar project was provided to the Orange County Transportation Authority Board of Directors on March 26, 2018. Subsequently, several actions have occurred related to the overall project schedule that merit another update.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in coordination with the cities of Santa Ana and Garden Grove, is implementing the OC Streetcar project (OC Streetcar), a new east-west double track streetcar between the Santa Ana Regional Transportation Center in the City of Santa Ana and the Harbor Boulevard/Westminster Avenue intersection in the City of Garden Grove. The OC Streetcar includes track, overhead electrical power supply, ten stops in each direction, four traction power substations, and two bridges. In addition, a new maintenance and storage facility will be constructed for the streetcar vehicles, administration, operations, parts storage, and maintenance-of-way.

On May 22, 2017, the OCTA Board of Directors (Board) authorized the Chief Executive Officer to request and enter into a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) to secure a federal contribution of \$148.96 million through the Capital Investment Grant (CIG) New Starts Program. The date assumed in the OC Streetcar schedule at that time for FFGA execution was November 2017. Key project activities and procurement schedules were based upon the federal funding commitment being secured by the end of 2017. This assumption was

reasonable at the time given the program and project history, and was made in concurrence with FTA staff and leadership.

Discussion

The federal fiscal year (FFY) 2017 Appropriations Act directed the FTA to spend \$285 million on new project FFGAs, and included a \$50 million single-year appropriation line item for the OC Streetcar. FFGAs are typically processed and executed just prior to construction expenditures being incurred, and may be subject to multiple years of federal appropriations.

Prior to FFGA execution, certain pre-construction expenditures related to long lead time items such as vehicles, utility relocation, and right-of-way (ROW) acquisition are eligible to receive pre-award authority granted by the FTA. This pre-award authority allows expenses incurred prior to the FFGA to be reimbursed after the FFGA is executed. On January 11, 2017, OCTA received pre-award authority from the FTA for pre-construction activities, including streetcar vehicles. The OCTA Board awarded the contract to manufacture and supply eight streetcar vehicles to Siemens Industries, Inc. (Siemens), on March 26, 2018. In accordance with the request for proposals, Siemens' pricing was valid until June 4, 2018. Staff negotiated with Siemens a 45-day extension (July 18, 2018) to the proposal validity date in order to finalize contract documents. Executing the contract after July 18, 2018, could potentially expose OCTA to significant project delays, substantially increased vehicle cost, and vehicle delivery schedule delays related to production schedules.

The FFGA program guidelines provide OCTA the authority to issue the OC Streetcar construction invitation for bids (IFB), open the bids, and award the construction contract. However, to remain eligible for federal construction reimbursement, OCTA cannot issue the construction notice to proceed (NTP) and incur construction contract expenses prior to FFGA execution. On December 11, 2017, the OCTA Board authorized release of the construction IFB to pre-qualified contractors, with a bid submittal date of March 5, 2018. In consideration of requests from the bidders for additional time to prepare bids, lack of Congressional action on the FFY 2018 appropriations bill, ongoing delays with the FTA's FFGA approval process, and City of Santa Ana delays in securing necessary ROW, an addendum was issued revising the construction bid submittal date to April 27, 2018. Subsequently, and for the same reasons stated above, an addendum was issued revising the bid submittal date again, to June 19, 2018. The revised OCTA Board award of the construction contract is now August 13, 2018.

The construction bid submittal adjustments, from March 5, 2018 to June 19, 2018, will allow for better pricing as it is responsive to construction industry feedback for additional time to assess the IFB. The revised construction bid submittal date, as well as adjustments to contractually defined construction durations for significant progress milestones, have moved the targeted revenue service date to August 2021. A revised summary schedule is reflected in the table below.

	Current Expected Date
Construction Bid Opening	June 19, 2018
Vehicle NTP	July 18 , 2018
FFGA Execution	August 01, 2018
Construction Contract Award	August 13, 2018
Construction NTP	October 1, 2018
Milestone 1 – Completion of Maintenance and Storage Facility and Test Track	December 29, 2020
Milestone 2 – Completion of all track	March 29, 2021
Revenue Service Date	August 30, 2021

Federal Funding

In February 2018, the FTA issued the FFY 2019 Annual Report on Funding Recommendations for the CIG Program, which includes the OC Streetcar as one of the next New Starts projects due for a signed FFGA, given the OC Streetcar has an overall project rating of medium-high, and has met the technical readiness requirements. On March 23, 2018, the President signed the FFY 2018 omnibus appropriations bill, which provides \$1.5 billion for New Starts Projects within the FTA's CIG Program. The CIG New Starts funding increase allows for approximately \$400 million for new FFGAs, such as the OC Streetcar.

Although the FFY 2018 omnibus does not specify how the FTA should allocate the CIG New Starts spending increase, the bill does contain language directing the administration to “continue to administer the capital investment grant program in accordance with the procedural and substantive requirements of” the CIG authorizing statute. There is also language requiring that \$2.25 billion (85 percent) of CIG funding be obligated by December 31, 2019. The language, taken with the funding increase, should allow action to be taken on the OC Streetcar FFGA. Despite clear direction from Congress, OCTA has not received any indication from the FTA on when an FFGA will be executed. OCTA continues to work with its Congressional delegation in support of the processing of the FFGA with FTA.

The FFGA is required to be executed in time to execute the construction contract prior to the expiration of bids. Per the construction IFB, bid pricing is valid for 180 days. With the construction bid opening on June 19, 2018, OCTA is required to award and execute the construction contract before expiration of bids on December 16, 2018. However, any delays to a construction NTP beyond October 1, 2018 will produce day-to-day delays in the revenue service date. Further delay in the construction bid opening will have significant delay and escalation in capital and support costs that will need to be considered.

Concurrently, final cost negotiations are ongoing with Siemens to provide the eight streetcar vehicles needed to operate the OC Streetcar service. As stated above, the FTA has granted OCTA pre-award authority for the procurement of the streetcar vehicles, which allows OCTA to incur costs under the vehicle contract and seek federal reimbursement once the FFGA is executed. Based upon a revised proposal validity date, OCTA anticipates executing the vehicle contract with Siemens by July 18, 2018. Any delay in contract execution beyond this date will risk substantial vehicle pricing escalation.

To date, approximately \$32.6 million has been expended on the development and implementation of the OC Streetcar. ROW has been acquired and utilities have, and are being, relocated.

Next Steps

Work continues to progress on key OC Streetcar activities, including final possession of remaining required ROW, procurement of demolition services, coordination with third parties on utility relocation, finalizing the California Public Utilities Commission approvals for the OC Streetcar's safety certification, finalizing the scope of services for the operations and maintenance request for proposals, and continued coordination with the FTA. Staff is working toward execution and NTP for the streetcar vehicle manufacturing contract, and to open construction bids planned to be submitted on June 19, 2018.

Summary

An update on the OC Streetcar project activities is presented for the Board of Directors' review.

Attachment

None.

Prepared by:

A handwritten signature in black ink, appearing to read "Kelly Hart".

Kelly Hart
Project Manager
(714) 560-5725

Approved by:

A handwritten signature in blue ink, appearing to read "James G. Beil".

James G. Beil, P.E.
Executive Director, Capital Programs
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June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the County of Orange, Orange County Sheriff's Department

Overview

On May 11, 2015, the Board of Directors approved a five-year agreement with the County of Orange, Orange County Sheriff's Department, to provide Transit Police Services. The firm-fixed total cost to the Orange County Transportation Authority for services provided for a 12-month period is determined annually by the Orange County Sheriff's Department and approved by the Orange County Transportation Authority's Board of Directors.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-5-3342 between the Orange County Transportation Authority and County of Orange, Orange County Sheriff's Department, in the amount of \$8,640,895, for Transit Police Services, effective July 1, 2018 through June 30, 2019. This will increase the maximum obligation of the agreement to a total contract value of \$30,173,391.

Discussion

The County of Orange, Orange County Sheriff's Department (OCSD), has provided Transit Police Services (TPS) for the Orange County Transportation Authority's (OCTA) patrons, employees, and properties since 1993. On May 11, 2015, OCTA's Board of Directors (Board) approved a cooperative agreement for five years with the OCSD to provide TPS.

After the fiscal year (FY) budget is developed during each year of the five-year agreement, OCSD submits the budget to OCTA for review and approval. A contract amendment is then required to authorize payment for the next FY. For FY 2018-19, OCTA requested two additional deputy sheriff II positions be added to the level of service provided by OCSD for TPS. The additional staff

positions are to be used for increased patrol and enforcement of the transit bus system. The \$8,640,895 budget request represents an increase of 14.63 percent over the amount budgeted for FY 2017-18. The increase is associated with the addition of security personnel, as well as higher costs of salaries and benefits resulting from the negotiated labor contract for OCSD.

Services provided by OCSD are listed on Attachment A. In addition, OCSD provides countywide services such as the Hazardous Devices Squad, Special Weapons and Tactics team, Special Victims Unit, and the Orange County Intelligence Assessment Center. OCSD deputies assigned to TPS carry full police authorities, allowing them to conduct investigations and make misdemeanor and felony arrests. A cooperative agreement fact sheet is provided as Attachment B.

Fiscal Impact

Amendment No. 5 to Cooperative Agreement No. C-5-3342 is included in the OCTA Proposed FY 2018-19 Budget. Of the total, \$6,011,155 is budgeted for fixed-route service and Orange County Taxi Administration Program support, \$2,167,649 for Right-of-Way rail support, and \$4,091 for General Services. Lastly, there is \$458,000 budgeted for special services, which includes Explosive Detection Canine Team, Visible Intermodal Prevention and Response Team, Counter Terrorism Team, fixed-route special operations, Angels Express, seasonal special requests, and Measure M2 patrol services.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement C-5-3342 with the County of Orange, Orange County Sheriff's Department, in the amount of \$8,640,895, for the provision of Transit Police Services from July 1, 2018 through June 30, 2019, bringing the maximum contract obligation to \$30,173,391.

Attachments

- A. County of Orange, Orange County Sheriff's Department Services Provided
- B. County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-3342 Fact Sheet

Prepared by:



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Manager, Security and Emergency
Preparedness
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Approved by:



Kenneth Phipps
Deputy Chief Executive Officer
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Virginia Abadessa
Director, Contracts Administration and
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**County of Orange, Orange County Sheriff's Department
Services Provided**

The following services will be provided:

- Uniformed patrol and plainclothes enforcement at Orange County Transportation Authority (OCTA)-owned properties, on railroad rights-of-way, and on-board OCTA buses
 - Response to calls for service as needed
 - Traffic enforcement as it relates to the operation of fixed-route vehicles
 - Special enforcement team for investigation and prevention of graffiti
 - Taxicab applicant review
 - Specialized and internal investigations conducted as needed
 - Security at OCTA Board of Directors meetings, public hearings, and special events as requested
 - Coordinate with other transit security, local, state, and federal law enforcement agencies
 - Participate in multi-agency drills on a local and regional level
 - Coordination on security-related grant funding
- Other assistance available through this contract includes three canines for bomb detection services and other law enforcement services, such as the Mounted Enforcement Unit
- Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Four Sergeant positions
 - One Investigator position
 - Sixteen Deputy Sheriff II – Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II – Right-of-Way Enforcement positions
 - One Office Specialist position

**County of Orange, Orange County Sheriff's Department
Cooperative Agreement No. C-5-3342 Fact Sheet**

1. May 11, 2015, the Board of Directors (Board) approved a five-year agreement, Cooperative Agreement No. C-5-3342. The original agreement was in an amount not to exceed \$6,718,994.
 - To provide security and law enforcement services for the Orange County Transportation Authority (OCTA) from July 1, 2015 to June 30, 2020. Each year of this agreement, the Orange County Sheriff's Department provides OCTA with a budget for the following fiscal year (FY), and the maximum obligation is adjusted.
 - The following services were provided:
 - uniformed patrol and plainclothes enforcement at OCTA-owned properties, on railroad rights-of-way, and on-board OCTA's buses
 - response to calls for service as needed
 - traffic enforcement as it relates to the operation of fixed-route vehicles
 - special enforcement team for investigation and prevention of graffiti
 - taxicab applicant review
 - specialized and internal investigations conducted as needed
 - security at OCTA Board meetings, public hearings, and special events as requested
 - coordinate with other transit security, local, state, and federal law enforcement agencies
 - participate in multi-agency drills on a local and regional level
 - coordination on security-related grant funding
 - Other assistance available through this contract includes three canines for bomb detection services and other law enforcement services, such as the Mounted Enforcement Unit.
 - Sheriff staff deployment to include:
 - One Lieutenant position serving as the Chief of Transit Police Services
 - Four Sergeant positions
 - One Investigator position

- Fourteen Deputy Sheriff II- Fixed-Route Enforcement positions; includes three canines with Bomb Technicians
 - Five Deputy Sheriff II- Right-of-Way Enforcement positions
 - One Office Technician position
2. March 1, 2016, Amendment No. 1 to Cooperative Agreement No. C-5-3342, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
- To amend terminology in Article 3. Regular Services by County
3. May 12, 2016, Amendment No. 2 to Cooperative Agreement No. C-5-3342, \$7,109,932, approved by the Board.
- To increase the maximum obligation for the second year of the five-year agreement by \$7,109,932. This amount includes:
 - \$7,109,932 for continued services with no staffing change, a 5.82 percent increase over FY 2014-15.
 - Breakdown of increase: Wage and Benefit 4.33 percent, Special Services 1.36 percent, Other Direct Cost .13 percent
 - A provision for up to \$421,251 for Special Services.
 - \$115,500 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$80,000 for Mounted Enforcement Units
 - \$150,000 for Canine Units
 - \$12,751 for Angels Express
 - \$63,000 for Special Enforcement
4. January 10, 2017, Amendment No. 3 to Cooperative Agreement No. C-5-3342, \$165,477, approved by CAMM.
- To reflect adjustments in salaries and benefits subsequent to the Board's approval of FY 2016-17 budget under Amendment No. 2.
 - Adjustments are as follows:
 - \$142,010 for updated salary and benefit changes.
 - \$23,467 for additional changes.
 - To convert one Deputy II position to one Explosive Detection Bomb Technician position
 - To convert one Office Technician position to one Office Specialist position
 - To add one additional Mobile Data Computer for a total of 15 units and one additional Patrol Video System for a total of 9 units

5. May 22, 2017, Amendment No. 4 to Cooperative Agreement No. C-5-3342, \$7,538,093, approved by the Board.

- To increase the maximum obligation for the third year of the five-year agreement. This amount includes:
 - \$7,538,093 for continued services with no staffing change, a 3.61 percent increase over FY 2016-17.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 4.99 percent, Special Services -1.36 percent
 - A provision for up to \$415,501 for Special Services.
 - \$70,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$100,000 for Mounted Enforcement Units
 - \$151,500 for Canine Units
 - \$26,001 for Angels Express
 - \$68,000 for Special Enforcement

6. June 25, 2018, Amendment No. 5 to Cooperative Agreement No. C-5-3342, \$8,640,895, pending approval by the Board

- To increase the maximum obligation for the fourth year of the five-year agreement. This amount includes:
 - \$8,640,895 for continued services with two additional Deputy Sheriff II- Fixed-Route Enforcement positions, an overall 14.63 percent increase over fiscal year 2017-18.
 - Breakdown of increase: Wage, Benefit, and Other Direct Cost 14.07 percent, Special Services 0.56 percent
 - A provision for up to \$458,000 for Special Services.
 - \$110,000 for Vision Intermodal Prevention and Response/Counter Terrorism Team
 - \$75,000 for Mounted Enforcement Units
 - \$151,500 for Canine Units
 - \$26,500 for Angels Express
 - \$20,000 for Seasonal Law Enforcement
 - \$75,000 for Special Enforcement

Total committed to County of Orange, Orange County Sheriff's Department Cooperative Agreement No. C-5-3342: \$30,173,391.



June 14, 2018

To: Transit Committee

From: Darrell Johnson, Chief Executive Officer

Subject: Transit Division Performance Measurements Report for the Third Quarter of Fiscal Year 2017-18

Overview

The Orange County Transportation Authority operates fixed-route bus service known as OC Bus and demand-response paratransit service known as OC ACCESS throughout Orange County and into neighboring counties. This report summarizes the year-to-date performance of the transit services provided through the third quarter of fiscal year 2017-18. The established measures of performance gauge the safety, courtesy, reliability, and overall quality of the public transit services provided.

Recommendation

Receive and file as an information item.

Background

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

Discussion

This report provides an update on the performance of the OC Bus and OC ACCESS services by presenting the current trends and comparisons with OCTA-established standards for transit system safety, courtesy, and reliability. OCTA counts preventable vehicle accidents to evaluate system safety, customer complaints to assess courtesy, while tracking on-time performance and miles between road calls (MBRC) to measure service reliability. This report updates year-to-date performance through the third quarter of fiscal year 2017-18.

- Safety – Both modes of service (OC Bus and OC ACCESS) continue to exhibit strong performance in this area, exceeding the standard for frequency of accidents.
- Customer Service – OC Bus and OC ACCESS services continue to exceed the standard, which is a strong indication of positive customer satisfaction.
- Reliability –
 - On-time performance (OTP) for OC Bus service was slightly below target, while the OTP for OC ACCESS was above standard. Corrective actions include route-level analyses to identify trouble points, conducting on-board evaluations and on-site timepoint observations, and communicating with drivers on problem routes.
 - MBRC for OC ACCESS exceeded the standard, while OC Bus service, comprised of DOFR and CFR, came in below standard. To address vehicle reliability for CFR, the contractor's corporate management team has been on-site during the quarter analyzing road call and service interruption data to deploy additional resources where needed. Additionally, key maintenance position staff have been replaced to ensure adequate oversight and effect changes necessary to improve the performance of the maintenance functions.

This report also includes:

- An assessment of the efficiency of OCTA transit operations based on the industry standards of ridership, productivity, farebox recovery, and cost per revenue vehicle hour;
- A review of contractor performance for OCTA's CFR and OC ACCESS services;
- A route-level performance evaluation that includes subsidy per boarding, revenue per boarding, and resource allocation (buses); and
- A status report on the service adjustments implemented under the OC Bus 360° Program

To maintain transparency with the public and as presented to the Board of Directors on a quarterly basis, this report is available on the Transit dashboard located on the OCTA website.

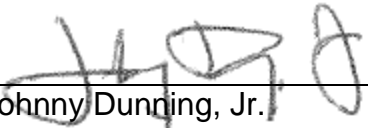
Summary

Through the third quarter of fiscal year 2017-18, the OC ACCESS program continues to show good performance in all areas. The performance of OC Bus service also exceeds the safety and customer service standards, but continues to perform below the reliability standard. OCTA staff continue to take actions to maintain continuous quality improvement in service reliability as detailed in the report. Service efficiency and route performance are becoming more stable as the prolonged ridership decline levels off, due in part to the adjustments implemented under the OC Bus 360° plan. Staff also continues to monitor the established key performance indicators, manage the service contracts pursuant to contract requirements, and work to identify other strategies to improve overall system performance.

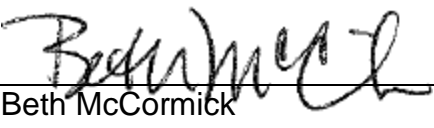
Attachment

- A. Transit Division Performance Measurements, Fiscal Year 2017-18 Third Quarter Report

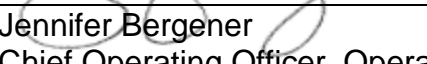
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Transit Division Performance Measurements



Fiscal Year 2017-18
Third Quarter Report

About This Report

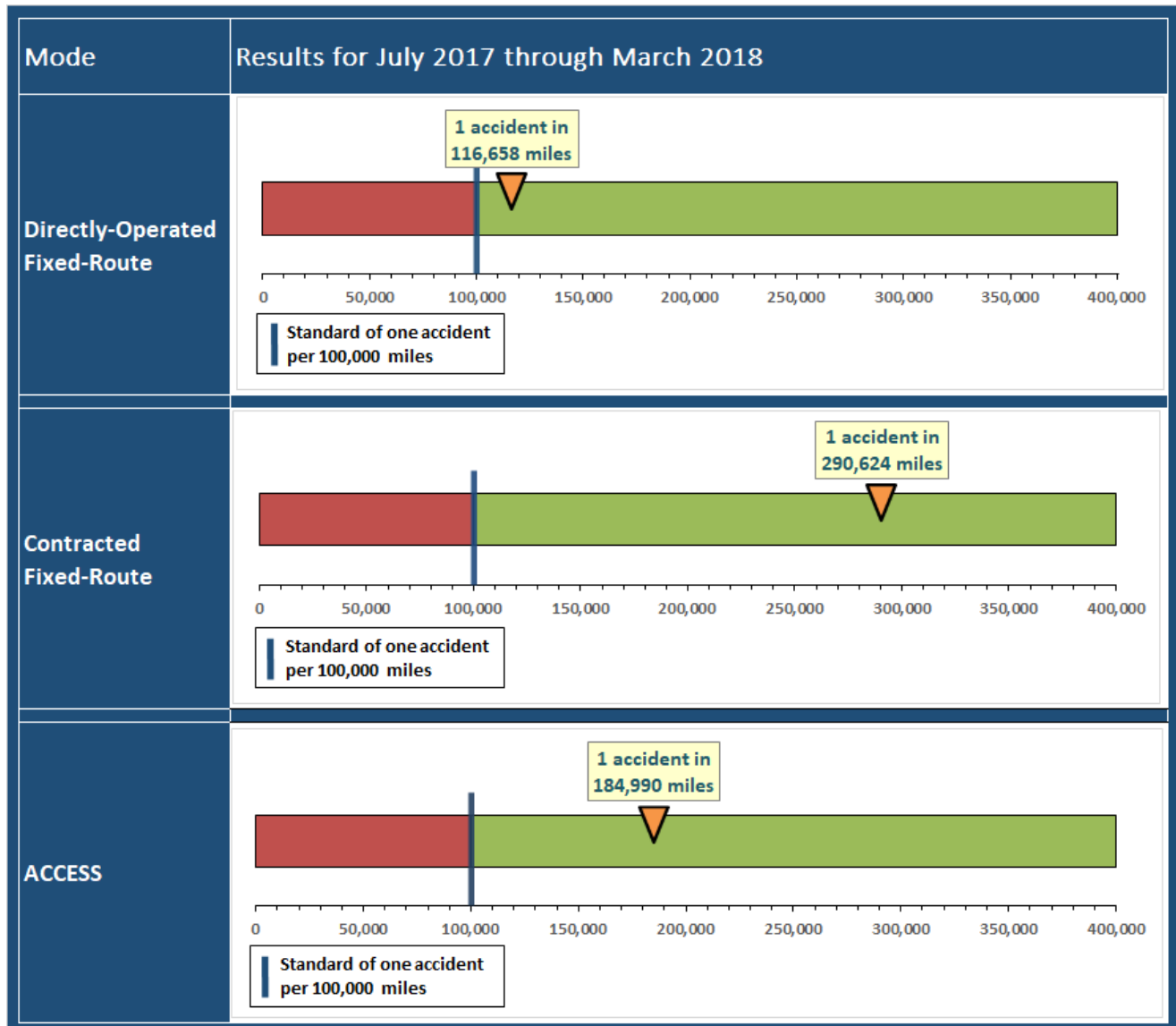
The Orange County Transportation Authority (OCTA) operates a countywide network of local, community, rail connector, and express bus routes serving over 5,000 bus stops known as OC Bus. OCTA also operates federally-mandated paratransit service known as OC ACCESS, a shared-ride program available for people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

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

Safety: Preventable Vehicle Accidents

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

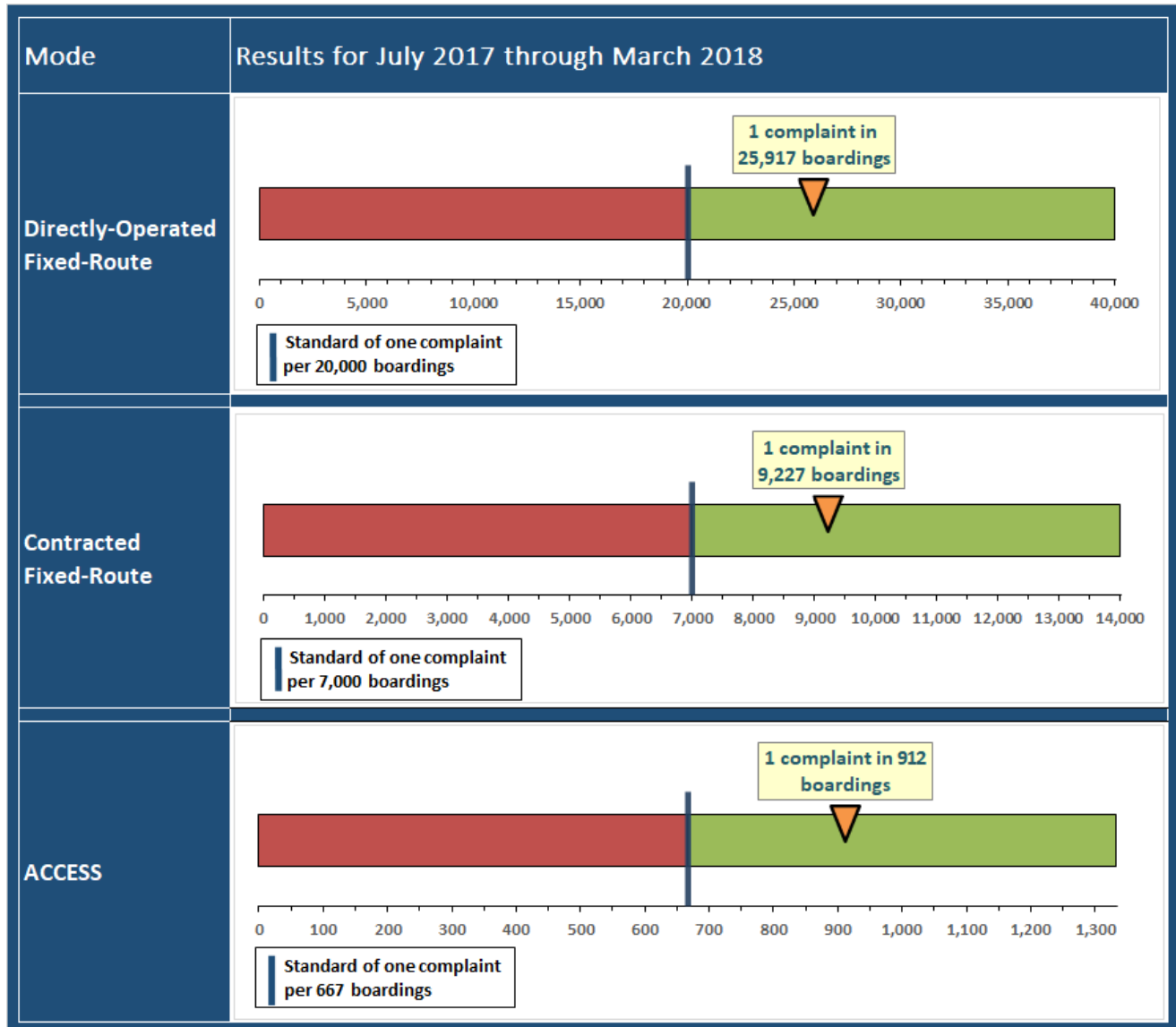
All modes of service exceeded the safety standard through the third quarter of fiscal year (FY) 2017-18 with less than one accident per 100,000 boardings.



Courtesy: Customer Complaints

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

Through the third quarter of FY 2017-18, all modes of service exceeded the courtesy standard with less than one complaint per 20,000, 7,000 and 667 boardings, respectively.



Reliability: On-Time Performance

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

Through the third quarter of FY 2017-18, systemwide fixed-route OTP was 84.5 percent, which is within one half percent of the standard; a 0.4 percent increase over last quarter and a 1.5 percent improvement over the same quarter last year. OTP for the OC Bus service operated by OCTA improved by one-half of a percent from 84.6 percent to 85.1 percent, one tenth above the standard. The OTP for contracted OC Bus service also improved slightly by two-tenths of a percent compared to last quarter, ending the quarter at 83.6 percent. OCTA staff continues to work with the contractor to perform route-level analysis in an effort to identify opportunities for performance improvement. This analysis includes on-board evaluations, on-site timepoint observations, along with communication and retraining provided to the coach operators of low-performing routes. The OTP for OC ACCESS service was maintained at a rate three tenths above the standard at 94.3 percent.

OTP-Timepoint Conversion Project

This project involves the geographic relocation of OTP timepoints from the middle of the intersection to the specific stop. In an effort to improve the management of coach operator performance with respect to schedule adherence, staff launched an OTP timepoint conversion pilot. This effort is intended only to improve OTP data collection. Timepoints are designated locations along a route used to control the spacing of vehicles and are points used by transit agencies to define the scheduled time a bus arrives or departs. These are the locations OCTA tracks OTP through automated vehicle location technology (AVL), which is part of the on-board communication system.

Until now, timepoints have generally been located at intersections and are geographically positioned in the middle of the intersection nearest to the stop. The system records the time a bus crosses the intersection. The issue with this approach is that the bus has already departed a near-side stop, or has yet to reach a far-side stop. In both cases, the data generated could be a false report of early or late departures. To address this issue, OCTA is in the process of relocating (converting) the timepoints from the middle of the intersection to the bus stop site. The successful relocation of timepoints to the actual stop will minimize, if not eliminate, the inaccuracies associated with the data currently received for both early and late arrivals and allow OCTA to effectively manage coach operator performance.



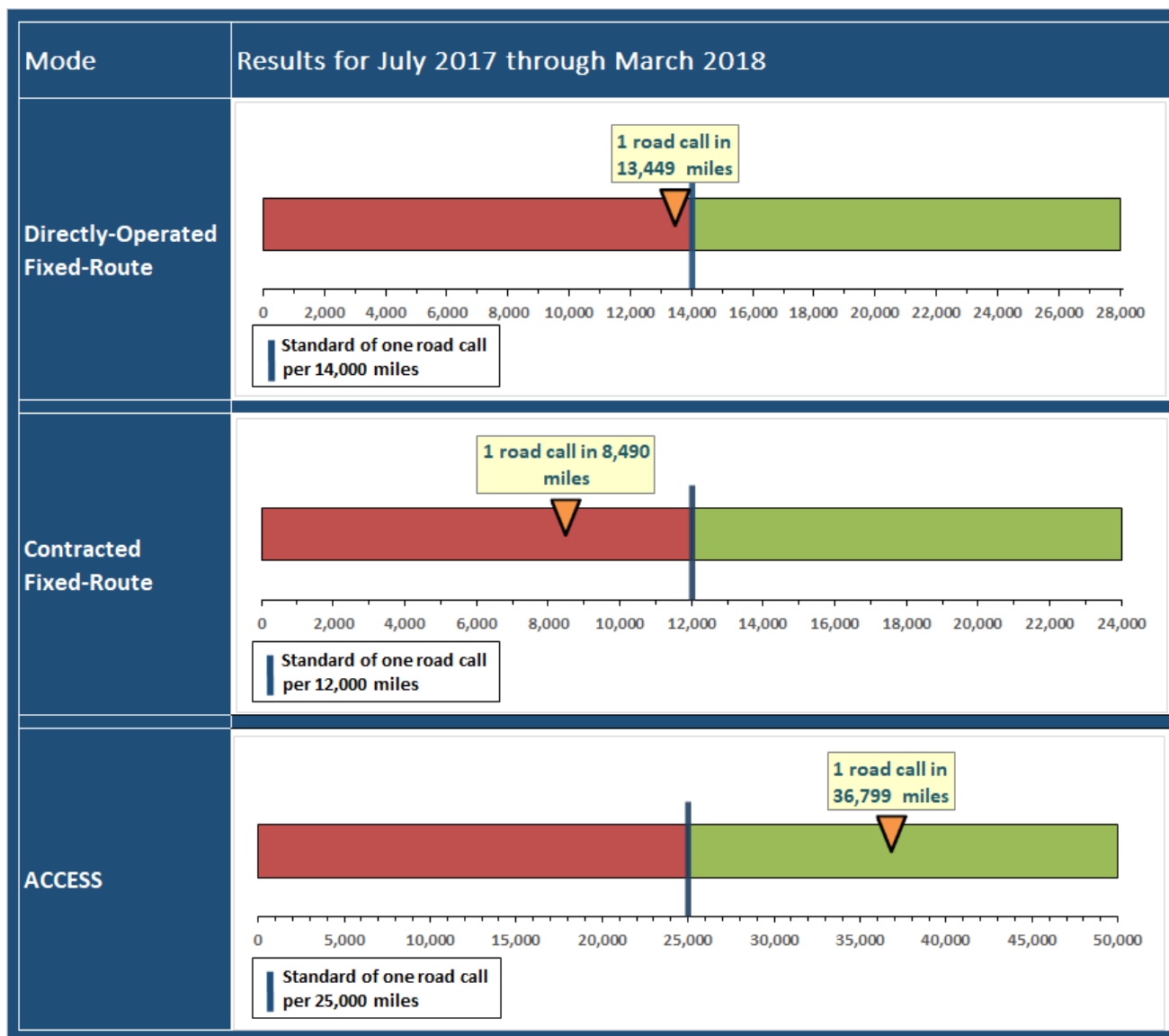
Reliability: Miles Between Road Calls

MBRC is a vehicle reliability performance indicator that measures the average distance in miles that a transit vehicle travels before failure of a vital component forces removal of the vehicle from service. Valid mechanical road calls result in delays to service, with a few exceptions. The standard adopted by OCTA for DOFR OC Bus service operated by OCTA is 14,000 MBRC; the standard for OC Bus service operated by the contractor is 12,000 MBRC; and the contractual standard for OC ACCESS is 25,000 MBRC.

Through the third quarter of FY 2017-18, OC Bus services improved, but did not meet the standard for MBRC. OCTA-operated OC Bus service averaged 13,449 vehicle miles between road calls, an increase of 4.6 percent over the previous quarter. This increase reflects the impact of seasonal variations and the continued work with the manufacturer to address warranty-related coolant sensor failures on the new buses. To date, the coolant sensors on all 173 new buses have been replaced.

OC Bus service delivered by the contractor improved by 4.3 percent over the last quarter, but remains below the standard with 8,490 vehicle MBRC. The contractor's corporate management team continues to analyze road calls and service interruptions in an effort to improve MBRC failures. Further, the addition of a full-time maintenance trainer and a quality control inspector are other actions taken by the contractor to improve vehicle MBRC and decrease service interruptions. Immediate results of these actions show road call mileage is steadily increasing, currently tracking over 10,000 miles for April.

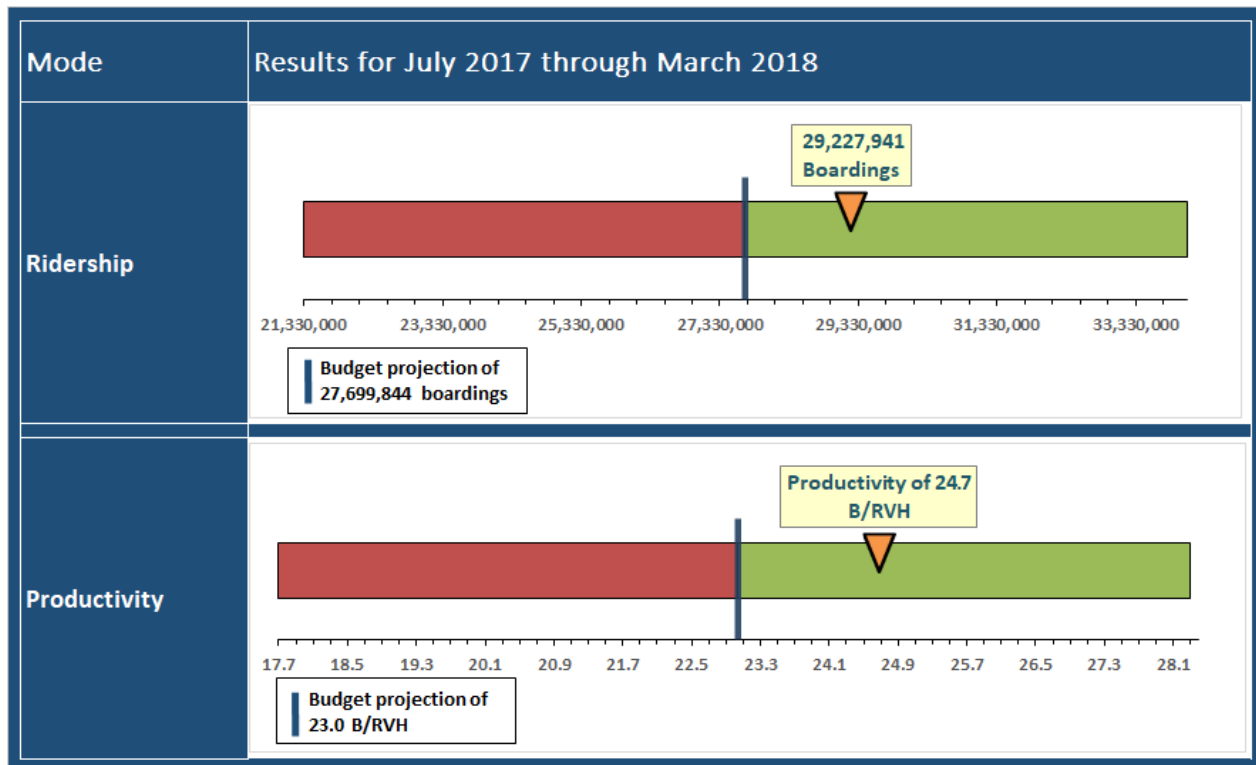
The MBRC for OC ACCESS service came in at 36,799 miles, exceeding the standard.



Ridership and Productivity – OC Bus

Ridership (or boardings) is the number of rides taken by passengers using public transit and is influenced by level of service provided, weather, economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH that is operated. RVH is any sixty-minute increment of time that a vehicle is available for passengers within the scheduled hours of service, not including deadheading or recovery time at the route terminal. Boardings per RVH (B/RVH) is calculated by taking the boardings and dividing it by the number of RVH operated.

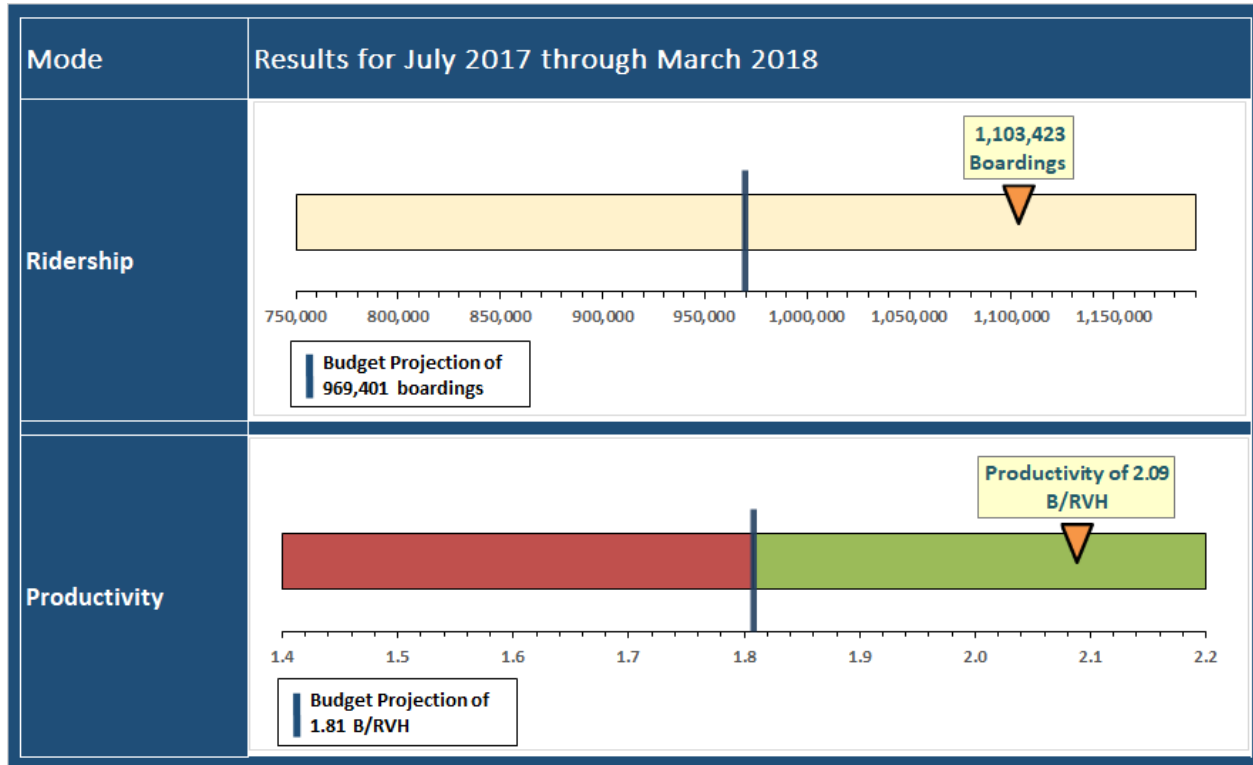
Through the third quarter of FY 2017-18, ridership and productivity for OC Bus service continue to exceed the budgeted projection as ridership appears to have stabilized. Ridership was 5.5 percent higher than projected, and productivity was 7.4 percent higher. The actions taken as part of the OC Bus 360° plan, primarily in October 2016, continue to have a positive impact on the ridership and productivity trend.



Ridership and Productivity – OC ACCESS

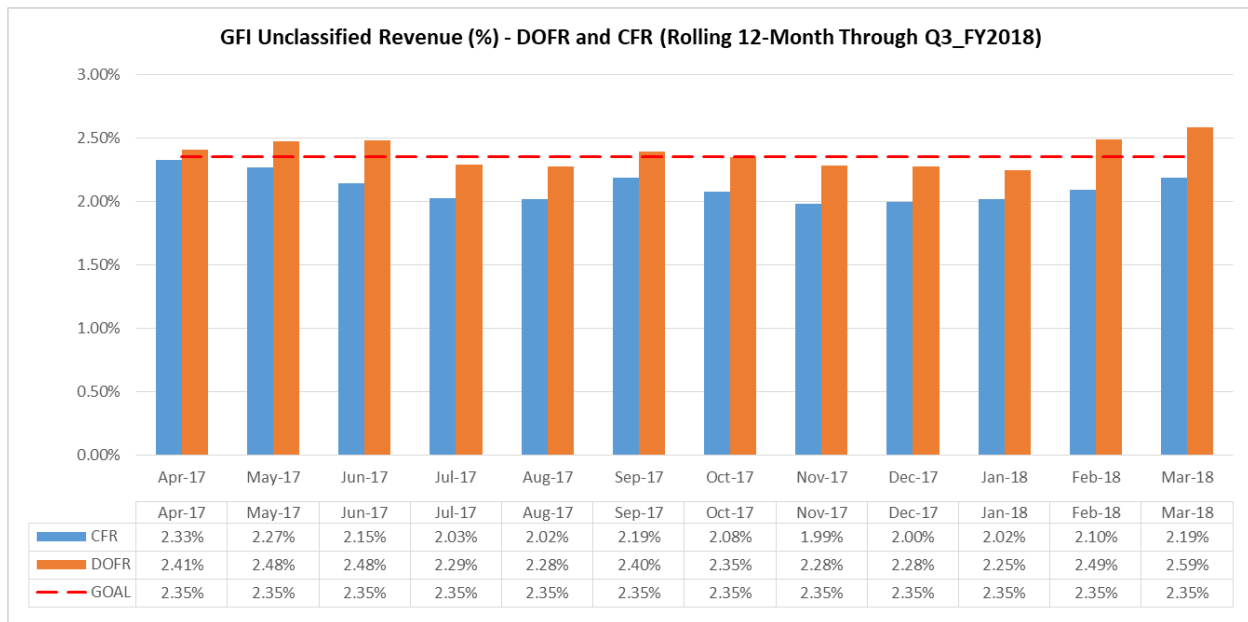
(Primary Service Provider and Supplemental Taxi)

Through the third quarter of FY 2017-18, ridership and productivity for OC ACCESS service continue to exceed projections.



Unclassified Revenue

Unclassified revenue, as reported here, is the revenue collected on all OCTA bus service that is not properly recorded through the farebox. This can occur a variety of ways, but predominantly it is the result of an overpayment of fare or the incorrect input of fare information by the operator. The OCTA monthly standard or threshold for unclassified revenue is 2.35 percent or less. In the chart below, the monthly unclassified revenue for the last 12 months is presented by operator type. Over the third quarter of FY 2017-18, the average unclassified revenue reported for the OC Bus service operated by OCTA was 2.44 percent, exceeding the threshold of 2.35 percent. To address this increase, training campaigns will be conducted at the Santa Ana and Garden Grove bases to review/remind operators to avoid unclassified revenue through better use of the farebox. The average unclassified revenue for contracted OC Bus service during the third quarter was 2.10, a slight increase over last quarter, but still well below the standard.



Contractor Performance: Fixed-Route

Through the third quarter of FY 2017-18, the performance of contracted OC Bus service was above standard for the measures of safety and courtesy. With respect to reliability, the performance of the contractor is below standard, but steadily improving.

Table 1 below provides the penalties and incentives assessed to the contractor, by quarter. The incentives paid to date, a total of \$69,500, reflect the outstanding performance related to safety and courtesy. To date this FY, the total penalties charged to the contractor is \$356,119, which indicate that improvements are still needed with respect to reliability. Of note is the recent trend of increasing missed trips. A missed trip is a scheduled trip that did not operate for a variety of reasons, including operator absence, vehicle failure, dispatch error, traffic, accident, or other unforeseen reason. The contractor's corporate management is tracking this and analyzing all possible causes, which include road calls, service interruptions, and manpower shortages. The net penalty paid by the Contractor in the third quarter of FY 2017-18 was \$153,724. The total net penalty paid by the Contractor to date for the FY is \$286,619.

Table 1: Performance Categories	FY18 Q1	FY18 Q2	FY18 Q3	FY18 Q4	FYTD 18
On-Time Performance	\$ (1,000)	\$ (2,000)	\$ -		\$ (3,000)
Valid Complaints: Per 7,000 boardings	\$ 8,900	\$ 9,300	\$ 11,300		\$ 29,500
Unreported Accident	\$ (15,000)	\$ (10,000)	\$ (20,000)		\$ (45,000)
Accident Frequency Ratio	\$ 15,000	\$ 15,000	\$ 10,000		\$ 40,000
Key Positions	\$ -	\$ -	\$ (10,101)		\$ (10,101)
CHP Terminal Inspections	\$ -	\$ -	\$ -		\$ -
Reports	\$ -	\$ -	\$ -		\$ -
Preventive Maintenance	\$ (26,900)	\$ (9,095)	\$ (57,723)		\$ (93,718)
Road Calls	\$ (12,700)	\$ (12,100)	\$ (7,200)		\$ (32,000)
Vehicle Damage: Per vehicle per day	\$ -	\$ -	\$ -		\$ -
Missed Trips	\$ (40,000)	\$ (52,000)	\$ (80,000)		\$ (172,000)
Prior Periods Adjustment	\$ (300)	\$ -	\$ -		\$ (300)
Total	\$ (72,000)	\$ (60,895)	\$ (153,724)	\$ -	\$ (286,619)

Contractor Performance: ACCESS

(Primary Service Provider and Supplemental Taxi)

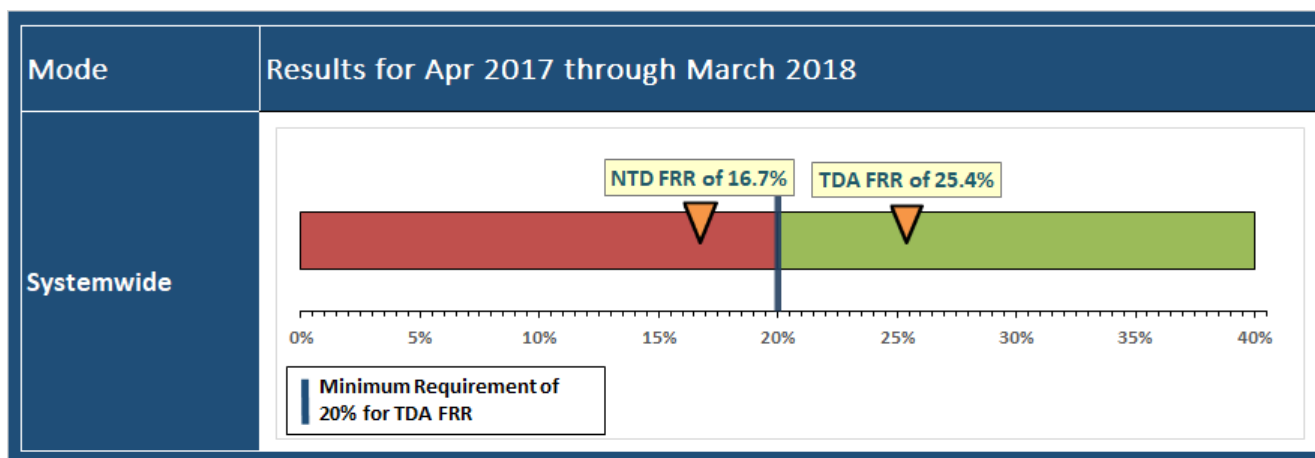
As presented in this report, the overall performance of the contractor providing ACCESS service through the third quarter of FY 2017-18 is above standard for all measures. Table 2 below lists, by quarter, the penalties assessed to the ACCESS Service Contractor as established in the agreement. For the third quarter of FY 2017-18, there were no incentives awarded to the contractor, but \$16,100 of penalties were assessed for customer comments, call center hold times, and excessively late trips. The total net penalty paid by the ACCESS Contractor to date for the FY is \$63,300.

Table 2: Performance Categories	FY18 Q1	FY18 Q2	FY18 Q3	FY18 Q4	FYTD 18
Passenger Productivity	\$ -	\$ -	\$ -		\$ -
On-Time Performance	\$ -	\$ -	\$ -		\$ -
Customer Comments	\$ -	\$ -	\$ (1,100)		\$ (1,100)
Call Center Hold Times	\$ -	\$ (15,000)	\$ (5,000)		\$ (20,000)
Excessively Late Trips	\$ -	\$ (25,000)	\$ (10,000)		\$ (35,000)
Missed Trips	\$ -	\$ -	\$ -		\$ -
Unreported Accident	\$ (5,000)	\$ -	\$ -		\$ (5,000)
Preventive Maintenance	\$ -	\$ (2,200)	\$ -		\$ (2,200)
Road calls	\$ -	\$ -	\$ -		\$ -
Reports	\$ -	\$ -	\$ -		\$ -
Key Positions	\$ -	\$ -	\$ -		\$ -
CHP Terminal Inspections	\$ -	\$ -	\$ -		\$ -
Vehicle Damage	\$ -	\$ -	\$ -		\$ -
Prior Periods Adjustment	\$ -	\$ -	\$ -		\$ -
Total	\$ (5,000)	\$ (42,200)	\$ (16,100)	\$ -	\$ (63,300)

Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all service is required by the Transportation Development Act in order for transit agencies to receive the state sales tax available for public transit purposes. In an effort to minimize seasonal fluctuations, data shown below reflects actuals over the last 12 months from April 2017 through March 2018.

FRR, based on the National Transit Database definition in which only passenger fares are included under revenue, did not meet the 20 percent goal. However, as a result of the passage of Senate Bill No. 508 (SB 508), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 25.4 percent.



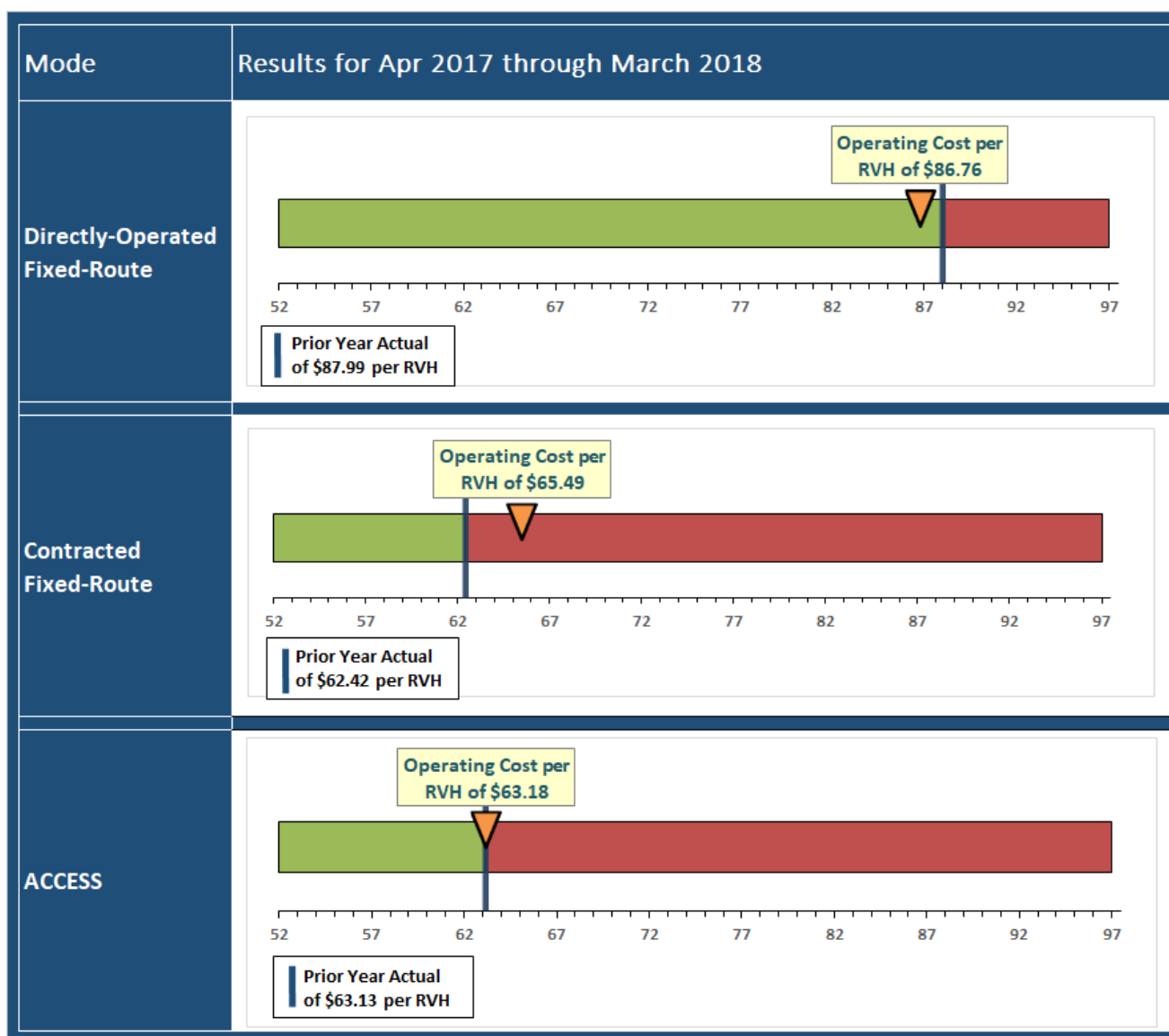
Note:

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

Operating Cost per Revenue Vehicle Hour

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

Similar to the FRR, the statistics below depict actuals over the last 12 months, including the reporting period. OC Bus service operated by OCTA was delivered at a lower cost per RVH than the same 12-month period of the prior year. OC ACCESS Service was almost identical to the prior year. Contracted OC Bus service has a 4.9 percent increase in cost per RVH. This increase in cost per RVH was primarily associated with the increase in the contracted rate as included in the agreement with First Transit, Inc., for FY 2017-18.



Performance Evaluation by Route

Continuing efforts are underway to better understand and address ridership trends. The OC Bus 360° plan, approved by the Board of Directors in March 2016 and under implementation for nearly two years, included several strategies to stimulate fixed-route ridership. These strategies include targeted marketing, a discounted summer youth pass, development of a mobile ticketing application, re-branding the fixed-route fleet, and improved travel time through the use of express-type service on local routes. Major route adjustments were also implemented in June and October 2016 and February 2018. All adjustments to date under the plan were developed on the basis of route-level performance. Staff continues to monitor the impact of these adjustments on ridership and productivity and consider other strategies to further improve service performance. Performance evaluation is important because it provides:

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

The tables on the following pages summarize route-level performance through the third quarter in FY 2017-18. The first three tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding, and the remaining three tables present the same information sorted by routes that have the highest boardings to routes with a lower level of boardings.

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

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



OCTA Operating Statistics By Route for Local and Community Services (Sort by Subsidy per Boarding)
Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
021	N	9.0%	\$ 11.47	\$ 6.07	\$ 4.11	\$ 1.29	\$ 1.00	51,700	\$ 106.54	\$ 65.27	\$ 7.78	9.53	5,424	2	-	-
001	S	9.3%	9.64	5.70	3.46	0.48	0.94	452,585	138.58	86.95	8.34	13.73	32,974	8	-	-
153	N	10.9%	8.98	5.09	3.36	0.53	1.03	93,711	97.98	63.80	7.77	10.34	9,065	2	-	-
178	C	9.8%	8.89	4.84	3.20	0.85	0.87	88,375	100.87	64.54	7.91	11.33	7,800	2	-	-
076	C	10.6%	8.53	4.88	2.96	0.69	0.93	72,969	130.26	80.86	11.08	14.85	4,915	2	-	-
085	S	12.1%	8.43	4.59	3.11	0.73	1.06	68,608	98.77	63.80	7.97	11.28	6,083	2	-	-
087	S	13.1%	7.65	4.11	2.78	0.76	1.04	65,999	100.13	64.18	6.78	12.63	5,226	2	-	-
167	C	11.4%	7.58	4.10	2.71	0.77	0.87	140,569	98.74	63.79	8.29	12.84	10,944	4	-	-
177	S	14.7%	7.25	3.96	2.62	0.67	1.13	75,079	98.15	63.89	7.63	12.73	5,897	2	-	-
086	C	13.5%	6.64	3.58	2.43	0.63	0.93	118,526	98.50	63.85	7.60	14.18	8,360	3	-	-
083	C	13.9%	6.57	3.83	2.32	0.42	0.99	501,791	138.24	86.61	7.68	19.37	25,912	9	-	-
079	C	11.5%	6.38	3.52	2.39	0.47	1.02	317,155	98.46	63.76	8.66	14.74	21,513	6	-	-
024	N	14.9%	6.26	3.47	2.35	0.44	1.02	95,354	97.69	63.64	7.81	14.28	6,677	1	-	-
091	S	18.2%	5.70	3.10	2.10	0.50	1.16	301,245	100.20	63.96	6.90	15.77	19,101	7	-	-
143	N	16.3%	5.70	3.22	2.13	0.35	1.04	143,816	98.16	63.75	8.67	15.37	9,356	2	-	-
560	C	15.1%	5.64	3.17	1.92	0.55	0.91	590,329	139.43	86.70	11.75	23.24	25,404	13	-	-
090	S	18.1%	5.62	2.91	1.97	0.74	1.08	237,186	105.36	64.85	6.90	17.68	13,413	8	-	-
072	C	16.6%	5.38	3.13	1.90	0.35	1.00	360,559	130.63	81.26	10.39	21.65	16,654	5	-	-
056	N	15.5%	5.36	3.12	1.89	0.35	0.92	307,350	131.08	81.25	12.22	22.12	13,893	4	-	-
071	N	17.2%	5.28	2.90	1.96	0.42	1.01	512,884	99.31	64.01	7.93	16.92	30,309	8	-	-
050	N	15.9%	5.21	2.99	1.81	0.41	0.91	899,420	136.13	84.55	11.90	23.86	37,703	2	-	9
037	N	16.7%	5.19	3.03	1.83	0.33	0.97	806,538	149.16	92.78	11.13	25.56	31,559	10	-	-
129	N	18.3%	5.18	2.87	1.90	0.41	1.07	162,865	104.59	64.78	7.77	17.91	9,092	2	-	-
059	C	17.9%	5.16	2.75	1.86	0.55	1.01	411,277	104.86	64.69	8.42	18.68	22,022	9	-	-
150	C	18.6%	5.14	2.69	1.78	0.67	1.02	136,992	101.44	64.07	10.01	18.48	7,413	3	-	-
054	N	17.1%	5.11	2.97	1.80	0.34	0.98	905,090	138.28	85.85	12.23	24.07	37,604	14	-	-
055	C	18.8%	5.08	2.92	1.77	0.39	1.08	1,000,292	134.69	83.68	11.89	23.33	42,880	13	-	-
026	N	17.4%	4.94	2.74	1.85	0.35	0.97	329,941	99.16	63.77	9.84	17.83	18,506	4	-	-
089	S	19.5%	4.78	2.61	1.77	0.40	1.06	268,234	99.58	63.84	7.80	18.34	14,628	5	-	-
025	N	20.1%	4.61	2.49	1.69	0.43	1.05	309,055	99.38	63.97	8.22	18.99	16,275	5	-	-
082	S	24.5%	4.51	2.08	1.41	1.02	1.13	73,563	109.95	65.82	7.68	23.81	3,090	3	-	-
029	N	20.1%	4.28	2.45	1.49	0.34	0.99	1,486,456	137.97	85.76	11.77	27.99	53,098	14	-	5
030	N	19.2%	4.26	2.32	1.57	0.37	0.93	493,800	98.36	63.84	7.60	20.38	24,224	7	-	-
543	N	20.5%	4.14	2.37	1.43	0.34	0.98	842,084	137.84	85.90	11.86	28.84	29,203	10	-	-
047	C	21.5%	4.14	2.38	1.45	0.31	1.05	1,609,517	136.99	85.12	12.07	28.09	57,294	19	-	-
070	C	21.8%	4.06	2.15	1.46	0.45	1.01	710,890	103.83	64.84	8.31	22.48	31,625	12	-	-
033	N	20.7%	3.89	2.08	1.41	0.40	0.91	294,453	98.63	63.82	7.98	22.43	13,128	6	-	-
035	N	21.7%	3.86	2.01	1.36	0.49	0.93	626,986	103.69	64.58	8.58	24.10	26,016	12	-	-
057	C	21.7%	3.81	2.17	1.32	0.32	0.97	1,573,217	149.47	92.98	12.98	33.52	46,937	8	-	7
046	N	24.2%	3.64	1.87	1.27	0.50	1.00	487,082	98.90	63.84	8.53	23.89	20,389	10	-	-
053X	C	22.5%	3.59	2.10	1.27	0.22	0.98	484,526	123.20	76.31	11.78	28.32	17,107	6	-	-
043	N	24.2%	3.44	1.99	1.21	0.24	1.02	1,584,877	141.59	87.80	13.09	33.52	47,287	10	-	5
060	C	22.3%	3.37	1.98	1.20	0.19	0.91	1,478,856	133.84	83.20	11.69	32.77	45,134	12	-	-
053	C	24.0%	3.31	1.89	1.15	0.27	0.96	1,081,248	136.88	84.87	14.66	34.17	31,647	10	-	-
038	N	24.8%	3.23	1.71	1.16	0.36	0.95	877,265	100.27	64.12	8.19	26.29	33,368	14	-	-
057X	C	25.2%	3.17	1.77	1.07	0.33	0.96	857,605	123.48	76.61	10.98	32.47	26,411	5	-	4
066	C	26.6%	2.98	1.72	1.04	0.22	1.00	1,567,579	134.52	83.52	12.63	35.83	43,749	15	-	-
042	N	26.7%	2.79	1.52	1.03	0.33	0.93	1,197,986	100.21	64.08	8.98	28.89	41,471	13	-	-
064	C	27.5%	2.66	1.54	0.94	0.18	0.94	1,203,419	136.22	84.54	14.03	39.83	30,211	9	-	-
064X	C	29.8%	2.39	1.39	0.84	0.16	0.95	474,320	123.24	76.36	11.72	38.77	12,233	3	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

(2) Bus count for routes 53X, 57X and 64X are estimated based on total route 53, 57 and 64 equipment requirements.

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



OCTA Operating Statistics By Route for Express Service (Sort by Subsidy per Boarding)
Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
211	C	1.8%	\$ 46.24	\$ 19.91	\$ 18.15	\$ 8.18	\$ 0.69	13,679	\$ 105.80	\$ 62.42	\$ 6.18	2.73	5,012	-	4	-
721	N	5.0%	41.62	23.54	13.53	4.55	1.93	16,495	202.53	128.47	7.69	5.19	3,176	3	-	-
213	N	2.4%	35.22	14.00	12.77	8.45	0.67	11,829	122.45	66.06	6.98	4.46	2,651	4	-	-
701	C	6.3%	31.11	16.81	9.66	4.64	1.95	16,163	242.13	153.23	10.04	8.52	1,897	3	-	-
794	C	12.9%	28.61	12.00	10.94	5.67	3.40	23,523	159.48	96.81	6.05	6.05	3,885	4	-	-
206	C	5.1%	24.43	8.83	8.05	7.55	0.90	9,934	135.77	74.76	6.80	7.63	1,302	3	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for Stationlink Service (Sort by Subsidy per Boarding)
Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
463	C	4.7%	20.92	\$ 7.80	\$ 7.80	\$ 5.32	\$ 0.76	20,357	\$ 129.68	\$ 70.58	\$ 12.13	7.93	2,568	4	-	-
480	C	11.0%	9.41	3.50	3.50	2.41	0.86	20,718	126.89	69.52	10.94	16.15	1,283	2	-	-
472	C	13.2%	8.59	2.86	2.86	2.87	0.87	26,156	122.99	68.84	10.00	18.69	1,400	3	-	-
453	N	12.6%	8.41	3.11	3.11	2.19	0.90	22,852	131.04	70.03	19.85	18.41	1,241	2	-	-
462	C	13.7%	7.36	2.84	2.84	1.68	0.90	24,812	122.78	68.38	17.23	18.64	1,331	1	-	-
473	C	14.1%	7.30	2.53	2.53	2.24	0.83	33,433	129.64	69.50	12.07	22.04	1,517	3	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

(2) Routes 212, 216, 411, 430, 454 and 490 removed due to elimination of the routes during October and February service change. This accounts for roughly 35K boardings and 3.6K RVH in FY 2018.

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



OCTA Operating Statistics By Route for Local and Community Services (Sort by Boardings)
Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
047	C	21.5%	\$ 4.14	\$ 2.38	\$ 1.45	\$ 0.31	\$ 1.05	1,609,517	\$ 136.99	\$ 85.12	\$ 12.07	28.09	57,294	19	-	-
043	N	24.2%	3.44	1.99	1.21	0.24	1.02	1,584,877	141.59	87.80	13.09	33.52	47,287	10	-	5
057	C	21.7%	3.81	2.17	1.32	0.32	0.97	1,573,217	149.47	92.98	12.98	33.52	46,937	8	-	7
066	C	26.6%	2.98	1.72	1.04	0.22	1.00	1,567,579	134.52	83.52	12.63	35.83	43,749	15	-	-
029	N	20.1%	4.28	2.45	1.49	0.34	0.99	1,486,456	137.97	85.76	11.77	27.99	53,098	14	-	5
060	C	22.3%	3.37	1.98	1.20	0.19	0.91	1,478,856	133.84	83.20	11.69	32.77	45,134	12	-	-
064	C	27.5%	2.66	1.54	0.94	0.18	0.94	1,203,419	136.22	84.54	14.03	39.83	30,211	9	-	-
042	N	26.7%	2.79	1.52	1.03	0.24	0.93	1,197,986	100.21	64.08	8.98	28.89	41,471	13	-	-
053	C	24.0%	3.31	1.89	1.15	0.27	0.96	1,081,248	136.88	84.87	14.66	34.17	31,647	10	-	-
055	C	18.8%	5.08	2.92	1.77	0.39	1.08	1,000,292	134.69	83.68	11.89	23.33	42,880	13	-	-
054	N	17.1%	5.11	2.97	1.80	0.34	0.98	905,090	138.28	85.85	12.23	24.07	37,604	14	-	-
050	N	15.9%	5.21	2.99	1.81	0.41	0.91	899,420	136.13	84.55	11.90	23.86	37,703	2	-	9
038	N	24.8%	3.23	1.71	1.16	0.36	0.95	877,265	100.27	64.12	8.19	26.29	33,368	14	-	-
057X	C	25.2%	3.17	1.77	1.07	0.33	0.96	857,605	123.48	76.61	10.98	32.47	26,411	5	-	4
543	N	20.5%	4.14	2.37	1.43	0.34	0.98	842,084	137.84	85.90	11.86	28.84	29,203	10	-	-
037	N	16.7%	5.19	3.03	1.83	0.33	0.97	806,538	149.16	92.78	11.13	25.56	31,559	10	-	-
070	C	21.8%	4.06	2.15	1.46	0.45	1.01	710,890	103.83	64.84	8.31	22.48	31,625	12	-	-
035	N	21.7%	3.86	2.01	1.36	0.49	0.93	626,986	103.69	64.58	8.58	24.10	26,016	12	-	-
560	C	15.1%	5.64	3.17	1.92	0.55	0.91	590,329	139.43	86.70	11.75	23.24	25,404	13	-	-
071	N	17.2%	5.28	2.90	1.96	0.42	1.01	512,884	99.31	64.01	7.93	16.92	30,309	8	-	-
083	C	13.9%	6.57	3.83	2.32	0.42	0.99	501,791	138.24	86.61	7.68	19.37	25,912	9	-	-
030	N	19.2%	4.26	2.32	1.57	0.37	0.93	493,800	98.36	63.84	7.60	20.38	24,224	7	-	-
046	N	24.2%	3.64	1.87	1.27	0.50	1.00	487,082	98.90	63.84	8.53	23.89	20,389	10	-	-
053X	C	22.5%	3.59	2.10	1.27	0.22	0.98	484,526	123.20	76.31	11.78	28.32	17,107	6	-	-
064X	C	29.8%	2.39	1.39	0.84	0.16	0.95	474,320	123.24	76.36	11.72	38.77	12,233	3	-	-
001	S	9.3%	9.64	5.70	3.46	0.48	0.94	452,585	138.58	86.95	8.34	13.73	32,974	8	-	-
059	C	17.9%	5.16	2.75	1.86	0.55	1.01	404,277	104.86	64.69	8.42	18.68	22,022	9	-	-
072	C	16.6%	5.38	3.13	1.90	0.35	1.00	360,559	130.63	81.26	10.39	21.65	16,654	5	-	-
026	N	17.4%	4.94	2.74	1.85	0.35	0.97	329,941	99.16	63.77	9.84	17.83	18,506	4	-	-
079	C	11.5%	6.38	3.52	2.39	0.47	0.77	317,155	98.46	63.76	8.66	14.74	21,513	6	-	-
025	N	20.1%	4.61	2.49	1.69	0.43	1.05	309,055	99.38	63.97	8.22	18.99	16,275	5	-	-
056	N	15.5%	5.36	3.12	1.89	0.35	0.92	307,350	131.08	81.25	12.22	22.12	13,893	4	-	-
091	S	18.2%	5.70	3.10	2.10	0.50	1.16	301,245	100.20	63.96	6.90	15.77	19,101	7	-	-
033	N	20.7%	3.89	2.08	1.41	0.40	0.91	294,453	98.63	63.82	7.98	22.43	13,128	6	-	-
089	S	19.5%	4.78	2.61	1.77	0.40	1.06	268,234	99.58	63.84	7.80	18.34	14,628	5	-	-
090	S	18.1%	5.62	2.91	1.97	0.74	1.08	237,186	105.36	64.85	6.90	17.68	13,413	8	-	-
129	N	18.3%	5.18	2.87	1.90	0.41	1.07	162,865	104.59	64.78	7.77	17.91	9,092	2	-	-
143	N	16.3%	5.70	3.22	2.13	0.35	1.04	143,816	98.16	63.75	8.67	15.37	9,356	2	-	-
167	C	11.4%	7.58	4.10	2.71	0.77	0.87	140,569	98.74	63.79	8.29	12.84	10,944	4	-	-
150	C	18.6%	5.14	2.69	1.78	0.67	1.02	136,992	101.44	64.07	10.01	18.48	7,413	3	-	-
086	C	13.5%	6.64	3.58	2.43	0.63	0.93	118,526	98.50	63.85	7.60	14.18	8,360	3	-	-
024	N	14.9%	6.26	3.47	2.35	0.44	1.02	95,354	97.69	63.64	7.81	14.28	6,677	1	-	-
153	N	10.9%	8.98	5.09	3.36	0.53	1.03	93,711	97.98	63.80	7.77	10.34	9,065	2	-	-
178	C	9.8%	8.89	4.84	3.20	0.85	0.87	88,375	100.87	64.54	7.91	11.33	7,800	2	-	-
177	S	14.7%	7.25	3.96	2.62	0.67	1.13	75,079	98.15	63.89	7.63	12.73	5,897	2	-	-
082	S	24.5%	4.51	2.08	1.41	1.02	1.13	73,563	109.95	65.82	7.68	23.81	3,090	3	-	-
076	C	10.6%	8.53	4.88	2.96	0.69	0.93	72,969	130.26	80.86	11.08	14.85	4,915	2	-	-
085	S	12.1%	8.43	4.59	3.11	0.73	1.06	68,608	98.77	63.80	7.97	11.28	6,083	2	-	-
087	S	13.1%	7.65	4.11	2.78	0.76	1.04	65,999	100.13	64.18	6.78	12.63	5,226	2	-	-
021	N	9.0%	11.47	6.07	4.11	1.29	1.00	51,700	106.54	65.27	7.78	9.53	5,424	2	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

(2) Bus count for routes 53X, 57X and 64X are estimated based on total route 53, 57 and 64 equipment requirements.

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



OCTA Operating Statistics By Route for Express Service (Sort by Boardings) Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
794	C	12.9%	\$ 28.61	\$ 12.00	\$ 10.94	\$ 5.67	\$ 3.40	23,523	\$ 159.48	\$ 96.81	\$ 6.05	6.05	3,885	4	-	-
721	N	5.0%	41.62	23.54	13.53	4.55	1.93	16,495	202.53	128.47	7.69	5.19	3,176	3	-	-
701	C	6.9%	31.11	16.81	9.66	4.64	1.95	16,163	242.13	153.23	10.04	8.52	1,897	3	-	-
211	C	1.8%	46.24	19.91	18.15	8.18	0.69	13,679	105.80	62.42	6.18	2.73	5,012	-	4	-
213	N	2.4%	35.22	14.00	12.77	8.45	0.67	11,829	122.45	66.06	6.98	4.46	2,651	4	-	-
206	C	5.1%	24.43	8.83	8.05	7.55	0.90	9,934	135.77	74.76	6.80	7.63	1,302	3	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for Stationlink Service (Sort by Boardings) Fiscal Year 2017-18 Through Q3

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
473	C	14.1%	\$ 7.30	\$ 2.53	\$ 2.53	\$ 2.24	\$ 0.83	33,433	\$ 129.64	\$ 69.50	\$ 12.07	22.04	1,517	3	-	-
472	C	13.2%	8.59	2.86	2.86	2.87	0.87	26,156	122.99	68.84	10.00	18.69	1,400	3	-	-
462	C	13.7%	7.36	2.84	2.84	1.68	0.90	24,812	122.78	68.38	17.23	18.64	1,331	1	-	-
453	N	12.6%	8.41	3.11	3.11	2.19	0.90	22,852	131.04	70.03	19.85	18.41	1,241	2	-	-
480	C	11.0%	9.41	3.50	3.50	2.41	0.86	20,718	126.89	69.52	10.94	16.15	1,283	2	-	-
463	C	4.7%	20.92	7.80	7.80	5.32	0.76	20,357	129.68	70.58	12.13	7.93	2,568	4	-	-

(1) Total bus count (508) is based on PM weekday equipment requirements.

(2) Routes 212, 216, 411, 430, 454 and 490 removed due to elimination of the routes during October and February service change. This accounts for roughly 35K boardings and 3.6K RVH in FY 2018.

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

Route

Reference

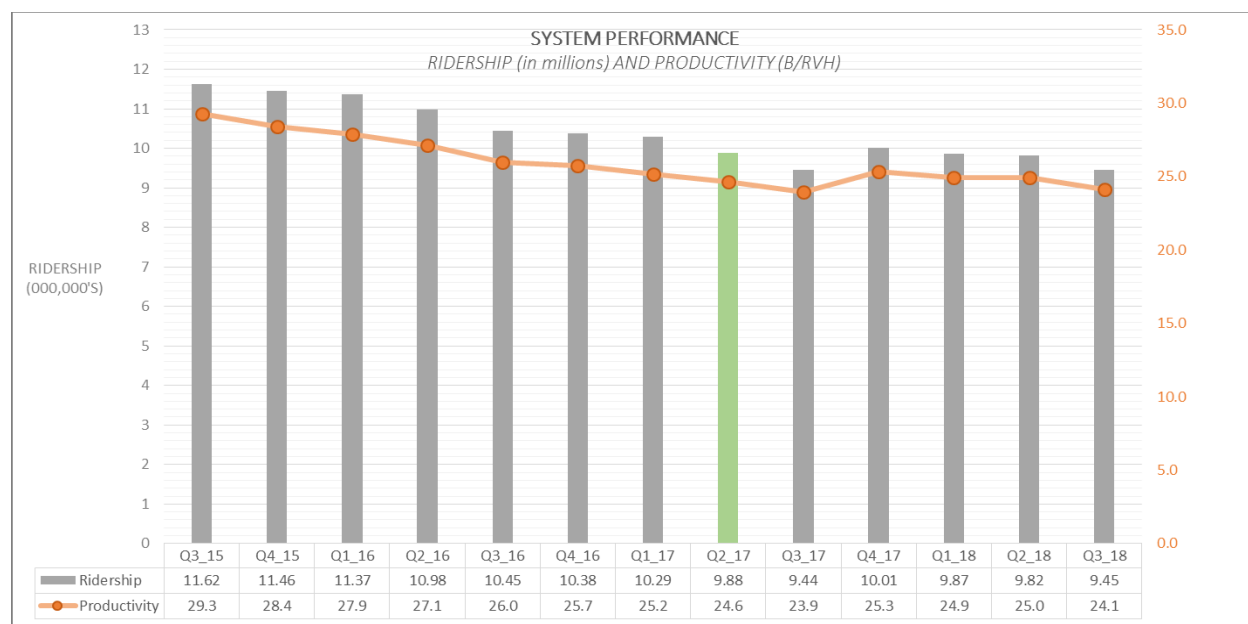
Table

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

OC Bus 360° Plan: Performance to Date

Major OC bus service changes approved under the OC 360° Bus plan were implemented in October 2016 and February 2018. Provided below is a series of charts that show overall system performance over the last 13 quarters and the impact of the route adjustments implemented in October 2016 (*marked by green bar on all charts*). In this review, performance is measured by change in average weekday boardings for routes that were improved and average B/RVH for routes that were reduced. This analysis is necessary and on-going to gauge the effectiveness of the recommended changes and overall plan and does not include the seasonal services operated by OCTA (e.g., OC Fair Express).

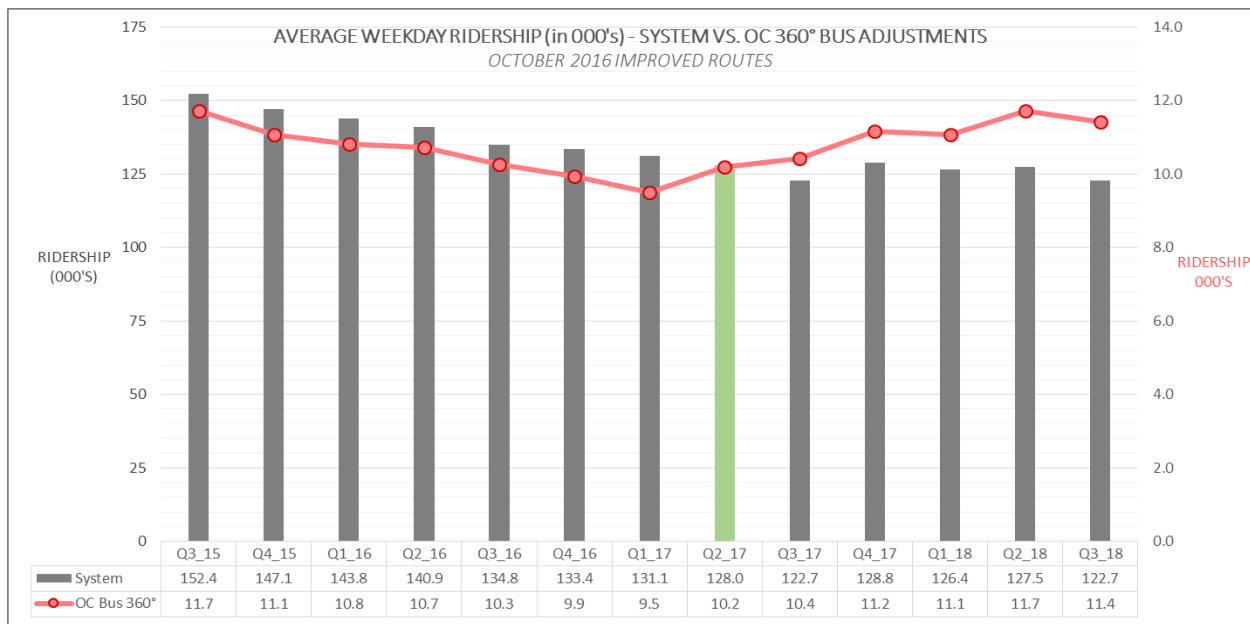
The trend of overall system ridership and productivity is provided on the following chart.



Ridership through the third quarter of FY 2017-18 indicates a stabilizing ridership trend since the October 2016 Service Change program.

- Ridership was 3.8 percent lower than the previous quarter, but essentially even when compared to the same quarter the last FY.
- Productivity (orange line in chart) over the third quarter dropped by 3.4 percent compared to last quarter, but seven tenths of a percent over the same quarter last year.

The adjustments implemented under the OC Bus 360° plan continue to trend favorably. The following chart compares the system trend against the group of routes improved under the OC Bus 360° plan. The performance on these specific routes, the red line on the chart, is slightly better than the system-wide trend with respect to average weekday ridership.

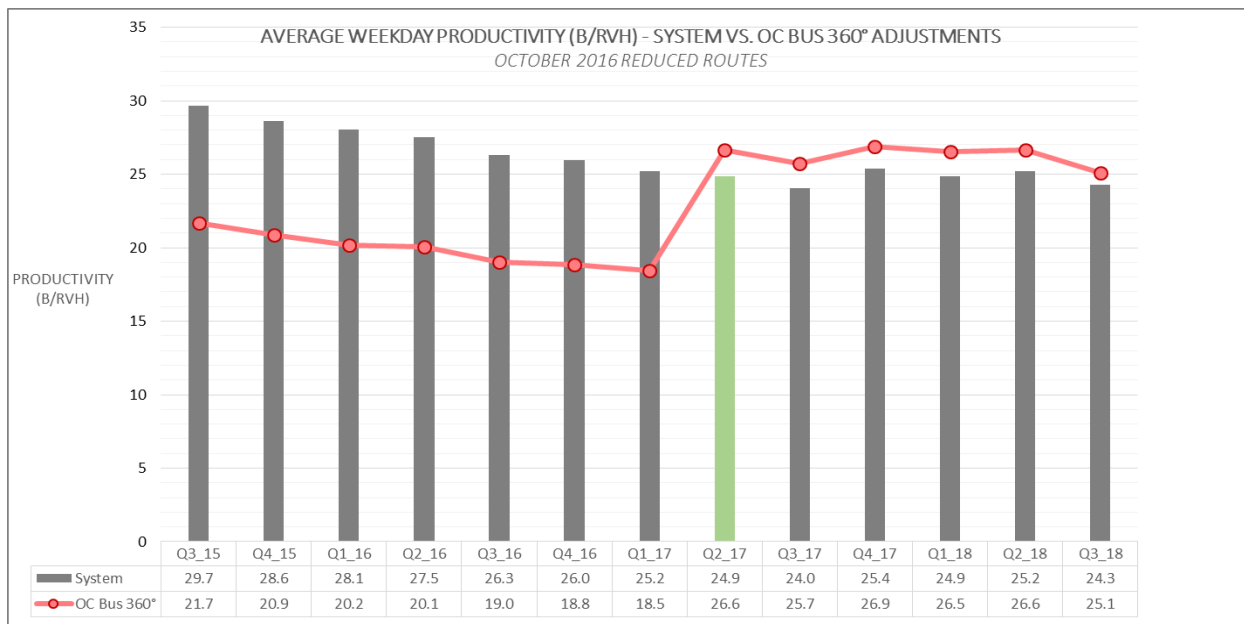


- The system average for average weekday ridership during the third quarter was 122.7 thousand, a 3.8 percent dip compared to the previous quarter and even compared to the same quarter last year.
- The improved routes collectively had 11,400 average weekday boardings over the quarter
 - 2.6 percent lower than the 11,700 average weekday boardings reported the previous quarter, but
 - 9.6 percent over the 10,400 boardings reported over the same quarter last year.

February 2018 Service Improvements

On February 11, 2018, OCTA implemented a series of improvements that included peak and evening frequency increases on eight routes. Before the changes, the quarterly average weekday ridership on these routes was 25,933, collectively. From the date of the change to the end of the quarter, the average weekday ridership was 26,990 for these routes, an increase of 4.1 percent. Future reports will reveal the cause of this increase which is inconclusive at this time since ridership increases seen after the February service change are consistent with previous year trends.

Improved system and route productivity are the goals for services that are reduced or eliminated under the OC Bus 360° plan – making low performing routes more productive. During the third quarter of FY 2017-18, the reduced services remain more efficient than prior to the changes. The following chart compares the system productivity trend against the productivity of the group of routes that were reduced/eliminated.



- Tracking the routes that were reduced, the average weekday productivity remains above 25 B/RVH, but is drawing closer to the system average.
 - The B/RVH on the collective set of reduced routes fell by 5.6 percent compared to last quarter and dropped by 2.3 percent when compared to the same quarter last year.

February 2018 Service Reductions

On February 11, 2018, OCTA implemented several route reductions and eliminations to improve route productivity. These changes included the discontinuation of three weekday services, elimination of trips with very low ridership on three weekday routes, and reduced peak and midday frequencies on five routes. Before February 11, the quarterly weekday productivity on these routes was 24.4 B/RVH. From the date of the changes to the end of the quarter, the average B/RVH for this group of routes increased to 27.5 B/RVH, an increase of 12.7 percent. As with the ridership increase, future reports will reveal the cause of this increase, which is inconclusive at this time since the productivity increases seen after the February service change are consistent with previous year trends.

Next Steps

Staff will continue to work and collaborate to improve service reliability, with a focus on OTP and vehicle reliability.

Staff from the External Affairs, Planning, and Transit Divisions will continue to track the implementation of strategies under the OC Bus 360° plan, including the service changes implemented in February 2018.

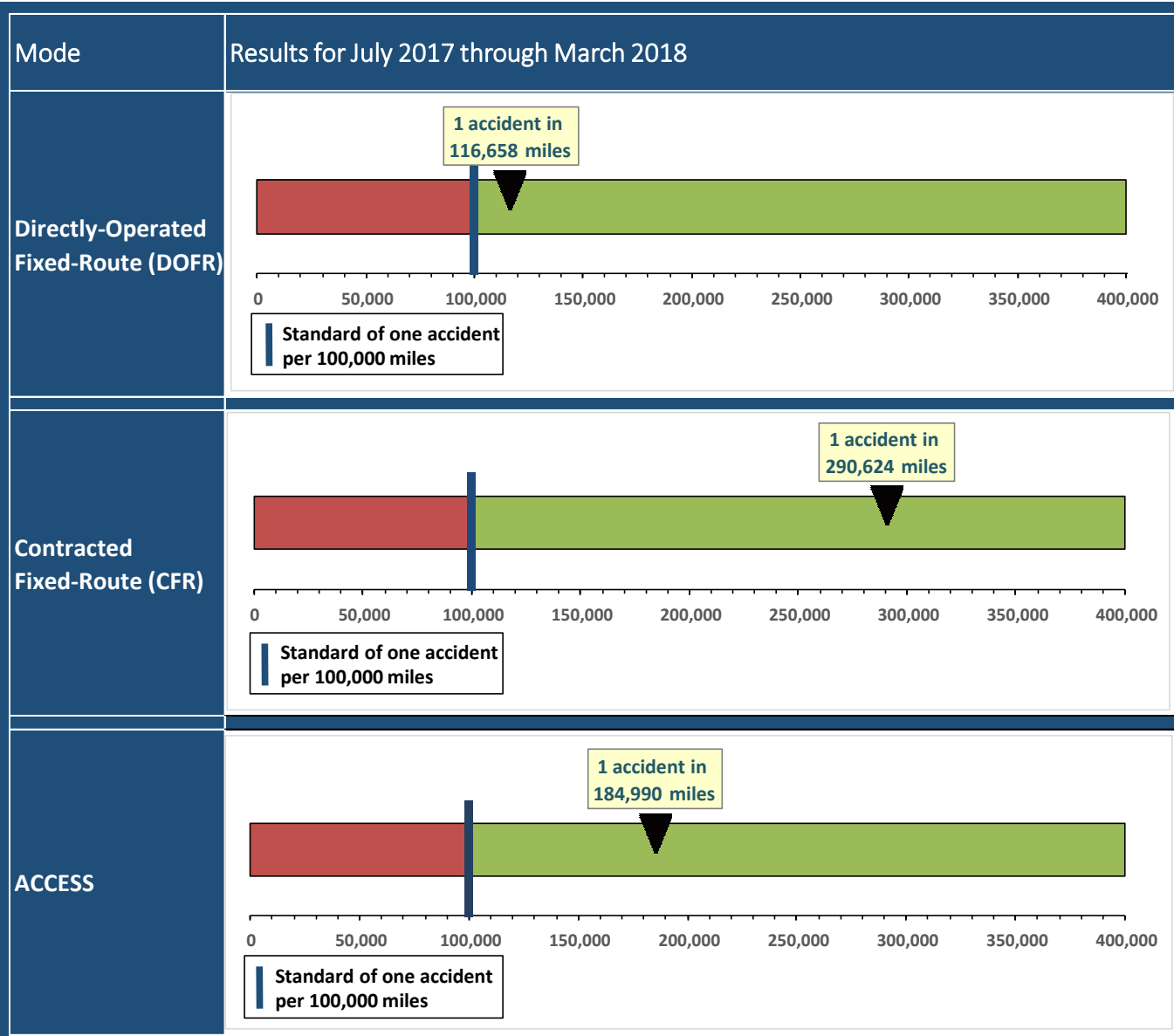
TRANSIT DIVISION PERFORMANCE MEASUREMENTS REPORT

**For the Third Quarter of
Fiscal Year 2017-18**

Performance Measurements

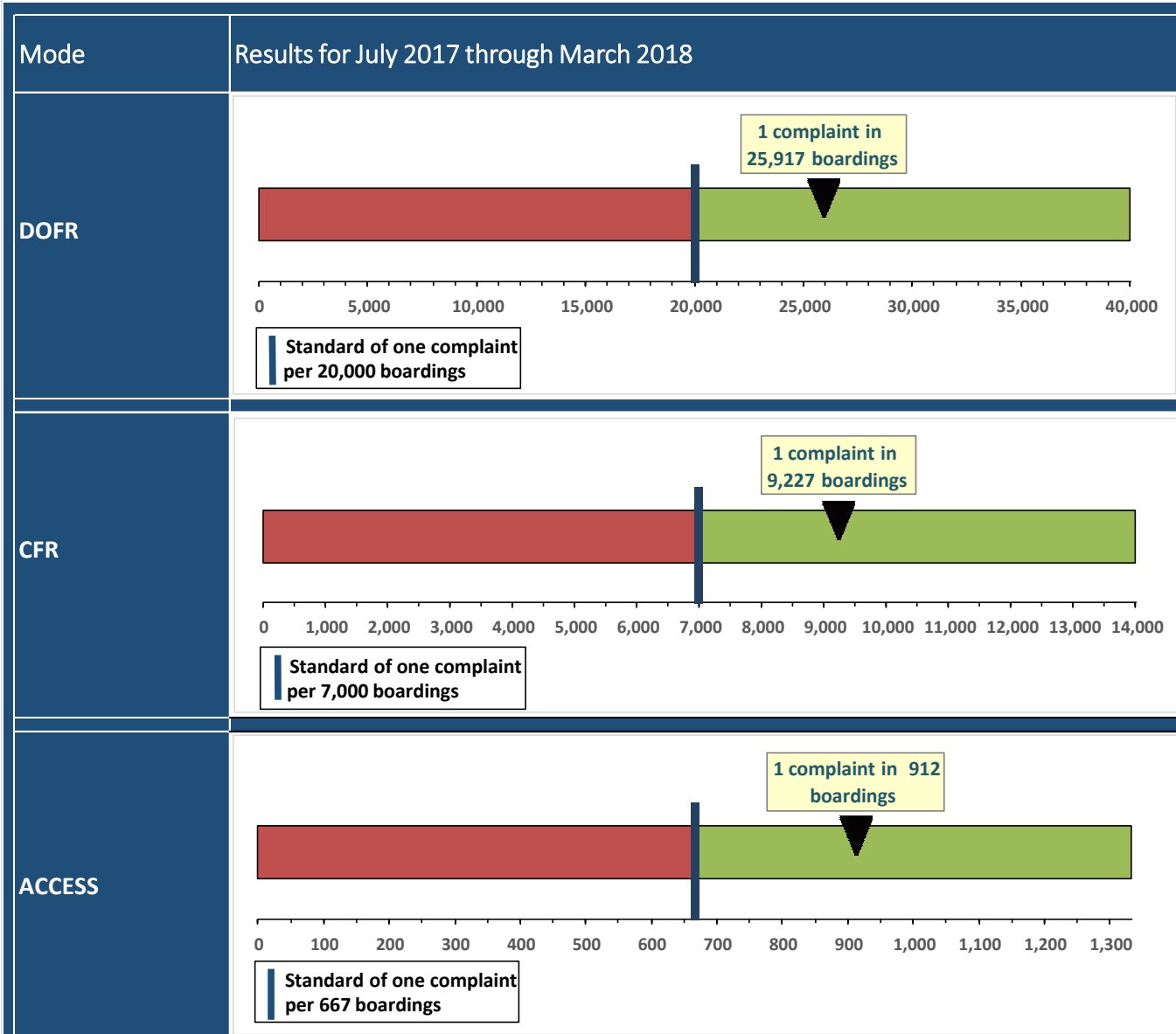
- Safety – Preventable Vehicle Accidents
- Courtesy – Customer Complaints
- Reliability – On-Time Performance (OTP) and Miles Between Road Calls (MBRC)
- Ridership and Productivity
- Farebox Recovery Ratio (FRR)
- Operating Cost per Revenue Vehicle Hour (RVH)
- Performance by Route

Safety



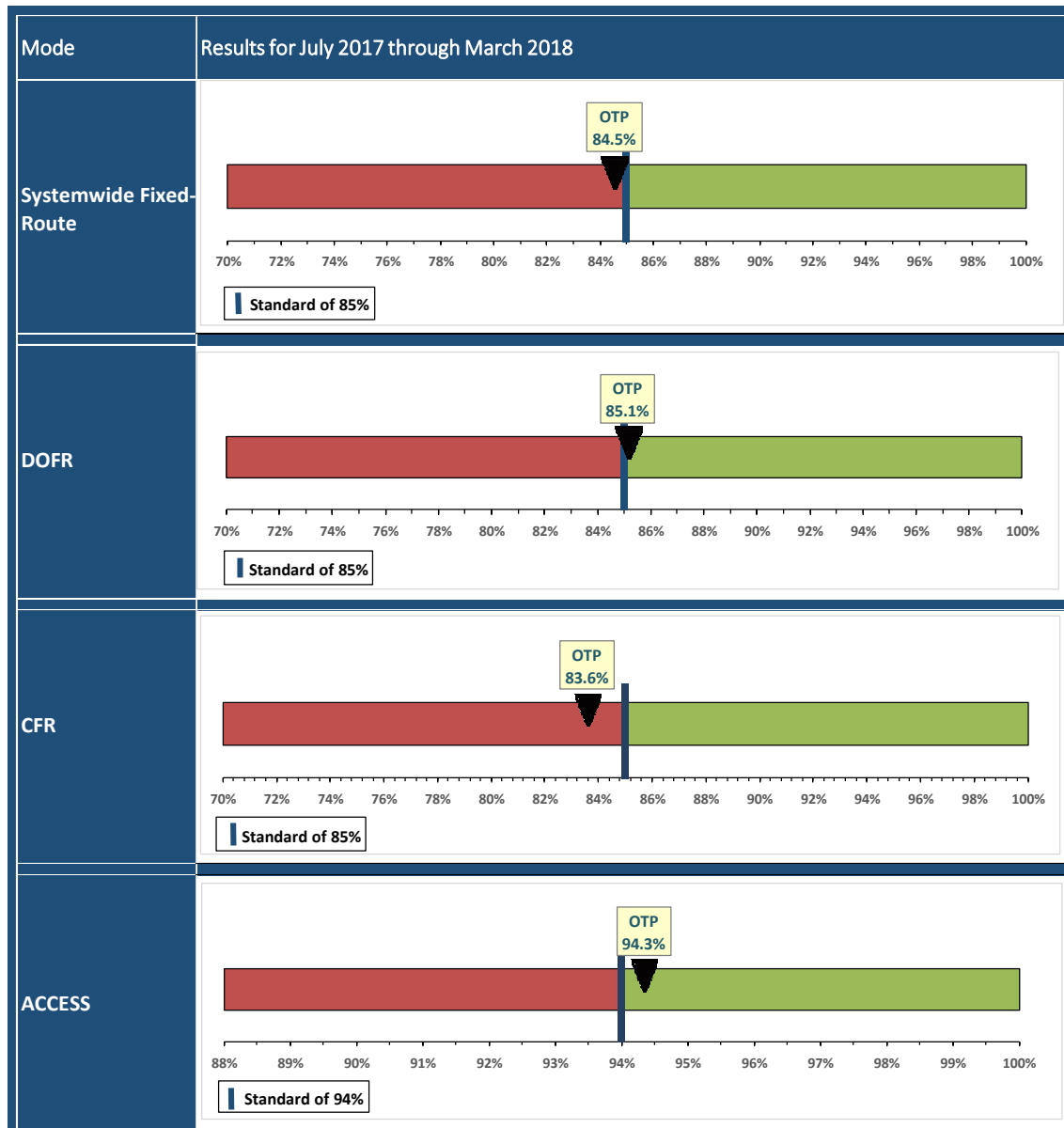
- All three modes of service exceeded the safety standard

Courtesy



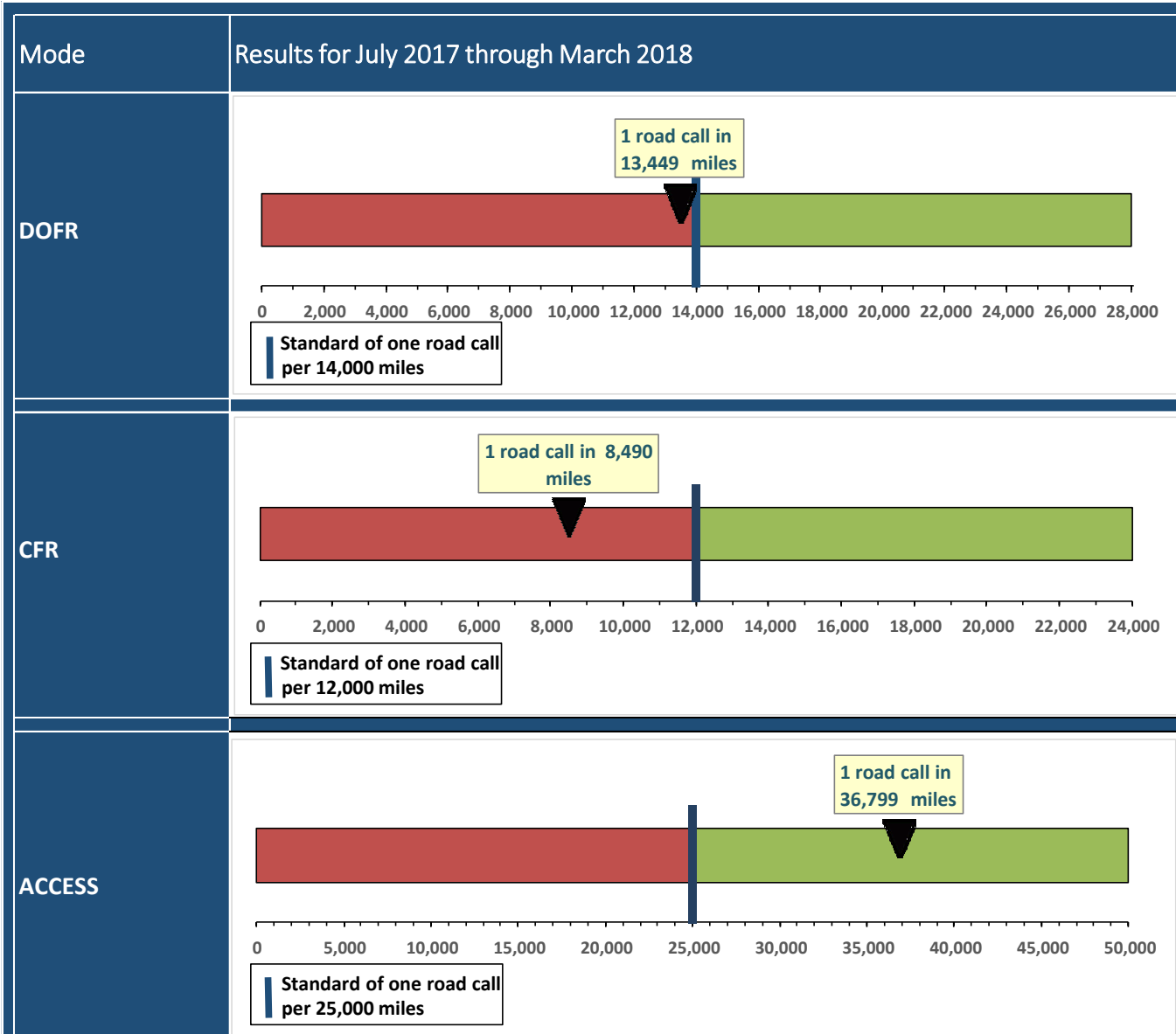
- All three modes of service exceeded the courtesy standard

Reliability-OTP



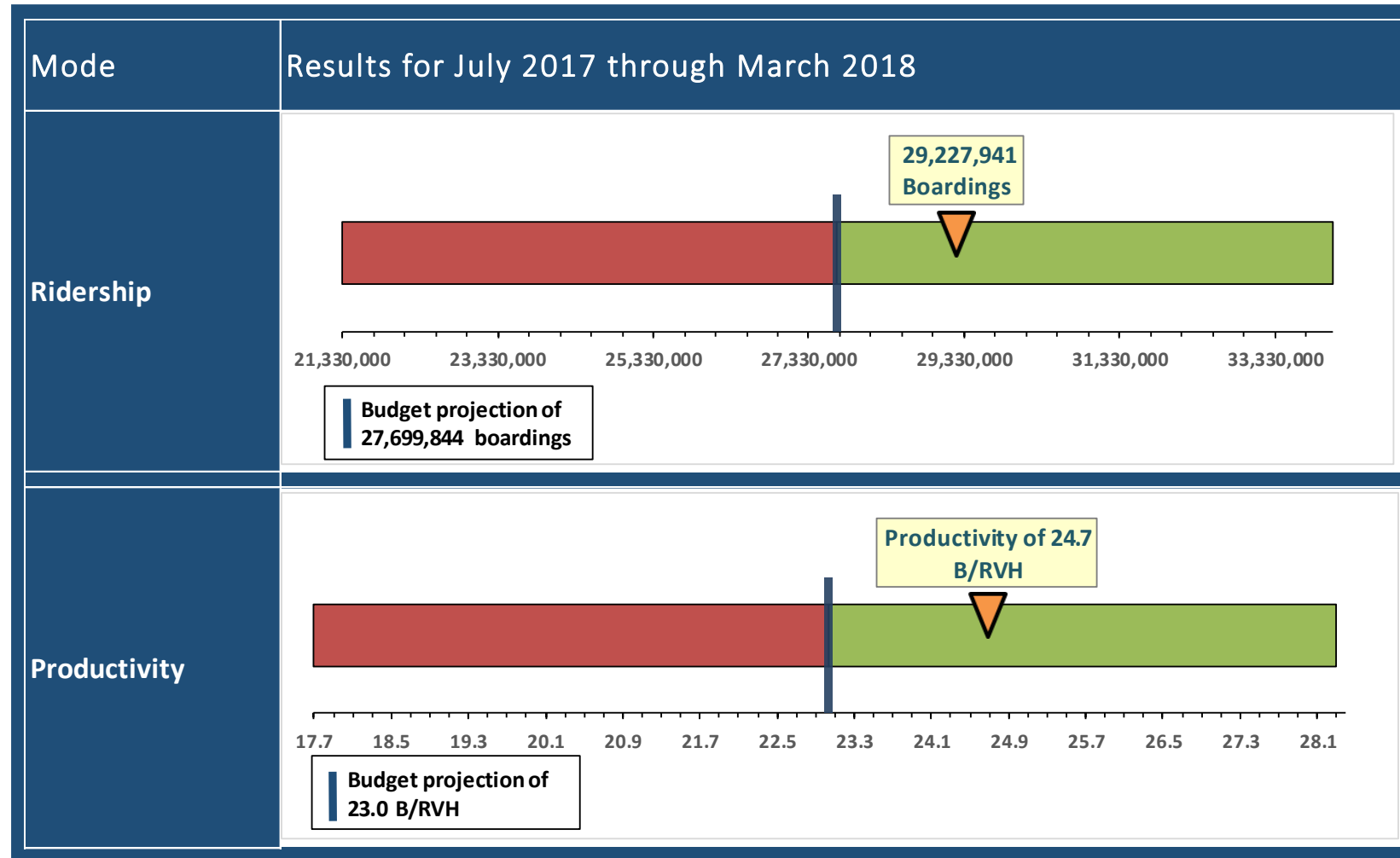
- Systemwide fixed-route service was within 0.5 percent of the standard
- DOFR service was 0.1 percent above the standard
- CFR service was within 1.4 percent of the standard
- ACCESS service was at 94.3%.

Reliability-MBRC



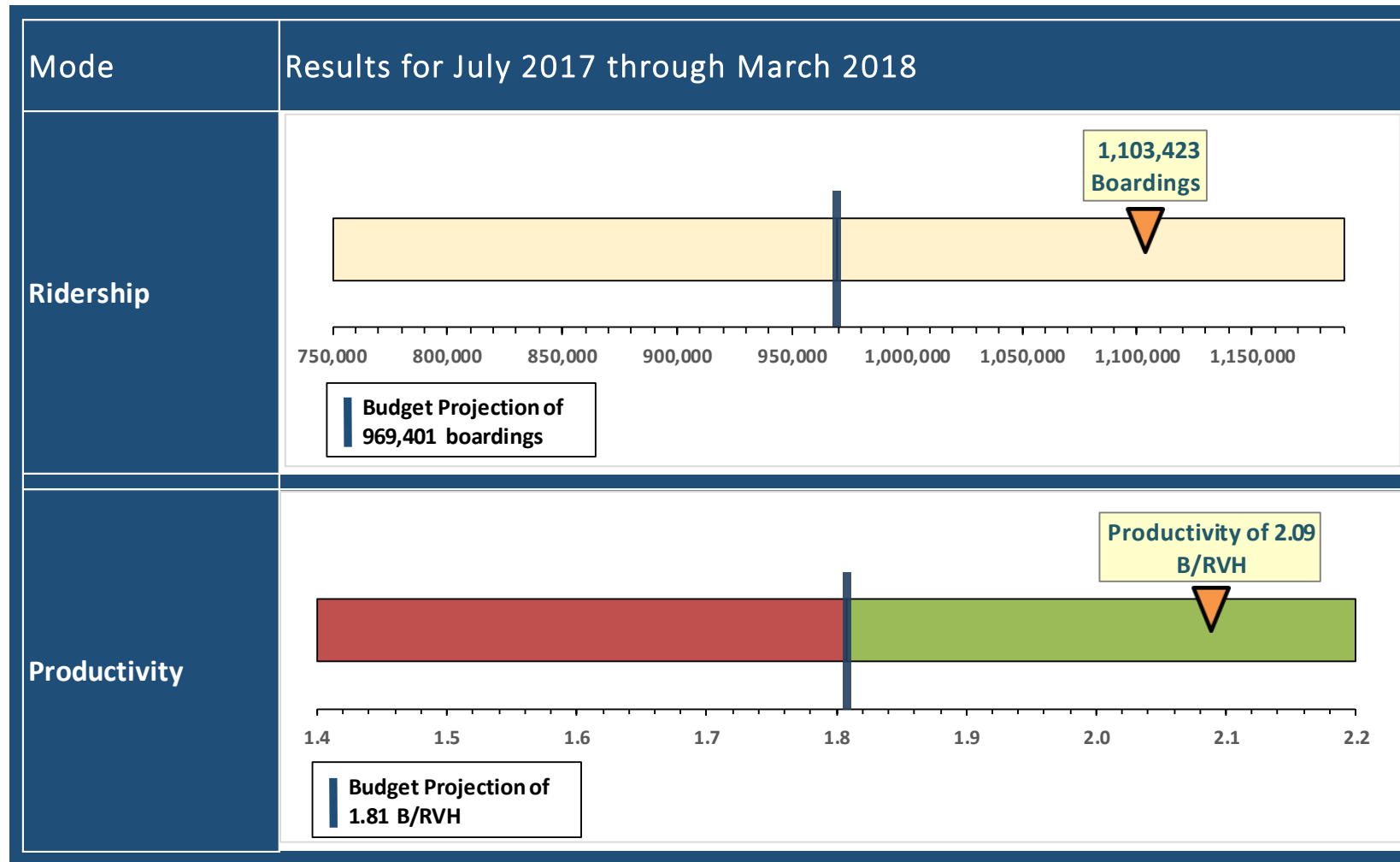
- ACCESS services exceeded the MBRC standard
- DOFR and CFR did not meet the standard
- Improvements realized in the third quarter compared to the second quarter
- Continue to focus on vehicle reliability

Fixed-Route-Ridership and Productivity



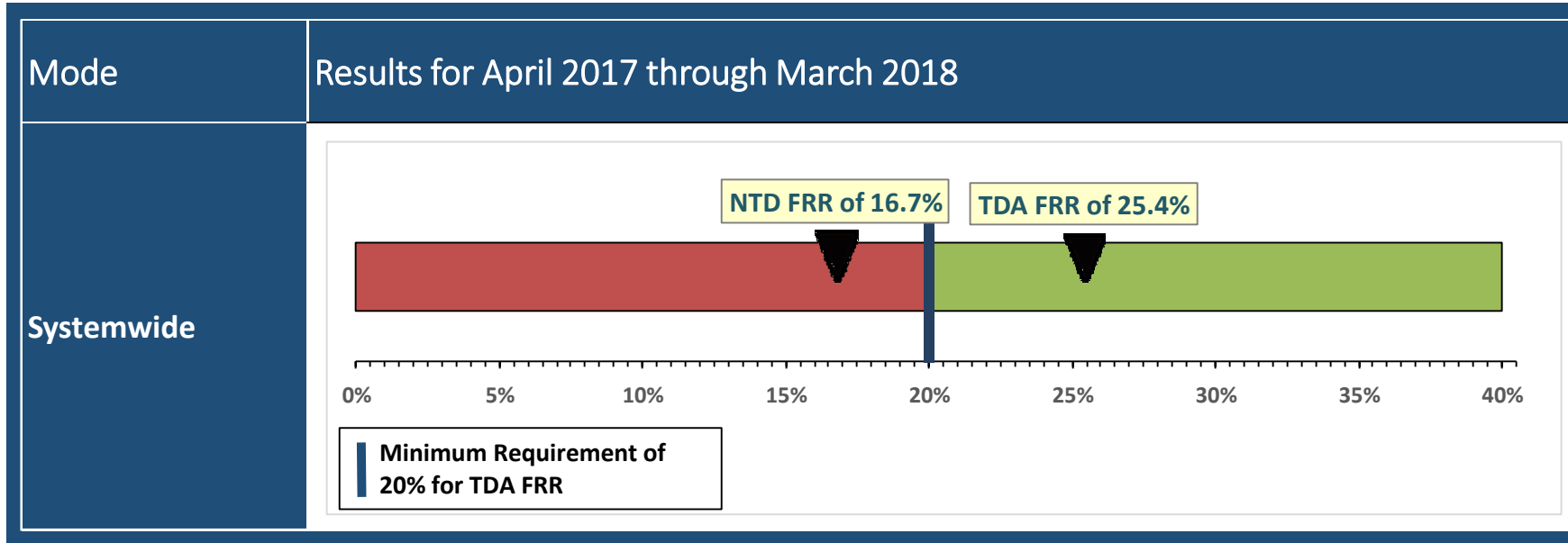
- Fixed-route service was above the budget projection for ridership and productivity

ACCESS-Ridership and Productivity



- ACCESS service exceeded budget projections for ridership and productivity

Farebox Recovery Ratio

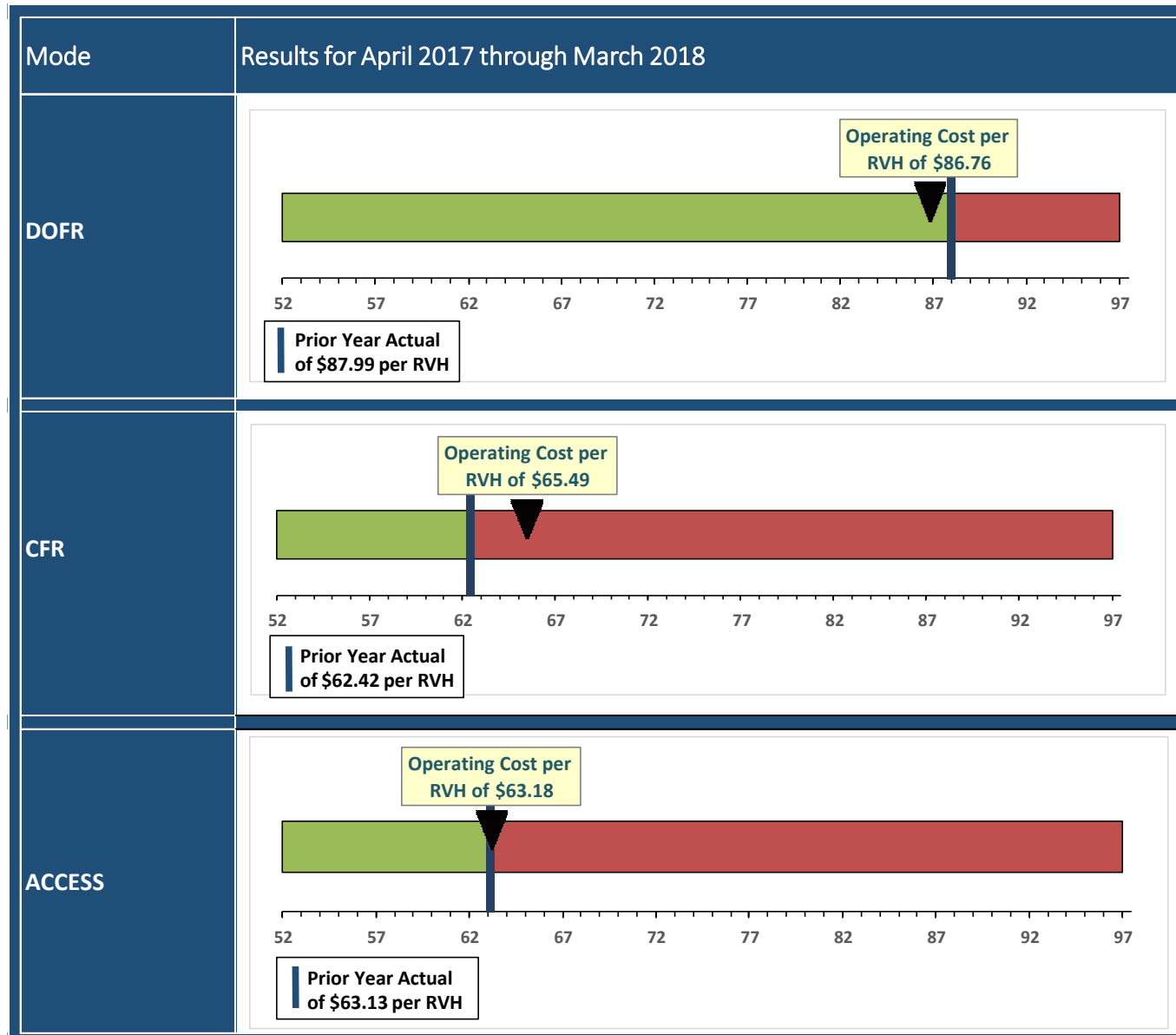


Note:

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

- NTD FRR was 3.3 percent under the standard
- TDA FRR exceeded the standard by 5.4 percent

Cost per RVH



- DOFR services operated at a lower cost than the target, which is based on prior year actuals
- CFR operating cost increased 4.9 percent from the prior year actuals
- ACCESS operating cost increased 0.08 percent from the prior year actuals, no significant change

Performance: Local Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
021	9.0%	\$ 11.47	51,700	9.53	5,424	2	-	-
001	9.3%	9.64	452,585	13.73	32,974	8	-	-
076	10.6%	8.53	72,969	14.85	4,915	2	-	-
085	12.1%	8.43	68,608	11.28	6,083	2	-	-
087	13.1%	7.65	65,999	12.63	5,226	2	-	-
086	13.5%	6.64	118,526	14.18	8,360	3	-	-
083	13.9%	6.57	501,791	19.37	25,912	9	-	-
079	11.5%	6.38	317,155	14.74	21,513	6	-	-
024	14.9%	6.26	95,354	14.28	6,677	1	-	-
091	18.2%	5.70	301,245	15.77	19,101	7	-	-
560	15.1%	5.64	590,329	23.24	25,404	13	-	-
090	18.1%	5.62	237,186	17.68	13,413	8	-	-
072	16.6%	5.38	360,559	21.65	16,654	5	-	-
056	15.5%	5.36	307,350	22.12	13,893	4	-	-
071	17.2%	5.28	512,884	16.92	30,309	8	-	-
050	15.9%	5.21	899,420	23.86	37,703	2	-	9
037	16.7%	5.19	806,538	25.56	31,559	10	-	-
059	17.9%	5.16	411,277	18.68	22,022	9	-	-
054	17.1%	5.11	905,090	24.07	37,604	14	-	-
055	18.8%	5.08	1,000,292	23.33	42,880	13	-	-
026	17.4%	4.94	329,941	17.83	18,506	4	-	-
089	19.5%	4.78	268,234	18.34	14,628	5	-	-

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
025	20.1%	\$ 4.61	309,055	18.99	16,275	5	-	-
082	24.5%	4.51	73,563	23.81	3,090	3	-	-
029	20.1%	4.28	1,486,456	27.99	53,098	14	-	5
030	19.2%	4.26	493,800	20.38	24,224	7	-	-
543	20.5%	4.14	842,084	28.84	29,203	10	-	-
047	21.5%	4.14	1,609,517	28.09	57,294	19	-	-
070	21.8%	4.06	710,890	22.48	31,625	12	-	-
033	20.7%	3.89	294,453	22.43	13,128	6	-	-
035	21.7%	3.86	626,986	24.10	26,016	12	-	-
057	21.7%	3.81	1,573,217	33.52	46,937	8	-	7
046	24.2%	3.64	487,082	23.89	20,389	10	-	-
053X	22.5%	3.59	484,526	28.32	17,107	6	-	-
043	24.2%	3.44	1,584,877	33.52	47,287	10	-	5
060	22.3%	3.37	1,478,856	32.77	45,134	12	-	-
053	24.0%	3.31	1,081,248	34.17	31,647	10	-	-
038	24.8%	3.23	877,265	26.29	33,368	14	-	-
057X	25.2%	3.17	857,605	32.47	26,411	5	-	4
066	26.6%	2.98	1,567,579	35.83	43,749	15	-	-
042	26.7%	2.79	1,197,986	28.89	41,471	13	-	-
064	27.5%	2.66	1,203,419	39.83	30,211	9	-	-
064X	29.8%	2.39	474,320	38.77	12,233	3	-	-

Performance: Community Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
153	10.9%	\$ 8.98	93,711	10.34	9,065	2	-	-
178	9.8%	8.89	88,375	11.33	7,800	2	-	-
167	11.4%	7.58	140,569	12.84	10,944	4	-	-
177	14.7%	7.25	75,079	12.73	5,897	2	-	-
143	16.3%	5.70	143,816	15.37	9,356	2	-	-
129	18.3%	5.18	162,865	17.91	9,092	2	-	-
150	18.6%	5.14	136,992	18.48	7,413	3	-	-

Performance: Express/Stationlink Routes

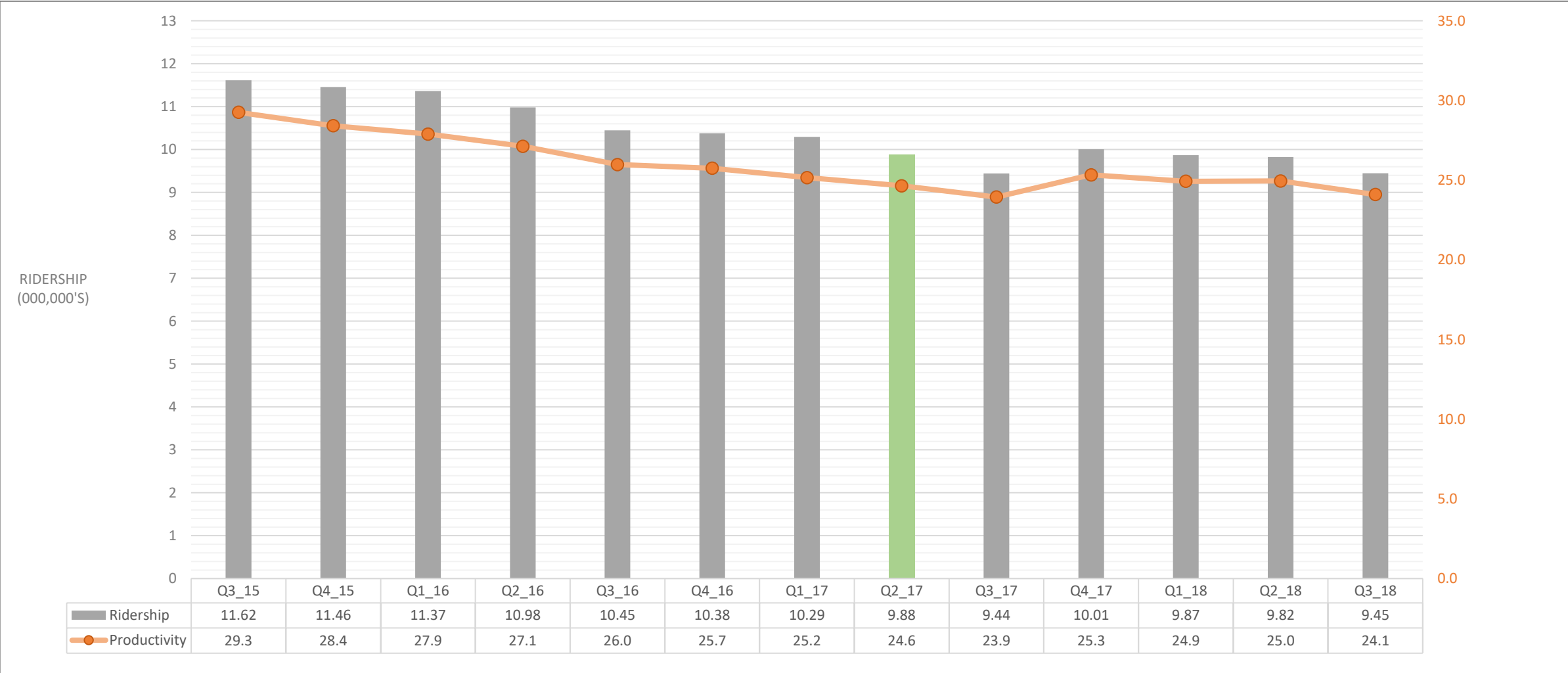
Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
211	1.8%	\$ 46.24	13,679	2.73	5,012	-	4	-
721	5.0%	41.62	16,495	5.19	3,176	3	-	-
213	2.4%	35.22	11,829	4.46	2,651	4	-	-
701	6.9%	31.11	16,163	8.52	1,897	3	-	-
794	12.9%	28.61	23,523	6.05	3,885	4	-	-
206	5.1%	24.43	9,934	7.63	1,302	3	-	-

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
463	4.7%	\$ 20.92	20,357	7.93	2,568	4	-	-
480	11.0%	9.41	20,718	16.15	1,283	2	-	-
472	13.2%	8.59	26,156	18.69	1,400	3	-	-
453	12.6%	8.41	22,852	18.41	1,241	2	-	-
462	13.7%	7.36	24,812	18.64	1,331	1	-	-
473	14.1%	7.30	33,433	22.04	1,517	3	-	-

TRANSIT PERFORMANCE AND OC BUS 360°

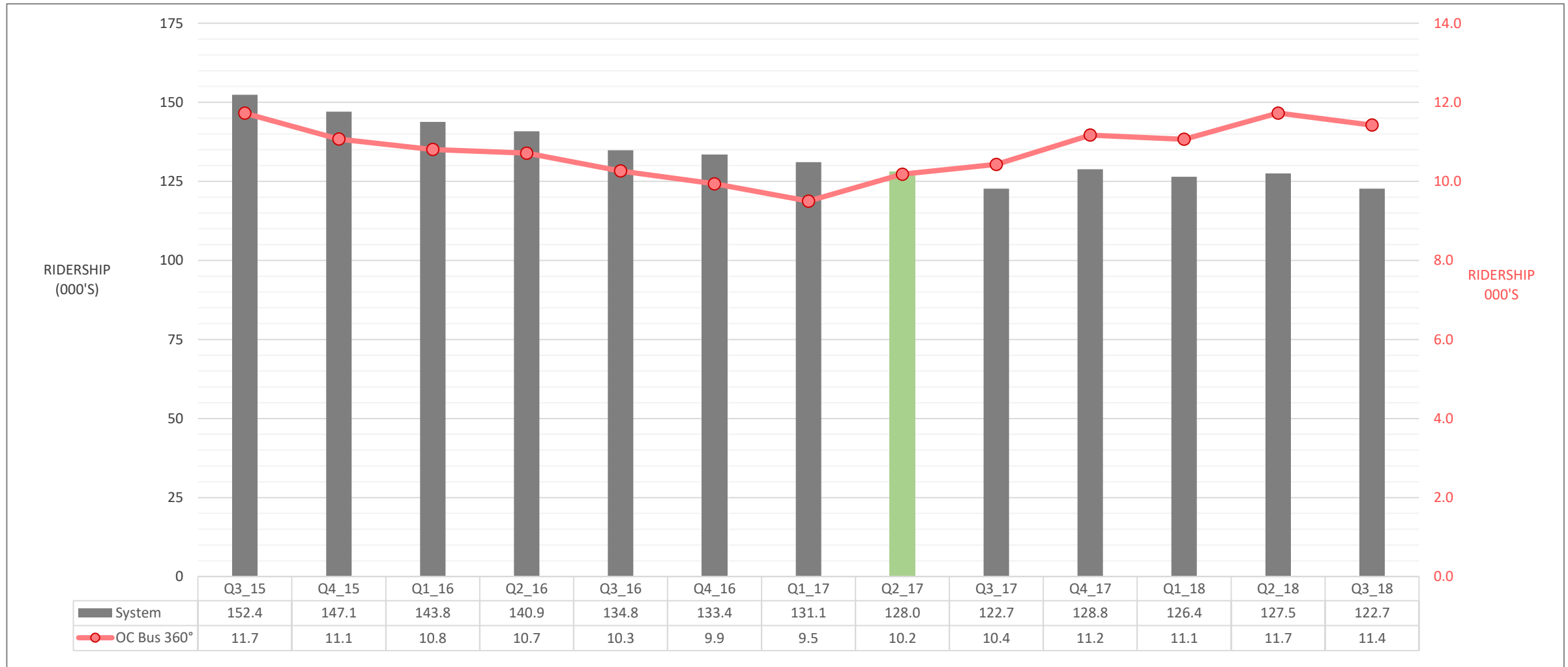
Performance: Systemwide Trends

RIDERSHIP and PRODUCTIVITY: 13-Quarter Trend



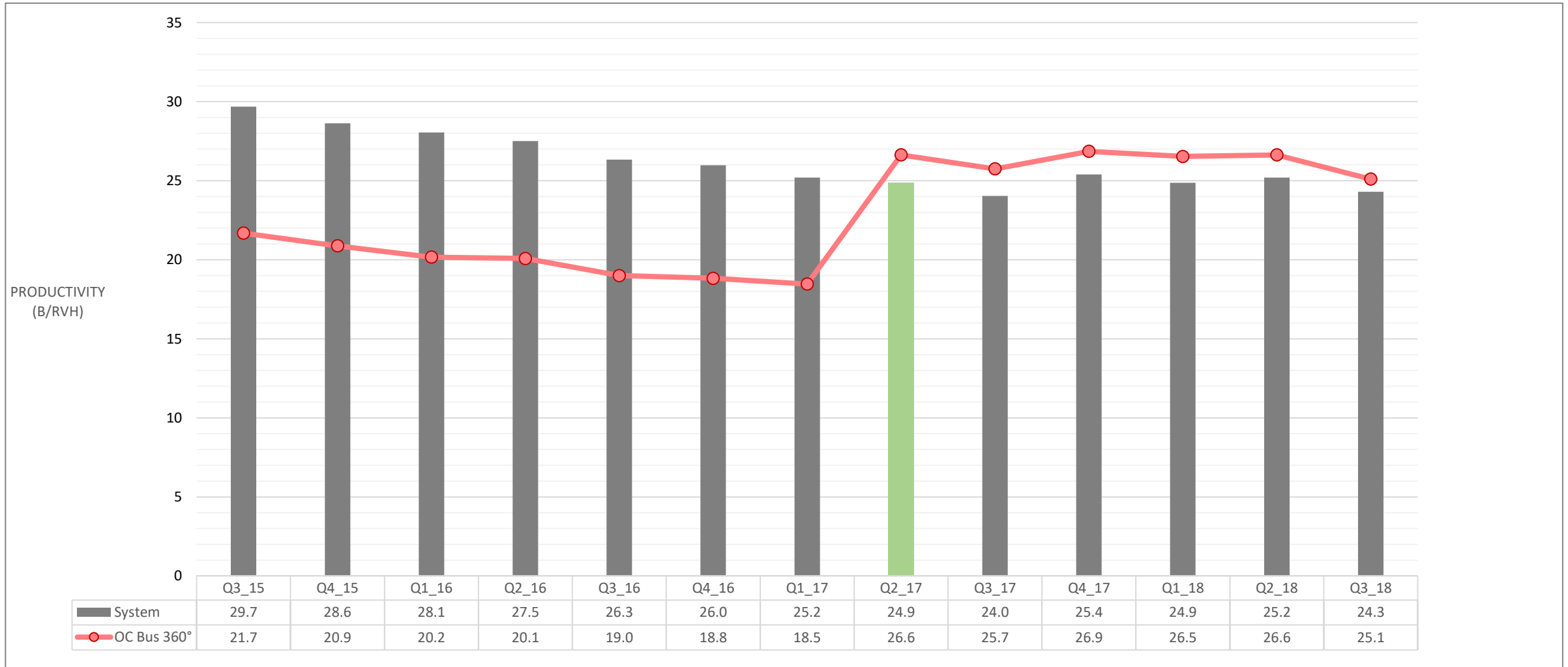
Performance: OC Bus 360° Improvements

Average Weekday RIDERSHIP – System vs. October 2016 Route Improvements



Performance: OC Bus 360° Reductions

Average Weekday PRODUCTIVITY – System vs. October 2016 Route Reductions



Next Steps

- On-going management and collaboration with fixed-route operators to improve performance and reliability
- Continue to monitor route performance including tracking of adjustments implemented under OC Bus 360°
- Implement new service delivery models and identify other strategies to improve overall system performance
 - Implement OC FLEX pilot (late Summer 2018)
 - Seek other College Pass program opportunities



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2018 Measure M2 Community-Based Transit Circulators
(Project V) Call for Projects Programming Recommendations

Overview

The Orange County Transportation Authority issued the 2018 Measure M2 Project V call for projects for community-based transit circulators on February 12, 2018. Applications have been received and scored consistent with the Board of Director's approved Comprehensive Transportation Fund Programs Project V Guidelines. Projects recommended for funding are presented for review and approval.

Recommendations

- A. Approve programming recommendations for Project V funding, in an amount not to exceed \$5,153,664, plus inflationary adjustments, for five local agency projects submitted under capital and operating reserve categories.
- B. Approve programming recommendations for Project V funding, in an amount not to exceed \$1,649,700, plus inflationary adjustments, for the City of San Clemente's Rideshare Beta Test Expansion Program, contingent upon receipt of ridership and usage documentation. If this documentation is not provided by August 2018, and it is not consistent with the Orange County Transportation Authority's minimum performance requirements, direct staff to return with an update and revised programming recommendation.
- C. Direct staff to work with the City of Laguna Niguel on route and operational refinements and return at a later date with a final recommendation on the City of Laguna Niguel's proposed Project V service, if appropriate.
- D. Authorize staff to execute cooperative funding agreements with appropriate local agencies.

Background

The Community-Based Transit/Circulator Program (Project V) under Measure M provides funding to jurisdictions seeking to implement local transit services (i.e., community-based circulators, shuttles, bus trolleys, and demand-responsive services) that complement regional bus and rail service while also meeting local needs in areas not adequately served by regional transit. Project V provides funding opportunities for bus and vehicle leases/purchases, associated bus stop improvements, maintenance facilities for new service, seasonal/special event and demand responsive transit services, as well as parking leases for seasonal and special event services.

In early 2018, staff requested letters of interest from local agencies to determine if there was sufficient interest to support a 2018 call for projects (call). Based upon these efforts, it was apparent that there was strong support for a 2018 call. Therefore, on February 12, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved revised Comprehensive Transportation Funding Programs (CTFP) Project V Guidelines (Guidelines) and directed staff to issue a 2018 call. The call opened on February 12, 2018 (for an amount not to exceed \$12 million), and closed on March 23, 2018.

Discussion

On March 23, 2018, six local agencies submitted seven Project V applications, requesting total funding of approximately \$9.3 million. Project applications consisted of requests for capital and operating reserve funding to support special events, weekend, seasonal, and year-round/on-demand services. Applications were reviewed for eligibility, consistency, adherence to the Guidelines, and overall program objectives.

All project submittals met the intent of Project V and also committed to at least ten percent local match rates. However, two applications presented unique consideration factors, which are discussed below.

City of San Clemente's (San Clemente) Rideshare Beta Test Program

San Clemente requested to expand its current Rideshare Beta Test Program for an additional three years. However, both San Clemente and OCTA have had great difficulty in securing performance data from the third-party vendor providing the current service. Therefore, staff's recommendation is to approve San Clemente's programming request of \$1,649,700, for a three-year extension

of the program, contingent upon receipt of ridership and usage documentation. This data will need to be provided to OCTA prior to August 2018. If the data is not provided or is not in compliance with OCTA's minimum performance requirements, staff will return with a revised programming recommendation for this allocation, which could focus upon modifying the program to integrate it with the OC Flex Program.

The Laguna Niguel Trolley

The City of Laguna Niguel (Laguna Niguel) applied to initiate trolley service to several key destinations within Laguna Niguel. However, given that Laguna Niguel's application required additional technical refinements (which were unable to be completed within the timeframe of the call), the infrequent call cycle of Project V, and the fact that OCTA will be initiating its upcoming OC Flex service within Laguna Niguel, staff is requesting Board direction to continue working with Laguna Niguel to develop appropriate route and operational refinements. Staff will return to the Board at a later date with specific recommendations for Laguna Niguel's proposed project, if appropriate.

The remaining five applications are being recommended for programming without restriction. In total, \$5,153,664, plus inflationary adjustments, is requested to be made available to support the programming recommendations. If the Board approves Recommendation B, and San Clemente is able to provide requested performance data prior to August 2018, total programming recommendations would increase to \$6,803,364 (Attachment A). Attachment B provides more details on proposed services and their descriptions.

It should be noted that funds awarded under the operations and maintenance reserve category are subject to minimum performance requirements identified in the CTFP Guidelines, including quarterly reporting of ridership performance and productivity. In addition, operating reserves are also limited to three to five years for this call.

Next Steps

If the programming recommendations identified in Attachment A are approved by the Board, staff will develop cooperative agreements between OCTA and appropriate local agencies, which would allow OCTA to reimburse appropriate local agencies for program costs, per the Board-approved CTFP Guidelines. Staff will also continue to monitor project status and project delivery through the semi-annual review process and quarterly ridership updates, and keep the

Board apprised of program performance. The next quarterly report that will be provided on Project V programs is scheduled to be presented to the Board in summer 2018.

Summary

Proposed programming recommendations for the 2018 Project V call have been developed by staff. Funding for up to six projects, at up to \$6,803,364 (plus inflationary adjustments), for capital grants in Project V funds is being recommended for Board approval, subject to a contingency for San Clemente's Beta Rideshare Test Program Expansion. Staff is also seeking direction to continue working with Laguna Niguel in order to further refine their proposed operations plan and to potentially return with a recommendation at a later date. Authorization is also requested to execute cooperative agreements with appropriate local agencies to support proposed programming recommendations, if approved by the Board.

Attachments


- A. 2018 Measure M2 Community Based Transit Circulators (Project V) Call for Projects, Programming Recommendations
- B. 2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects, Proposed Service Descriptions

Prepared by:



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Section Manager, Local Programs
(714) 560-5372

Approved by:



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

**2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects
Programming Recommendations**

Agency	Project	Capital	Operating Reserve	Total Allocation	Score	Local Match Rate
Dana Point	Dana Point Trolley Continuity and Expansion and Weekend Service	\$ 112,500	\$ 1,632,565	\$ 1,745,065	81	10%
San Clemente	San Clemente Trolley Expansion	\$ 369,000	\$ 1,168,200	\$ 1,537,200	78	10%
Newport Beach	Balboa Peninsula Trolley Expansion Program	\$ 110,400	\$ 168,000	\$ 278,400	75	20%
San Juan Capistrano	Special Event and Weekend Summer Trolley	\$ 304,164	\$ 654,478	\$ 958,642	59	10%
Laguna Beach	Summer Breeze Bus Service	\$ 4,680	\$ 629,677	\$ 634,357	52	10%
Subtotal				\$ 5,153,664		
San Clemente	Rideshare Beta Test Rider ¹	\$ -	\$ 1,649,700	\$ 1,649,700	48	10%
Total Allocation				\$ 6,803,364		

UNFUNDED (Not enough information to score)

Laguna Niguel	Laguna Niguel Trolley	\$ -	\$ -	\$ -		
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¹Approval of programming recommendation contingent upon receipt of documentation from the City of San Clemente prior to August 2018.

**2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects
Proposed Service Descriptions**

	Project Name	Service Description	Service Type	Service Details
1	Dana Point Trolley Continuity and Expansion of Weekend Service	The City of Dana Point is requesting to expand their current trolley service with the addition of weekend trolley service for an additional month after Labor Day (starting in 2019). The City will also extend their two existing Project V grant services through June 30, 2024 (less the Harbor Shuttle component of the service).	Seasonal and Special Event Service	<ul style="list-style-type: none"> • Start Date: September 2019 • Service Period: June 1 - first week of October • Service Frequency: Every 15 minutes • Service Days: Monday through Sunday
2	Laguna Beach Summer Breeze Bus Service	The City of Laguna Beach is proposing the Summer Breeze Bus Service to provide free parking and free bus service (Orange County Transportation Authority [OCTA]-led under contract) bus service from a parking lot at Spectrum Terrace in Irvine located at the corner of State Highway 133/Laguna Canyon Road (near the Interstate 405). The proposed route would travel along Laguna Canyon Road southbound towards Laguna Beach and would stop at the Sawdust Festival, Art-A-Fair, Festival of the Arts/Pageant of the Masters, the Laguna Playhouse, and the Laguna Beach Bus Depot.	Seasonal Service	<ul style="list-style-type: none"> • Start Date: June 2018* • Service Period: June 30 - September 2 • Service Frequency: Every 30 minutes • Service Days: Saturday and Sundays
3	Newport Beach Balboa Peninsula Trolley Expansion Program	The City of Newport Beach is requesting additional funding to extend its original grant award from ten weekends to 15 weekends, plus Labor Day, for the remaining fiscal years (FY) of its grant. Starting in FY 2018-19 (July 1, 2018) and going through FY 2022-23.	Seasonal Service	<ul style="list-style-type: none"> • Start Date: August 2018 • Service Period: August - September • Service Frequency: Every 15 minutes • Service Days: Saturdays and Sundays, Labor Day
4	San Clemente Rideshare Beta Test Rider Expansion	The City of San Clemente is requesting to continue their ridesharing service for three additional years, which provides service for previous riders of OCTA routes 191 and 193. The rideshare program picks up riders within 500 feet of former routes 191 and 193 bus stops.	Year Round, On-Demand	<ul style="list-style-type: none"> • Start Date: October 2018 • Service Period: Year Round • Service Frequency: Varies • Service Days: 365 Days a year
5	San Clemente Trolley Expansion	The City of San Clemente is requesting to expand their existing trolley service to provide daily service throughout the summer, and also to provide a new northern route connecting with Dana Point starting in May 2019.	Seasonal and Special Event Service	<ul style="list-style-type: none"> • Start Date: July 2018 • Service Period: May - September • Service Frequency: Every 15 minutes • Service Days: Monday through Sunday, Special
6	San Juan Capistrano Special Event and Weekend Summer Trolley	The City of San Juan Capistrano is requesting to continue its Summer Trolley Service. The service would operate during peak hours, for 13 consecutive weekends beginning in early June and going through Labor Day. The service would include two trolleys on 20 minute frequencies servicing a continuous loop from downtown San Juan Capistrano (La Zanja Street northern terminus) to a Dana Point trolley service connection stop at Stonehill Drive and Del Obispo Street. Special event service would also be provided for the Swallows Day Parade, the Spring Eggstravaganza, San Juan Capistrano Summer Nites Concert Series, the 4th of July, the Summer Carnival, and the City's Christmas Tree Lighting Ceremony.	Seasonal and Special Event Service	<ul style="list-style-type: none"> • Start Date: June 2018* • Service Period: June - September • Service Frequency: Every 20 minutes • Service Days: Friday through Sunday

* OCTA funding eligibility starts July 1, 2018

2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations



Project V Overview

- M2 competitive funding program for capital and operations
- Key performance indicators:

Year 1	Year 2	Year 3+
Meet or exceed six B/RVH by end of year 1 ¹	Maintain six B/RVH each reporting period ² and; Meet or exceed ten B/RVH by end of year 2	Maintain ten B/RVH each reporting period

- Under-performing projects are subject to cancellation
- Ridership reports are provided quarterly to Transit Committee and Board

M2 – Measure M2 / B – Boardings / RVH – Revenue Vehicle Hours / FY – Fiscal Year / Board – Board of Directors

¹ One year from the first day of operating the Project V funded service

² FY quarterly basis

Timeline

January 22, 2018

- OCTA Board updated on local agencies' interest

February 12, 2018

- OCTA Board authorized staff to issue 2018 call and approved 2018 Project V Guidelines

March 23, 2018

- Applications received by OCTA

June 14, 2018

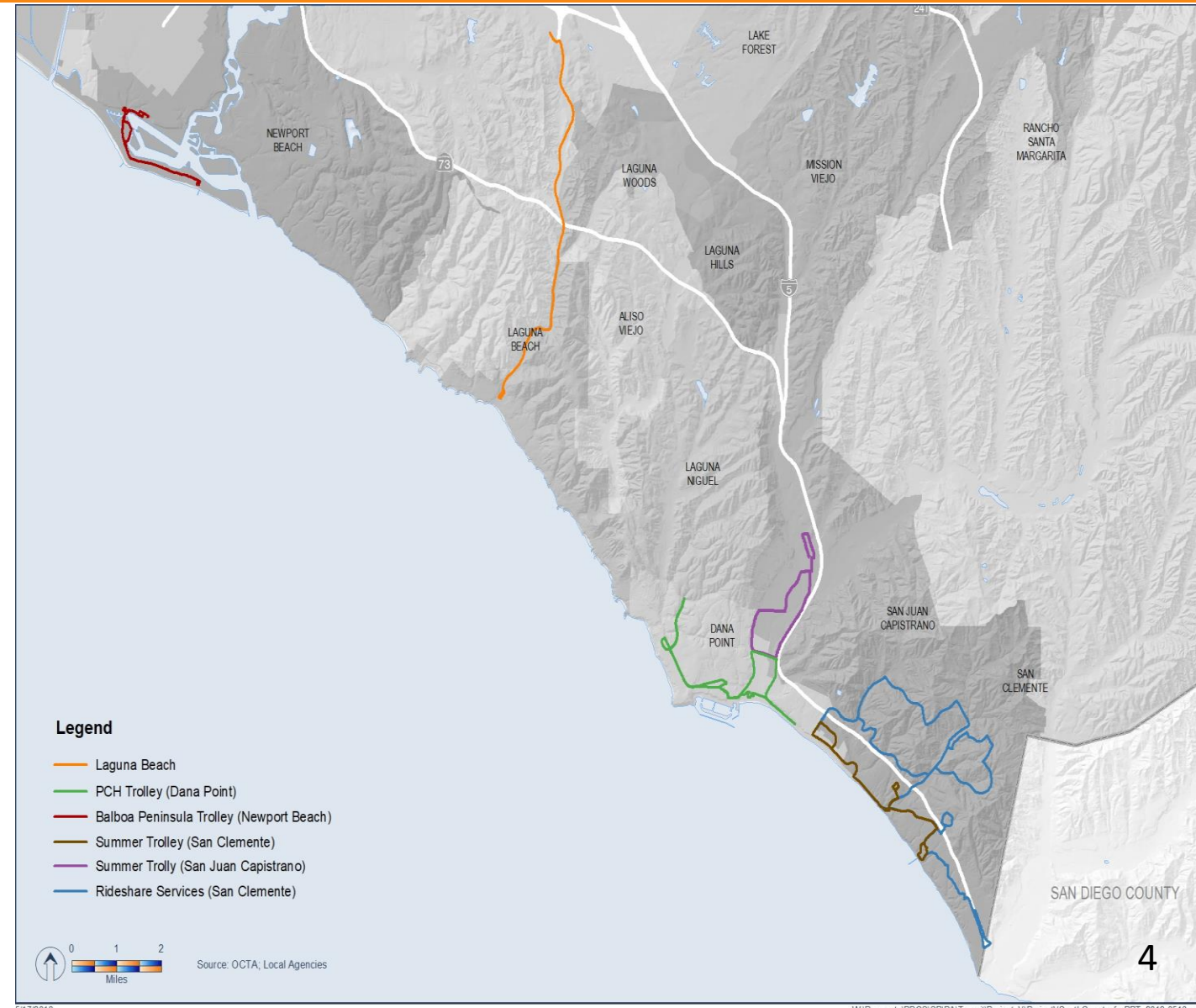
- Project V recommendations presented to the Transit Committee

June 25, 2018

- Project V recommendations presented to the OCTA Board

Project V Recommendations

- Six projects:
 - Dana Point
 - Laguna Beach
 - Newport Beach
 - San Clemente (two projects)
 - San Juan Capistrano
- \$6.8 million in M2 requests



Project V Services Starting in 2018

- **Laguna Beach Summer Breeze**
 - 30 minute service during summer weekends
 - Service provided by OCTA (under contract) from offsite parking lot to downtown Laguna Beach
- **Newport Beach Balboa Peninsula Trolley Expansion**
 - 15 minute service during summer weekends
 - Expansion provides an additional five summer weekends of service
- **San Clemente Trolley Expansion**
 - 15 minute service during summer weekdays
 - Expansion new northern route starting in 2019

Project V Services Starting in 2018 (continued)

- **San Clemente Rideshare Program**

- Demand responsive service along former Route 191 and Route 193 lines
- Expansion would fund year-round pilot program service for an additional three years

- **San Juan Capistrano Trolley Expansion**

- 20 minute service (Friday – Sunday)
- Expansion would provide summer weekend and special events service

- **Dana Point Trolley Expansion**

- 15 minute service during weekends (June – October)
- Expansion to begin in 2019 and provide weekend service one month beyond Labor Day and extend portions of existing Project V grants through 2024

Next Steps

- Cooperative agreements with local agencies
- Continue working with City of Laguna Niguel on route and operational refinements
- Monitor performance and report to the Transit Committee



June 14, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Central Harbor Boulevard Transit Corridor Study

Overview

The Orange County Transportation Authority has prepared the Central Harbor Boulevard Transit Corridor Study to develop and evaluate conceptual transit alternatives for the Harbor Boulevard Corridor. In January 2018, evaluation results for 12 conceptual alternatives were presented to the Orange County Transportation Authority Board of Directors. The results were then presented to each city council in the study area for their review and comment. This report provides a final summary of the feedback received and recommended next steps.

Recommendations

- A. Conclude the Central Harbor Boulevard Transit Corridor Study.
- B. Focus future Central Harbor Boulevard efforts on service speed and amenity improvements for existing bus service.

Background

Work on the Central Harbor Boulevard Transit Corridor Study (Harbor Study) began in August 2015. During the course of the study, staff provided several updates to the Board of Directors (Board) and sought direction on elements of the study and range of alternatives. Evaluation results for the Harbor Boulevard conceptual transit alternatives were presented to the Orange County Transportation Authority (OCTA) Transit Committee in December 2017, and the Board in January 2018. Modes evaluated included enhanced bus, bus rapid transit (BRT), streetcar, and rapid streetcar, which represented a range of implementation costs and ridership potential.

The Harbor Study evaluation results were presented to each of the city councils in the study area on the following dates: Anaheim (March 6, 2018), Fullerton (January 16, 2018), Garden Grove (January 23, 2018), and Santa Ana (February 5, 2018). The comments received are summarized in Attachment A.

The city council feedback confirmed a lack of consensus among the study area cities regarding the type of transit investments desired and is further discussed below.

Discussion

Lack of Consensus on Long-Term Transit Strategy

City council feedback indicates a lack of consensus regarding a long-term transit strategy for the Harbor Boulevard corridor. The cities were divided in terms of the types of transit modes and level of transit capital investment they would support. Councilmembers from the cities of Garden Grove and Santa Ana expressed support for extending the OC Streetcar (currently in design) northward up Harbor Boulevard to other destinations. The Santa Ana Council voiced a specific preference for the streetcar modes over the BRT or enhanced bus modes for long-term investment in the transit system.

Councilmembers from the cities of Anaheim and Fullerton stated opposition to the streetcar mode citing concerns about traffic impacts, safety, capital costs, and recent declining transit ridership. These cities also shared concerns about how implementation of dedicated transit lanes would impact automobile traffic. The City of Anaheim (City) reinforced its position opposing a streetcar system within the City by adopting a second resolution (Attachment B). However, these cities did indicate support for improvements to existing bus service.

Support for Enhanced Bus Service Improvements

As a near-term service improvement strategy, there is support for service speed improvements such as those included with the enhanced bus alternatives, including:

- Off-board fare collection,
- All-door boarding,
- Transit signal priority,
- Queue jumps (i.e., use of right turn only lanes as bypass lanes).

These improvements have been shown to reduce boarding time at stops, reduce traffic delay for buses, and improve schedule reliability. Implementation of these improvements in the Harbor Boulevard corridor is a logical first step for any

long-term transit strategy. These improvements are also consistent with the service improvement strategies outlined in the OC Transit Vision, OCTA's 20-Year Transit Master Plan.

Based on the city council comments received, no conceptual alternatives are being recommended for advancement into the next study phase. However, staff will seek opportunities to work with the corridor cities to implement features of the enhanced bus alternatives to improve transit service in the corridor. Harbor Boulevard continues to be one of the county's top ridership corridors, and OCTA customers consistently express the desire for faster, more expedited travel times.

Key Issues for Future Transit Studies

The comments received during the course of the study highlighted several issues that will require more attention and analysis during future planning studies.

- Transit ridership trends: Recent declines in transit ridership generated many questions about future transit demand and the specific reasons for the declines. There was also a feeling that some existing or emerging technologies would make the need for transit capital investment irrelevant. Continued efforts to understand the future role of transit and changing needs of transit riders will be critical to future study efforts and development of long-term transit strategies.
- Transit prioritization strategies and trade-offs: Better information is needed regarding the options, benefits, and impacts of transit prioritization strategies such as, traffic signal priority, queue jumps, and dedicated transit lanes. In the absence of any transit prioritization, bus operating speeds, on-time performance will continue to decline, resulting in higher operating costs and less effective service.
- Evaluation criteria: More explanation of project evaluation criteria may be helpful to stakeholders and decision makers, in particular information about how ridership estimates are derived or how cost-effectiveness is measured. As new transit capital projects are developed in Orange County, stakeholders will need to develop the same familiarity with the transit project development process as they have with other transportation projects (such as freeways and streets and roads).

Efforts will be made to address and illuminate these issues during future transit corridor studies and other planning efforts.

Next Transit Corridor Study: Bristol Street

The Bristol Street corridor between West 17th Street and Sunflower Avenue (the South Coast Metro district), and John Wayne Airport has been selected for the next transit corridor study. This portion of Bristol Street was identified in the OC Transit Vision as one portion of a longer opportunity corridor: Goldenwest Transportation Center to the University of California, Irvine Campus via Westminster Avenue/17th Street and Bristol Street (Attachment C).

This portion of Bristol Street is a high-ridership area which provides access to several key destinations, including Santa Ana College, South Coast Plaza, and South Coast Metro offices. There is significant potential to connect to major nodes in the transit network, such as the future OC Streetcar line, the Santa Ana Regional Transportation Center, and John Wayne Airport. Based on an analysis of existing ridership, key destinations, and special trip generators, improvements to transit in this corridor have the potential to provide significant benefits.

In addition to the next transit corridor study, limited stop Bravo! service will be implemented in two new corridors: Beach Boulevard and Main Street. The Beach Boulevard service is scheduled for February 2019, and the Main Street service is anticipated in 2023. Although OCTA has received grant funding for hydrogen buses for these corridors, a plan to support the operating cost is pending.

Summary

The project team has completed the conceptual alternatives evaluation for the Central Harbor Boulevard Transit Corridor Study. Based on the city council comments received, no conceptual transit alternatives are being recommended for advancement into the next study phase. Staff will seek out opportunities to work with the corridor cities to implement speed and customer-facing amenity improvements to enhance existing bus service, with due consideration for overall transit system needs. Based on Board direction, the Central Harbor Boulevard Transit Corridor Study Final Report will be updated to reflect the comments received and made available to the public online at www.octa.net/harbor.

Attachments

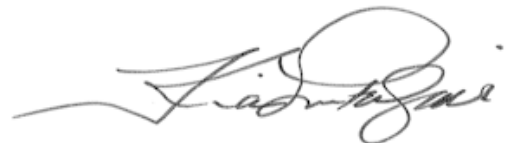
- A. Central Harbor Boulevard Transit Corridor Study, Summary of City Council Comments
- B. Letter from Linda Andal, Interim City Manager, City of Anaheim, to Darrell Johnson, Chief Executive Officer, Orange County Transportation Authority, dated April 13, 2018
- C. Bristol Street Transit Corridor Study Area

Prepared by:



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**Central Harbor Boulevard Transit Corridor Study
Summary of City Council Comments**

City of Fullerton (January 16, 2018)

- Three of the five councilmembers articulated a position regarding the alternatives being evaluated.
 - Two did not support investing in a streetcar system and instead stated that focus should remain on bus service until there is a capacity issue.
 - One member stated support for continuing to evaluate streetcar and other options, noting the importance of improving connections to/from Anaheim Resort, Fullerton Transportation Center, and California State University, Fullerton.
- Specific comments:
 - Asked about the decline in transit ridership.
 - Inquired about farebox recovery.
 - One member noted support for bus as a safety net system, would like to see increased frequency on current routes.
 - Would like to keep focus on bus service until there is a capacity issue.

City of Garden Grove (January 23, 2018)

- Mayor noted support for extending the OC Streetcar system beyond its initial segment to other cities.
- Other councilmembers did not articulate a position on the alternatives but noted general support for the study.

City of Santa Ana (February 6, 2018)

- Council was unanimous in their support of extending the streetcar system and continuing to evaluate options to do this.
- Specific comments:
 - Would like to see the Orange County Transportation Authority increase investment in rail transit.
 - Supported the extension of the OC Streetcar beyond the initial segment.
 - Noted that focus should be on developing a regional transit network.
 - Noted the Olympics will prompt others to fast track transit projects on the Pacific Electric Right-of-Way.
 - Stated preference for streetcar and rapid streetcar modes over Bus Rapid Transit (BRT) and enhanced bus for long-term investment.
 - Suggested that if Harbor Boulevard lacks the necessary support, then maybe look towards Bristol Street.

City of Anaheim (March 6, 2018)

- Multiple councilmembers articulated concerns or opposition to streetcar system on Harbor Boulevard.
- In a subsequent meeting in April, the council voted 6-1 to adopt a new resolution opposing streetcar and rapid streetcar options as non-viable options.

Central Harbor Boulevard Transit Corridor Study Summary of City Council Comments

- Specific comments:
 - Noted preference for enhanced bus alternatives.
 - Stated concerns about cost and safety of streetcar modes.
 - Asked about the evaluation criteria and scoring.
 - Asked about current transit ridership trends.
 - Favored some improvements to existing bus service, but not supportive of the dedicated transit lanes associated with BRT.
 - Asked for more data on streetcar accident rates versus other modes.
 - Asked about the online survey results and how they were factored into the scoring of the alternatives.



**City of Anaheim
OFFICE OF THE CITY MANAGER**

April 13, 2018

Mr. Darrell Johnson
Chief Executive Officer
Orange County Transportation Authority
550 S. Main Street
Orange, California 92863

Dear Mr. Johnson,

On behalf of the Anaheim City Council, I would like to formally transmit to you and the Orange County Transportation Authority (OCTA) Board our Council Resolution expressing opposition to a streetcar system in Anaheim, including the streetcar options evaluated in the OCTA Central Harbor Boulevard Transit Corridor Study (Harbor Study).

On January 10, 2017, the Council approved a Resolution expressing opposition to any streetcar plans along Harbor Boulevard as part of the OCTA's Harbor Study, while supporting OCTA's efforts to study alternate transit solutions that alleviate traffic congestion and improve mobility for transit dependent riders. On March 6, 2018, OCTA staff provided the Anaheim City Council with a presentation on the Harbor Study results (covering a variety of transit modes including enhanced bus, bus rapid transit, streetcar and rapid streetcar, along several streets in Anaheim) and requested feedback.

The attached Resolution, adopted on April 10, 2018, extends the Council's opposition to a streetcar system in Anaheim to include the streetcar options evaluated in OCTA's Harbor Study along Harbor Boulevard, Katella Avenue, Disney Way, Anaheim Boulevard and Lemon Street. This Resolution expresses the Council's concerns that the streetcar and rapid streetcar options evaluated in the Harbor Study are expensive to construct and have high operating costs; do not allow for flexibility; make congestion worse by creating gridlock on already congested streets in Anaheim; and, do not support projected ridership numbers. The City Council continues to support the OCTA's study of other non-streetcar transit modes to recommend the best options to alleviate traffic congestion and improve mobility for transit dependent riders in Anaheim and Orange County. The City Council also encourages the OCTA to study other alternatives included enhanced electric buses or zero emission buses which are more flexible and a more cost effective solution.

As you and your team proceed with the Harbor Study, please take into consideration the City's position on these aspects of the project. Please contact me should you have any further questions about this matter.

Sincerely,

Linda Andal
Interim City Manager

Attachment

RESOLUTION NO. 2018-043

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANAHEIM EXPRESSING OPPOSITION TO THE STREETCAR SYSTEM IN ANAHEIM INCLUDING THE STREETCAR OPTIONS EVALUATED IN THE ORANGE COUNTY TRANSPORTATION CENTRAL HARBOR BOULEVARD TRANSIT CORRIDOR STUDY

WHEREAS, in August, 2015, the Orange County Transportation Authority (OCTA) initiated the Central Harbor Boulevard Transit Corridor Study (Harbor Study) to analyze and develop options to improve transit service on Harbor Boulevard, between the Fullerton Transportation Center and Westminster Avenue and the study scope was amended in October 2016 to also evaluate transit connections between The Anaheim Resort and the Anaheim Regional Transportation Intermodal Center (ARTIC); and

WHEREAS, on January 10, 2017, the City Council adopted Resolution No. 2017-009, expressing opposition to the Anaheim Rapid Connection (ARC) streetcar project as being a non-viable transit solution in the City of Anaheim; expressing opposition to any street car plans along Harbor Boulevard while supporting the OCTA's study of other transit modes to recommend the best options to alleviate traffic congestion and improve mobility for transit dependent riders in Anaheim and Orange County; and, encouraging the OCTA to plan and develop a flexible transit solution that increases frequency of bus routes and provides this solution for a lower fare, so that more riders can use this system; and

WHEREAS, on January 8, 2018, the OCTA Board directed its staff to offer presentations of the Harbor Study results to the City Councils in the study area, and return to the Board with a status report when completed and that said presentation was provided to the City of Anaheim City Council on March 6, 2018; and

WHEREAS, the Harbor Study evaluates twelve (12) conceptual transit alternatives that include a variety of modes (enhanced bus, bus rapid transit (BRT), streetcar and rapid streetcar) and alignments in Anaheim (along Harbor Boulevard, Katella Avenue, Disney Way, Anaheim Boulevard and Lemon Street); and

WHEREAS, the City Council is hereby expressing concern that the streetcar and rapid streetcar options evaluated in the Harbor Study are expensive to construct and have high operating costs; do not allow for flexibility; make congestion worse by creating gridlock on already congested streets in Anaheim; and, do not support ridership numbers.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANAHEIM AS FOLLOWS:

Section 1. The City Council of the City of Anaheim wishes to express its opposition to a streetcar system in Anaheim, including the streetcar and rapid streetcar options evaluated in the

OCTA Harbor Study along Harbor Boulevard, Katella Avenue, Disney Way, Anaheim Boulevard and Lemon Street for the reasons stated above and reiterating the reasons expressed in Resolution No. 2017-009 stating opposition to the ARC Streetcar Project and any streetcar plans on Harbor Boulevard.

Section 2. The City Council of the City of Anaheim supports the OCTA's study of other non-streetcar transit modes to recommend the best options to alleviate traffic congestion and improve mobility for transit dependent riders in Anaheim and Orange County.

Section 3. The City Council of the City of Anaheim encourages the OCTA to study other alternatives including enhanced electric buses or zero emission buses which are more flexible and more cost effective solution.

Section 4. The City Council of the City of Anaheim directs a copy of the adopted Resolution to be sent to the OCTA Board of Directors.

THE FOREGOING RESOLUTION is approved and adopted by the City Council of the City of Anaheim this 10th day of April, 2018 by the following roll call vote:

AYES: Mayor Tait and Council Members Moreno, Vanderbilt,
Barnes, Kring, and Faessel

NOES: Council Member Murray

ABSENT: None

ABSTAIN: None

CITY OF ANAHEIM

BY

MAYOR OF THE CITY OF ANAHEIM

ATTEST:


CITY CLERK OF THE CITY OF ANAHEIM
127191 (Acting)

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ANAHEIM)

I, THERESA BASS, Acting City Clerk of the City of Anaheim, do hereby certify that the foregoing is the original Resolution No. 2018-043 adopted at a regular meeting provided by law, of the Anaheim City Council held on the 10th day of April, 2018 by the following vote of the members thereof:

AYES: Mayor Tait and Council Members Moreno, Vanderbilt, Barnes,
 Kring, and Faessel

NOES: Council Member Murray

ABSTAIN: None

ABSENT: None

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of April, 2018.



ACTING CITY CLERK OF THE CITY OF ANAHEIM

(SEAL)

Bristol Street Transit Corridor Study Area

ATTACHMENT C

