



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, July 12, 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

Committee Vice Chairman Jones

1. Public Comments

Special Calendar

There are no Special Calendar matters.



Consent Calendar (Items 2 through 7)

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

2. Approval of Minutes

Approval of the minutes of the Transit Committee meeting of June 14, 2018.

3. Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana - Commercial Property

Joe Gallardo/James G. Beil

Overview

On May 9, 2018, the Orange County Transportation Authority issued an invitation for bids for the right-of-way demolition and clearance services for the OC Streetcar Project. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find Resource Environmental, Inc., the apparent low bidder, as non-responsive for failure to submit all required bid documents.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1712 between the Orange County Transportation Authority and American Integrated Services, Inc., the lowest responsive, responsible bidder, in the amount of \$699,000, for demolition and clearance services for the OC Streetcar Project in the City of Santa Ana - Commercial Property.

4. Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana - Residential Property

Joe Gallardo/James G. Beil

Overview

On May 9, 2018, the Orange County Transportation Authority issued an invitation for bids for the right-of-way demolition and clearance services for the OC Streetcar project. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.



4. (Continued)

Recommendations

- A. Find SoCal Removal, the apparent low bidder, as non-responsive for failure to meet the asbestos removal specialty license requirement.
- B. Find Joshua Grading and Excavating, Inc., the second low bidder, as non-responsive for failure to meet the asbestos removal specialty license requirement.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1622 between the Orange County Transportation Authority and Sandwood Enterprises, Inc., the lowest responsive, responsible bidder, in the amount of \$89,000, for demolition and clearance services for the OC Streetcar project in the City of Santa Ana - Residential Property.

5. Agreement for Same-Day Taxi Service

Curt Burlingame/Jennifer L. Bergener

Overview

On March 24, 2014, the Board of Directors approved the selection of Yellow Cab of Greater Orange County, Inc., to provide Same-Day Taxi service to ACCESS-eligible customers. The current agreement is set to expire on August 31, 2018, and a new agreement is necessary to continue this service. A competitive procurement was conducted, and Board of Directors' approval is requested to approve the selection of Yellow Cab of Greater Orange County, Inc., and execute a new agreement.

Recommendations

- A. Approve the selection of Yellow Cab of Greater Orange County, Inc., to provide same-day taxi service.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1440 between the Orange County Transportation Authority and Yellow Cab of Greater Orange County, Inc., in the amount of \$5,032,613, to provide Same-Day Taxi service for a two-year initial term with two, one-year option terms.



6. Agreement for the Bristol Street Transit Corridor Study

Eric Carlson/Kia Mortazavi

Overview

On April 18, 2018, the Orange County Transportation Authority issued a request for proposals for professional services to conduct the Bristol Street Transit Corridor Study. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of WSP USA, Inc., as the firm to prepare the Bristol Street Transit Corridor Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1629 between the Orange County Transportation Authority and WSP USA, Inc., in the amount of \$538,158, to prepare the Bristol Street Transit Corridor Study.

7. Enhanced Mobility for Seniors and Disabled Grant Program Recommendations

Ric Teano/Lance M. Larson

Overview

The Orange County Enhanced Mobility for Seniors and Disabled Grant Program offers grant opportunities for local public agencies and non-profit organizations to help meet the special transportation needs of seniors and individuals with disabilities. This new local grant program replaces the Federal Transit Administration's Section 5310 Program by providing local funding support, in lieu of federal funding, to relieve applicants of stringent federal requirements and reduce the risk of non-compliance for both the Orange County Transportation Authority and its grantees. Applications have been received and evaluated based on prescribed criteria, and a list of recommended projects is presented for consideration.

Recommendation

Approve the candidate project list recommended by the regional evaluation committee, and authorize the Chief Executive Officer to negotiate and execute agreements with the awarded applicants.



Regular Calendar

- 8. Project V Community-Based Transit Circulators Program Ridership Report**
Christina Moore/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services that complement regional transit. As of March 31, 2018, the Orange County Transportation Authority Board of Directors had approved 23 projects, for a total of \$36.5 million, in Project V funds. A ridership report on Project V services operating through the reporting period is provided for informational purposes. The reporting period is comprised of the second and third quarters of fiscal year 2017-18.

Recommendation

Receive and file as an information item.

Discussion Items

- 9. Chief Executive Officer's Report**
- 10. Committee Members' Reports**
- 11. Closed Session**

There are no Closed Session items scheduled.

- 12. Adjournment**

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



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 June 14, 2018 regular meeting of the Transit Committee was called to order by Committee Vice Chairman Jones at 9:02 a.m.

Pledge of Allegiance

Director Do 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 - March 8, 2018

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

Committee Chairman Murray was not present to vote on this item.

3. Approval of Minutes - May 10, 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 May 10, 2018.

Committee Chairman Murray was not present to vote on this item.

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

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 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.

Committee Chairman Murray was not present to vote on this item.

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

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 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.

Committee Chairman Murray was not present to vote on this item.

Due to a potential conflict of interest, Director Tait abstained from voting on this item.

6. Cooperative Agreement with the Regional Center of Orange County

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 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.

Committee Chairman Murray was not present to vote on this item.

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

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 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.

Committee Chairman Murray was not present to vote on this item.

Regular Calendar

8. OC Streetcar Project Update

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

- Background on the OC Streetcar Project and the Orange County Transportation Authority (OCTA) awarded the contract to manufacture streetcar vehicles to Siemens Industries, Inc. (Siemens).
- Final negotiations for Siemens is concluding and the vehicle contract pricing expires on July 19, 2018.
- Construction bids are scheduled to open on June 19, 2018 at 11:00 a.m. and a contract and notice to proceed (NTP) must be issued by December 16, 2018.
- A construction award recommendation could be brought to the Board of Directors (Board) as early as August 13, 2018.
- The latest Board award date which allows OCTA to issue the construction NTP is in October.
- The Project has expended \$33 million. Right-of-way has been acquired and major utilities are being relocated.
- The Board will be asked to consider awarding a small demolition and clearing contract in July.
- Any delays to the NTP from October to December will endure additional soft costs.
- Since the invitation for bid was released, there has been a 27 to 30 percent impact on the price of steel.
- OCTA continues to monitor the Federal Transit Administration (FTA) action for the Full Funding Grant Agreement (FFGA).

8. (Continued)

A discussion ensued regarding:

- Cost pressures and applying that to capital projects at large was anticipated.
- Concerns on the unexpected steel tariffs and wage pressures.
- Director Tait expressed his opposition as previously stated.
- The approval for the FFGA with the FTA is expected to happen this summer.
- Director Jones expressed his excitement to see this project moving forward.
- Director Pulido had a discussion with Senator Feinstein about the OC Streetcar Project and she is willing to contact the Secretary of Transportation.
- Sherry Little, OCTA's consultant, is working aggressively to address the Trump administration.
- Siemens is also an active advocate for the Project.

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

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

A public comment was heard from Roy Shahbazian, Chairman of the Citizens Advisory Committee, who thanked the Transit Committee and staff for being strategic on maximizing money for transportation benefits, such as requesting documentation on Project V. Mr. Shahbazian also expressed concerns about \$1 million being used for Transit security when it could be used for bus service. He also asked several questions about arrests and reporting, and made suggestions to include that type of data in future contracts.

Katrina Faulkner, Department Manager of Security and Emergency Preparedness, reported on the following:

- Background on OCTA contracting with the Orange County Sheriff's Department (OCSD) to provide Transit Police Services (TPS).
- Adding two additional deputy sheriff II positions on the bus system and what the positions' responsibilities will be.
- Explanation provided on the 14.63 percent increase to the contract.
- Referenced Attachment A of the Staff Report which lists services provided by the OCSD.
- Highlighted staff's recommendation.

9. (Continued)

A lengthy discussion ensued regarding:

- The public speaker's questions on the numbers of arrests, calls for service, and deployment times was asked to be addressed.
- Lieutenant Chris Thomas explained the purpose for the two deputy sheriff II positions.
- The importance of safety on OCTA buses, the community, and its costs.
- Concerns on the increase of 14.63 percent to the contract, reducing ridership, and the potential repeal of Senate Bill 1.
- The 14.63 percent increase to the contract was planned for Fiscal Year 2018-19 budget, and there was an escalation regardless of the additional scope of work.
- Safety issues introduced at the last Coach Operator contract negotiations and how crime has doubled on the buses in the last 24 months.
- Options being reviewed to increase Coach Operator safety such as barriers and video monitoring.
- Director Do explained the differences between a non-sworn and sworn officer, agreed with the staffing level to address the rise in the number of incidents, and directed staff to deploy other means.
- Committee Chairman Murray echoed Director Do's remarks and asked staff to review where non-sworn officers can be deployed.
- Progress on OC Bus 360°, safety has not been a cause to the decline in ridership, pension problems, and OCTA wants to stay ahead.
- Director Davies requested to review other methods of security, mentioned propositions 47 and 57, and emphasized safety as a priority.

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

Director Tait was not present to vote on this item.

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

Johnny Dunning Jr., Manager of Scheduling and Customer Advocacy, provided a PowerPoint presentation 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: Systemwide Trends;
- Performance: OC Bus 360° Improvements;
- Performance: OC Bus 360° Reductions; and
- Next Steps.

Committee Chairman Murray stated that OCTA is trending in the right direction and thanked staff for continuing to make progress.

No action was taken on this receive and file information item.

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

Joseph Alcock, Section Manager III of Local Programs, provided opening comments and a PowerPoint presentation as follows:

- Project V Overview;
- Timeline;
- Project V Recommendations;
- Project V Services Starting in 2018; and
- Next Steps.

A discussion ensued regarding:

- The next performance update will be provided in July 2018.

11. (Continued)

- Importance in maintaining Project V standards.
- The City of Laguna Niguel (Laguna Niguel) proposed a Project V trolley service; however, it was not an eligible expense and needs further operational refinement. OCTA will work with Laguna Niguel.
- Director Davies expressed her appreciation for considering Laguna Niguel and described the goal of the trolley service.
- OCTA is very pleased with the response from cities and riders to accommodate the core of the county with buses and at the same time, provide options for other parts of the county with seasonal/weekend service.

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

- 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.

Directors Do, Pulido, and Tait were not present to vote on this item.

12. Central Harbor Boulevard Transit Corridor Study

Eric Carlson, Senior Transportation Analyst, gave an update on the Central Harbor Boulevard Transit Corridor Study as follows:

- Evaluation results presented to the Board in January 2018 which included various modes, features, alignment options, bus rapid transit, streetcar, and rapid streetcar options.
- Technical evaluation results and the projected ridership and cost estimates for each alternative.
- The corridor city councils were presented the results and the feedback received, indicated a lack of consensus.
- Attachment A of the Staff Report provides a summary of city councils' comments.
- Cities of Santa Ana and Garden Grove supported extending the OC Streetcar system beyond its initial segment.
- Cities of Fullerton and Anaheim opposed the OC Streetcar system.
- Attachment B of the Staff Report is the City of Anaheim's Resolution expressing opposition.
- Staff will seek opportunities to implement speed and amenity improvements to existing bus service on Harbor Boulevard.
- Support for enhanced bus service improvements include:
 - Off-board fare collection;
 - All-door boarding;
 - Transit signal priority; and
 - Queue jumps (use of right turn only lanes).
- The next Transit Corridor Study will be the Bristol Street corridor.

A short discussion ensued regarding:

- Director Tait expressed his appreciation to staff for listening to the views from cities of Anaheim and Fullerton and going forward to consider new technologies.
- A timetable on the enhanced measures has not been identified as to when it will return to the Board.

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

- 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.

Committee Chairman Murray was not present to vote on this item.

Discussion Items

13. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer (CEO), presented a video by the University of California Los Angeles (UCLA) Institution of Transportation Studies titled, "Not Boarding: The Case of the Disappearing Transit Rider." He stated that the video summarizes the Southern California Association of Governments and the UCLA study on transit ridership in southern California.

Mr. Johnson, CEO, also reported on the following:

- This upcoming week is National Dump the Pump and through the OC Bus mobile application, OCTA will offer free bus rides to people who have not ridden before.
- Tonight is the final open house at the Orange Coast College Student Center in Costa Mesa from 6:00 p.m. – 8:00 p.m. to provide information and answer questions about the Interstate 405 Improvement Project. There have been a series of six open houses that have been well attended and the goal was to ensure the public understood the construction timelines.
- Next week, Mr. Johnson will travel to Washington, D.C., to meet with the FTA Administrator to discuss the OC Streetcar Project and on Wednesday, he will also travel to New York and join Chairwoman Bartlett, Vice Chairman Shaw, and Finance and Administration Committee Chairman Do for the annual rating agencies and financial institution meetings.

14. Committee Members' Reports

Director Winterbottom stated there is a difference between increasing ridership for ridership reasons and trying to get people out of their cars. The best way to increase ridership is to stay within the bus system core.

15. Closed Session

There were no Closed Session items scheduled.



16. Adjournment

The meeting adjourned at 10:09 a.m.

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.

ATTEST

Al Murray
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



July 12, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana – Commercial Property

Overview

On May 9, 2018, the Orange County Transportation Authority issued an invitation for bids for the right-of-way demolition and clearance services for the OC Streetcar Project. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find Resource Environmental, Inc., the apparent low bidder, as non-responsive for failure to submit all required bid documents.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1712 between the Orange County Transportation Authority and American Integrated Services, Inc., the lowest responsive, responsible bidder, in the amount of \$699,000, for demolition and clearance services for the OC Streetcar Project in the City of Santa Ana – Commercial Property.

Discussion

The OC Streetcar project (Project) design identified the need for a full fee right-of-way acquisition of a commercial property located in the City of Santa Ana (City) for the development of the Project's maintenance and storage facility. The property needs to be cleared as part of the Project. Prior to the proposed construction of the proposed Project, contractor services are required to remove improvements from the property, which include a single-story warehouse and office building, hazardous materials, and other impediments. The Orange County Transportation Authority (OCTA) is currently in negotiations

with the owner of the property to have the owner perform the work. However, if negotiations do not result in an agreement, after the property owner has vacated, OCTA will require professional clearance services to remove the property improvements.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 8-1712 was released on May 9, 2018, through OCTA's CAMM NET system. The Project was advertised on May 9 and May 16, 2018, in a newspaper of general circulation. A pre-bid conference and job-walk were held on May 17, 2018, and were attended by 12 firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On June 7, 2018, six bids were received and publicly opened.

All bids were reviewed by staff from both Contracts Administration and Materials Management and Real Property departments to ensure compliance with the contract terms and conditions, and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Resource Environmental, Inc Long Beach, California	\$685,000
American Integrated Services, Inc. Wilmington, California	\$699,000
Interior Demolition, Inc. Montrose, California	\$871,619
Integrated Demolition and Remediation, Inc. Anaheim, California	\$940,000

Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana – Commercial Property **Page 3**

Ocean State Development, Inc. Alhambra, California	\$950,920
National Demolition Contractors San Pedro, California	\$1,107,690

The engineer's estimate for this project was \$763,000. The recommended firm's bid is eight percent below the engineer's estimate and is considered by staff to be fair and reasonable.

The apparent low bidder, Resource Environmental, Inc., was deemed non-responsive for failure to submit all required bid documents.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to American Integrated Services, Inc., the lowest responsive, responsible bidder, in the amount of \$699,000, for demolition and clearance services for the Project in the City – Commercial Property.

Fiscal Impact

Funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0051-9017-TS010-Z41 and 0051-9017-TS010-999, and is funded with local transportation and New Starts Program funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1712 between the Orange County Transportation Authority and American Integrated Services, Inc., the lowest responsive, responsible bidder, in the amount of \$699,000, for demolition and clearance services for the OC Streetcar project in the City of Santa Ana – Commercial Property.

Attachment

A. Project Location Map (1922 and 2002 W. 5th St, Santa Ana)

Prepared by:

A handwritten signature in black ink, appearing to read 'Joe Gallardo', with a long horizontal stroke extending to the right.

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

A handwritten signature in blue ink, appearing to read 'Meena Katakia', with a long horizontal stroke extending to the right.

Meena Katakia
Acting Director, Contracts Administration and
Materials Management
(714) 560-5694

Approved by:

A handwritten signature in blue ink, appearing to read 'James G. Beil', with a long horizontal stroke extending to the right.

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





July 12, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana – Residential Property

Overview

On May 9, 2018, the Orange County Transportation Authority issued an invitation for bids for the right-of-way demolition and clearance services for the OC Streetcar project. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find SoCal Removal, the apparent low bidder, as non-responsive for failure to meet the asbestos removal specialty license requirement.
- B. Find Joshua Grading and Excavating, Inc., the second low bidder, as non-responsive for failure to meet the asbestos removal specialty license requirement.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1622 between the Orange County Transportation Authority and Sandwood Enterprises, Inc., the lowest responsive, responsible bidder, in the amount of \$89,000, for demolition and clearance services for the OC Streetcar project in the City of Santa Ana – Residential Property.

Discussion

The OC Streetcar project (Project) design identified the need for a full fee right-of-way acquisition of a residential property in the City of Santa Ana (City) for the development of the Project's maintenance and storage facility.

The property needs to be cleared as part of the Project. Prior to the proposed construction of the Project, contractor services are required to remove property improvements from the property, which include five vacant single-story detached housing apartments, hazardous materials, and other impediments. The former housing occupants were all relocated off the property in accordance with federal and state laws and regulations, Federal Transit Administration guidelines, as well as the Orange County Transportation Authority's (OCTA) Real Property Department policies and procedures.

Procurement Approach

The procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 8-1622 was released on May 9, 2018, through OCTA's CAMM NET system. The Project was advertised on May 9 and May 16, 2018, in a newspaper of general circulation. A pre-bid conference and job-walk was held on May 17, 2018, and was attended by 12 firms. One addendum was issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On June 6, 2018, nine bids were received and publicly opened.

All bids were reviewed by staff from both Contracts Administration and Materials Management (CAMM) and Real Property departments to ensure compliance with the contract terms and conditions, and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
SoCal Removal Irvine, California	\$55,000
Joshua Grading and Excavating, Inc. Phalen, California	\$72,403
Sandwood Enterprises, Inc. (Sandwood) Orange, California	\$89,000
Interior Demolition, Inc. Montrose, California	\$89,000

Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana – Residential Property **Page 3**

National Demolition Contractors San Pedro, California	\$93,377
Vizion's West, Inc. Menifee, California	\$105,150
Integrated Demolition and Remediation, Inc. Anaheim, California	\$108,370
Resource Environmental, Inc. Long Beach, California	\$195,000
American Integrated Services Wilmington, California	\$215,000

The engineer's estimate for the Project was \$108,000. The recommended firm's bid is 18 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

The apparent low bidder was deemed non-responsive for failure to meet the specialty asbestos removal license requirement.

The second low bidder was deemed non-responsive for failure to meet the specialty asbestos removal license requirements.

A tie bid resulted between Interior Demolition, Inc., and Sandwood as both firms submitted bids in the amount of \$89,000, and were both deemed to be responsive and responsible.

In accordance with Government Code Section 53064, OCTA's CAMM Policy, Section VI, and after consulting with OCTA General Counsel, an award determination by lot was conducted on June 27, 2018. Sandwood's name was drawn and the firm was the declared lowest responsive, responsible bidder.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Sandwood, the lowest responsive, responsible bidder, in the amount of \$89,000, for demolition and clearance services for the Project in the City – Residential Property.

Agreement for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana – Residential Property **Page 4**

Fiscal Impact

The funding for the Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, accounts 0051-9017-TS010-Z41 and 0051-9017-TS010-999, and is funded with local transportation and New Starts Program funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1622 between the Orange County Transportation Authority and Sandwood Enterprises, Inc., the lowest responsive, responsible bidder, in the amount of \$89,000, for demolition and clearance services for the OC Streetcar project in the City of Santa Ana – Residential Property.

Attachment

- A. Project Location Map (2016-2020 W. 5th St, Santa Ana)

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July 12, 2018

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Agreement for Same-Day Taxi Service

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Overview

On March 24, 2014, the Board of Directors approved the selection of Yellow Cab of Greater Orange County, Inc., to provide Same-Day Taxi service to ACCESS-eligible customers. The current agreement is set to expire on August 31, 2018, and a new agreement is necessary to continue this service. A competitive procurement was conducted, and Board of Directors' approval is requested to approve the selection of Yellow Cab of Greater Orange County, Inc., and execute a new agreement.

Recommendations

- A. Approve the selection of Yellow Cab of Greater Orange County, Inc., to provide same-day taxi service.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1440 between the Orange County Transportation Authority and Yellow Cab of Greater Orange County, Inc., in the amount of \$5,032,613, to provide Same-Day Taxi service for a two-year initial term with two, one-year option terms.

Discussion

In October 2004, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the Paratransit Growth Management Plan. As part of this plan, Same-Day Taxi (SDT) service was implemented in July 2005 to mitigate any negative impacts of certain growth management strategies, such as restricting the ACCESS service area to within a three-quarter mile corridor of fixed-route service and eliminating same-day medical back-up trips.

The SDT service is only available to individuals who qualify for ACCESS as specified in the Americans with Disabilities Act (ADA) guidelines. SDT is not a replacement for ACCESS service, which complies strictly with ADA guidelines requiring service provision within a three-quarter mile corridor of OCTA's fixed-route bus service on the same days and hours as fixed-route, with trip reservations made from one to three days in advance. SDT is available every day from 6:00 a.m. to 8:00 p.m. on an immediate-response basis throughout Orange County, well beyond the three-quarter mile fixed-route corridor. As a result, regardless of fixed-route changes that have impacted the ACCESS service area, persons with ACCESS eligibility have continued to have an option for trips to/from their home or other locations outside the ACCESS service area since 2005.

Under this program, riders contact the SDT contractor to request service. When the individual boards the taxi, the regular ACCESS fare of \$3.60 is collected. OCTA provides a subsidy of up to \$10.90 per trip, which typically covers trips up to five miles in length. If the fare exceeds \$14.50, upon arriving at the destination, the customer is required to pay the additional amount.

The demand for SDT service has been consistently increasing since its inception. In fiscal year (FY) 2013-2014, SDT ridership totaled over 70,000 and has experienced double-digit growth each year. SDT ridership increased by approximately 28 percent after the October 2016 service change when OCTA began implementation of the OC Bus 360 program, and several fixed-routes were modified or eliminated, which caused a reduction in the ACCESS service area. SDT ridership in FY 2017-2018 is estimated to reach 150,000. A history of SDT ridership since 2006 is included as Attachment B.

Staff continues to evaluate the performance of the SDT program to ensure the SDT program remains an effective growth management strategy. To assist with this analysis, a survey of SDT customers is conducted at least once every three years to assess customer satisfaction, frequency of use, and trip purpose. The survey was last conducted in 2016 and revealed that 84 percent of SDT users would have used regular ACCESS for their trips if the SDT service was not available.

As with the current agreement for SDT service, the proposed agreement will include a rate structure based on the number of miles travelled for each completed trip. The mileage rate structure will use the following parameters:

- Zero miles to 3 miles
- 3.01 miles to 4 miles
- 4.01 miles to 5 miles

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional services. Award is recommended to the firm offering the most comprehensive overall proposal considering such factors as qualifications of the firm, staffing and project organization, work plan, as well as cost and price. Other factors include history of the firm, ability to provide day-to-day management, and administrative personnel whose expertise will ensure efficient operation of the SDT service with call center responsibilities.

On February 12, 2018, the Board approved the release of Request for Proposals (RFP) 8-1440, which was issued and electronically sent to firms registered on CAMM NET. The project was advertised in a newspaper of general circulation on February 15 and 19, 2018. A pre-proposal conference was held on February 28, 2018, and was attended by one firm. Two addenda were issued to provide a copy of the pre-proposal registration sheet and provide responses to the questions. On March 20, 2018, one proposal was received from Yellow Cab of Greater Orange County, Inc. (YCOGOC), proposing Cabco Yellow, Inc., as the subcontractor.

In accordance with OCTA's procurement policies and procedures, a single proposal received for a procurement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a review to determine if there was adequate competition. Based on Internal Audit's review, the procurement was handled in a fair and competitive manner. In addition, the Contracts Administration and Materials Management (CAMM) Department contacted several firms who downloaded the RFP from OCTA's CAMM NET; firms indicated no proposal was submitted due to timing and resources necessary for other projects or not being licensed to operate in certain cities.

CAMM, Contract Transportation Services, and Financial Planning and Analysis departments reviewed and approved the proposal received from YCOGOC and determined that it met the qualifications and requirements of the scope of work for this project. The evaluation committee assessed the firm's strengths, taxi services, and call center capabilities.

Following negotiations, YCOGOC agreed to lower the proposed pricing to be more competitive with regular base cab meter rates, which included charging a lower cost for "wheelchair accessible" rides. The new pricing reduced the cost by an estimated \$1,395,052 over a two-year period, representing a 22 percent cost savings over the original proposed price.

The reduced price proposed by YCOGOC is deemed to be fair and reasonable for SDT service based on price negotiations and a comparison of base cab meter rates in Orange County.

Fiscal Impact

Funds for the Same-Day Taxi service are included in the Proposed OCTA FY 2018-19 Budget, Transit Division, Contract Transportation Services, Account 2136-7315-D1208-33H, and is funded through local funds.

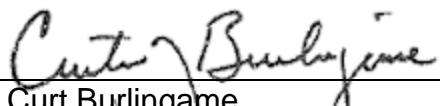
Summary

Based on the information provided, staff recommends award to Yellow Cab of Greater Orange County, Inc., for Same-Day Taxi service, and to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1440, in the amount of \$5,032,613, to provide Same-Day Taxi service for a two-year initial term with two one-year option terms.

Attachments

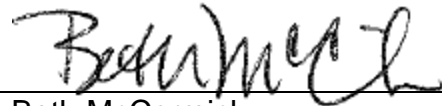
- A. Contract History for the Past Two Years, RFP 8-1440, Same-Day Taxi Service
- B. Orange County Transportation Authority, Same-Day Taxi Trips, Fiscal Year 2006 – Fiscal Year 2018

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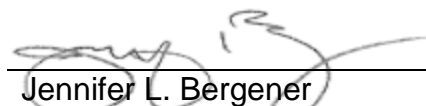
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CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 8-1440, Same Day Taxi Service

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Yellow Cab of Greater Orange County, Inc.						
Reimbursement with subsidy rate	C-3-2115	Same Day Taxi Service	July 1, 2014	August 31, 2018		\$5,511,019.00
<u>Subcontractor:</u>	None					
Total: \$						5,511,019
Contract Type:	None					
<u>Subcontractor:</u>						
Total:						\$0.00

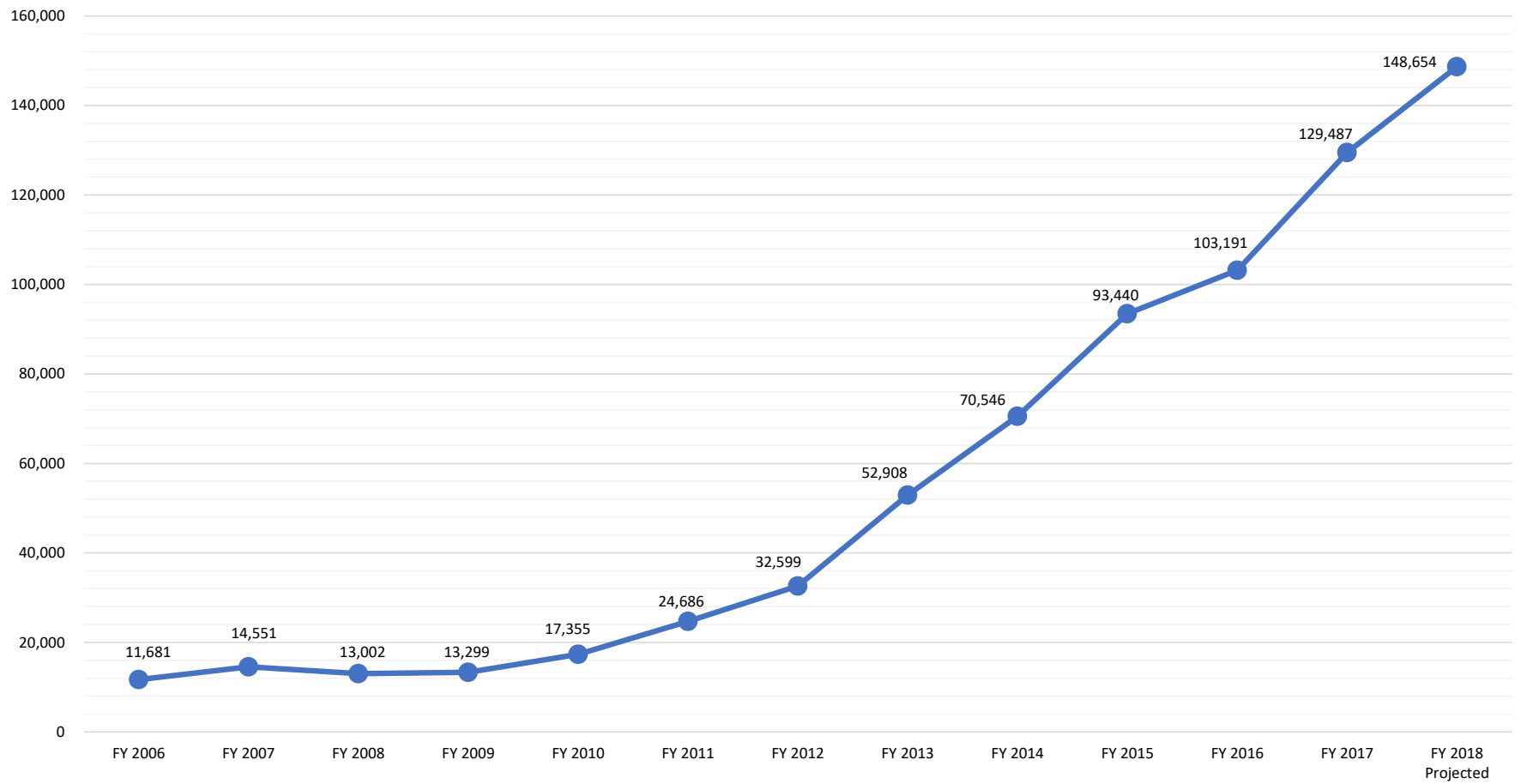


Orange County Transportation Authority

Same-Day Taxi Trips

Fiscal Year 2006 - Fiscal Year 2018

Same-Day Taxi Completed Trips



	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018 Projected
Completed Trips	11,681	14,551	13,002	13,299	17,355	24,686	32,599	52,908	70,546	93,440	103,191	129,487	148,654
Growth		24.57%	-10.65%	2.28%	30.50%	42.24%	32.05%	62.30%	33.34%	32.45%	10.44%	25.48%	14.80%



July 12, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for the Bristol Street Transit Corridor Study

Overview

On April 18, 2018, the Orange County Transportation Authority issued a request for proposals for professional services to conduct the Bristol Street Transit Corridor Study. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of WSP USA, Inc., as the firm to prepare the Bristol Street Transit Corridor Study.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1629 between the Orange County Transportation Authority and WSP USA, Inc., in the amount of \$538,158, to prepare the Bristol Street Transit Corridor Study.

Discussion

In February 2018, the Orange County Transportation Authority (OCTA) completed the OC Transit Vision, a 20-year plan for enhancing and expanding public transit service in Orange County. The plan identifies the most promising corridors for major investments in high quality transit. As one of 11 opportunity corridors for transit improvements, the Bristol Street corridor is one of the initial segments selected for study based on its potential to increase usage of the OCTA transit system.

The Bristol Street corridor has a high ridership because it provides access to several key destinations including: Santa Ana College, South Coast Plaza, and the South Coast Metro area. There is significant potential to improve connections to major nodes in the transit network such as the future OC Streetcar line, Downtown Santa Ana, the Orange County Civic Center, Santa Ana Regional

Transportation Center, and the John Wayne Airport. Based on an analysis of existing ridership, key destinations, and special trip generators, improvements to transit in this corridor have potential to provide significant benefits for existing and new transit riders.

The study is intended to serve as an initial planning study to evaluate a range of possible transit options and to identify the best performers that have local support. The first phase of the study will define the study area, travel demand, and mobility in the existing corridor, and the mobility issues that the study is intended to address. This will include developing project goals, objectives, and performance measures.

Six conceptual transit alternatives will be developed for the study area. The analysis of the alternatives will consider alignment, technology, stop locations, and a constraints analysis. Various transit technologies such as bus, Bus Rapid Transit (BRT), and rapid streetcar will be considered. The primary goal will be to address existing and future mobility needs in the Bristol Street corridor and provide connections to key destinations and regional transportation nodes.

The final phase will evaluate the alternatives against the goals and objectives developed during the first task. Information developed for this task will include ridership estimates, traffic analysis, high-level cost estimates, and feedback from stakeholders. Public participation for this project will focus on targeted issues that are identified by the cities or through the early public input. The final report will provide the cities and OCTA with sufficient information to consider whether to move forward with analysis of a locally preferred alternative. If an alternative is selected in the future, the next steps would include a formal environmental assessment, which is not part of this study.

Procurement Approach

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

On April 18, 2018, Request for Proposals (RFP) 8-1629 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on April 18 and April 26, 2018. A pre-proposal conference was held on April 24, 2018, with 18 attendees representing 14 firms. Two addenda were

issued to make available a copy of the pre-proposal conference registration sheet and presentations and respond to questions related to the RFP.

On May 10, 2018, two proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Transit Service Planning, Regional Modeling and Traffic Operations, and Rail Programs and Facilities Engineering departments, as well as a representative from the City of Santa Ana met to review both proposals.

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

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 25 percent |
| • Staffing and Project Organization | 25 percent |
| • Work Plan | 30 percent |
| • Cost and Price | 20 percent |

Several factors were considered in developing the evaluation criteria weights. The work plan was considered of highest importance because the project approach will be key to the success of the study. The work plan ensures the firm will provide high-quality, meaningful deliverables for the future Orange County transportation system and will need to build upon the scope of work and detail the best approach to perform each task.

Qualifications of the firm, as well as staffing and project organization, were each assigned a 25 percent weighting as similar experience and knowledge of state-of-the-art transportation planning and design will be important to developing viable alternatives and solutions for the corridor. Cost and price was assigned a 20 percent weighting to ensure OCTA receives competitive pricing to accomplish the required work and to ensure OCTA receives value for the services provided.

On May 23, 2018, the evaluation committee reviewed the two proposals received based on the evaluation criteria. The firms are listed below in alphabetical order:

Firm and Location

IBI Group (IBI)
Irvine, California

WSP USA, Inc. (WSP)
Orange, California

On May 30, 2018, the evaluation committee conducted interviews with the firms. The interviews consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were asked relative to the proposed key personnel's experience on similar projects, key steps to engage the community, and how complex transportation concepts are presented to non-technical audiences. Finally, each team was asked specific clarification questions related to their proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee adjusted the preliminary scores for both firms; however, the overall ranking of the firms remained unchanged.

Based on the evaluation of the written proposals, the firms' qualifications, proposed costs, and the information obtained from the interviews, the evaluation committee recommends WSP for consideration of the award. The following is a summary of the proposal evaluation results.

Qualifications of the Firm

Both firms demonstrated experience analyzing and developing transportation corridor studies.

WSP was founded in 1885 and provides assistance to transportation agencies to plan, design, and manage construction projects for multiple forms of transportation. WSP currently provides transportation improvement services to the City of Escondido, Los Angeles Metropolitan Transportation Authority (Metro), and the San Diego Association of Governments. The WSP subconsultants supported the Central Harbor Transit Boulevard Transit Corridor Study for OCTA, which will interact and be a guide as a model for the Bristol Street Corridor Study. WSP proposed using three subconsultants who have knowledge and experience supporting different aspects of transportation planning. Lastly, WSP and their subconsultants have experience with recent local projects that will be part of the corridor study, including the OCTA Go Local Program and BRT planning efforts.

IBI was founded in 1974 and currently provides transportation planning assistance to Southern California Association of Governments, Metro, and Valley Transportation Authority in San Jose. IBI has recent relevant experience including the Escondido Bus Rapid Transit, Santa Ana Circulation Element and the Vernon Transit Corridor. IBI has limited experience as the prime consultant

on similar projects; however, IBI proposed using five subconsultants with relevant experience in transportation planning.

Staffing and Project Organization

Both firms proposed project teams with a combination of experience and knowledge of transportation planning. Some of the key staff proposed by the firms have worked with OCTA on previous transportation-related projects.

WSP's proposed key personnel have worked in the transportation industry for an average of 20 years and have extensive relevant experience on similar projects in the counties of Los Angeles, Orange, and San Diego. The key personnel's experience includes multiple BRT projects, transit corridor studies, fixed-guideway oversight, and many public outreach events, all of which are directly relevant to the Bristol Street Corridor Study. The project manager has been with the company for two years, but has over 30 years of experience in transportation management.

The proposed project manager for IBI has been with the firm for 18 years and has worked on many OCTA projects, including feasibility studies. Some key personnel have worked on relevant projects in the City of Santa Ana for OCTA, including the Fixed-Guideway Project and OC Streetcar, which directly correlate to the scope of work. The proposed key personnel have worked on similar transportation management projects; however, the majority of the personnel have limited experience with key aspects of collecting data on prior studies and defining mobility problems.

Work Plan

Both firms provided a comprehensive approach to addressing all the elements of the scope of work, which reflects their clear understanding of OCTA's requirements for this project. Both firms also proposed similar timelines to meet the project schedule, and each provided a detailed map of the corridor.

WSP demonstrated a comprehensive understanding of the scope of work and a practical plan to complete the study. WSP proposed a much broader approach by reviewing past Orange County studies, as well as case studies outside Orange County that effectively illustrate transit concepts. This approach will be beneficial as it will allow OCTA to collect data from other locations in the nation for analysis. WSP also demonstrated a clear comprehension of the OCTA travel-demand forecasting model, as well as their Federal Transit Administration's Simplified-Trips-On-Project-Software models and the potential impacts to OCTA, and Orange County. Lastly, WSP outlined in their proposal

and demonstrated during their interview the approach to provide a public outreach program that includes easy-to-understand technical presentations to non-transit individuals.

IBI's proposal provided a good understanding of the scope of work and addressed the location and the challenges that may arise from the project. IBI included a good plan to conduct the analysis of the corridor by using lessons learned on past corridor projects. The firm proposed to include an analysis of the environmental impact. However, their work plan lacked detail of how the alternatives evaluation process would be executed. During the interview, IBI stated their firm's approach to providing a public outreach program, which includes communication through presentations, simple documents, graphic reports, and partnering with high schools, as well as other circulation elements (city forums, community centers, etc.).

Cost and Price

Pricing scores were based on a formula that assigns the highest score to the firm with the lowest total firm-fixed price for the tasks to be completed and scores the other proposal's total firm-fixed prices based on their relation to the lowest total firm-fixed price. WSP proposed the lowest firm-fixed price.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of WSP as the top-ranked firm to prepare the Bristol Street Corridor Study. WSP demonstrated strong relevant experience, competitive pricing, and submitted a thorough and comprehensive proposal that was responsive to all requirements of the RFP.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 1535-7519-A1408-TV1, and is funded by federal Regional Surface Transportation Program funds.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1629 between OCTA and WSP USA, Inc., in the amount of \$538,158, to prepare the Bristol Street Transit Corridor Study.

Attachments

- A. Review of Proposals, RFP 8-1629 Bristol Street Transit Corridor Study
- B. Proposal Evaluation Criteria Matrix, RFP 8-1629 Bristol Street Transit Corridor Study
- C. Contract History for the Past Two Years, RFP 8-1629 Bristol Street Transit Corridor Study

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REVIEW OF PROPOSALS **RFP 8-1629 Bristol Street Transit Corridor Study**

Presented to the Transit Committee - July 12, 2018

Two proposals were received, two firms were interviewed, one firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Firm-Fixed Price
1	83	WSP USA, Inc. Orange, California	STV Arellano Associates Kal Krishnan Consulting Services	Excellent qualifications and extensive experience analyzing and developing transportation corridor studies. Firm has been in business since 1885. Firm's experience includes the Central Harbor Transit Boulevard Transit Corridor Study. Proposed subconsultants with extensive experience in transportation planning. Strong project team with extensive corridor project experience. Demonstrated a thorough and concise understanding of OCTA's requirements. National approach to the corridor study. Comprehension of the OCTA Analysis Model, as well as the regional Simplified-Trips-On-Project (STOP) software. Public outreach through easy to understand technical presentations to non-transit individuals. References provided positive comments and feedback.	\$ 538,158.00
2	77	IBI Group Irvine, California	HDR, Inc. Connetics Transportation Group Terry Hayes and Associates PanGIS, Inc. Sarah Catz	Good qualifications and extensive experience analyzing and developing transportation corridor studies. Firm has been in business since 1974. Recently studies for Southern California Association of Governments, Los Angeles Metropolitan Transportation Authority, and Valley Transportation Authority. Firm has experience with Bus Rapid Transit southern California Corridors. Proposed subconsultants with good experience in transportation planning. Key personnel have worked on few projects together. Excellent experience with STOP software. Key personnel have limited experience with collecting data of prior studies and defining mobility problems. Good plan to conduct the analysis from past corridor projects. Public outreach through presentations, simple documents, graphic reports, and partnering with circulation elements. References provided positive comments and feedback.	\$ 538,393.00

OCTA - Orange County Transportation Authority

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)

Transit Service Planning (2)

Regional Modeling and Traffic Operations (1)

Rail Programs & Facilities Engineering (1)

External:

City of Santa Ana (1)

Proposal Criteria

Qualifications of the Firm

Staffing and Project Organization

Work Plan

Cost and Price

Weight Factors

25%

25%

30%

20%

**PROPOSAL EVALUATION CRITERIA MATRIX
RFP 8-1629 Bristol Street Transit Corridor Study**

WSP USA, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.00	4.00	4.00	4.00	4.00	4.00	5	20.00
Staffing/Project Organization	3.50	4.00	4.00	4.00	4.00	3.50	5	19.17
Work Plan	4.00	4.00	4.00	4.00	4.00	4.00	6	24.00
Cost and Price	5.00	5.00	5.00	5.00	5.00	5.00	4	20.00
Overall Score	81.50	84.00	84.00	84.00	84.00	81.50		83
IBI Group							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.00	3.50	4.00	3.50	3.50	4.00	5	18.75
Staffing/Project Organization	3.50	3.50	3.50	3.50	3.00	3.50	5	17.08
Work Plan	3.50	3.50	3.50	3.50	3.50	3.50	6	21.00
Cost and Price	4.99	4.99	4.99	4.99	4.99	4.99	4	19.96
Overall Score	78.46	75.96	78.46	75.96	73.46	78.46		77


ATTACHMENT C

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Total Contract Amount
WSP USA, Inc.					
Contract Type: Time and Expense	C-2-1736	On-Call Technical & Operational Services for the 91 Express Lanes	October 15, 2012	August 31, 2017	\$ 600,000
Subconsultants: None					
Contract Type: Time and Expense	C-6-1010	Employer Rideshare Outreach Program	May 18, 2018	June 30, 2017	\$ 199,448
Subconsultants:					
Accel Employment					
Contract Type: Time and Expense	C-5-3273	On-Call Planning Services Rail Support	March 3, 2016	February 1, 2019	\$ 300,000
Subconsultants:					
IBI Group					
Cogstone Resources Management, Inc.					
Epic Land Solutions					
Michael Kodama Planning					
MLM & Associates Engineering, Inc.					
SMA Rail Consulting + IT					
Contract Type: Firm-Fixed Price	C-4-1343	Noise Barrier in the City of San Clemente	June 24, 2014	December 31, 2016	\$ 196,868
Subconsultants:					
Arellano Associates, Inc.					\$ 12,646.00
Coast Surveying, Inc.					\$ 8,857.00
Earth Mechanics, Inc.					\$ 6,690.00
			Sub Total		\$ 1,296,316
IBI Group					
Contract Type: Firm-Fixed Price	C-8-1517	Joint Development Study at Fullerton Part and Ride	May 31, 2018	December 31, 2019	\$ 149,998
Subconsultants:					
VCA Engineers, Inc.					\$ 187,500.00
Economic & Planning Systems, Inc.					\$ 39,270.00
Contract Type: Firm-Fixed Price	C-6-1417	Active Transportation Plan	February 6, 2017	December 31, 2018	\$ 350,000.00
Subconsultants:					
KTU+A					\$ 74,100.00
Arellano Associates, Inc.					\$ 65,460.00
PlaceWorks					\$ 26,420.00
Contract Type: Firm-Fixed Price	C-6-1044	Transit Centers Modernization and Parking Management Study	June 21, 2016	February 28, 2017	\$ 174,850.00
Subconsultants: None					
			Sub Total		\$ 674,846



July 12, 2018

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Enhanced Mobility for Seniors and Disabled Grant Program Recommendations

Overview

The Orange County Enhanced Mobility for Seniors and Disabled Grant Program offers grant opportunities for local public agencies and non-profit organizations to help meet the special transportation needs of seniors and individuals with disabilities. This new local grant program replaces the Federal Transit Administration's Section 5310 Program by providing local funding support, in lieu of federal funding, to relieve applicants of stringent federal requirements and reduce the risk of non-compliance for both the Orange County Transportation Authority and its grantees. Applications have been received and evaluated based on prescribed criteria, and a list of recommended projects is presented for consideration.

Recommendations

Approve the candidate project list recommended by the regional evaluation committee, and authorize the Chief Executive Officer to negotiate and execute agreements with the awarded applicants.

Background

In existence since 1975, the Federal Transit Administration (FTA) Section 5310 Program has a long history of providing local agencies and non-profit organizations with grant opportunities that facilitate the purchase and replacement of paratransit vehicles and related equipment to help meet the special transportation needs of seniors and those with disabilities.

In 2012, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) expanded the eligible use of Section 5310 funds by consolidating the former Section 5317 New Freedom program into the "traditional" 5310 paratransit vehicle program. As a result, the FTA 5310 Enhanced Mobility for Seniors and

Individuals with Disabilities program was expanded to provide both capital and operating grants to local agencies and non-profit organizations. Eligible projects and programs include those that are carried out to meet the special mobility needs of seniors and disabled individuals above and beyond what traditional public transportation services can provide, as well as those that exceed the requirements of the Americans with Disabilities Act.

In prior years, the FTA Section 5310 program was jointly administered by the Orange County Transportation Authority (OCTA) and the State of California Department of Transportation's (Caltrans) Division of Mass Transit, which served as the designated recipient of Section 5310 funds throughout California. However, on September 23, 2015, Caltrans elected not to participate in this partnership for fiscal year 2015 funds and onward, citing significant increases in administration time for coordination with the large urban areas throughout the state. In response, OCTA took on the role of designated recipient for the Section 5310 program in Orange County on February 2, 2016, to ensure funds are used effectively to meet the local transportation needs of seniors and individuals with disabilities. Consistent with OCTA's State and Federal Programming Guidelines initially adopted by the OCTA Board of Directors (Board) on December 12, 2016, and most recently on May 8, 2017, FTA Section 5310 funds are used to support OCTA's ACCESS paratransit services.

On March 12, 2018, the Board approved the funding priorities for the Enhanced Mobility for Seniors and Disabled (EMSD) grant program, which is in keeping with the Orange County Public Transit-Human Services Coordinated Plan approved by the OCTA Board on June 22, 2015, and directed staff to issue a countywide call for projects. The amount available for award to eligible Orange County applicants is up to \$3.6 million. Due to the long standing success of the Section 5310 grant program, all other elements of that program were retained as in prior years. A summary fact sheet of the program, funding priorities, and timeline is presented in Attachment A.

Discussion

Following Board direction on March 12, 2018, staff released a call for projects on March 19, 2018, with over 500 notices distributed electronically or by mail to potential applicants throughout Orange County. OCTA conducted an applicant workshop to provide an opportunity to discuss program requirements and prepare applications. The workshop held on March 27, 2018, was well attended at over 40 participants. Throughout the application development period, OCTA staff assisted applicants and provided guidance to enhance the likelihood of grant funding.

On May 14, 2018, OCTA received grant applications from six local organizations. Collectively, the applications requested \$1.25 million in grant assistance for seven paratransit vans, five buses and related support equipment, as well as four mobility management and operating assistance projects. The applications were reviewed by a regional evaluation committee comprised of six representatives, which included the Los Angeles County Metropolitan Transportation Authority, Special Needs Advisory Committee, and OCTA staff from the departments of Contract Transportation Services, Planning, and External Affairs. The committee scored applications based on prescribed scoring criteria, and then met to review scores and discuss variances.

The requests were scored and ranked based on the funding priorities adopted by the OCTA Board to arrive at the recommended regional project list presented for consideration in Attachments B. The regional project list recommends the award of \$1.25 million in local, non-Transportation Development Act funding to support 11 candidate projects. Additional information regarding the types of vehicles and their standard seating capacities is also provided in Attachment C. The recommended projects include those with a score of 60 points or above, which is in keeping with historic scoring thresholds of prior grant cycles and confirmed by the evaluation committee as the minimum score needed for funding consideration.

OCTA currently coordinates and/or funds the transportation services provided by all of the recommended applicants through the following programs:

- **Senior Mobility Program:** Participating cities and agencies receive funding to support local senior transportation services. EMSD grant applicants that are currently participating and/or providing transportation services under this program include Abrazar, Jewish Federation and Family Services, and the cities of Costa Mesa, Huntington Beach, and Tustin.
- **OCTA Cooperative Agreements:** OCTA has cooperative agreements to subsidize alternative transportation services for trips that may otherwise have been provided on ACCESS. Grant applicants receiving funding and/or providing transportation services under this program include Abrazar and Alzheimer Family Services.
- **Senior Non-Emergency Medical Transportation Program (SNEMT):** Under Renewed Measure M, the County of Orange receives funding to support the SNEMT program. Agencies providing services under this program include Abrazar.

These programs provide transportation alternatives which help alleviate demand on ACCESS. An award of EMSD grant funding to these agencies will help ensure that a variety of quality transportation services is available to special needs communities in Orange County.

Next Steps

Upon Board approval, OCTA staff will conduct a workshop for the awarded applicants in August 2018 to discuss the next steps of the program, which will include reviews of cooperative agreements, procurement, and reimbursement processes, as well as reporting and oversight requirements.

Summary

The Orange County Enhanced Mobility for Seniors and Disabled Grant Program makes available capital and operating grants to help meet the transportation needs of seniors and persons with disabilities in Orange County. OCTA has convened a regional evaluation committee which scored and ranked applications based on the prescribed criteria. A recommended list of 11 candidate projects is presented to the OCTA Board for funding consideration. Authorization is requested to enter into cooperative agreements with awarded applicants.

Attachments

- A. Orange County Enhanced Mobility for Seniors and Disabled Grant Program (Formerly FTA Section 5310 Program) Fact Sheet and Timeline
- B. 2018 Orange County Enhanced Mobility for Seniors and Disabled Grant Program Award Recommendations
- C. Available Vehicle Types Orange County Enhanced Mobility for Seniors and Disabled Grant Program

Prepared by:



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Approved by:



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Orange County Enhanced Mobility for Seniors and Disabled Grant Program (Formerly FTA Section 5310 Program)

Attachment A

FACT SHEET and TIMELINE

Program Purpose

The Orange County Transportation Authority's (OCTA) new Orange County Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program is intended to enhance mobility for seniors and persons with disabilities by providing local transportation funds to support the special needs of seniors beyond traditional public transportation services, and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA).

Funds Available

Up to \$3.6 million in local (non-Transportation Development Act) funds are available with the amounts based on federal Section 5310 amounts allocated to Orange County¹.

Eligible Applicants

- Private non-profit organizations.
- Public agencies where no private non-profits are readily available to provide the proposed service.

Eligible Activities

- At least 55% (minimum) of the funds awarded must be used to support the purchase of *Vehicles and Related Equipment (Traditional 5310 Projects)* for service that goes beyond traditional public transportation services. Related equipment includes dispatching equipment and mobile communications. A 20% local non-federal match is required for these capital projects.
- No more than 45% (maximum) of the funds awarded may be used for *Operating Assistance (Enhanced 5310 Projects)*, which include operating transportation services beyond that required by ADA, as well as mobility management, and driver and travel training. A 50% local non-federal match is required for operating assistance with a 20% match needed for mobility management, and driver and travel training.
- The maximum request amount is \$600,000 per applicant to ensure an equitable distribution of funds.

Project Eligibility

- All projects must be supported by the Orange County Public Transit- Human Services Coordinated Transportation Plan².

- Applicants must have management oversight and control over the operations of the service and equipment.

Funding Priorities (in order of priority)

1. Paratransit vehicle replacement and related equipment for existing vehicles that meet or exceed their useful life
2. New paratransit vehicles and related equipment that support the expansion of existing service.
3. Expansion of successful existing transportation services that address the target population's transportation needs, which include expanding existing mobility management, and driver and travel training projects.
4. New transportation services that address the target population's unmet transportation needs, including new mobility management, and driver and travel training projects.

Vehicle Eligibility

- Awarded vehicles must provide a minimum of 20 hours of service per week per vehicle or in coordination with other agencies.
- Vehicles proposed for replacement must meet or exceed its useful life and be in active service during the applicant's normal days and hours of operation.

Service Eligibility

Applicants must be able to document that the proposed service will serve additional persons or trips, expand the service area or hours, and/or increase the frequency of trips.

Program Requirements

Once approved by OCTA's Board of Directors, applicants will be notified and enter into an agreement with OCTA, which remains in effect throughout the project's useful life. Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment, and must be prepared to comply with all applicable regulations and requirements. The grant program guidelines and application materials are available for review and download on OCTA's website³.

Questions?

Please contact Ric Teano, Grant Compliance Manager, at (714) 560-5716 or by email at rteano@octa.net

² https://octa.net/uploadedFiles/Bus_Service/coordination_plan.pdf

³ www.octa.net/EMSDgrant/

¹ Does not include Transportation Development Act funding. 10% is deducted to cover the administrative costs of the program.



Orange County Enhanced Mobility for Seniors and Disabled Grant Program (Formerly FTA Section 5310 Program)

PROGRAM TIMELINE (TENTATIVE)

January 23, 2018	OCTA Special Needs Advisory Committee Presentation
March 8, 2018	OCTA Transit Committee Recommendation to Release Call for Projects
March 12, 2018	OCTA Board Authorization to Release Call for Projects
March 19, 2018	Call for Projects Notifications Released Application & Guidance Documents Available via OCTA Website
March 27, 2018	Grant Applicant Workshop
May 14, 2018	Applications due to OCTA
May 30, 2018	Evaluation Committee Scoring Meeting
July 12, 2018	OCTA Transit Committee Recommendation of Selected Projects
July 23, 2018	OCTA Board Approval of Selected Projects
August 6, 2018	Award Notifications
August 20, 2018	Awarded Applicant Workshop

Attachment B

**2018 Orange County Enhanced Mobility for Seniors and Disabled Grant Program
Award Recommendations**

Applicant	Request	Service Type	Qty	Unit Cost	Requested	Recommended	Score
Abrazar	Computer Hardware	Replacement	10	\$1,941	\$19,410	\$19,410	99
Abrazar	Minivan	Replacement Vehicle	7	\$48,000	\$336,000	\$336,000	99
Alzheimers Family Svc	Mobility Management	Expand Existing Service	n/a	\$175,560	\$175,560	\$175,560	94
Abrazar	Medium Bus	Replacement Vehicle	1	\$70,000	\$70,000	\$70,000	94
City of Tustin	Operating Assistance	Expand Existing Service	n/a	\$72,000	\$72,000	\$72,000	88
Jewish Federation	Operating Assistance	Expand Existing Service	n/a	\$200,000	\$200,000	\$200,000	88
Jewish Federation	Mobility Management	Expand Existing Service	n/a	\$50,000	\$50,000	\$50,000	88
City of Huntington Beach	Small Bus	Replacement Vehicle	1	\$63,000	\$63,000	\$63,000	80
City of Huntington Beach	Medium Bus	Replacement Vehicle	2	\$70,000	\$140,000	\$140,000	80
City of Huntington Beach	Computer Software	Expand Existing Service	1	\$50,000	\$50,000	\$50,000	75
City of Costa Mesa	Large Bus	Expand Existing Vehicle	1	\$76,500	\$76,500	\$76,500	65
Total					\$1,252,470	\$1,252,470	

Recommended Awards by Applicant

Abrazar	\$425,410
Alzheimers Family Svc	\$175,560
City of Costa Mesa	\$76,500
City of Huntington Beach	\$253,000
City of Tustin	\$72,000
Jewish Federation	\$250,000
Total Awards	\$1,252,470

**Available Vehicle Types
Orange County Enhanced Mobility for
Seniors and Disabled Grant Program**

Available Vehicle Types	Standard Seating Capacity	Unit Cost ²
Minivan	5 Ambulatory Passengers; Ramp (Wheelbase approx.121 inches)	\$48,000
Small Bus	8 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.138 inches)	\$63,000
Medium Bus	12 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.158 inches)	\$70,000
Medium Bus Compressed Natural Gas	12 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.158 inches)	\$96,000
Large Bus	16 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.176 inches)	\$76,500
Large Bus Compressed Natural Gas	16 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.176 inches)	\$100,000
Larger Bus	20 Ambulatory Passengers; 2 Wheelchairs ¹ (Wheelbase approx.190 inches)	\$108,000

¹ Rear wheelchair lift floor plan

² Costs are estimated and include accessibility equipment



July 12, 2018

To: Transit Committee

Handwritten signature: Darrell E. Johnson for

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services that complement regional transit. As of March 31, 2018, the Orange County Transportation Authority Board of Directors had approved 23 projects, for a total of \$36.5 million, in Project V funds. A ridership report on Project V services operating through the reporting period is provided for informational purposes. The reporting period is comprised of the second and third quarters of fiscal year 2017-18.

Recommendation

Receive and file as an information item.

Background

Project V is a competitive program under Measure M2 (M2) that provides funding to develop and implement local transit services. Services eligible for this program include community-based circulators, shuttles, trolleys, and demand-responsive services that complement regional bus and rail services, and better suit local needs in areas not adequately served by regional transit. Year-round services and seasonal/special event shuttles are eligible to compete for funding.

The Orange County Transportation Authority (OCTA) Board of Directors (Board) approved six projects for \$9.8 million in Project V funds in June 2013, and \$26.7 million for 17 projects in June 2016. In February 2018, the Board directed staff to issue a 2018 call for projects (call), and on June 25, 2018 the Board awarded \$6.8 million to fund an additional six projects.

Consistent with approved Project V Guidelines, local agencies must provide a minimum match of ten percent for capital costs. Project V M2 contributions towards the operations costs are capped at a maximum of 90 percent of the total service cost, or \$9 per boarding, whichever is less.

Project V-funded service performance is evaluated on a quarterly basis, and services must meet or exceed the minimum performance standards outlined below:

- Six passenger boardings per revenue vehicle hour (B/RVH) by the end of year one (12 months from the first day of operating the service),
- Maintain six B/RVH and meet or exceed ten B/RVH by end of year two,
- Ten B/RVH must be then maintained every year thereafter.

After year one, services that perform below the minimum performance standard for two or more reporting periods will be evaluated for cancellation. These project savings are returned to the program for use in subsequent calls for projects. To date, there is an estimated \$7.9 million in project savings due to cancellations.

In August 2015, the Board directed staff to provide ridership reports to the OCTA Transit Committee on active Project V services. These reports are provided biannually. This report includes ridership for 16 projects that were in operation during the reporting period ending March 31, 2018. Additional projects will be added to this report as those services begin.

Discussion

Current Project V services include a combination of special event, fixed-route, and on-demand projects that meet a variety of community needs. The prior ridership report reflected 17 services in operation (Attachment A). Since then, the City of San Juan Capistrano (San Juan Capistrano) successfully completed its one-year pilot service term on September 4, 2017. San Juan Capistrano successfully applied to continue this service during the 2018 call. Ridership for this service will be included in the next ridership update.

The current ridership report reflects 16 services, 14 of which are still in operation today. In general, special event services tend to be successful. Productivity for the special event services averaged approximately 28 B/RVH for this reporting period. However, fixed-route services are not performing at the same level. The various types of services are summarized below with details in Attachment B, followed by a discussion of circumstances related to services that are not meeting performance standards.

Seasonal services - no services during this period

- Huntington Beach – Holiday and Event Shuttle
- Huntington Beach – Seasonal Local Transit Service
- Newport Beach – Balboa Peninsula Seasonal Trolley
- San Clemente – Summer Weekend Trolley and Seasonal Service

Services meeting or exceeding the minimum performance standard

- Dana Point – Summer Trolley and Seasonal Shuttle
- Dana Point – Pacific Coast Highway and Special Event Trolley
- La Habra – Special Event Service
- Laguna Beach – Summer Weekend Trolley and Seasonal Service
- Lake Forest – Commuter Vanpool Service Irvine Station and Ossur
- Lake Forest – Commuter Shuttle Service Irvine Station and Panasonic

Services below the minimum performance standard

- Anaheim – Anaheim Regional Transportation Intermodal Center to Downtown (no longer in operation)
- Costa Mesa – Local Circulator from Costa Mesa to Anaheim (no longer in operation)
- County of Orange – Local Circulator and Special Event Service
- Laguna Beach – Residential Trolley Service Year-Round and Seasonal Service
- Mission Viejo – Local Community Circulator

Pending usage and performance data

- San Clemente – On-Demand Rideshare

The City of Anaheim (Anaheim) started service in October 2017 and had ridership considerably lower than projected. As a result, Anaheim discontinued service on March 8, 2018. This service was formally cancelled during the March 2018 semi-annual review, which was approved by the Board on June 11, 2018. The City of Costa Mesa (Costa Mesa) started service in July 2017 and remained under the minimum performance target. Costa Mesa suspended service on April 1, 2018. As a result of the suspension, the service likely will not meet the minimum performance requirement for year one, and it is expected that this service will be formally cancelled during the September 2018 semi-annual review.

The City of Laguna Beach and the County of Orange started services in June 2017. Both services are currently under the minimum performance target for this reporting period. However, both are in year one of service and have previously met the six B/RVH performance target (Attachment A).

The City of Mission Viejo's (Mission Viejo) service began in October 2016 and is maintaining the six B/RVH required. However, Mission Viejo must reach the performance target of ten B/RVH by October 2018.

The City of San Clemente (San Clemente) is currently providing demand-responsive rideshare services along the area formerly served by OCTA bus routes 191 and 193. These two routes were eliminated as part of OC Bus 360° during the October 2016 service change. Due to the new and unique nature of this service, the Board approved this as a pilot program for two years. OCTA is currently working with San Clemente and Lyft to obtain necessary information to verify usage and performance. This information needs to be provided by August 2018.

OCTA staff will continue to closely monitor services that are below the standard and meet with city staff on ideas and concepts to improve service productivity and ridership, as appropriate.

Summary

A status report on Project V services is provided for information purposes. Staff will continue to work with local agencies and monitor these services. In addition, information on new services, starting later this year, will be provided in future reports. The next Project V Community-Based Transit Circulators Program Ridership Report is scheduled for January 2019.

Attachments

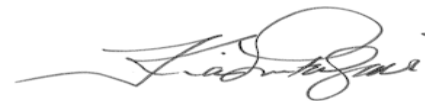
- A. Project V Services – Prior Ridership Report
- B. Project V Services – Current Ridership Report

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Project V Services - Prior Ridership Report

Reporting Period: Q3 and Q4 of FY 2016-17, Q1 of FY 2017-18

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings per Revenue Vehicle Hours (B/RVH) ¹
Costa Mesa	Local Circulator From Costa Mesa To Anaheim	\$ 2,790,638	Local Circulator	July 2017	1
County of Orange	Local Circulator and Special Event Service	\$ 2,041,547	Local Circulator and Special Event	June 2017	7
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	Seasonal Service	June 2015	16
Dana Point	Pacific Coast Highway and Special Event Trolley	\$ 905,968	Seasonal Service	June 2017	17
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	Special Event	July 2015	12
Huntington Beach	Seasonal Local Transit Service	\$ 917,700	Seasonal Service	July 2017	2
La Habra ²	Local Community Circulator	\$ 1,719,839	Local Circulator	August 2014	6
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	7
Laguna Beach	Summer Weekend Trolley and Seasonal Service	\$ 3,559,860	Special Event	March 2015	34
Laguna Beach	Year-Round and Seasonal Service	\$ 1,967,400	Year-Round and Seasonal Service	July 2017	8
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Commuter Service	July 2015	10
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Commuter Service	June 2017	21
Mission Viejo ³	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	4
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	20
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	46
San Clemente ⁴	On-Demand Rideshare	\$ 914,400	Rideshare Service	October 2016	--
San Juan Capistrano	Summer Trolley Service	\$ 95,486	Seasonal and Special Event	June 2017	18

1. Rounded to the nearest whole number.

2. This service has been cancelled by the City of La Habra effective October 2017, due to low productivity.

3. The City of Mission Viejo has experienced an upward trend in B/RVH in recent months and achieved nine B/RVH in September 2017.

4. The average ridership for this service cannot be confirmed at this time. Awaiting confirmation from the service provider, LYFT, INC.

ACRONYMS

Q3 - Quarter 3 (January - March)

Q4 - Quarter 4 (April - June)

FY - Fiscal year

Q1 - Quarter 1 (July - September)

Project V Services - Current Ridership Report

Reporting Period: Q2 and Q3 of FY 2017-18

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹
Anaheim ²	Anaheim Regional Transportation Intermodal Center to Downtown	\$ 1,145,356	Local Circulator and Special Event	October 2017	1
Costa Mesa ³	Local Circulator from Costa Mesa to Anaheim	\$ 2,790,638	Local Circulator	July 2017	2
County of Orange	Local Circulator and Special Event Service	\$ 2,041,547	Local Circulator and Special Event	June 2017	5
Dana Point	Summer Trolley and Seasonal Shuttle	\$ 2,456,511	Seasonal Service	June 2015	46
Dana Point	Pacific Coast Highway and Special Event Trolley	\$ 905,968	Seasonal Service	June 2017	16
Huntington Beach	Holiday and Event Shuttle	\$ 93,287	Special Event	July 2015	N/A ⁴
Huntington Beach	Seasonal Local Transit Service	\$ 917,700	Seasonal Service	July 2017	N/A
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	28
Laguna Beach	Summer Weekend Trolley and Seasonal Service	\$ 3,559,860	Special Event	March 2015	20
Laguna Beach	Residential Trolley Service Year-Round and Seasonal Service	\$ 1,967,400	Year-Round and Seasonal Service	July 2017	5
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Commuter Service	July 2015	12
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Commuter Service	June 2017	8
Mission Viejo	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	7
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	N/A
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	N/A
San Clemente ⁵	On-Demand Rideshare	\$ 914,400	Rideshare Service	October 2016	--

1. Rounded to the next whole number.

2. This service has been cancelled by the City of Anaheim effective March 8, 2018, due to low productivity.

3. This service has been suspended by the City of Costa Mesa effective April 1, 2018, due to low productivity.

4. N/A - No service hours during reporting period (seasonal services).

5. B/RVH for this service cannot be confirmed at this time. Awaiting confirmation from the service provider, LYFT, INC.

ACRONYMS

Q2 - Quarter 2 (October - December)

Q3 - Quarter 3 (January - March)

FY - Fiscal year

NOTE: Services below the minimum performance standard are shaded