



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

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

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

**Thursday, January 10, 2019 at 9:00 a.m.**

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board, telephone (714) 560-5676, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at [www.octa.net](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **Call to Order**

### **Pledge of Allegiance**

Director Winterbottom

### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.



## **Consent Calendar (Items 2 through 7)**

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

### **2. Approval of Minutes**

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

### **3. Agreement for Building Repairs at the Irvine Construction Circle Bus Base**

George Olivo/James G. Beil

#### **Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2018-19 Budget, the Board of Directors approved building repairs at the Irvine Construction Circle Bus Base. 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 Jazzar Construction Group, Inc., the apparent low bidder, as non-responsive for failure to execute and submit the required certification of restrictions on lobbying form.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1802 between the Orange County Transportation Authority and Fast-Track Construction Corporation, the lowest responsive, responsible bidder, in the amount of \$438,000, for building repairs at the Irvine Construction Circle Bus Base.



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**4. Consultant Selection for Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project**

Lora Cross/James G. Beil

**Overview**

On July 23, 2018, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide construction management services related to the construction of improvements at the Anaheim Canyon Metrolink Station. Board of Directors' approval is requested for the selection of a firm to perform the required work.

**Recommendations**

- A. Approve the selection of Berg & Associates, Inc., as the firm to provide construction management services for the Anaheim Canyon Metrolink Station Improvement project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1760 between the Orange County Transportation Authority and Berg & Associates, Inc., as the firm to provide construction management services for the Anaheim Canyon Metrolink Station Improvement project.

**5. Construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project**

Jason Lee/James G. Beil

**Overview**

On August 27, 2018, the Orange County Transportation Authority Board of Directors authorized the issuance of an invitation for bids for construction of the Laguna Niguel to San Juan Capistrano Passing Siding 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. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2018 between the Orange County Transportation Authority and Reyes Construction, Inc., the lowest responsive, responsible bidder, in the amount of \$16,952,426, for construction of the Laguna Niguel to San Juan Capistrano Passing Siding project.



**5. (Continued)**

- B. Authorize the use of \$6,230,000 in state and federal funds made available from project savings at closeout for the Laguna Niguel to San Juan Capistrano Passing Siding project as follows:
  - a. \$2,806,000 in Proposition 116 savings from the Sand Canyon Avenue Railroad Grade Separation and the fiber optics projects;
  - b. \$2,000,000 in Proposition 1B Intercity Rail Improvement funds to replace Transit and Intercity Rail Capital Program funds previously programmed to the project;
  - c. Formula Federal Transit Administration Section 5309 savings from the Control Point 4th Street Project, currently estimated to be \$1,015,000; and
  - d. Congestion Mitigation and Air Quality Improvement Program funds for any remaining funding needs, currently estimated to be \$409,000.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.

**6. Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Programs of Projects for Federal Fiscal Year 2018-19**

Ben Ku/Kia Mortazavi

**Overview**

The Orange County Transportation Authority annually prepares a program of projects to secure formula Federal Transit Administration grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2018-19 program, including amendments to prior programs, is presented for review and approval. The federal fiscal year 2018-19 program directs \$91.854 million in federal funds to transit projects, of which \$65.457 million is for bus projects and \$26.397 million is for rail projects.



**6. (Continued)**

**Recommendations**

- A. Approve the federal fiscal year 2018-19 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
- B. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
- C. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- D. Authorize the Chief Executive Officer to submit the federal fiscal year 2018-19 Federal Transit Administration grant applications to the Federal Transit Administration.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**Regular Calendar**

**7. Agreement for Bus Ridership Data Collection Services**

Jeffrey N. Tatro/Jennifer L. Bergener

**Overview**

The Orange County Transportation Authority utilizes professional data collection services to perform vital ridership data collection for benchmarking and reporting. Ridership data is one of the primary performance indicators utilized to evaluate service performance and is required by the Federal Transit Administration to be annually reported via the National Transit Database for the allocation of federal funds. Board of Directors' approval is requested to select a firm to assist in bus ridership data collection services.



## **Recommendations**

- A. Approve the selection of National Data & Surveying Services, Inc., doing business as Southland Car Counters, as the firm to provide bus ridership data collection services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1850 between the Orange County Transportation Authority and National Data & Surveying Services, Inc., doing business as Southland Car Counters, in the amount of \$765,141, to provide bus ridership data collection services for a term of three years with two, one-year option terms.

## **8. Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2018-19**

Johnny Dunning, Jr./Jennifer L. Bergener

### **Overview**

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The report summarizes the year-to-date performance of these transit services provided through the first quarter of fiscal year 2018-19. The established measures of performance gauge the safety, courtesy, reliability, and overall quality of the transit services provided.

### **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, February 14, 2019**, 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  
Andrew Do  
Tom Tait  
Gregory T. Winterbottom

**Staff Present**

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**

Laurie Davies  
Miguel Pulido

**Call to Order**

The November 8, 2018 regular meeting of the Transit Committee was called to order by Committee Chairman Murray at 9:05 a.m.

**Pledge of Allegiance**

Director Tait 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 11)**

**2. Approval of Minutes**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to approve the minutes of the Transit Committee meeting of October 11, 2018.

**3. Amendment to Agreement for the Design of the OC Streetcar Project**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$1,152,212, for additional design support services for the OC Streetcar project. The amendment will increase the maximum cumulative obligation of the agreement to a total contract value of \$19,183,841.

**3. (Continued)**

Director Tait opposed this item due to his opposition of the OC Streetcar Project.

**4. Amendment to Agreement for Additional Construction Management Services for the Metrolink Parking Structure at the Orange Transportation Center**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-6-1024 between the Orange County Transportation Authority and Hill International, Inc., in the amount of \$570,021, for additional construction management services for the Metrolink parking structure at the Orange Transportation Center. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$2,745,380.

**5. Contract Change Order for Demolition and Clearance Services for the OC Streetcar Project in the City of Santa Ana**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1 to Agreement No. C-8-1622 between the Orange County Transportation Authority and Sandwood Enterprises, Inc., in the amount of \$77,654, and to add 60 calendar days to the contract duration for additional asbestos and abatement activity for the OC Streetcar Project in the City of Santa Ana.

Director Tait opposed this item due to his opposition of the OC Streetcar Project.

**6. Contract Change Order for Utilities to the Hydrogen Fuel Station**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1577 with Trillium USA Company LLC, in the amount of \$400,000, for the installation of new private utilities for electrical power and communication to the hydrogen fueling station. This will increase the maximum obligation of the agreement to a total contract value of \$7,514,432.





**7. Measure M2 Senior Mobility Program Update**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to adopt the revised Measure M2 Senior Mobility Program Project U Funding and Policy Guidelines.

**8. Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 5 to Cooperative Agreement No. C-1-2490 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$87,556, to provide funding through June 30, 2019.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-2491 between the Orange County Transportation Authority and Korean American Senior Association, in the amount of \$107,643, to provide funding through June 30, 2019.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-2492 between the Orange County Transportation Authority and Southland Integrated Services, Inc., formerly doing business as Vietnamese Community of Orange County, in the amount of \$94,649, to provide funding through June 30, 2019.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Cooperative Agreement No. C-1-2493 between the Orange County Transportation Authority and Jewish Federation and Family Services, in the amount of \$94,649, to provide funding through June 30, 2019.

**9. Sole Source Agreements for the Purchase of Driver Barriers for a Pilot Project**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1923 between the Orange County Transportation Authority and The Aftermarket Parts Company, LLC, in the amount of \$32,325, for the purchase and installation of six driver barriers in six of the forty-foot buses in the active fleet as part of a pilot project.
- B. Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1924 between the Orange County Transportation Authority and Complete Coach Works, in the amount of \$34,888, for the purchase and installation of six driver barriers in six of the forty-foot buses in the active fleet as part of a pilot project.

**10. Sole Source Agreement for the Purchase of a Cummins L9N Near-Zero Emission Bus Engine for the Midlife Overhaul Prototype**

A motion was made by Director Winterbottom, seconded by Committee Chairman Murray, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-8-1892 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$84,293, for the purchase of one replacement Cummins L9N near-zero emission compressed natural gas-powered engine.

**11. February 2019 Bus Service Change**

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

## **Regular Calendar**

**12. OC Streetcar Vehicle Delivery Update**

Kelly Hart, Deputy Project Manager for the OC Streetcar Project, provided opening comments and presented a PowerPoint presentation on the following:

- Vehicle Design Review Process;
- Vehicle Exterior Design Key Dates;
- Final Vehicle Design Considerations;

**12. (Continued)**

- Public and Stakeholder Outreach;
- Public and Stakeholder Feedback;
- Advertising Compatibility and Revenue Opportunities;
- Industry Input
- Recommendation: Design C;
- Benefits of Design C; and
- Next Steps.

A discussion ensued regarding:

- Ms. Hart conveyed that Director Pulido identified Design B as his preference for the OC Streetcar vehicle design.
- Once the OC Streetcar vehicle design is approved, staff will submit the final design concept to Siemens Industries, Inc. for additional refinement.
- Committee Chairman Murray shared his experience with white fleet vehicles when working in law enforcement at the City of Irvine, and supports Design C.
- Design C would be painted except for the white decal.
- Director Jones does not have a design preference; however, favors Director Pulido's preference for Design B.
- Directors Do and Winterbottom concur with staff's recommendations for Design C.

A motion was made by Director Do, seconded by Director Winterbottom, and declared passed by those present, to direct staff to submit OC Streetcar vehicle design option C to Siemens Industries, Inc., in order to advance the OC Streetcar vehicle design process.

Director Tait opposed this item due to his opposition of the OC Streetcar Project.

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

Jennifer Bergener, Chief Operating Officer, reported on the following:

- Background on the Orange County Transportation Authority's (OCTA) fixed route bus service and OCTA's current contract with First Transit, Inc. (First Transit).
- The goal of contracted services is to control costs and First Transit is evaluated by the following performance measures: customer satisfaction, safety, and on-time performance (OTP), and miles between road calls.

**13. (Continued)**

- The OTP goal is 85 percent and First Transit is operating at 83.5 percent.
- First Transit has not met the standard of 12,000 miles between road calls due to the performance between the Anaheim and Irvine bases.
- Actions First Transit has made to ensure the OTP performance are met:
  - Increase management over the mechanical function
  - Mechanics refresher training
  - Worked with OCTA mechanics on best practices
- First Transit met the safety and customer satisfaction measures and revamped the management to address the performance goals.

Public comments were heard from:

1. Shelly Verrinder, First Transit General Manager of the Anaheim and Irvine bases, introduced Lorraine Lopez, Deputy General Manager, and Dax Sikes, Senior Regional Director of Operations, who oversee the contract. Ms. Verrinder stated that First Transit looks forward to continuing the momentum with OCTA, good partnerships are in place, and the goal is to exceed the key performance measures.
2. Ruben Lopez, Teamster's Local 952, is in favor of awarding the agreement to First Transit and asked OCTA to reevaluate First Transit's cost structure. Mr. Lopez expressed his concerns with First Transit such as shortage in staffing, recruiting and retaining drivers, and the low starting rates. Mr. Lopez also stated that many coach operators pick up extra shifts, live outside of Orange County, and work hard to cover opens shifts because they have made this a career.

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. 8 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$87,126,726, to exercise the first two-year option term to provide contracted fixed-route services through May 31, 2021, increasing the maximum obligation of the agreement to a total contract value of \$236,026,978.

**14. Amendment to Agreement with MV Transportation, Inc., for the Provision of the OC ACCESS Service**

Johnny Dunning Jr., Manager of Scheduling and Customer Advocacy, reported on the following:

- Background of OC ACCESS service, the current contract with MV Transportation, Inc., (MV), and the procurement approach.
- MV has been open to improving the services.
- MV's subcontract with Yellow Cab of Greater Orange County, Inc.
- MV has exceeded the established performance measures of safety, courtesy, reliability, and productivity.
- Committee Chairman Murray commended MV for exceeding OCTA's performance standards.

A motion was made by Director Do, seconded by Committee Vice Chairman Jones, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-2-1865 between the Orange County Transportation Authority and MV Transportation, Inc., in the amount of \$95,630,961, to exercise the second two-year option term to provide OC ACCESS service through June 30, 2021, increasing the maximum obligation of the agreement to a total contract value of \$351,242,530.

**15. OC Bus 360° Update**

Gary Hewitt, Section Manager of Transit Planning, provided opening comments and reported on the following:

- Highlighted various OC Bus 360° efforts based on a comprehensive action plan.
- Key measurements for these efforts are trends in bus ridership both locally and nationally.
- Referenced Attachment A of the Staff Report, as shown on the screen, and outlined the key accomplishments:
- Highlighted the following accomplishments:
  - Ridership and productivity
  - Mobile ticketing
  - College Pass Program
  - Ridership marketing campaign
  - New and expanded services
- Over the next six months, staff will continue to work on the following:
  - Monitoring and adjusting the OC Flex service;
  - Continue to market the bus service;

## **15. (Continued)**

- Work with additional colleges to expand the college pass program; and
- Develop additional bus service change recommendations.

A discussion ensued regarding:

- Staff met with Fullerton College and Coastal community colleges regarding the college pass program.
- The survey resulted in 17 percent of college students who have not used the bus service before the college pass program.
- OCTA is in a good position to expand the college pass program and increase ridership.
- Discussion on Metrolink lowering fares to increase ridership and why OCTA cannot model the same strategy.
- Highlighted the differences between Metrolink and OCTA's strategies to increase ridership.
- The Governor recently signed into law a change in how the Low Carbon Transit Operation Program revenues can be used, and the change will help OCTA expand the College Pass Program and not negatively impact the fare calculation.
- Consider a pilot program and giving it enough time to change ridership behavior on using the bus service.
- Director Tait requested information about how many students used the bus service before the College Pass Program, and how many are new riders.

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

## **16. Innovation Update**

Kurt Brotcke, Director of the Planning Division, gave a PowerPoint presentation as follows:

- Overview;
- Successes;
- Evaluating New Innovations;
- Monitor;
- Shape;
- Test; and
- Next Step.

## **16. (Continued)**

A short discussion ensued regarding:

- OCTA's involvement with Waze, specifically on the Interstate 405 Improvement Project.
- An explanation on Waze carpool.

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

## **Discussion Items**

### **17. Chief Executive Officer's Report**

Ken Phipps, Deputy Chief Executive Officer, reported on the following:

- OC Flex Update:
  - Recorded nearly 800 boardings between both zones.
  - Approximately, 17 percent of rides are shared trips.
  - Maintain an average wait time of about 12 minutes.
  - Approximately, 97 percent of people who rated OC Flex gave it the highest five-star rating.
  - In Huntington Beach, a high number of trips are going to the Bella Terra shopping center and to the Boeing facility.
  - In Mission Viejo/Laguna Niguel, many of the trips originate at the Metrolink station and go to the Aliso Town Center and Kaleidoscope Center in Mission Viejo.
- At the Garden Grove base today at 2:00 p.m., OCTA will host the annual Veteran's Appreciation event to honor OCTA employees who have served in the United States Armed Forces or OCTA employees who have children or grandchildren who are serving. Director Winterbottom will be attending.

### **18. Committee Members' Reports**

Director Tait announced that on Saturday, November 10<sup>th</sup> at 11:00 a.m. the City of Anaheim will host a Veteran's Day event. Director Tait also stated that this is his last Transit Committee meeting and expressed his appreciation and complimented Committee Chairman Murray, his colleagues, and OCTA staff.

Committee Chairman Murray thanked Director Tait for his service on the committee and stated this is also his last Transit Committee meeting. Committee Chairman Murray summarized his time at OCTA and expressed his appreciation to the Transit Committee, General Counsel, the public, and Darrell E. Johnson, Chief Executive Officer.



**18. (Continued)**

Director Winterbottom thanked Committee Chairman Murray for his leadership and thanked Director Tait for his service on the Transit Committee.

**19. Closed Session**

There were no Closed Session items scheduled.

**20. Adjournment**

The meeting adjourned at 10:12 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, December 13, 2018**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Steve Jones  
Committee Vice Chairman

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Sahara Meisenheimer  
Deputy Clerk of the Board





**January 10, 2019**

**To:** Transit Committee

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

**Subject:** Agreement for Building Repairs at the Irvine Construction Circle Bus Base

**Overview**

As part of the Orange County Transportation Authority's Fiscal Year 2018-19 Budget, the Board of Directors approved building repairs at the Irvine Construction Circle Bus Base. 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 Jazzar Construction Group, Inc., the apparent low bidder, as non-responsive for failure to execute and submit the required certification of restrictions on lobbying form.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1802 between the Orange County Transportation Authority and Fast-Track Construction Corporation, the lowest responsive, responsible bidder, in the amount of \$438,000, for building repairs at the Irvine Construction Circle Bus Base.

**Discussion**

The Orange County Transportation Authority (OCTA) purchased the Irvine Construction Circle Bus Base from Laidlaw Transportation (Laidlaw) in 2006. Transportation facilities on the property were originally constructed for Laidlaw in 2000. Elements of the existing bus wash building, which were installed during original site construction, are corroded and require replacement. The project consists of replacing steel columns, horizontal wall framing members and tension cables, metal siding, electrical panel enclosure, and related work at the bus wash building to bring the facility into a state of good repair, as noted in the

recently completed facility condition assessment. The repairs are required to ensure functionality of the bus wash for the ACCESS bus fleet.

***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 state and federal requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 8-1802 was released on July 31, 2018, through OCTA's CAMM NET system. The project was advertised on July 31 and August 7, 2018, in a newspaper of general circulation. A pre-bid conference and job-walk were held on August 9, 2018, and were attended by five firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On August 30, 2018, two bids were received and publicly opened.

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

<u>Firm and Location</u>	<u>Bid Amount</u>
Jazzar Construction Group, Inc. Irvine, California	\$175,000
Fast-Track Construction Corporation Culver City, California	\$438,000

The apparent low bidder, Jazzar Construction Group, Inc., was found non-responsive for failure to execute the certification of restrictions on lobbying form as required by the bid instructions and by the Federal Transit Administration (FTA), the funding partner. As such, award is being recommended to Fast-Track Construction Corporation as the lowest responsive, responsible bidder.

The engineer's estimate for the project was \$307,000. The recommended firm's bid is 42 percent above the engineer's estimate, due in part to the need for coordination and phasing of the building column replacement. Staff conducted a cost analysis and assessment of the bid components with design consultant, Dahl, Taylor and Associates, Inc. The cost analysis showed the total bid amount is competitive taking into account overall market conditions; the specialized

nature of the work, with added risk associated with temporary shoring of the existing building for new building column installation; added costs for risks associated with current market conditions for subcontractors and pricing commitments; pricing related to costs of steel, which is a large part of the project; geographic location of the bidder, taking into account mobilization and daily portal-to-portal labor travel costs. The cost analysis showed that cost for painting and subcontractor work was also underestimated for the job.

Fast-Track Construction Corporation met the requirements of the IFB, as well as all federal and state requirements. Therefore, after completing a cost analysis of the bid components, staff considers the bid to be competitive.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Fast-Track Construction Corporation, the lowest, responsive, responsible bidder, in the amount of \$438,000, for building repairs at the Irvine Construction Circle Bus Base.

#### **Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2017-18 Budget, Capital Programs, and is FTA 5337 State of Good Repair Grant funded, Revenue Code 0030-6049-D1401-LIK.

#### ***Summary***

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1802 between the Orange County Transportation Authority and Fast-Track Construction Corporation, the lowest responsive, responsible bidder, in the amount of \$438,000, for building repairs at the Irvine Construction Circle Bus Base.

***Attachment***

None.

**Prepared by:**

A handwritten signature in blue ink, appearing to read "George Olivo".

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

**Approved by:**

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

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

A handwritten signature in blue ink, appearing to read "Virginia Abadessa".

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



**January 10, 2019**

**To:** Transit Committee

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

**Subject:** Consultant Selection for Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project

### **Overview**

On July 23, 2018, the Orange County Transportation Authority Board of Directors approved the release of a request for proposals to provide construction management services related to the construction of improvements at the Anaheim Canyon Metrolink Station. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Berg & Associates, Inc., as the firm to provide construction management services for the Anaheim Canyon Metrolink Station Improvement project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1760 between the Orange County Transportation Authority and Berg & Associates, Inc., as the firm to provide construction management services for the Anaheim Canyon Metrolink Station Improvement project.

### **Discussion**

The Anaheim Canyon Metrolink Station (Station) is located on the Southern California Passenger and Freight Rail Network Olive Subdivision, which is owned by the Orange County Transportation Authority (OCTA). The Station is served by Metrolink's Inland Empire – Orange County Line. OCTA, the City of Anaheim (City), and the Southern California Regional Rail Authority (SCRRA) wish to make improvements at the Station that will include construction of a second main track and platform, lengthening of the existing platform, improvements to pedestrian circulation, and additional ticket vending machines, benches, and shade structures. The Station improvement project (Project) will increase the

capacity of the Station to accommodate additional rail service in the future, as well as improve reliability, on-time performance, and enhance safety.

On August 24, 2014, the OCTA Board of Directors (Board) approved Cooperative Agreement No. C-4-1714 with the City, and Cooperative Agreement No. C-4-1715 with SCRRA to define roles, responsibilities, and funding for the Project. OCTA is the lead agency on the design and construction phase of the Station improvements and track work; SCRRA is the lead agency on the design of the signal, communication systems, and positive train control, as well as design review and design support during construction. The City will also provide general design review.

The Project has been environmentally cleared through the California Environmental Quality Act and National Environmental Protection Act process, and final plans, specifications, and estimates are anticipated to be completed in early 2019.

The selected construction management (CM) firm will provide a review of the plans and specifications prior to advertisement for construction, and CM services, including quality inspections, acceptance testing, and other professional services as needed.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both federal and state laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan. As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted based on overall qualifications to develop a range of competitive offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the approved procurement policies.

On July 23, 2018, the Board authorized the release of Request for Proposals (RFP) 8-1760, which was electronically issued on CAMM NET. The Project was advertised on July 23 and 30, 2018, in a newspaper of general circulation. A pre-proposal conference was held on July 26, 2018, with 29 attendees representing 23 firms. Three addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On September 11, 2018, six proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management and Rail Programs departments, as well as representatives from SCRRRA and the City met to review all submitted proposals. The proposals were evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm 25 percent
- Staffing and Project Organization 40 percent
- Work Plan 35 percent

The evaluation criteria and weights are consistent with those developed for similar A&E procurements for CM services. In developing these weights, several factors were considered. The greatest importance was given to the staffing and project organization of the firm, as the qualifications of the project manager and resident engineer, as well as other key personnel are critical to the successful completion of the Project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the Project, its challenges, and its approach to implementing the various elements of the scope of work. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of a similar scope and size.

The evaluation committee reviewed and discussed all proposals based on the evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order:

Firm and Location

AndersonPenna Partners, Inc. (APP)  
Newport Beach, California

Berg & Associates, Inc. (Berg)  
San Pedro, California

On October 9, 2018, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation, allowing each firm to present its qualifications, highlight its personnel, and respond to evaluation committee questions. In general, each team's presentation addressed the requirements of the RFP, highlighted the project team's experience in working on related projects, and stressed the firm's commitment to the success of the Project. Also highlighted were staffing plans, work plans, and perceived Project issues. Each firm was asked some general questions related to the potential challenges and risks of the Project, along with previous experience of handling contractor claims and disputes. In addition, each team was asked specific clarification questions related to its proposal. After considering the responses to the questions asked during the interview, the evaluation committee adjusted the preliminary scores for both firms; however, Berg remained as the top-ranked firm with the highest cumulative score.

Based on the evaluation of written proposals and information obtained from the interviews, staff recommends Berg as the firm to provide CM services for the Project. This firm ranked highest among the proposing firms because of the team's relevant experience in CM services for railroad projects and familiarity with SCRRA's requirements. Berg's proposed team consists of highly-qualified key personnel with relevant experience in rail-related CM services. The firm demonstrated an excellent understanding of the project requirements and presented a comprehensive work plan addressing key issues that are critical to the success of the Project. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

Berg has been providing complete CM and inspection services for public agencies since 1980. The firm has 30 employees and six offices that are all located within California, including an office in the City. Berg has provided a variety of CM support services that include contract administration and engineering, project oversight, and quality assurance services to various public agencies, including SCRRA, Alameda Corridor Transportation Authority, and the City of Fullerton. The projects completed for these agencies had similar project characteristics to the Anaheim Canyon project, such as working within live railroad tracks, signal coordination, and construction of a new passenger platform within an active station. Berg has worked with OCTA on the Raymond Avenue Railroad Grade Separation project to provide CM services that include utility coordination, geotechnical engineering, and quality assurance services. Berg proposed to utilize three subconsultants to provide additional support in the areas of health and safety monitoring, surveying services, and soils and materials testing.

APP was founded in 2005 and specializes in providing construction, program and project management, construction inspection, and civil engineering design services. APP has 58 employees and four offices, which includes its headquarters office in the City of Newport Beach. The firm has experience working with OCTA on the State College Boulevard Grade Separation project and the Los Angeles – San Diego – San Luis Obispo Slope Stabilization project. APP has also worked with other public agencies, including the cities of Anaheim, Seal Beach, and Tustin, as well as the Irvine Ranch Water District and Costa Mesa Sanitary District. APP proposed to utilize six subconsultants to provide project controls services, rail inspection services, hazardous materials testing, soils and materials testing, quality assurance services, and safety and electrical inspection.

#### Staffing and Project Organization

Berg proposed a project team with relevant experience in the areas of station, rail, and structure project experience. The proposed project manager has 37 years of experience in all aspects of CM that range from the conceptual stage



through final construction, including Metrolink stations, track installations, and heavy rail improvements. The project team's key staff have worked together on several projects in the past, including the Burbank Airport North Metrolink Station project, Los Angeles Union Station Platform 7 Restoration project, and the Raymond Avenue Railroad Grade Separation project where similar services were provided. The project team's key staff members years of experience range from 20 years to 37 years, with expertise in CM, contract administration, engineering services, and documentation and compliance with the applicable standards and guidelines to ensure that all project activities are addressed and completed. During the interview, the project team discussed its roles on the Project and the tasks the project team would be responsible for handling, as well as responded to the evaluation committee's questions.

APP proposed a project team with experience in various disciplines of CM, civil engineering, and design services. The proposed project manager has 34 years of experience related to CM and civil engineering. The project team members have individually worked on related projects such as the State College Boulevard Railroad Grade Separation project, Sand Canyon Avenue Railroad Grade Separation project, and the Long Beach Transit Mall Improvements project. The project team's key staff members years of experience range from 13 years to 38 years, with expertise in design and CM. During the interview, the project team discussed the potential project issues and responded to the evaluation committee's questions, but did not expand on the project team's direct experience in working on projects of similar kind.

#### Work Plan

Berg presented a comprehensive work plan that addressed how the tasks of the scope of work would be completed. The firm demonstrated its understanding of the Project by presenting solutions to potential issues such as signal coordination, sound and dust pollution to nearby residents, and limited access to the Project site during construction. The work plan stated the importance of maintaining operations of the existing Station and controlling the traffic flow in the City's streets during construction of the Project. The firm discussed its approach for coordination efforts with the various project stakeholders, which include OCTA, the City, Metrolink, BNSF Railway, and utility companies. The firm also addressed the importance of safety while working within an active railroad corridor. The firm's approach to safety monitoring includes internally preparing a construction safety plan and reviewing the contractor's safety plan to ensure it complies and meets the applicable agencies' requirements. Berg proposed several enhancements, such as utilizing drone technology to survey and document construction progress, using specially created software to map the as-built progress in real time, and using mobile applications to improve efficiency on the Project. Additionally, during the interview, the firm detailed the

specific planning activities that would need to be completed for construction to begin.

APP presented its approach to providing CM services by discussing the various tasks that would be completed in its work plan. The firm discussed its understanding of the Project by sequentially breaking down the work activities that would be completed during the three construction phases, and identified special issues and possible solutions. Detailed discussion about the potential issues included the need for coordination with project stakeholders, traffic impacts, and working on, and next to a live railroad corridor. APP presented enhancements to the Project, such as daily inspector's reports to capture the work performed and pre-activity meetings to review the tasks that would need to be completed daily for better Project efficiency. During the interview, APP highlighted its approach to mitigating the Project issues by utilizing the team's experience in handling similar situations on previous projects.

#### **Procurement Summary**

Based on the evaluation of the written proposals and information obtained during the interviews, the evaluation committee recommends the selection of Berg as the top-ranked firm to provide CM services for the Project. Berg demonstrated outstanding relevant experience and submitted a comprehensive proposal that was responsive to the requirements of the RFP. Berg presented a detailed and thorough interview, supporting the firm's experience, staffing, work plan, and a thorough understanding of the overall Project.

#### **Fiscal Impact**

The Project is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0018-9085-C-5061-0JR, and is funded with federal Congestion Mitigation and Air Quality Improvement funds.


#### **Summary**

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-1760 with Berg & Associates, Inc., as the firm to provide construction management services for the Anaheim Canyon Metrolink Station Improvement project.

***Attachments***

- A. Review of Proposals, RFP 8-1760 Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project
- B. Proposal Evaluation Criteria Matrix (Short-Listed), RFP 8-1760 Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project
- C. Contract History for the Past Two Years, RFP 8-1760 Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project

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**Review of Proposals**  
**RFP 8-1760 Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project**  
Presented to Transit Committee - December 13, 2018

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

Overall Ranking	Overall Score	Firm & Location	Subcontractors	Evaluation Committee Comments
1	87	Berg & Associates, Inc. San Pedro, California	Citadel Environmental Services Guida Surveying, Inc. Smith-Emery Laboratories	Experience in construction management services including inspection services, testing coordination, and constructability and bidability reviews. Proposed project manager has 37 years of construction management experience, including heavy rail improvements, Metrolink light-rail station construction, track installations, and grade separation projects. Proposed project team has demonstrated experience working together on projects of similar size and scope. Demonstrated an understanding of the Anaheim Canyon Metrolink Station, the project site constraints, as well as the various stakeholders along the project site. Demonstrated an understanding of project key issues, risks, and mitigation measures. Demonstrated a thorough understanding of Metrolink and Federal Transit Administration requirements. Firm and subconsultants have worked together on several similar projects throughout Los Angeles and Orange County. Presented an in-depth technical approach and provided thorough responses to questions during the interview.
2	74	AndersonPenna Partners, Inc. Newport Beach, California	APSI Construction Management Ghirardelli Associates Kroner Environmental Ninyo & Moore, Inc. Psomas Virginkar & Associates, Inc.	Experience in construction management services, including inspection services, civil engineering design, and labor compliance services. Proposed project manager has 34 years of experience in construction management and civil engineering. Proposed project team has experience in construction management services on public transportation projects. Demonstrated an understanding of the Anaheim Canyon Metrolink Station and the potential issues during construction. Did not expand on project team's experience related to working on projects of a similar nature. Presented technical approach to completing the project and responded to interview questions.

**Evaluation Panel: Five Members**

**Internal:**

Contracts Administration and Materials Management (1)  
Rail Programs (2)

**Evaluation Criteria:**

Qualifications of the Firm  
Staffing and Project Organization  
Work Plan

**Weight Factors**

25%  
40%  
35%

**External:**

City of Anaheim (1)  
Southern California Regional Rail Authority (1)

**PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed)****RFP 8-1760 Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project**

<b>Berg &amp; Associates, Inc.</b>							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	5.0	4.5	5.0	4.0	4.0	5	22.5
Staffing/Project Organization	4.5	4.0	4.5	4.0	4.5	8	34.4
Work Plan	4.5	4.5	4.5	4.0	4.0	7	30.1
Overall Score	<b>93</b>	<b>86</b>	<b>93</b>	<b>80</b>	<b>84</b>		<b>87</b>

<b>AndersonPenna Partners, Inc.</b>							
Evaluator Number	1	2	3	4	5	Weights	Criteria Score
Qualifications of Firm	3.5	3.5	3.5	3.5	3.5	5	17.5
Staffing/Project Organization	4.0	3.5	3.5	3.5	4.0	8	29.6
Work Plan	4.0	3.5	3.5	4.0	4.0	7	26.6
Overall Score	<b>78</b>	<b>70</b>	<b>70</b>	<b>74</b>	<b>78</b>		<b>74</b>

The range of scores for the non-short-listed firms was 49-66.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 8-1760**

**Construction Management Services for the Anaheim Canyon Metrolink Station Improvement Project**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Berg &amp; Associates, Inc.</b>						
Contract Type: Time and Expense	C-6-1304	Construction management services for Placentia Metrolink Commuter Rail Station Project	September 1, 2017	August 31, 2020	N/A	\$ 1,771,075
<i>Subconsultants:</i>						
<i>Amec Foster Wheeler Environmental and Infrastructure, Inc.</i>						
<i>Craig Raines Landscape</i>						
<i>Ninyo &amp; Moore</i>						
<i>Towill, Inc.</i>						
<i>Kevin Byers</i>						
<b>Sub Total</b>						<b>\$1,771,075</b>

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>AndersonPenna Partners, Inc.</b>						
Contract Type: Firm Fixed Price	C-5-3086	Design services, environmental and construction support for the Los Angeles - San Diego - San Luis Obispo right-of-way slope stabilization	October 20, 2015	December 31, 2018		\$ 778,460
<i>Subconsultants:</i>					\$ 147,046.00	
<i>Shannon &amp; Wilson, Inc.</i>					\$ 119,661.00	
<i>Atkins Global, Inc.</i>					\$ 46,793.00	
<i>Kelsurveys, Inc.</i>						
<i>None</i>						
<b>Sub Total</b>						<b>\$778,460</b>



**January 10, 2019**

**To:** Transit Committee

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

**Subject:** Construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project

**Overview**

On August 27, 2018, the Orange County Transportation Authority Board of Directors authorized the issuance of an invitation for bids for construction of the Laguna Niguel to San Juan Capistrano Passing Siding 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. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2018 between the Orange County Transportation Authority and Reyes Construction, Inc., the lowest responsive, responsible bidder, in the amount of \$16,952,426, for construction of the Laguna Niguel to San Juan Capistrano Passing Siding project.
- B. Authorize the use of \$6,230,000 in state and federal funds made available from project savings at closeout for the Laguna Niguel to San Juan Capistrano Passing Siding project as follows:
  - a. \$2,806,000 in Proposition 116 savings from the Sand Canyon Avenue Railroad Grade Separation and the fiber optics projects;
  - b. \$2,000,000 in Proposition 1B Intercity Rail Improvement funds to replace Transit and Intercity Rail Capital Program funds previously programmed to the project;
  - c. Formula Federal Transit Administration Section 5309 savings from the Control Point 4<sup>th</sup> Street Project, currently estimated to be \$1,015,000; and

- d. Congestion Mitigation and Air Quality Improvement Program funds for any remaining funding needs, currently estimated to be \$409,000.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary amendments and/or agreements to facilitate associated programming actions.

### ***Discussion***

The Orange County Transportation Authority (OCTA), in coordination with the Southern California Regional Rail Authority (SCRRA) and the cities of Laguna Niguel (LN) and San Juan Capistrano, proposes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost (MP) 193.9 and MP 195.7 (Project). The preliminary engineering was completed in January 2013, and the environmental documents were prepared and approved in compliance with the California Environmental Quality Act and the National Environmental Policy Act in February 2014 and March 2014, respectively. The Project design was completed in August 2018.

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor serves Metrolink commuter trains, Amtrak intercity trains, BNSF Railway and Union Pacific freight trains, and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. OCTA owns the rail right-of-way (ROW) between the San Diego County Line and Fullerton Junction. Metrolink, serving as the railroad operator on OCTA railroad ROW, approves and maintains the track, signal, and communications infrastructure. The segment of the LOSSAN rail corridor north of the Project between LN and Los Angeles is a double-track or triple-track main-line. A transition to single-track occurs just south of the LN/Mission Viejo (LN/MV) Metrolink Station, and the single-track continues for most of the remaining distance to the San Diego County Line. The Project would reduce existing train congestion at the LN/MV Metrolink Station, thereby providing more reliable LOSSAN rail corridor operations. The Project would not affect the number or frequency of trains operating along the LOSSAN rail corridor. The Project location and limits are shown on Attachment A.

In partnership with SCRRA, OCTA will lead the construction of track, structures, and other civil improvements, and SCRRA will lead the construction of the signals, communications, and wayside positive train control facilities in support of the Project under Cooperative Agreement No. C-6-1615.



***Procurement Approach***

This procurement was handled in accordance with Board of Directors' (Board)-approved procedures for public works projects. These procedures, which conform to federal and state requirements, require that after a public opening of a sealed bid process, the contract be awarded to the lowest responsive, responsible bidder.

The Invitation for Bids (IFB) 7-2018, as previously approved by the Board, was released on August 27, 2018, through OCTA's CAMM NET system. The Project was advertised on August 27 and September 3, 2018, in a newspaper of general circulation. A pre-bid conference was held on September 6, 2018, and was attended by 19 firms. Eight addenda were issued to provide pre-bid conference information, respond to questions, and handle administrative issues related to the IFB. On October 23, 2018, seven bids were received and publicly opened.

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

<u>Firm and Location</u>	<u>Bid Amount</u>
Reyes Construction, Inc. Pomona, California	\$16,952,426
Rockforce Construction, LLC Lake Forest, California	\$17,522,233
OHL USA, Inc. Irvine, California	\$18,311,249
Ortiz Enterprises, Inc. Irvine, California	\$18,916,938
Herzog Contracting Corp. Saint Joseph, Missouri	\$19,576,792
Michels Corporation Brownsville, Wisconsin	\$19,721,386
Balfour Beatty Infrastructure, Inc. Fairfield, California	\$21,626,519

The engineer's estimate for the Project was \$14,040,000. The bid submitted by Reyes Construction, Inc., (Reyes) the lowest responsive, responsible bidder, is 20.7 percent higher than the engineer's estimate. In reviewing the differences between the engineer's estimate and the bid prices, various factors were evaluated. In analyzing the lowest bid, most of the higher bid prices were attributed to track and structures construction items. The track items, such as the rail, rail switches, and ballasts represented more than two-thirds of the cost variance with the remaining one-third of the cost variance associated with structural items. The increased construction costs have likely been impacted by current market conditions, such as shortages in availability of skilled labor and increasing material costs for steel and concrete. Additionally, the scope of work requires work to be performed within the existing railroad ROW adjacent to an active track with limited access to the working area. Safety considerations also require workers to intermittently stop work when trains pass through the working zone. Requirements to reduce rail service disruption to accommodate the various planned events also will limit the contractor's ability to phase the work.

Reyes has met the federal and state requirements. Therefore, after completing a cost analysis of the bid components, current market conditions, restrained work conditions on active rail track, and the increased scheduling and coordination requirements, staff considers the bid to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. Staff recommends award to Reyes, as the lowest responsive, responsible bidder, in the amount of \$16,952,426.

#### **Fiscal Impact**

The Project was approved in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0018-9084-C5051-TZ2, and is funded with federal, state, and local funds.

The original Project estimated cost was \$30,830,000 (includes preconstruction costs). To award the construction of the Project to the lowest responsive, and responsible bidder, the total Project costs will increase by \$3,230,000, to a total of \$34,060,000, due to the increase in construction and construction contingency costs. In addition, \$3,000,000 in Transit and Intercity Rail Capital Program (TIRCP) funds previously programmed to the Project are no longer available due to a miscommunication from the state regarding TIRCP projects programmed to the LOSSAN Rail Corridor Agency. As a result, the state made \$2,000,000 in Proposition 1B Intercity Rail Improvement funds available to the Project. Staff is proposing to use a combination of additional state Proposition 116 funds, Formula Federal Transit Administration (FTA) Section 5309 funds, and Congestion Mitigation and Air Quality Improvement

Program (CMAQ) funds for the remaining funding need, which are available due to savings on completed projects. Use of the additional state and federal funding is contingent on state and federal agency approvals. Also, the specific amount of available FTA 5309 funding is an estimate, and the final funding amount is still in progress. Any funding not provided through FTA 5309 can be made up with CMAQ savings from other projects.

The use of these funds for the Project is consistent with the Board-approved Capital Programming Policies, which directs the use of Proposition 116 cost savings for commuter or intercity rail capital improvement projects, the use of Formula FTA 5309 funds for commuter rail maintenance, rehabilitation, and capital projects, and the use of CMAQ for rail and bus transit capital projects.

A Capital Funding Program Report detailing the changes to projects is provided as Attachment B.

### ***Summary***

Based on the information provided, staff recommends the Board of Directors to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-7-2018 with Reyes Construction, Inc., as the lowest responsive, responsible bidder, in the amount of \$16,952,426, for the Laguna Niguel to San Juan Capistrano Passing Siding project, and approve the use of Proposition 116, Federal Transit Administration Section 5309, and Congestion Mitigation and Air Quality Improvement Program savings from other intercity and commuter rail projects to fully fund the Project.

***Attachments***

- A.    Project Location Map
- B.    Capital Funding Program Report

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**Approved by:**



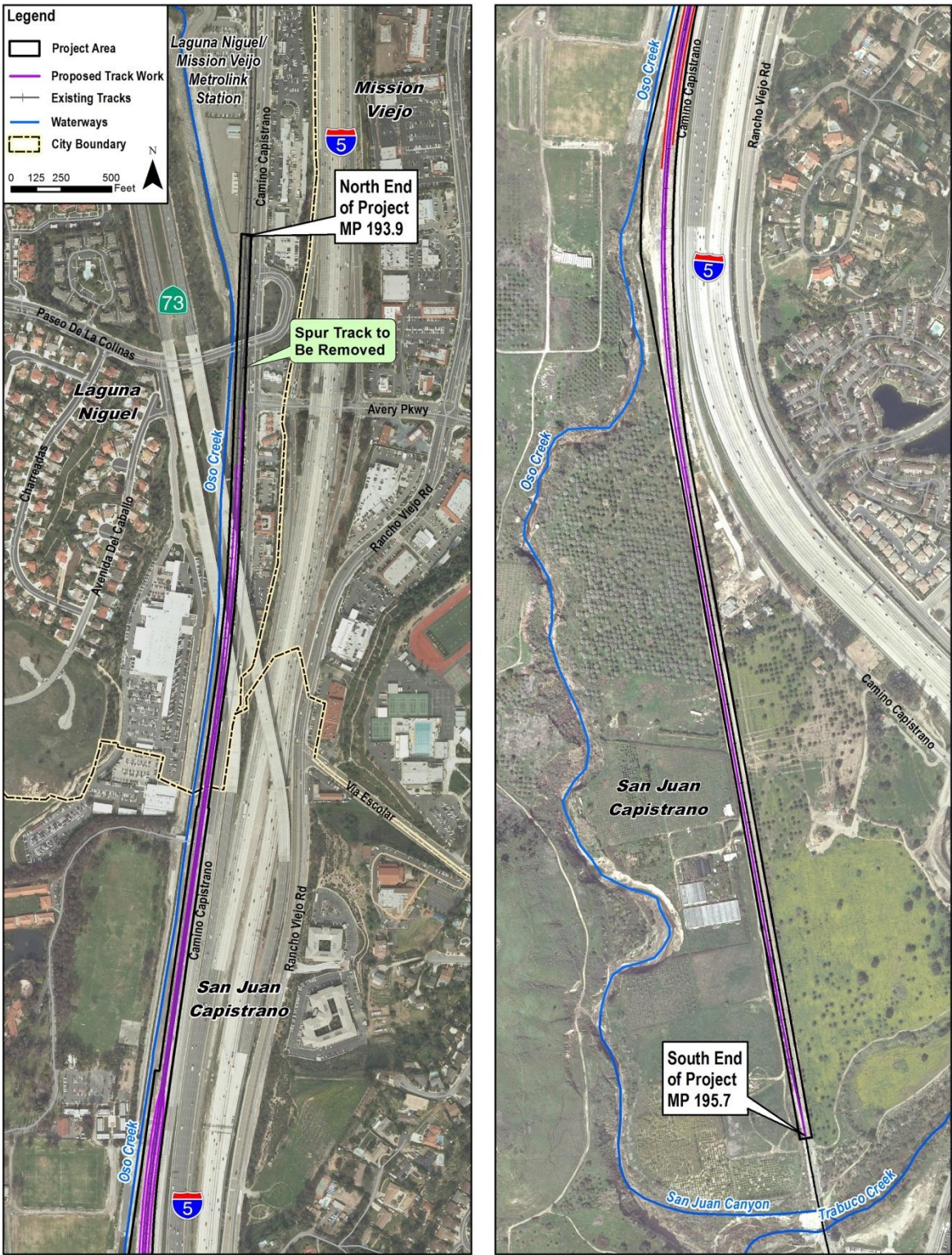
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Project Location Map





# Capital Funding Program Report

## Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project <sup>3</sup>	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (Proposed New Starts) <sup>4</sup>	M1/S	\$407,756	\$25,518		\$54,465	\$162,213		\$165,560	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station Improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street <sup>5</sup>	R	\$2,985				\$2,985			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding <sup>1,6</sup>	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink Preventive Maintenance Capitalized Operation <sup>2,7</sup>	R	\$56,874				\$56,874			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2022-23 <sup>2,8</sup>	R	\$160,962				\$160,962			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge Replacement <sup>2,9</sup>	R	\$36,119		\$160		\$34,784		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest <sup>2,10</sup>	R	\$2,334				\$2,000		\$334	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857							\$6,857
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
<b>Rail Project Totals</b>		<b>\$1,033,457</b>	<b>\$56,030</b>	<b>\$126,851</b>	<b>\$117,293</b>	<b>\$435,750</b>	<b>\$19,661</b>	<b>\$217,412</b>	<b>\$60,460</b>
<b>State Funding Total</b>		<b>\$182,881</b>							
<b>Federal Funding Total</b>		<b>\$553,043</b>							
<b>Local Funding Total</b>		<b>\$297,533</b>							
<b>Total Funding (000's)</b>		<b>\$1,033,457</b>							

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion (ADA Ramps)	M1/R	\$5,177			\$2,800	\$732	\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618		\$18,250			\$7,600	\$30,710	\$24,058
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924				\$1,516	\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$0			\$0		\$0		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		





# Capital Funding Program Report

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
17th Street Grade Separation Environmental	R	\$2,476						\$2,476	
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$4,999		\$2,170				\$2,251	\$578
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics Installation (Metrolink) <sup>11</sup>	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
<b>Rail Project Totals</b>		<b>\$673,119</b>	<b>\$30,319</b>	<b>\$130,975</b>	<b>\$80,348</b>	<b>\$92,540</b>	<b>\$201,009</b>	<b>\$77,920</b>	<b>\$60,008</b>

<b>State Funding Total</b>	<b>\$161,294</b>
<b>Federal Funding Total</b>	<b>\$172,888</b>
<b>Local Funding Total</b>	<b>\$338,937</b>
<b>Total Funding (000's)</b>	<b>\$673,119</b>

### Board Actions:

1. Agreement for Laguna Niguel to San Juan Capistrano Passing Siding Project: Increase project cost by \$3.230M. Remove \$3.000M in Transit Intercity Rail Capital Program funds, add \$2.806M in Prop 116 savings, add \$2.000M in Prop 1B Intercity Rail Capital funds, add \$1.015M in FTA 5309, and add \$0.409M in CMAQ.

2. Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2018-19: Updated to reflect FY18-19 Program of Projects

### Project Notes:

- Sand Canyon updated total project cost to \$62.050M based on final Prop 116 funds. Prop 116 deallocation is contingent on State Approval.
- OC Streetcar increase of \$108.414M in M2 per July 2018 OC Streetcar Project Revised Funding Plan report.
- Control Point 4th Street was reduced by \$1.015M in FTA 5309 due to project savings.
- Passing Siding addition of \$1.015M in FTA 5309 is contingent on FTA approval, addition of \$2.251M in Prop 116 is contingent on State Approval.
- Metrolink Preventive Maintenance increased by \$42.500M in FTA 5307 consistent with 5-Year POP.
- Metrolink Rehab/Reno increased by \$21.782M in FTA 5337 consistent with 5-Year Program of Projects.
- San Juan Creek Bridge increase of \$16.293M in FTA 5337 consistent with FTA Program of Projects item, remove \$2.806M in Prop 116, remove \$15.739M in Trade Corridor Improvement Fund, and increase Demo funds by \$0.038M.
- Slope Stabilization remove \$2.834M per FTA POP item.
- Fiber Optics decrease of \$1.821M in Prop 116 and increase of \$0.404M in M2 for a total project savings of \$1.417M. Prop 116 deallocation is contingent on State approval

### Acronyms:

M Code - Project Codes in Measure M1 and M2  
 STIP - State Transportation Improvement Program  
 RSTP - Regional Surface Transportation Program  
 CMAQ - Congestion Mitigation and Air Quality Improvement Program  
 M1 - Measure M1  
 M2 - Measure M2  
 PSR - Project Study Report  
 LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor  
 OCX - Rail-Highway Grade Crossing/Safety Enhancement Project  
 ROW - Right-of-Way  
 FTA - Federal Transit Administration  
 OCTA - Orange County Transportation Authority  
 ADA - Americans with Disabilities Act



**January 10, 2019**

**To:** Transit Committee

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

**Subject:** Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2018-19

**Overview**

The Orange County Transportation Authority annually prepares a program of projects to secure formula Federal Transit Administration grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2018-19 program, including amendments to prior programs, is presented for review and approval. The federal fiscal year 2018-19 program directs \$91.854 million in federal funds to transit projects, of which \$65.457 million is for bus projects and \$26.397 million is for rail projects.

**Recommendations**

- A. Approve the federal fiscal year 2018-19 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
- B. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
- C. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.



- D. Authorize the Chief Executive Officer to submit the federal fiscal year 2018-19 Federal Transit Administration grant applications to the Federal Transit Administration.
- E. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

***Background***

The Fixing America's Surface Transportation (FAST) Act provides transportation funding for federal fiscal year (FFY) 2015-16 through FFY 2019-20. Under the FAST Act, the Federal Transit Administration (FTA) makes federal formula funds available through four major funding programs:

- 1) FTA Section 5307 Urbanized Area Formula Program (FTA 5307),
- 2) FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310),
- 3) FTA Section 5337 State of Good Repair Program (FTA 5337), and
- 4) FTA Section 5339 Bus and Bus Facilities Program (FTA 5339).

FTA publishes annual apportionments for these programs, and transit agencies submit grant applications for their respective funds. The Orange County Transportation Authority (OCTA) develops the funding levels for future apportionments based on prior year actual FTA apportionments. The full apportionment for FFY 2018-19 will be released at a later date, and OCTA's funding levels will be adjusted. The selection of projects for FTA funding is based on the current policies outlined in the Capital Programming Policies (Attachment A), federal funding rules and regulations, and OCTA's adopted Comprehensive Business Plan. Project descriptions for the FTA program of projects (POP) are provided in Attachment B.

The FTA requires agencies to have a public participation process for transit POP. OCTA satisfies this requirement through the Southern California Association of Governments' Federal Transportation Improvement Program approval process, which includes a public hearing and meets the FTA requirement.

***Discussion***

**FTA 5307**

OCTA expects to receive approximately \$60.534 million in FTA 5307 funds for FFY 2018-19. Staff is proposing the projects/programs listed below for these funds (Attachment C):

- Preventive maintenance (\$22.077 million),
- Capital cost of contracting (\$17.856 million),
- Non-fixed-route paratransit operating assistance (\$12.101 million), and
- Southern California Regional Rail Authority (SCRRA) preventive maintenance (\$8.500 million).

Changes to prior year grants are also reflected in Attachment C. Additionally, OCTA is proposing to utilize 20 percent of the annual FTA 5307 apportionment for non-fixed-route paratransit operating assistance in the FFY 2018-19 POP. Per FTA guidance, a recipient is required to meet two of three conditions in order to increase the use of FTA 5307 from ten percent to 20 percent on non fixed-route paratransit operating assistance. The conditions are as follows:

- Provides an active fixed-route travel training program that is available for riders with disabilities,
- Provides that all fixed-route and paratransit operators participate in a passenger safety, disability awareness, and sensitivity training class on at least a biennial basis, and
- Have memoranda of understanding in place with employers and the American Job Center to increase access to employment opportunities for people with disabilities.

As of FFY 2017-18, OCTA meets the first and second conditions and is; therefore; in compliance with FTA requirements. The five-year programming plan for FTA 5307 projects is provided in Attachment D.

**FTA 5310**

OCTA expects to receive approximately \$2.176 million in FTA 5310 funds for FFY 2018-19. These funds are recommended to be used for the capital cost of contracting for ACCESS services (Attachment E). In addition, changes to prior year grants are reflected in Attachment E. The five-year programming plan for FTA 5310 projects is provided in Attachment F.

FTA 5337

OCTA expects to receive approximately \$21.728 million in FTA 5337 funds for FFY 2018-19. Staff is proposing the following projects for these funds (Attachment G):

- SCRRRA rehabilitation (\$15.064 million),
- OCTA bus preventive maintenance (\$3.831 million), and
- San Juan Creek Bridge replacement (\$2.833 million),

A five-year programming plan for FTA 5337 projects, focusing on commuter rail projects and OCTA bus preventive maintenance, is provided in Attachment H. In addition, changes to prior year grants are reflected in Attachment G.

The FTA 5337 funds for San Juan Creek Bridge replacement program included in FFY 2016-17 and FFY 2017-18 are increased to replace Trade Corridor Improvement Funds (TCIF) that are no longer available for the project and also to realign funds programmed in prior years to reflect delay in the project. Details and approval of TCIF reprogramming were included in the November 26, 2018 Capital Programming update. OCTA had planned on using \$2.801 million in Proposition 116 funds for the project. However, the Laguna Niguel to San Juan Capistrano Passing Siding Project has an immediate need for additional funds. The Board of Directors (Board) policy for Proposition 116 funds requires these funds go to intercity rail projects on a first come first serve basis. Once final design is complete, OCTA staff will return to the Board with a proposal for an updated funding plan.

FTA 5339

OCTA expects to receive approximately \$7.416 million in FTA 5339 funds for FFY 2018-19. Staff is proposing the following projects for these funds (Attachment I).

- Paratransit Vehicle Replacement Project (\$4.316 million),
- Capital cost of contracting (\$3.100 million).

It should be noted that OCTA's policy for FTA 5339 does not currently include capital cost of contracting, as that type of use was not previously allowed. However, OCTA's priority is to fund transit operations with federal funds whenever possible. An update to the current policy will be proposed to include capital cost of contracting in a future Capital Programming Policy item.

Changes to prior year grants are reflected in Attachment I. A five-year programming plan for FTA 5339 projects, focusing on capital cost of contracting and the paratransit vehicle replacement project, is provided in Attachment J.

**FFY 2018-19 FTA POP**

The table below summarizes the recommended programming for the FFY 2018-19 FTA POP.

Formula Programs	Bus	Rail	Total
FTA 5307	52,034,009	8,500,000	60,534,009
FTA 5310	2,175,734	-	2,175,734
FTA 5337	3,831,387	17,896,883	21,728,270
FTA 5339	7,415,685	-	7,415,685
Total	\$ 65,456,815	\$ 26,396,883	\$ 91,853,698

Approximately \$4.316 million, or 6.6 percent, of the \$65.457 million in FTA formula funds that is programmed to bus will be used for capital expenses, and \$61.141 million or 93.4 percent will be used for operating expenses.

**Next Steps**

With Board of Directors (Board) approval, staff will initiate the programming and grant process for the projects included in this report. The changes that are requested in this report have been added to the OCTA Capital Funding Program Report in Attachment K.

***Summary***

Board approval is necessary to program FTA formula funding for the FFY 2018-19 FTA POP, the five-year programming plan for FTA 5307, 5310, 5337, and 5339, and to make adjustments to prior year programming based on actual apportionments.

***Attachments***

- A. Capital Programming Policies by Fund Source, May 2017
- B. Orange County Transportation Authority, Federal Transit Administration Program of Projects Description
- C. Program of Projects for FTA Section 5307 Funds (FFY 2017-18 through FFY 2018-19)
- D. Proposed Five-Year Programming Plan for FTA Section 5307 Funds, Urbanized Area Formula Program (FFY 2018-19 through 2022-23)
- E. Program of Projects for FTA Section 5310 Funds (FFY 2017-18 through FFY 2018-19)
- F. Proposed Five-Year Programming Plan for FTA Section 5310 Funds, Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2018-19 through FFY 2022-23)
- G. Program of Projects for FTA Section 5337 Funds (FFY 2016-17 through FFY 2018-19)
- H. Proposed Five-Year Programming Plan for FTA Section 5337 Funds, State of Good Repair Program (FFY 2018-19 through FFY 2022-23)
- I. Program of Projects for FTA Section 5339 Funds (FFY 2017-18 through FFY 2018-19)
- J. Proposed Five-Year Programming Plan for FTA Section 5339 Funds, Bus and Bus Facilities Program (FFY 2018-19 through FFY 2022-23)
- K. Capital Funding Program Report

**Prepared by:**



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**Capital Programming Policies by Fund Source**  
**May 2017**

<b>Funding Source</b>	<b>Programming Policies</b>
All State and Federal Fund Sources	First priority of all funding sources is to fulfill commitments to M2020 and/or Next 10 projects, specifically Measure M2 (M2) projects and to maintain existing the Orange County Transportation Authority's assets in a state of good repair. Consideration will also be given to use state and federal funds for projects that are complementary to M2 projects and that share the program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.
Federal Transit Administration (FTA) Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA	Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.
FTA Section 5307 Formula/FTA	<p>FTA Section 5307 Formula/FTA use funds in the following order:</p> <ol style="list-style-type: none"> <li>(1) preventive maintenance,</li> <li>(2) capital cost of contracting,</li> <li>(3) bus replacement.</li> </ol> <p>Set-asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5310 Formula Funds/FTA	Use funds for eligible enhancements to paratransit capital and operations.
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair, and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.
FTA Section 5339 Formula Funds/FTA	<p>Use funds in the following order:</p> <ol style="list-style-type: none"> <li>(1) bus replacement,</li> <li>(2) capital maintenance,</li> <li>(3) other bus capital projects as identified in the Bus Capital Plan.</li> </ol>

Capital Programming Policies by Fund Source  
May 2017

State	
Proposition 1B – Competitive Programs Funding/California Transportation Commission (CTC)	Maximize the Orange County allocations consistent with each program and ensure the receipt of allocated funds.
Proposition 116 (CTC)	Use cost savings for commuter or intercity rail capital improvement projects along the Metrolink corridor (between the cities of Buena Park and San Clemente) that are funded with Measure M1 and M2 funds on a first-come, first-served basis.

**Orange County Transportation Authority  
Federal Transit Administration  
Program of Projects Description**

**Preventive Maintenance**

Maintenance costs including salaries and benefits of maintenance personnel, as well as building and vehicle repair. Preventive maintenance is funded through Federal Transit Administration (FTA) 5307 and FTA 5337 funds

**Non Fixed-Route Paratransit Operations Assistance**

ACCESS is Orange County Transportation Authority's (OCTA) paratransit service that provides specialized services for passengers who are unable to use OCTA's fixed-route bus service because of functional limitations caused by a disability. The proposed FTA 5307 funds will support operating assistance to continue existing ACCESS service or increase service to meet routine changes in demand.

**Capital Cost of Contracting**

The capital costs associated with contracting for transit and maintenance services, includes ACCESS paratransit service and contracted fixed-route service of revenue fleet vehicles owned by OCTA. Fixed-route service refers to a vehicle operated along a fixed-route. Eligible components include the capital costs of the vehicles used in the services, as well as the capital component of overhead (e.g., offices and equipment for the provider of the ACCESS paratransit service). Capital cost of contracting is funded through FTA 5307, FTA 5310 and FTA 5339.

**Southern California Regional Rail Authority (SCRRA) Preventive Maintenance**

The preventive maintenance costs include all maintenance costs, related to rolling stock, vehicles, rail infrastructure, equipment and facilities. Specifically, the costs are defined as all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner. The proposed FTA 5307 funds will support preventive maintenance costs for SCRRA.

**SCRRA Rehabilitation/Renovation**

SCRRA Rehabilitation/Renovation Project will rehabilitate and/or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair. FTA 5337 funds will support these commuter rail rehabilitation/renovation projects.

Since fiscal year (FY) 2012-13, OCTA's share of the SCRRA Rehabilitation and Renovation Program has been reduced through the Rotem Rail Cars Settlement Plan (Settlement Plan). The Settlement Plan provides OCTA with a total credit of \$33.147 million. Through



## Orange County Transportation Authority Federal Transit Administration Program of Projects Description

FY 2017-18, SCRRA member agencies have paid/budgeted approximately \$26.931 million toward OCTA's share of SCRRA rehabilitation and renovation and only the Los Angeles County Metropolitan Transportation Authority has a balance of approximately \$6.216 million to repay OCTA.

### San Juan Creek Bridge Replacement

San Juan Creek Bridge is a 100-year old bridge that crosses over San Juan Creek between Control Point (CP) Oso and CP Capistrano on the Orange Subdivision owned by OCTA, in the Pacific Surfliner Corridor. This project will support the replacement and construction of a new bridge that will significantly reduce the amount of maintenance required and will meet current design standards and rail load capabilities. Construction was initially expected to begin in early 2019, but the project construction start has been delayed to May 2020 due to the federal environmental document approval process. Proposed FTA 5337 funds will support the replacement of the bridge. The funding plan is provided below.

Funding in 000s	Total	FTA Section 5337	Demo	Proposition 1B TSSSDRA	Measure M2
Right-of-Way	\$ 1,335			\$ 160	\$ 1,175
Construction	\$ 34,784	\$ 33,871	\$ 913		
<b>TOTAL</b>	<b>\$ 36,119</b>	<b>\$ 33,871</b>	<b>\$ 913</b>	<b>\$ 160</b>	<b>\$ 1,175</b>

TSSSDRA - Transit System Safety, Security and Disaster Response Account

### Paratransit Vehicle Replacement Project

The Paratransit Vehicle Replacement Project includes the purchase of 179 23-foot alternative fuel ACCESS paratransit vehicles to replace aging buses in the OCTA transit fleet. The proposed FTA 5339 funds will support the acquisition of these ACCESS paratransit replacement vehicles consistent with the Fleet Outlook and the Comprehensive Business Plan.

### Slope Stabilization

The Slope Stabilization Project will help mitigate erosion and prevent rock or mud slides from interfering with rail service in the corridor. The project sites are located in the cities of Irvine, Laguna Hills, Lake Forest, Mission Viejo, and San Juan Capistrano.

### Alternative Fuel 40-Foot Replacement Buses

The Alternative Fuel 40-Foot Replacement Buses Project purchased a total of 157 40-foot low floor compressed natural gas-powered New Flyer buses, which replaced aging buses in the OCTA transit fleet.

## Program of Projects for FTA Section 5307 Funds (FFY 2017-18 through FFY 2018-19)

(Pending Board approval on January 14, 2019)

### FFY 2018-19

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit <sup>3</sup>
Preventive Maintenance	22,077,154	-	22,077,154	100%	4,415,431
Capital Cost of Contracting	17,856,090	-	17,856,090	100%	3,571,218
Non Fixed-Route Paratransit Operations Assistance <sup>1</sup>	12,100,765	48,403,060	60,503,825	20%	-
SCRRA Preventive Maintenance	8,500,000	-	8,500,000	100%	1,700,000
FFY 2018-19 Total (All Projects)	\$ 60,534,009	\$ 48,403,060	\$ 108,937,069		\$ 9,686,649

### FFY 2017-18 Adjustments

Line Item Description	FFY 2017-18 FTA 5307 Amount	Adjustment Increase (Decrease) <sup>4</sup>	Revised FTA 5307 Amount	Statewide Match Credit <sup>3</sup>
Preventive Maintenance	23,635,883	(2,258,716)	21,377,167	4,275,433
Non Fixed-Route Paratransit Operations Assistance	5,854,638	6,003,045	11,857,683	-
Capital Cost of Contracting <sup>2</sup>	20,708,799	(3,000,000)	17,708,799	3,541,760
SCRRA Preventive Maintenance	8,374,341	-	8,374,341	1,674,868
FFY 2016-17 Total (All Projects)	58,573,661	\$ 744,329	\$ 59,317,990	\$ 9,492,061

**Notes:**

1. The overall project cost requires local and state funds, which are already committed to the project. As a result, the match credit is not used on this project.
2. The project includes \$31.063 million in local OCTA funds.
3. The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
4. Actual apportionments were greater than Board approved FTA 5307 funding. Additionally, OCTA met the requirement that allows up to 20 percent of 5307 to be used for paratransit rather than the previous ten percent.

**Acronyms:**

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

SCRRA - Southern California Regional Rail Authority

OCTA - Orange County Transportation Authority

Proposed Five-Year Programming Plan for FTA Section 5307 Funds  
Urbanized Area Formula Program (FFY 2018-19 through FFY 2022-23)

(Pending Board approval on January 14, 2019)

Line Item Description	FFY 2018-19	FFY 2019-20 <sup>3</sup>	FFY 2020-21	FFY 2021-22	FFY 2022-23 <sup>4</sup>
Preventive Maintenance <sup>1</sup>	22,077,154	21,970,035	21,970,035	18,870,035	18,870,035
Capital Cost of Contracting <sup>1</sup>	17,856,090	18,956,090	18,956,090	22,056,090	22,056,090
Non Fixed-Route Paratransit Operations Assistance	12,100,765	12,348,831	12,348,831	12,348,831	12,348,831
SCRRA Preventive Maintenance/Commuter Rail Projects <sup>1,2</sup>	8,500,000	8,500,000	8,500,000	8,500,000	8,500,000
FFY 2018-19 to 2022-23 Total (All Projects)	\$ 60,534,009	\$ 61,774,956	\$ 61,774,956	\$ 61,774,956	\$ 61,774,956

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
2. Federal formula funds generated through rail operations will be used for commuter rail projects.
3. FFY 2019-20 is the last year of the Fixing America's Surface Transportation Act.
4. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

SCRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5310 Funds (FFY 2017-18 through FFY 2018-19)

(Pending Board approval on January 14, 2019)

FFY 2018-19

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit <sup>1</sup>
Capital Cost of Contracting for ACCESS Services	2,175,734	-	2,175,734	100%	435,147
FFY 2017-18 Total (All Projects)	\$ 2,175,734	\$ -	\$ 2,175,734		\$ 435,147

FFY 2017-18 Adjustments

Line Item Description	FFY 2017-18 FTA 5310 Amount	Adjustment Increase (Decrease) <sup>2</sup>	Revised FTA 5310 Amount	Statewide Match Credit <sup>1</sup>
Capital Cost of Contracting for ACCESS Services	2,079,618	49,489	2,129,107	415,924
FFY 2016-17 Total (All Projects)	\$ 2,079,618	\$ 49,489	\$ 2,129,107	\$ 415,924

Notes:

1. Projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
2. Actual apportionments were greater than Board-approved FTA 5310 funding.

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

Proposed Five-Year Programming Plan for FTA Section 5310 Funds  
Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2018-19 through FFY 2022-23)

(Pending Board approval on January 14, 2019)

Line Item Description	FFY 2018-19	FFY 2019-20 <sup>2</sup>	FFY 2020-21	FFY 2021-22	FFY 2022-23 <sup>3</sup>
Capital Cost of Contracting for ACCESS Services <sup>1</sup>	2,175,734	2,221,207	2,221,207	2,221,207	2,221,207
FFY 2018-19 to 2022-23 Total (All Projects)	\$ 2,175,734	\$ 2,221,207	\$ 2,221,207	\$ 2,221,207	\$ 2,221,207

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
2. FFY 2019-20 is the last year of the Fixing America's Surface Transportation Act.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

**Program of Projects for FTA Section 5337 Funds (FFY 2016-17 through FFY 2018-19)**

(Pending Board approval on January 14, 2019)

FFY 2018-19

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit <sup>2</sup>
SCRRA Rehabilitation/Renovation <sup>1</sup>	15,063,858	-	15,063,858	100%	3,012,772
San Juan Creek Bridge Replacement <sup>5</sup>	2,833,025	-	2,833,025	100%	566,605
OCTA Bus Preventive Maintenance <sup>3</sup>	3,831,387	-	3,831,387	100%	6,383,340
<b>FFY 2017-18 Total (All Projects)</b>	<b>\$ 21,728,270</b>	<b>\$ -</b>	<b>\$ 21,728,270</b>	<b>100%</b>	<b>\$ 9,962,717</b>

**FFY 2017-18 Adjustments**

Line Item Description	FFY 2017-18 FTA 5337 Amount	Adjustment Increase (Decrease) <sup>6</sup>	Revised FTA 5337 Amount	Statewide Match Credit <sup>2</sup>
SCRRA Rehabilitation/Renovation <sup>1,5</sup>	15,486,758	(15,486,758)	-	-
San Juan Creek Bridge Replacement <sup>5</sup>	-	17,594,262	17,594,262	3,518,852
OCTA Bus Preventive Maintenance <sup>3</sup>	3,191,698	574,903	3,766,601	753,320
<b>FFY 2016-17 Total (All Projects)</b>	<b>\$ 18,678,456</b>	<b>\$ 2,682,407</b>	<b>\$ 21,360,863</b>	<b>\$ 4,272,173</b>

**FFY 2016-17 Adjustments**

Line Item Description	FFY 2016-17 FTA 5337 Amount	Adjustment Increase (Decrease) <sup>6</sup>	Revised FTA 5337 Amount	OCTA Match Credit <sup>7</sup>
SCRRA Rehabilitation/Renovation <sup>1,5</sup>	9,729,853	(7,949,608)	1,780,245	356,049
Slope Stabilization <sup>4</sup>	2,834,000	(2,834,000)	-	-
San Juan Creek Bridge Replacement <sup>5</sup>	2,661,037	10,783,608	13,444,645	2,688,929
OCTA Bus Preventive Maintenance <sup>3</sup>	3,137,729	-	3,137,729	627,546
<b>FFY 2016-17 Total (All Projects)</b>	<b>\$ 18,362,619</b>	<b>\$ -</b>	<b>\$ 18,362,619</b>	<b>\$ 3,672,524</b>

**Notes:**

- The Rotem Rail Cars Settlement Plan provides OCTA with a total credit of \$33.147 million. SCRRA member agencies' rolling stock repayment contributions (METRO, SBCTA, and VCTC) reduced amount of funding required from OCTA's share of SCRRA rehabilitation and renovation.
- The projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
- Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance. Other funds are FTA 5307.
- The project was funded with prior year FTA 5337 to avoid lapsing funds
- The project has been delayed, so FTA 5337 funds have been moved from FFY 2014-15 through FFY 2016-17 to FFY 2016-17 through FFY 2018-19
- Actual apportionments were greater than Board-approved FTA 5337 funding.
- OCTA receives match credit for the amount of toll revenue used to build or improve public highway facilities in Orange County which allows projects to be federally funded at 100 percent.

**Acronyms:**

FTA - Federal Transit Administration  
FFY - Federal fiscal year  
Board - Board of Directors  
SCRRA - Southern California Regional Rail Authority  
OCTA - Orange County Transportation Authority  
METRO - Los Angeles County Metropolitan Transportation Authority  
SBCTA - San Bernardino County Transportation Authority  
VCTC - Ventura County Transportation Commission

Proposed Five-Year Programming Plan for FTA Section 5337 Funds  
State of Good Repair Program (FFY 2018-19 through FFY 2022-23)

(Pending Board approval on January 14, 2019)

Line Item Description	FFY 2018-19	FFY 2019-20 <sup>5</sup>	FFY 2020-21	FFY 2021-22	FFY 2022-23 <sup>6</sup>
SCRRA Rehabilitation/Renovation FY 2019-20 <sup>1,2</sup>	15,063,858	-	-	-	-
SCRRA Rehabilitation/Renovation FY 2020-21 <sup>1,2</sup>	-	18,204,710	-	-	-
SCRRA Rehabilitation/Renovation FY 2021-22 <sup>1,2</sup>	-	-	18,204,710	-	-
SCRRA Rehabilitation/Renovation FY 2022-23 <sup>1,2</sup>	-	-	-	18,204,710	-
SCRRA Rehabilitation/Renovation FY 2023-24 <sup>1,2</sup>	-	-	-	-	18,204,710
San Juan Creek Bridge Replacement <sup>3</sup>	2,833,025	-	-	-	-
OCTA Bus Preventive Maintenance <sup>1,4</sup>	3,831,387	3,897,286	3,897,286	3,897,286	3,897,286
Total (All Projects)	\$ 21,728,270	\$ 22,101,996	\$ 22,101,996	\$ 22,101,996	\$ 22,101,996

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. SCRRA rehabilitation amounts are based on the SCRRA-adopted FY 2016-17 Budget for FY 2016-17 to FY 2018-19 and the OCTA Comprehensive Business Plan thereafter.
3. Additional FTA 5337 totally \$31.039 million is programmed in FFY 2016-17 and FFY 2017-18
4. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance.
5. FFY 2019-20 is the last year of the Fixing America's Surface Transportation Act.
6. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

FTA - Federal Transit Administration  
FFY - Federal fiscal year  
Board - Board of Directors  
SCRRA - Southern California Regional Rail Authority  
FY - Fiscal year  
OCTA - Orange County Transportation Authority

## Program of Projects for FTA Section 5339 Funds (FFY 2017-18 through FFY 2018-19)

(Pending Board approval on January 14, 2019)

### FFY 2018-19

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit <sup>1</sup>
Capital Cost of Contracting	3,100,000	-	3,100,000	100%	620,000
Paratransit Vehicle Replacement Project	4,315,685	-	4,315,685	100%	863,137
FFY 2018-19 Total (All Projects)	\$ 7,415,685	\$ -	\$ 7,415,685		\$ 1,483,137

### FFY 2017-18 Adjustments

Line Item Description	FFY 2017-18 FTA 5339 Amount	FTA 5339 Funding Increase (Decrease) <sup>2</sup>	Revised FTA 5339 Amount	Statewide Match Credit <sup>1</sup>
Alternative Fuel 40-Foot Replacement Buses	5,417,476	(374,008)	5,043,468	1,008,694
Capital Cost of Contracting	-	2,086,313	2,086,313	417,263
FFY 2017-18 Total (All Projects)	\$ 5,417,476	\$ 1,712,305	\$ 7,129,781	\$ 1,425,956

Notes:

1. The project is utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Actual apportionments were greater than Board-approved FTA 5339 funding.

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

OCTA - Orange County Transportation Authority



Proposed Five-Year Programming Plan for FTA Section 5339 Funds  
Bus and Bus Facilities Program (FFY 2018-19 through FFY 2022-23)

(Pending Board approval on January 14, 2019)

Line Item Description	FFY 2018-19	FFY 2019-20 <sup>2</sup>	FFY 2020-21	FFY 2021-22	FFY 2022-23 <sup>3</sup>
Capital Cost of Contracting <sup>1</sup>	3,100,000	3,100,000	3,100,000	-	-
Paratransit Vehicle Replacement Project <sup>1</sup>	4,315,685	4,617,504	4,617,504	7,717,504	7,717,504
FFY 2018-19 to 2022-23 Total (All Projects)	\$ 7,415,685	\$ 7,717,504	\$ 7,717,504	\$ 7,717,504	\$ 7,717,504

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
2. FFY 2019-20 is the last year of the Fixing America's Surface Transportation Act.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 14, 2019

## Rail Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Fullerton Transportation Center Parking Expansion Project	M1/R	\$33,667	\$11,250	\$11,035			\$9,718		\$1,664
Orange Transportation Center Parking Structure	M1/R	\$33,175	\$13,762		\$4,073	\$3,298	\$1,850	\$420	\$9,772
Sand Canyon Avenue Grade Separation Project <sup>3</sup>	M1/R	\$62,050		\$28,192	\$10,536		\$3,116	\$5,352	\$14,854
OC Streetcar (Proposed New Starts) <sup>4</sup>	M1/S	\$407,756	\$25,518		\$54,465	\$162,213		\$165,560	
OC Streetcar Preliminary Studies and Environmental	M1/S	\$7,014				\$341	\$4,977	\$554	\$1,142
Anaheim Canyon Station Improvements	R	\$27,906			\$25,413			\$2,000	\$493
Control Point at 4th Street <sup>5</sup>	R	\$2,985				\$2,985			
Future Video Surveillance Systems	R	\$217				\$174			\$43
Laguna Niguel to San Juan Capistrano Passing Siding <sup>1,6</sup>	R	\$34,060	\$3,000	\$6,734	\$22,756	\$1,015			\$555
Metrolink Preventive Maintenance Capitalized Operation <sup>2,7</sup>	R	\$56,874				\$56,874			
Metrolink Rehabilitation/Renovation - fiscal years 2011-12 to 2022-23 <sup>2,8</sup>	R	\$160,962				\$160,962			
Metrolink Station and Track Improvements, and Rehabilitation	R	\$2,230				\$1,784			\$446
Placentia Commuter Rail Station	R	\$34,825	\$2,500	\$400	\$50			\$8,000	\$23,875
Positive Train Control (Metrolink)	R	\$39,916		\$34,190		\$5,726			
San Juan Creek Bridge Replacement <sup>2,9</sup>	R	\$36,119		\$160		\$34,784		\$1,175	
Slope Stabilization Laguna Niguel-Lake Forest <sup>2,10</sup>	R	\$2,334				\$2,000		\$334	
State College Grade Separation (LOSSAN)	R	\$79,284		\$46,000				\$33,284	
Ticket Vending Machines	R	\$6,857							\$6,857
Video Surveillance Systems at Commuter Rail Stations	R	\$4,493		\$140		\$3,594			\$759
M2 Project S Transit Extensions to Metrolink (Rubber Tire)	S	\$733						\$733	
<b>Rail Project Totals</b>		<b>\$1,033,457</b>	<b>\$56,030</b>	<b>\$126,851</b>	<b>\$117,293</b>	<b>\$435,750</b>	<b>\$19,661</b>	<b>\$217,412</b>	<b>\$60,460</b>

<b>State Funding Total</b>	<b>\$182,881</b>
<b>Federal Funding Total</b>	<b>\$553,043</b>
<b>Local Funding Total</b>	<b>\$297,533</b>
<b>Total Funding (000's)</b>	<b>\$1,033,457</b>

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion (ADA Ramps)	M1/R	\$5,177			\$2,800	\$732	\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618		\$18,250			\$7,600	\$30,710	\$24,058
Metrolink Rolling Stock	M1/R	\$158,009		\$36,300	\$42,230	\$35,390	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957		\$51,399			\$68,558		
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924				\$1,516	\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) Construction	M1/T	\$184,164	\$29,219		\$33,250	\$40,754	\$43,900	\$35,291	\$1,750
Fullerton Transportation Station Expansion Planning, Environmental PSR	M1/T	\$0			\$0		\$0		
Santa Ana Grade Separation Planning and Environmental PSR	M1/T	\$1,333			\$1,180		\$153		



# Capital Funding Program Report

## Rail Project Completed

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Santa Ana Transportation Station Planning and Environmental PSR	M1/T	\$1,003			\$888		\$115		
17th Street Grade Separation Environmental	R	\$2,476						\$2,476	
Control Point Stadium Crossover	R	\$6,490		\$3,245		\$3,245			
LOSSAN Corridor Grade Separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699						\$2,699	
Metrolink Grade Crossing Safety Improvements ROW	R	\$3,025						\$3,025	
North Beach Crossings Safety Enhancements	R	\$348		\$166				\$182	
Rail Crossing Signal Lights and Pedestrian Gates	R	\$252		\$252					
Rail Station Platform Safety Improvements (Fullerton, Irvine, and Tustin)	R	\$553		\$553					
Safety Repairs for San Clemente Pier Station	R	\$122		\$122					
San Clemente Beach Trail Crossings Safety Enhancements	R	\$4,999		\$2,170				\$2,251	\$578
Transit Rail Security (Monitors, Fencing, Video Surveillance)	R	\$163		\$163					
Go Local	S	\$7,730					\$7,730		
ARTIC Environmental, ROW, Program Management Support, Site Plan	M1	\$41,369					\$8,869		\$32,500
Fiber Optics Installation (Metrolink) <sup>11</sup>	M1	\$23,183		\$10,479		\$10,903	\$1,801		
Laguna Niguel-Mission Viejo Station Parking Expansion (South Lot)	M1	\$4,135		\$695			\$3,440		
Tustin Rail Station Parking Expansion	M1	\$15,390	\$1,100	\$7,181			\$7,109		
<b>Rail Project Totals</b>		<b>\$673,119</b>	<b>\$30,319</b>	<b>\$130,975</b>	<b>\$80,348</b>	<b>\$92,540</b>	<b>\$201,009</b>	<b>\$77,920</b>	<b>\$60,008</b>
<b>State Funding Total</b>		<b>\$161,294</b>							
<b>Federal Funding Total</b>		<b>\$172,888</b>							
<b>Local Funding Total</b>		<b>\$338,937</b>							
<b>Total Funding (000's)</b>		<b>\$673,119</b>							

### Board Actions:

1. Agreement for Laguna Niguel to San Juan Capistrano Passing Siding Project: increase project cost by \$3.230 million. Remove \$3.000 million in Transit Intercity Rail Capital Program funds, add \$2.806 million in Proposition 116 savings, add \$2.000 million in Proposition 1B Intercity Rail Capital funds, add \$1.015 million in FTA 5309, and add \$0.409 million in CMAQ.
2. FTA Sections 5307, 5310, 5337, and 5339 POP for FFY 2018-19: updated to reflect FY 2018-19 POP.

### Project Notes:

3. Sand Canyon updated total project cost to \$62.050 million based on final Proposition 116 funds. Proposition 116 deallocation is contingent on state approval.
4. OC Streetcar increase of \$108.414 million in M2 per July 2018 OC Streetcar Project Revised Funding Plan Report.
5. Control Point 4th Street was reduced by \$1.015 million in FTA 5309 due to project savings.
6. Passing siding addition of \$1.015 million in FTA 5309 is contingent on FTA approval, addition of \$2.251 million in Proposition 116 is contingent on state approval.
7. Metrolink preventive maintenance increased by \$42.500 million in FTA 5307 consistent with five-year POP.
8. Metrolink rehab/reno increased by \$21.782 million in FTA 5337 consistent with five-year POP.
9. San Juan Creek Bridge increase of \$16.293 million in FTA 5337 consistent with FTA POP item, remove \$2.806 million in Proposition 116, remove \$15.739 million in Trade Corridor Improvement Fund, and increase demo funds by \$0.038 million.
10. Slope Stabilization remove \$2.834 million per FTA POP item.
11. Fiber optics decrease of \$1.821 million in Proposition 116 and increase of \$0.404million in M2 for a total project savings of \$1.417 million. Proposition 116 deallocation is contingent on state approval.



# Capital Funding Program Report

Pending Board of Directors (Board) Approval - January 14, 2019

Bus Transit Project

Project Title	M Code	Total Funding	State Funds		Federal Funds		Local Funds		
			STIP/Other	State Bonds	RSTP/CMAQ	Other Fed.	M1	M2	Local - Other
Go Local - Step 1	S	\$5,730					\$5,730		
Mobile Ticketing Equipment	S	\$4,036	\$2,482						\$1,554
Project V Community Circulators	V	\$35,089						\$35,089	
Project W Safe Transit Stops (City)	W	\$1,207						\$1,207	
Project W Safe Transit Stops (OCTA)	W	\$370						\$370	
10 Zero Emission Hydrogen Fuel Cell Buses		\$12,914	\$5,607						\$7,307
ACCESS and fixed-route radio systems upgrade		\$22,465		\$16,239		\$4,775			\$1,451
Associated Transportation Improvements		\$556				\$556			
Bus replacement - articulated alternative fuel buses (60')		\$31,105			\$22,250	\$8,855			
Bus replacement (40' and ACCESS)		\$149,009			\$29,198	\$68,139			\$51,672
Capital cost of contracting (ACCESS and contracted fixed-route contracts) <sup>1</sup>		\$305,784				\$142,164			\$163,620
Engine rebuild		\$16,294				\$14,824			\$1,470
Five Hydrogen Fuel Cell Bravo! Buses		\$5,412	\$4,330		\$1,082				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657				\$3,657			
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962				\$13,962			
FTA Section 5317 New Freedom		\$6,388				\$6,388			
Goldenwest Transportation Center parking structure		\$4,000			\$3,400				\$600
Goldenwest Transportation Center surface lot		\$2,000		\$1,200					\$800
Heating Ventilation Unit Replacements		\$448	\$67			\$381			
I-Shuttle Replacement Buses		\$6,600	\$5,673						\$927
Mobile Source Air Pollution Reduction Review Committee County Transportation Commission Partnership Program		\$2,319	\$176						\$2,143
Non-fixed-route paratransit operations assistance		\$240,952				\$48,486			\$192,466
OCTA Transit Security & Operations Center		\$7,772		\$7,772					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) <sup>1</sup>		\$147,691				\$147,691			
Purchase (201) 40-foot Alternative Fuel Replacement Buses (OCTA) <sup>2</sup>		\$229,384			\$134,670	\$47,696			\$47,018
Purchase Replacement Paratransit Vans <sup>1</sup>		\$58,058				\$44,292			\$13,766
Rideshare/vanpool		\$6,732			\$6,732				
Six Bravo! 529 Buses		\$3,595	\$3,046		\$549				
Transit Security Program		\$3,997		\$3,997					
Vanpool Program - capital lease		\$12,838			\$12,838				
VSS Upgrades at OCTA Facilities – Santa Ana, Garden Grove, Anaheim, & Irvine Bases and Administration		\$1,588		\$628		\$960			
<b>Bus Transit Project Totals</b>		<b>\$1,341,952</b>	<b>\$21,381</b>	<b>\$29,836</b>	<b>\$210,719</b>	<b>\$552,826</b>	<b>\$5,730</b>	<b>\$36,666</b>	<b>\$484,794</b>

<b>State Funding Total</b>	<b>\$51,217</b>
<b>Federal Funding Total</b>	<b>\$763,545</b>
<b>Local Funding Total</b>	<b>\$527,190</b>
<b>Total Funding (000's)</b>	<b>\$1,341,952</b>

## Board Actions:

1. FTA Sections 5307, 5310, 5337, and 5339 POP for FFY 2018-19: updated to reflect FY 2018-19 POP.

2. Approval of use of federal funds for OCTA projects related to the FFY 2018-19 Obligation Authority Plan: approve the use of \$134.670 million in CMAQ funds for 201 40-foot compressed natural gas replacement buses.

## Acronyms:

M Code: Project Codes in M1 and M2 / STIP - State Transportation Improvement Program / CMAQ - Congestion Mitigation and Air Quality Improvement Program / M1 - Measure 1 / M2 - Measure 2 / PSR - Project Study Report / LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor / OCX - Rail-Highway Grade Crossing/Safety Enhancement Project / ROW Right-of-Way / FTA - Federal Transit Administration / OCTA - Orange County Transportation Authority / ADA - American with Disabilities Act / POP - Program of Projects / FFY - Federal Fiscal Year / FY - Fiscal Year / VSS Video Surveillance Systems



**January 10, 2019**

**To:** Transit Committee

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

**Subject:** Agreement for Bus Ridership Data Collection Services

### **Overview**

The Orange County Transportation Authority utilizes professional data collection services to perform vital ridership data collection for benchmarking and reporting. Ridership data is one of the primary performance indicators utilized to evaluate service performance and is required by the Federal Transit Administration to be annually reported via the National Transit Database for the allocation of federal funds. Board of Directors' approval is requested to select a firm to assist in bus ridership data collection services.

### **Recommendations**

- A. Approve the selection of National Data & Surveying Services, Inc., doing business as Southland Car Counters, as the firm to provide bus ridership data collection services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1850 between the Orange County Transportation Authority and National Data & Surveying Services, Inc., doing business as Southland Car Counters, in the amount of \$765,141, to provide bus ridership data collection services for a term of three years with two, one-year option terms.

### **Discussion**

The Orange County Transportation Authority (OCTA) has contracted for ridership data collection, also known as schedule checking, since 2001. One of the primary functions of the contract schedule checkers is to perform required Federal Transit Administration (FTA), National Transit Database (NTD) checks. Random FTA NTD checks are required on a continual basis for OCTA to be eligible for federal funding. The various tasks provided include on-board bus ride checks, street corner checks, and NTD passenger boardings and alightings

by stop, on specific routes, using a random selection process as required by the FTA.

The collection of bus ridership and scheduling information is accomplished by the contractor observing and documenting bus passenger boarding and alighting, and the on-time performance and consistency with the printed scheduled. While onboard, the consultant also makes other observations of the service and documents areas for improvement to the operation.

The use of consultant services to perform the ridership and on-time performance collection and review services, also referred to as schedule checking, has proven to be an efficient and cost-effective way to perform these required reviews. Continued ridership data collection contract services will enable OCTA to perform FTA NTD schedule checks, as well as ride checks, point checks, and special service checks used to analyze and adjust OCTA's bus service to improve service efficiency and better serve OCTA's customers.

### ***Procurement Approach***

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures 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, qualifications, prior experience with similar projects, work plan, as well as cost and price.

On August 7, 2018, Request for Proposals (RFP) 8-1850 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on August 7 and 13, 2018. A pre-proposal conference was held on August 16, 2018, and was attended by one firm. Two addenda were issued to post the pre-proposal conference registration sheets, provide responses to questions received, and make clarifications relative to the RFP.

On September 10, 2018, five proposals were received. An evaluation committee comprised of staff from Contracts Administration and Materials Management, Rail Operations, Scheduling and Bus Operations, and Transit Service Planning departments met to review proposals received for bus ridership data collection services.

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

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

Several factors were considered in developing the evaluation criteria. Qualifications of the firm was weighted at 30 percent as the proposing firm needs to have the experience, as well as the necessary resources, to be able to meet the immediate and long-term staffing requirements of this contract. Cost and price were assigned 25 percent to ensure a fair comparison of the proposed solutions for the total contract term, as well as ensuring that OCTA receives value for the services provided. Work plan was also weighted at 25 percent as the firm must be able to demonstrate its understanding of the project scope and provide the resources to perform the different types of checking service needed for this project. Staffing and project organization was weighted at 20 percent as it is critical for the firm to demonstrate it can provide the experienced and qualified individuals needed to achieve the requirements set forth in the scope of work. Based on the evaluation of the proposals, the evaluation committee interviewed all firms listed below in alphabetical order:

Firm and Location

Canete-Medina Consulting Group, Inc. (Canete-Medina)  
Los Angeles, California

Innovative Data Acquisitions, LLC (IDAX)  
Renton, Washington

National Data & Surveying Services, Inc., doing business as,  
Southland Car Counters (Southland)  
Orange, California

P.S. Elite Management (P.S. Elite)  
Orange, California

Quality Counts, LLC (Quality Counts)  
Concord, California

During the interview, each firm had an opportunity to present its qualifications and respond to the evaluation committee questions, which included specific clarification questions relating to its proposal. After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and adjusted individual scores. The rankings did not change.

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 Southland, to provide bus ridership data collection services. The following is a brief summary of the proposal evaluation results:

#### Qualifications of the Firm

Southland was established over 25 years ago and is located in Orange, California, with 70 full-time employees. Southland's proposal demonstrated relevant bus ridership data collection experience on multiple projects. Southland has performed numerous data collection services for clients throughout the United States, including California. Past projects include performing traffic counts for the City of Sacramento, citywide traffic data collection for the City of Santa Ana, collecting biennial data and on-call data collection for the City of Los Angeles, as well as data collection services for OCTA.

P.S. Elite was established in 2010 and is located in Orange, California. The principal has acted as project manager for every data collection project for OCTA while employed at Southland. The firm has provided a range of transit/traffic data collection and project management services, including bus and transit ridership studies and surveys, data collection, quality control, and data entry services.

Canete-Medina has been in business for more than 20 years with 25 regular employees and 200 seasonal employees. The firm has conducted several short-term data collection projects involving transportation surveys, on-board and platform station counts, fare models, and customer satisfaction surveys in the past for agencies such as Chicago Transit and Chicago's Pace Bus. The firm currently works as a consultant for Metra, a commuter railroad in Chicago, Illinois, for On/Off Ridership Counts projects.

IDAX and Quality Counts demonstrated limited experience performing similar work, however; the evaluation committee was interested in their proposed alternative solutions for bus ridership and data collections. IDAX started business in 2013 and has worked on projects from traffic counts to parking lot



projects and general field observations. Quality Counts' experience includes traffic data collections, Automatic Traffic Recorder data collection, pedestrian/bicycle counts, and a number of different surveys for various Transportation agencies.

#### **Staffing and Project Organization**

Southland proposed a project team with relevant experience in data collection as required for this project. Southland's proposed project organization plan demonstrated staff will be available to perform all required tasks throughout the duration of the contract.

P.S. Elite proposed an experienced project manager who has successfully completed project management for large scale data collection and data processing efforts for OCTA. The firm plans to hire data collection staff if awarded a contract.

Canete-Medina proposed experienced key personnel with various backgrounds that included successful completion of large project management projects, data collection, and data processing projects. The firm will hire data collection staff for this project if awarded a contract.

IDAX proposed 14 technicians to operate their proprietary geo-based collection software tool for tablets and phones, called Kapturrit. The IDAX staff has experience performing travel time studies, origin-destination studies, and parking. The firm lacks bus ridership and data collection experience; however, staff was interested in their alternative proposed solution.

Quality Count's staffing plan proposed an alternative solution that did not meet the staffing requirement of OCTA's scope of work for schedule checkers and to perform various data entry responsibilities. The firm provided staffing necessary for the video camera solution proposed by the firm.

#### **Work Plan**

Southland presented a work plan that addressed all the elements set forth in the scope of work. The proposed work plan identified administration and training practices, sequential tasks and assignments, quality control, and data collection methodology. The firm also discussed its approach and timeline for startup task completion. The firm demonstrated knowledge and understanding of OCTA's data collection requirements in the interview.

P.S. Elite discussed its approach to completing tasks, data collection training, and outlined sequentially the task's assignments. The firm also included a timeline for startup tasks completion and project schedule. The firm responded to all interview questions.

The work plan proposed by Canete-Medina met the requirements identified in the RFP. The firm discussed its approach to conducting bus ridership collection services and its ability to use OCTA's existing software systems and current ride-checking procedures. Interviews reinforced its teams' capabilities and understanding of the project requirements.

IDAX and Quality Counts proposed solutions outside the scope of work. IDAX proposed using a proprietary geo-based collection tool for tablets or mobile phones, and Quality Counts proposed a plan using OCTA's existing on-board cameras to complete the work.

#### Cost and Price

Pricing scores were based on a formula, which assigns the highest score to the lowest average billable hourly rates and scored the remaining average billable hourly rates based on their relation to the lowest. The RFP requested that firms propose not-to-exceed billable hourly rates for each position listed in the RFP throughout the contract term.

Southland's hourly rates were higher than P.S. Elite; however, Southland's qualifications and background as a firm, key personnel currently on staff, and approach to meeting the project's requirements were considered to outweigh the slightly higher pricing.

#### Procurement Summary

Based on the evaluation of the written proposals, the firm's qualifications, and information obtained from the interviews, the evaluation committee recommends award of the contract to Southland. Southland submitted a detailed technical proposal that was responsive to all requirements of the RFP.

#### Fiscal Impact

The project was included in the approved OCTA Fiscal Year 2018-19 Budget, Operations Division, Account 2128-7519-D4106-97S, and is funded through local transportation funds.

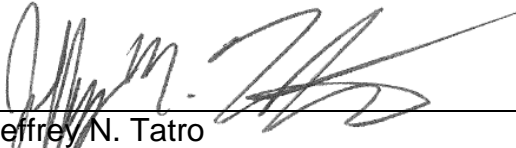
**Summary**

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1850, with National Data & Surveying Services, Inc., doing business as Southland Car Counters, in the amount of \$765,141, to provide bus ridership data collection services for a three-year initial term with two, one-year option terms.

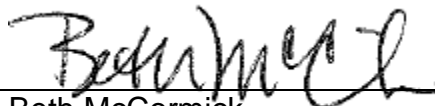
**Attachments**

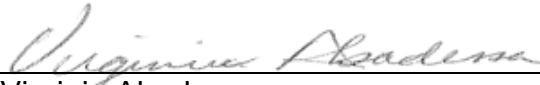
- A. Review of Proposals, RFP 8-1850 Bus Ridership Data Collection
- B. Proposal Evaluation Criteria Matrix, RFP 8-1850 Bus Ridership Data Collection
- C. Contract History for the Past Two Years, RFP 8-1850 Bus Ridership Data Collection

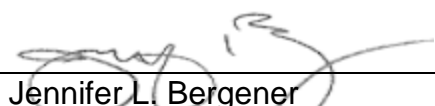
**Prepared by:**

  
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**Approved by:**

  
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**Review of Proposals**  
**RFP 8-1850 Bus Ridership Data Collection**  
PRESENTED TO THE TRANSIT COMMITTEE - December 13, 2018  
**Five proposals were received, five firms were interviewed, one firm is being recommended**

Overall Ranking	Proposal Score	Firm and Location	Sub-Contractors	Evaluation Committee Comments	Blended Billable Hourly Rate
1	90	National Data & Surveying Services, Inc. doing business as Southland Car Counters Orange, California	None	Highest-ranked firm overall. Experience in bus ridership data collection. Firm will perform work with existing staff. Firm has over 25 years experience. Discussed approach for performing the services. Firm has performed data collection services for clients throughout California. Firm can implement services without extensive training or disruption to services. Presented approach and responded to interview questions. Firm received good comments from reference checks. Proposed competitive price.	\$22.85
2	80	P.S. Elite Management Orange, California	None	Second-ranked firm overall. Firm was established in 2010 with one employee. Discussed approach for performing the services. Will require recruitment of schedule checking personnel. Project manager has performed the same services for over 22 years. Proposed lowest price. Responded to interview questions.	\$22.50
3	73	Canete-Medina Consulting Group, Inc. Los Angeles, California	Wiltec  Rock E. Miller and Associates	Third-ranked firm overall. Experience in transportation planning and management consulting. Relevant experience in bus and train ridership counts and surveys. Firm was established in 1995. Will hire data collectoin staff if selected. Presented approach and responded to interview questions. Firm received good comments from reference checks.	\$36.86
4	54	Quality Counts, LLC Concord, California	None	Firm was founded in 2002 in Portland, Oregon. Proposed utilizing video cameras as a solution. Good reference checks. Proposed high pricing. Responded to interview questions.	\$44.47
5	53	Innovative Data Acquisitions, LLC Renton, Washington	None	Firm was establish in 2013. Firm built a proprietary geo-based collection tool for tablets and phones called Kapturrit. Discussed approach for performing the services using their proprietary device. Proposed highest pricing. Responded to interview questions.	\$49.02

**Evaluation Panel**

Contracts Administratoin and Materials Management (1)  
Scheduling and Bus Operations (2)  
Rail Operations (1)  
Transit Service Planning (1)

**Proposed Criteria**

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

**Weight Factors**

30 percent  
20 percent  
25 percent  
25 percent

## PROPOSAL EVALUATION CRITERIA MATRIX

RFP 8-1850 Bus Ridership Data Collection

Firm: National Data & Surveying Services, Inc., dba Southland Car Counters						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.5	4.0	4.0	6	25.2
Staffing & Project Organization	4.5	5.0	4.5	5.0	5.0	4	19.2
Work Plan	4.0	4.5	4.0	4.0	4.5	5	21.0
Cost & Price	4.9	4.9	4.9	4.9	4.9	5	24.4
Overall Score	89.4	90.9	89.4	88.4	90.9		90
Firm: P.S. Elite Management						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	3.0	3.0	3.5	6	19.8
Staffing & Project Organization	3.5	3.5	3.0	3.5	4.0	4	14.0
Work Plan	4.5	4.0	4.0	4.0	4.5	5	21.0
Cost & Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	82.5	80.0	75.0	77.0	84.5		80
Firm: Canete-Medina Consulting Group, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	6	24.00
Staffing & Project Organization	4.0	3.5	4.0	3.0	4.0	4	14.80
Work Plan	4.0	4.0	3.5	3.0	4.0	5	18.50
Cost & Price	3.1	3.1	3.1	3.1	3.1	5	15.55
Overall Score	75.6	73.6	73.1	66.6	75.6		73
Firm: Quality Counts, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	3.5	2.0	2.5	6	18.00
Staffing & Project Organization	3.5	3.0	3.5	2.0	2.5	4	11.60
Work Plan	2.5	1.0	2.5	1.0	2.0	5	9.00
Cost & Price	3.1	3.1	3.1	3.1	3.1	5	15.55
Overall Score	63.1	53.6	63.1	40.6	50.6		54
Firm: Innovative Data Acquisitions, LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.0	3.0	3.0	3.5	6	19.2
Staffing & Project Organization	3.5	3.0	3.5	3.0	3.5	4	13.2
Work Plan	2.5	2.0	2.0	2.0	2.5	5	11.0
Cost & Price	2.0	2.0	2.0	2.0	2.0	5	10.0
Overall Score	57.5	50.0	52.0	50.0	57.5		53

**CONTRACT HISTORY FOR THE PAST TWO YEARS**  
**RFP 8-1850: Bus Ridership Data Collection**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>National Data &amp; Surveying Services, Inc., dba, Southland Car Counters</b>						
Contract Type: Time and Expense Subconsultants: None	C-3-1855	Bus Ridership Data Collection	January 1, 2014	December 31, 2018	N/A	\$ 1,273,483
Contract Type: Firm-Fixed Subconsultants: None	C-7-2044	Onboard Passenger Survey Data Collection and Entry	January 12, 2018	December 31, 2018		\$ 142,650
<b>Sub Total</b>						<b>\$1,416,133</b>
<b>P.S. Elite Management</b>						
Contract Type: N/A Subconsultants: None	None	N/A	N/A	N/A	N/A	\$ -
<b>Sub Total</b>						<b>\$0</b>
<b>Canete-Medina Consulting Group, Inc.</b>						
Contract Type: N/A Subconsultants: None	None	N/A	N/A	N/A	N/A	\$ -
<b>Sub Total</b>						<b>\$0</b>
<b>Quality Counts, LLC</b>						
Contract Type: Firm-Fixed Subconsultants:	C-6-1496	Compile and Collect Traffic Data for	N/A	N/A	N/A	\$ 165,290
Kittelson & Associates		2017 Congestion Management Program				
					\$23,500	
<b>Sub Total</b>						<b>\$165,290</b>
<b>Innovative Data Acquisitions, LLC</b>						
Contract Type: N/A Subconsultants:	None	N/A	N/A	N/A	N/A	
<b>Sub Total</b>						



**January 10, 2018**

**To:** Transit Committee

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

**Subject:** Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2018-19

### **Overview**

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The report summarizes the year-to-date performance of these transit services provided through the first quarter of fiscal year 2018-19. The established measures of performance gauge the safety, courtesy, reliability, and overall quality of the public transit services provided.

### **Recommendation**

Receive and file as an information item.

### **Background**

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

### ***Discussion***

The report provides an update on the performance of the OC Bus and OC ACCESS services by presenting the current trends and comparisons with OCTA-established standards for transit system safety, courtesy, and reliability. OCTA counts preventable vehicle accidents to evaluate system safety, customer complaints to assess courtesy and, uses both on-time performance and miles between road calls (MBRC) to measure service reliability. The report includes year-to-date performance through the first quarter of fiscal year (FY) 2018-19.

- Safety – Both OC Bus and OC ACCESS continue to exhibit strong performance in this area, exceeding the accident frequency standard of no more than one accident per 100,000 miles traveled.
- Customer Service – Customer service is measured by evaluating the number of valid customer complaints received. During this quarter, both fixed route operators performed above the prescribed standards of no more than one complaint per 20,000 riders carried on DOFR, and no more than one complaint per 7,000 riders carried on CFR. OC ACCESS continued to exceed the standard of no more than one valid complaint for every 667 riders carried. These measures indicate strong, positive customer satisfaction.
- Reliability – On-time performance (OTP) for OC Bus service was below target while the OTP for OC ACCESS was above standard. Fixed-route OTP performance can be attributed to several factors including vehicle reliability, driver behavior, high passenger loads, construction, and dynamic traffic conditions. Each service change provides staff with an opportunity to address changes in traffic patterns and impacts to service created by long-term construction projects through the scheduling process. To address other elements impacting OTP, corrective actions implemented to date include conducting route-level analyses to identify specific trouble points, conducting on-board evaluations, conducting on-site timepoint observations, communicating with drivers on problem routes, and coordinating with the various construction project teams to identify impacts to OTP and minimize them during construction.

MBRC for OC ACCESS exceeded the standard while OC Bus service, came in below standard. The completion of the 98 near-zero engine repowers at the end of the second quarter of FY 2018-19 has helped vehicle reliability for both DOFR and CFR. In addition, to address vehicle reliability for CFR, the contractor has provided additional maintenance training and implemented a rigorous quality control process to improve



vehicle repair procedures. In addition, recent staff changes have been made and corporate support has maintained a consistent presence in the maintenance shop. Benefits from the repower as well as the enhanced attention to the maintenance program by the contractor are expected to improve vehicle reliability, reduce road calls, and reduce service interruptions in the third quarter of FY 2018-19.

The report also includes:

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


### ***Summary***

Through the first quarter of FY 2018-19, the OC ACCESS program continues to show good performance in all areas. The performance of OC Bus service exceeds the safety and customer service standards, but continues to perform below the reliability standard. OCTA staff continue to focus on continuous quality improvement in service reliability as detailed in the report. Service efficiency and route performance remain stable as OC Bus 360° implementation continues. Staff also continue to monitor the established key performance indicators, manage the service contracts pursuant to contract requirements, and work to identify other strategies to improve overall system performance.

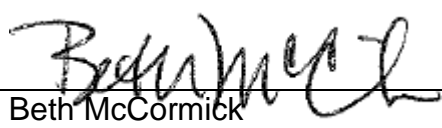
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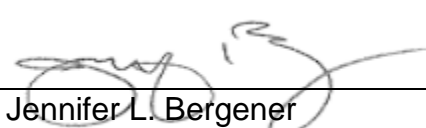
- A. Bus Operations Performance Measurements Report, First Quarter, Fiscal Year 2018-19

**Prepared by:**

  
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\_\_\_\_\_  
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# Bus Operations Performance Measurements Report



First Quarter  
Fiscal Year 2018-19

# About This Report

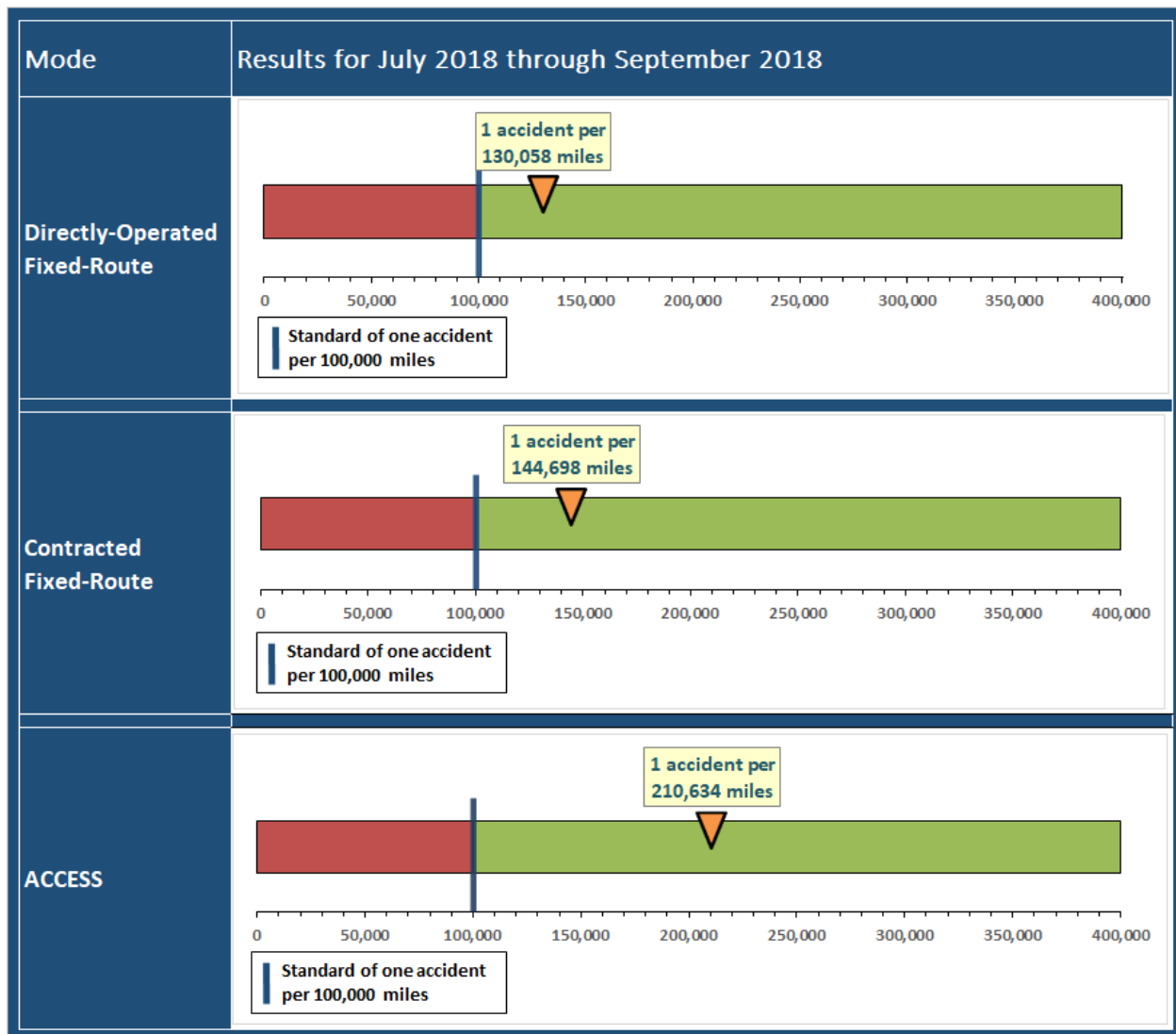
OC Bus service, operated by the Orange County Transportation Authority (OCTA), is a countywide network of local, community, rail connector, and express bus routes serving over 5,000 bus stops. OCTA also operates federally-mandated paratransit service (OC ACCESS), a shared-ride program available for people unable to use the regular OC Bus service because of functional limitations. OC Bus service operated by OCTA is referred to as directly-operated fixed-route (DOFR) service, while OC Bus service operated under contract is referred to as contracted fixed-route (CFR) service. The OC ACCESS program is a contract-operated demand-response service mandated by the Americans with Disabilities Act that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. OC Bus (DOFR and CFR) and OC ACCESS services make up the bus transit system and are evaluated by the performance measurements summarized in this report on a quarterly basis. This report covers the first quarter of fiscal year (FY) 2018-19 including July, August, and September 2018.

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

## Safety: Preventable Vehicle Accidents

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

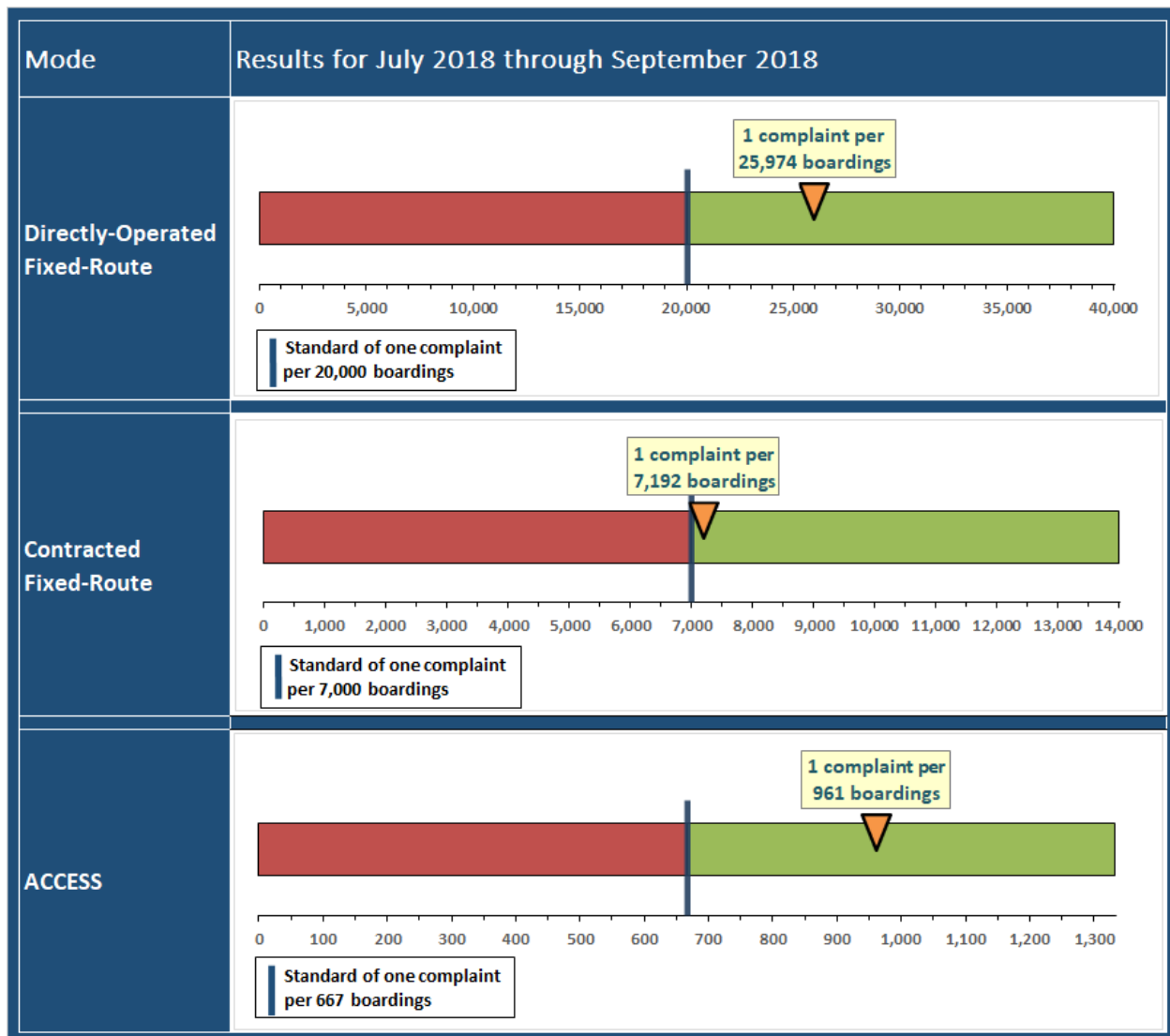
All modes of service exceeded the safety standard through the first quarter of FY 2018-19 with less than one accident per 100,000 boardings.



## Courtesy: Customer Complaints

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

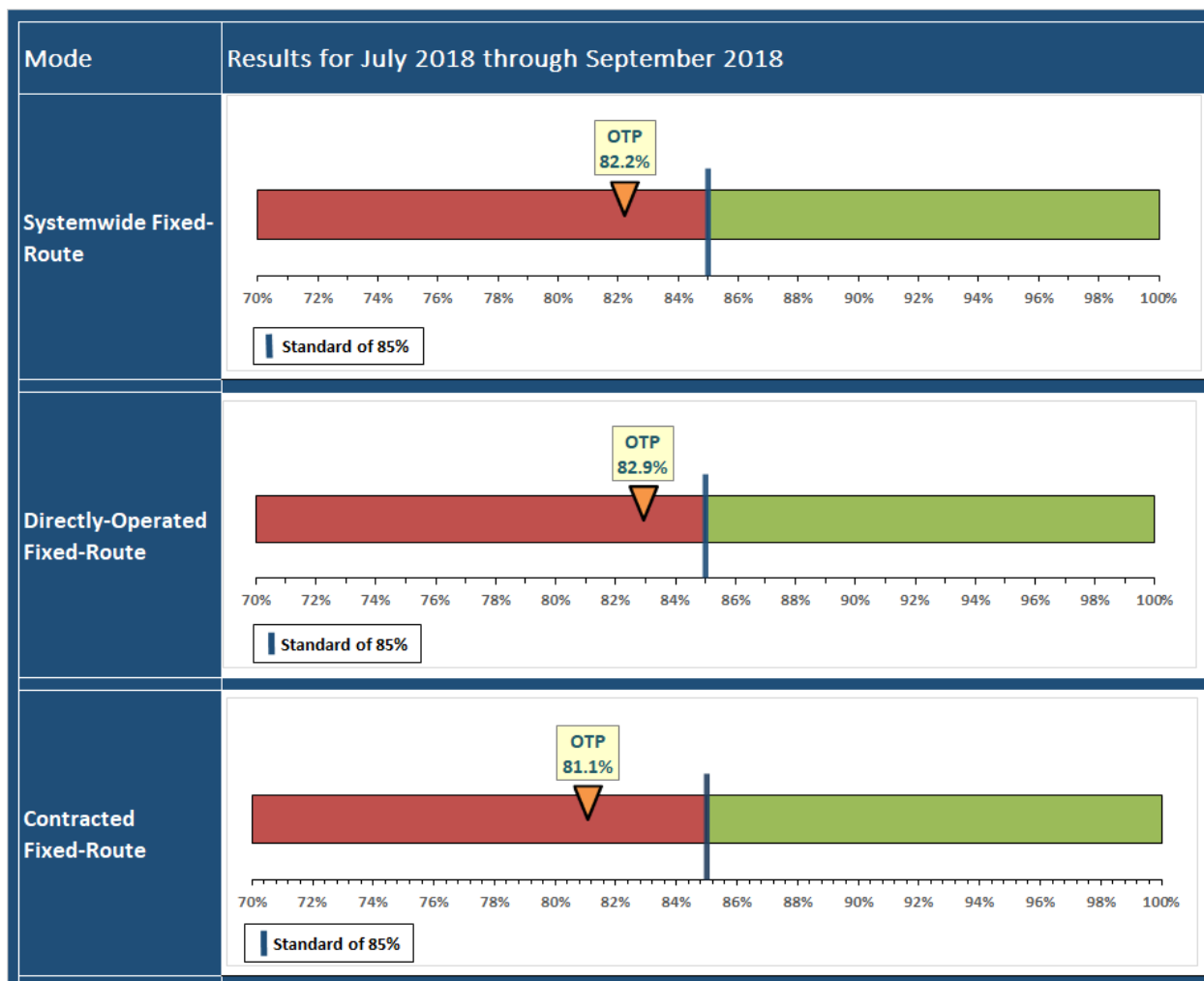
Through the first quarter of FY 2018-19, all modes of service exceeded the courtesy standard with less than one valid complaint per 20,000, 7,000, and 667 boardings, respectively.



## Reliability: On-Time Performance

OTP is a measure of performance evaluating the schedule adherence of an OC bus operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the departures of vehicles from time points, which are designated locations on a route used to control vehicle spacing as shown in the published schedule. For OC Bus service, a trip is considered on-time if it departs the time point zero minutes early to no more than five minutes late. OCTA's fixed-route system standard for OTP is 85 percent. For OC ACCESS service, OTP is a measure of performance evaluating a revenue vehicle's adherence to a scheduled pick-up time for transportation on a demand-response trip. A trip is considered on-time as long as the vehicle arrives within a 30-minute window. The OC ACCESS OTP standard is 94 percent.

Through the first quarter of FY 2018-19, systemwide fixed-route OTP was 82.2 percent, 2.8 percent below the standard. This marks a 2.4 percent drop from the previous quarter and a 2.3 percent drop from the same quarter last year. Compared to last quarter, OTP for the DOFR fell by 2.4 percent from 85.3 percent to 82.9 percent, lower than the same quarter last year which was 84.7 percent. The OTP for CFR service also fell by 2.4 percent and 3.0 percent compared to last quarter and the same quarter last year, respectively.

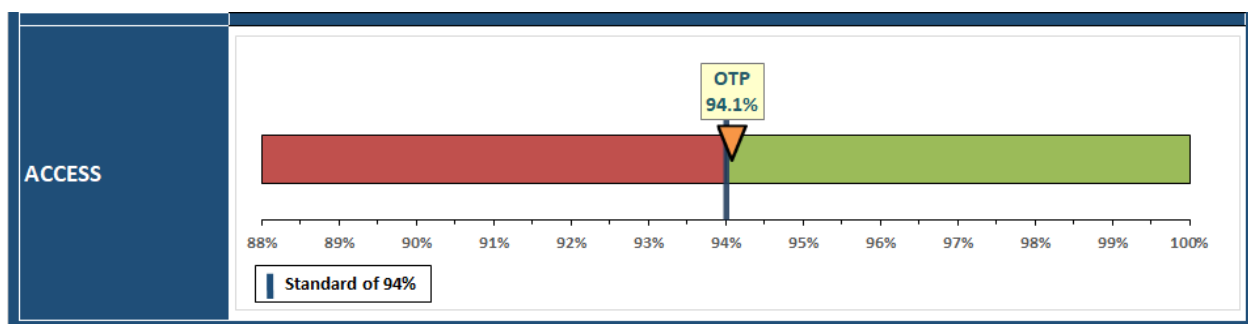


The significant reduction in OTP can be attributed to a number of elements including the seasonal traffic patterns along Pacific Coast Highway, major construction projects affecting local streets and roads (e.g., Interstate 405 (I-405) Project - Bridge Demolition), and other temporary events such as marathons, festivals, and local construction. These events cause delays as existing routing is often affected and detours typically add travel time to the route. During the first quarter of FY 2018-19, the projects listed below had direct impacts on OC Bus Service. This list does not include temporary, daily disruptions that occurred during the quarter.

- Orange Transportation Center parking structure project
- I-405 Bridge demolition at McFadden Avenue, lane reduction at Magnolia Street
- Bus pad installation eastbound/westbound Westminster Boulevard between Harbor Boulevard and Fairview Street
- Bristol Street widening project at 17<sup>th</sup> Street
- Katella Avenue water main replacement between Disneyland Drive and Haster Street/Anaheim Boulevard
  - With competing construction work along Katella Avenue for new hotel builds
- Fiber-optic work along Haster Street between Katella Avenue and Orangewood Avenue reducing traffic lanes
- Multiple line detours on the July 4<sup>th</sup> holiday
- Fiesta de Padrias event in downtown Santa Ana

OCTA staff will continue to coordinate with the various project teams to advise of the timeline for service changes and other service impacts during construction to minimize the effects on OTP. In addition, the Scheduling department has been evaluating running time throughout the system to address chronic chokepoints, and operating staff have been evaluating driver performance as it is related to attaining the 85 percent OTP standard. This comprehensive approach has provided staff with more information on routes that require additional running time to be added with the June service change.

The OTP for OC ACCESS service remained above the standard at 94.1 percent, though it dropped by three-tenths from last quarter and 0.9 percent from the 95 percent reported during the same period last year.

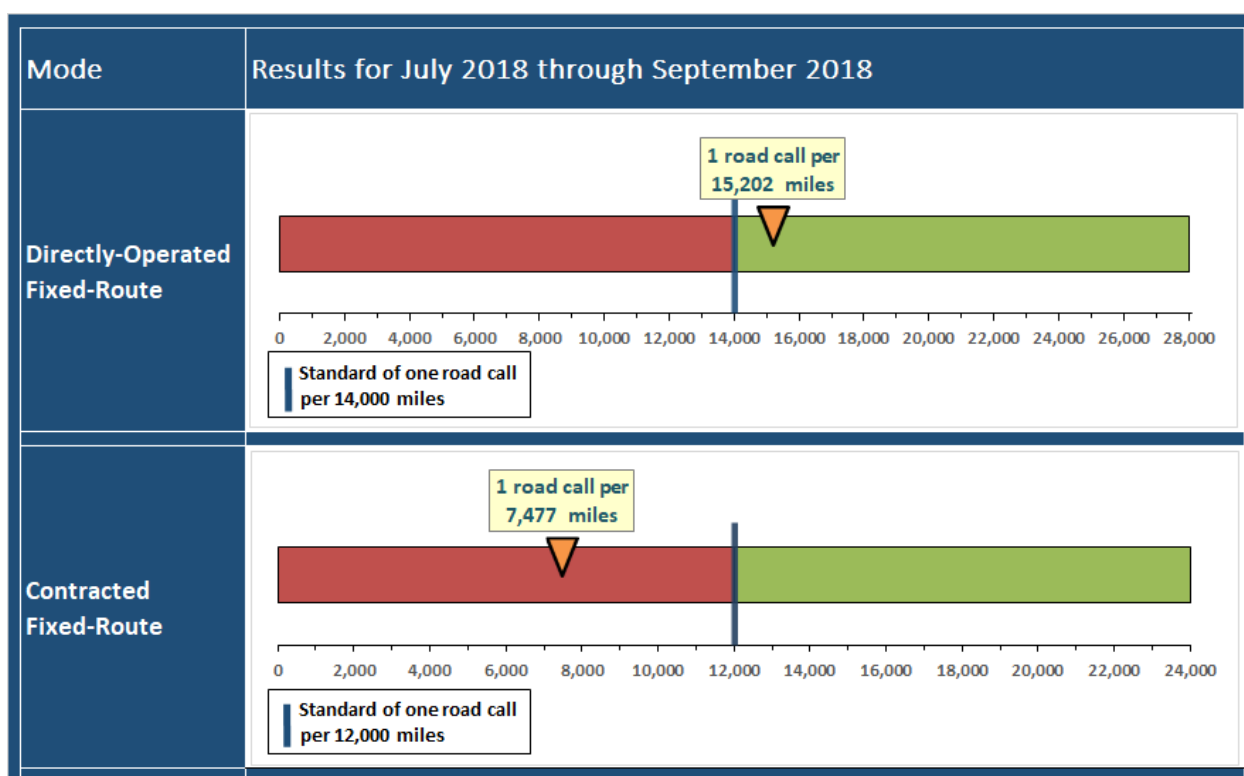




## Reliability: Miles Between Road Calls

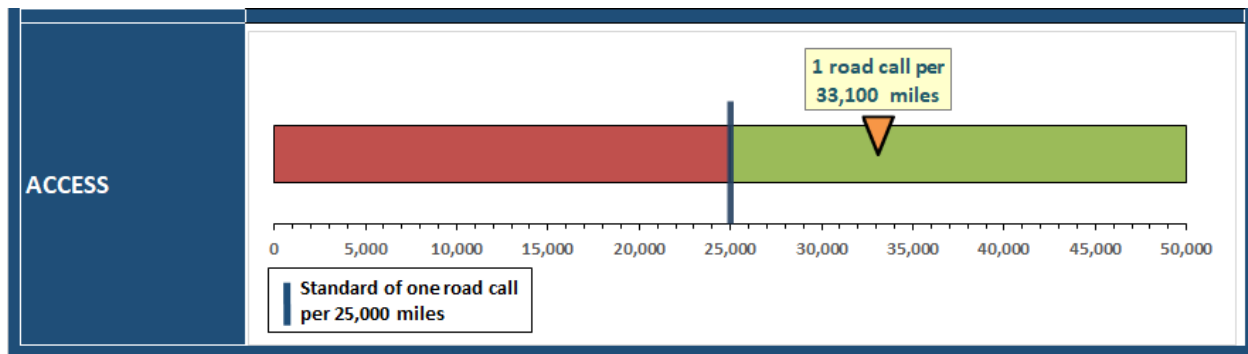
MBRC is a vehicle reliability performance indicator that measures the average distance in miles that a transit vehicle travels before failure of a vital component forces removal of the vehicle from service. Valid mechanical road calls usually cause a delay in service. The standard adopted by OCTA for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

Through the first quarter of FY 2018-19, OC Bus services continue to improve in this performance measure. OCTA-operated OC Bus service performed above standard, averaging 15,202 MBRC, a 7.5 percent increase over last quarter and 11.8 percent increase over the first quarter of last year. Some of the increase in MBRC can be credited to a midlife engine replacement campaign underway during the first quarter in addition to seasonal variations, and continued work with the vehicle manufacturer to address warranty-related failures.



CFR did not meet the MBRC standard. Through the first quarter of FY 2018-19, the contractor operated below standard at 7,477 MBRC, a 14 percent fall from the previous quarter and a 7.5 percent fall from the same quarter last year. In an effort to improve MBRC, the contractor has provided additional maintenance training and implemented a rigorous quality control process to improve vehicle repair procedures. In addition, recent staff changes have been made and corporate staff has maintained a consistent presence in the shop. The completion of the 98 near-zero engine repowers in the second quarter of FY 2018-19 included fifty-nine percent of the vehicles operated by contracted services. Benefits from this type of project are expected to improve vehicle reliability, reduce road calls, and reduce service interruptions in the third quarter of FY 2018-19.

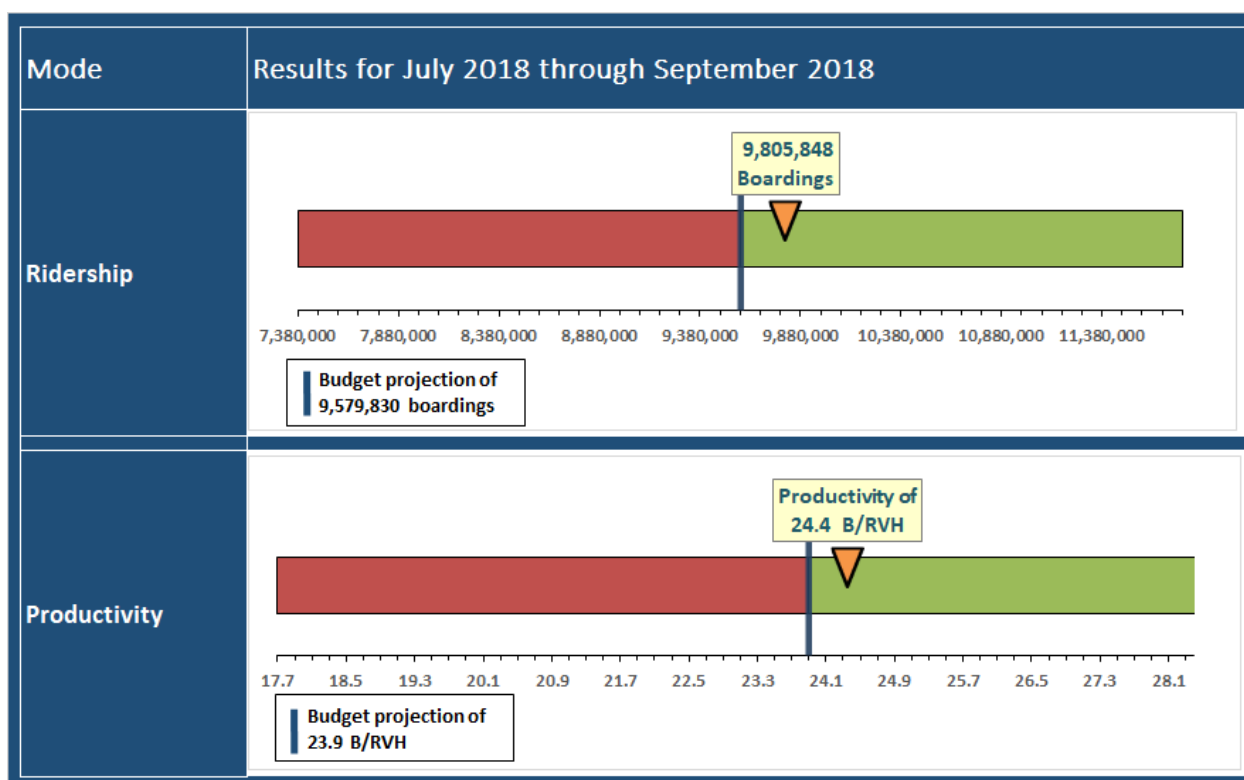
OC ACCESS exceeded the service standard with 33,100 MBRC.



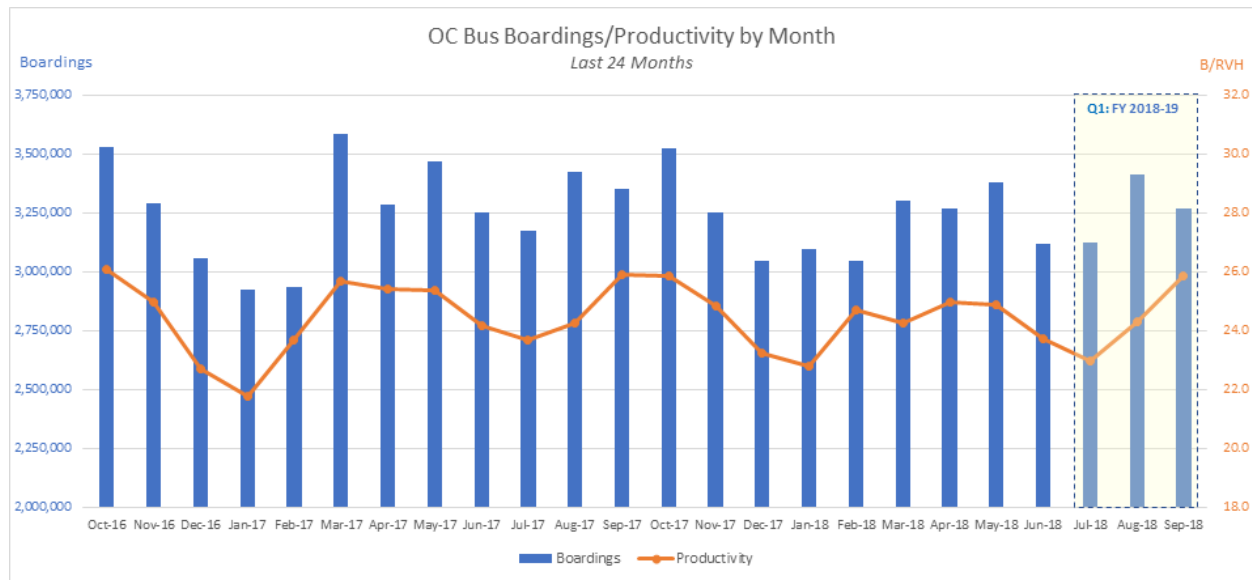
## Ridership and Productivity – OC Bus

Ridership (or boardings) is the number of rides taken by passengers using public transit and is influenced by level of service provided, weather, economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH that is operated. A RVH is any sixty-minute increment of time that a vehicle is available for passengers within the scheduled hours of service, excluding deadhead. Boardings per RVH (B/RVH) is calculated by taking the boardings and dividing it by the number of RVH operated.

Through the first quarter of FY 2018-19, ridership and productivity for OC Bus service exceeded the budgeted projections by 2.4 percent and 2.1 percent, respectively. Actions taken as part of the OC Bus 360° Plan, including proactive service marketing and service improvements, are drivers of this favorable trend.



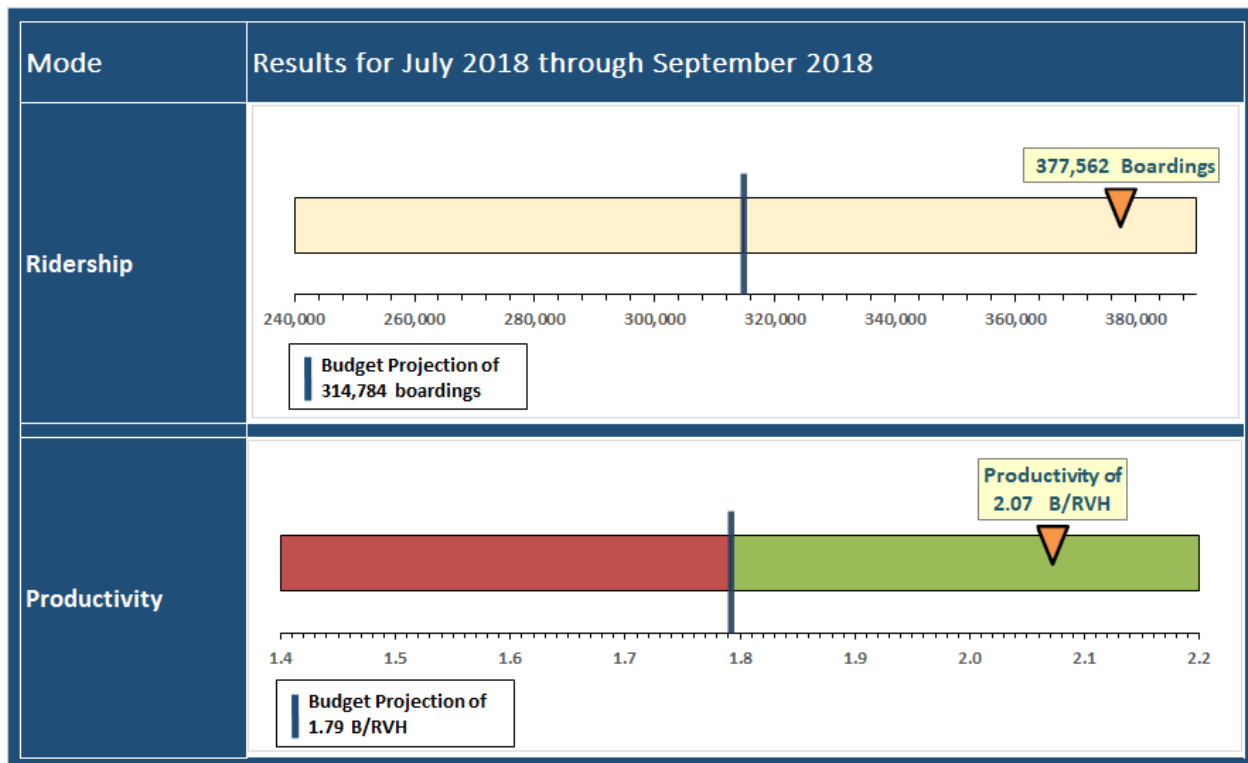
Over the last two years, the ridership and productivity indicate steady positive trends, as shown in the chart below. Ridership tends to peak during the spring and fall when school is in session, and dip during the winter and summer when students are on vacation. Productivity also tends to rise and fall during the same periods. Through the first quarter of FY 2018-19, ridership in August proved to be the high month, consistent with last year, while productivity increased month-over-month through the summer and into the beginning of the 2018-19 school year.



## Ridership and Productivity – ACCESS

(Primary Service Provider and Supplemental Taxi)

Through the first quarter of FY 2018-19, the ridership and productivity trends for OC ACCESS continue to indicate increasing demand for this service. ACCESS ridership for the quarter exceeded budgeted projections by over 62,000 boardings, a 19.9 percent increase. Similarly, productivity for ACCESS increased by 0.28 boardings per RVH, a 15.6 percent increase over the budgeted projection at this point of the fiscal year. Though the productivity is good, indicating service efficiency, OCTA staff will continue to look for ways to utilize more cost-effective services such as Same Day Taxi to reduce overall program costs.



## Contractor Performance: Fixed-Route

Per Agreement No. C-4-1737 between OCTA and First Transit, Inc. (First Transit), additional measures are tracked to ensure the OC Bus service provided by the contractor meets the standards for safety, customer service, and reliability. When the contractor's monthly or quarterly performance exceeds the standard as set forth in the agreement, financial incentives are paid to the contractor. When the monthly or quarterly performance of the contractor is below the standard as set forth in the agreement, penalties are assessed and must be paid to OCTA by the contractor.

Through the first quarter of FY 2018-19, the overall performance of contracted OC Bus service as determined by the performance categories outlined in the contract, was above standard for the measures of safety and courtesy. With respect to reliability, the performance was below standard.

Table 1 provides the penalties and incentives assessed to the contractor, by quarter, for FY 2018-19. The incentives paid to date, a total of \$3,200, reflect the outstanding performance related to courtesy. For the first quarter, the total penalties assessed to the contractor totaled \$262,041, largely due to poor performance in preventive maintenance (\$137,841), which likely contributed to the high number of missed trips (\$80,000) and road calls.

<b>Table 1:</b>	<b>Performance Categories</b>	<b>FY19 Q1</b>	<b>FY19 Q2</b>	<b>FY19 Q3</b>	<b>FY19 Q4</b>	<b>FYTD 19</b>
<b>Penalties</b>	On-Time Performance	\$ (7,000)				\$ (7,000)
	Valid Complaints: Per 7,000 boardings	\$ (2,900)				\$ (2,900)
	Unreported Accident	\$ (20,000)				\$ (20,000)
	Accident Frequency Ratio	\$ -				\$ -
	Key Positions	\$ -				\$ -
	CHP Terminal Inspections	\$ -				\$ -
	Reports	\$ -				\$ -
	Preventive Maintenance	\$ (137,841)				\$ (137,841)
	Road Calls	\$ (14,300)				\$ (14,300)
	Vehicle Damage: Per vehicle per day	\$ -				\$ -
	Missed Trips	\$ (80,000)				\$ (80,000)
	<b>Total</b>	<b>\$ (262,041)</b>				<b>\$ (262,041)</b>
<b>Incentives</b>	On-Time Performance	\$ -				\$ -
	Valid Complaints: Per 7,000 boardings	\$ 3,200				\$ 3,200
	Accident Frequency Ratio	\$ -				\$ -
	<b>Total</b>	<b>\$ 3,200</b>				<b>\$ 3,200</b>
<b>Prior Periods</b>	Road Calls	\$ (100)				\$ (100)
<b>Adjustment</b>	<b>Total</b>	<b>\$ (100)</b>				<b>\$ (100)</b>
<b>All</b>	<b>Total</b>	<b>\$ (258,941)</b>				<b>\$ (258,941)</b>

## Contractor Performance: OC ACCESS

(Primary Service Provider and Supplemental Taxi)

Per Agreement No. C-2-1865 between OCTA and MV Transportation, Inc. (MV), additional measures are tracked to ensure the OC Bus service provided by the contractor meets the standards for safety, customer service, and reliability. When the contractor's monthly or quarterly performance exceeds the standard as set forth in the agreement, financial incentives are paid to the contractor. When the monthly or quarterly performance of the contractor is below the standard as set forth in the agreement, penalties are assessed and must be paid to OCTA by the contractor.

As presented in this report, the overall performance of the contractor providing OC ACCESS service through the first quarter of FY 2018-19 is above standard for all measures. Table 2 below lists, by quarter, the penalties and incentives assessed to the OC ACCESS contractor as established in the agreement. Over the quarter, there were no incentives awarded to the contractor, however, \$71,725 of penalties were assessed for call center hold times, issues with preventive maintenance, excessively late trips, and OTP.

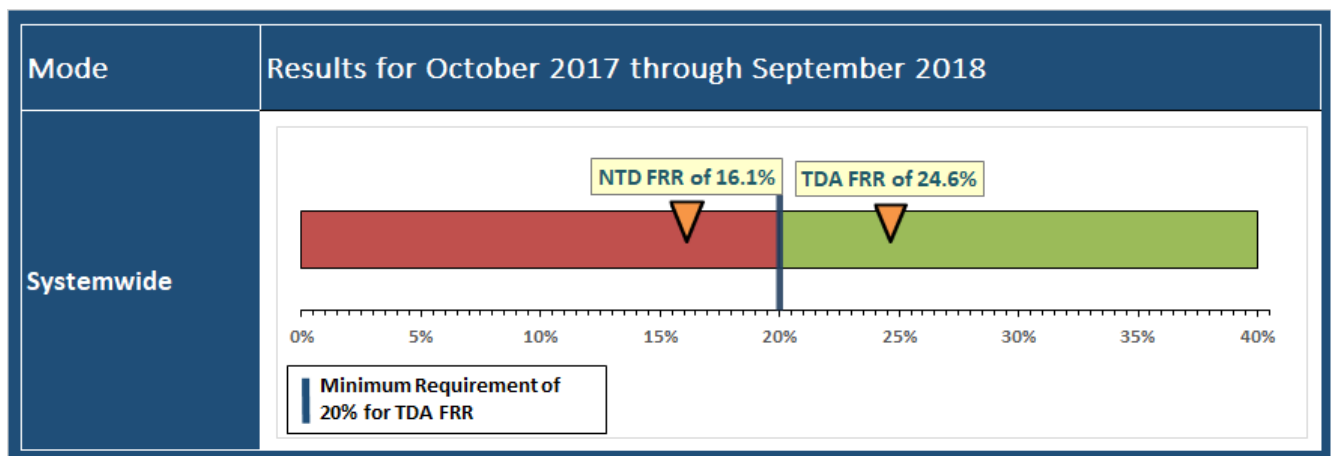
<b>Table 1:</b>	<b>Performance Categories</b>	<b>FY19 Q1</b>	<b>FY19 Q2</b>	<b>FY19 Q3</b>	<b>FY19 Q4</b>	<b>FYTD 19</b>
<b>Penalties</b>	Passenger Productivity	\$ -				\$ -
	On-Time Performance	\$ (10,000)				\$ (10,000)
	Customer Comments	\$ -				\$ -
	Call Center Hold Times	\$ (33,000)				\$ (33,000)
	Excessively Late Trips	\$ (10,000)				\$ (10,000)
	Missed Trips	\$ (5,000)				\$ (5,000)
	Unreported Accident	\$ -				\$ -
	Preventive Maintenance	\$ (13,725)				\$ (13,725)
	Road calls	\$ -				\$ -
	Reports	\$ -				\$ -
	Key Positions	\$ -				\$ -
	CHP Terminal Inspections	\$ -				
	Vehicle Damage	\$ -				
	<b>Total</b>	<b>\$ (71,725)</b>				<b>\$ (71,725)</b>
<b>Incentives</b>	Passenger Productivity	\$ -				\$ -
	On-Time Performance	\$ -				\$ -
	Excessively Late Trips	\$ -				\$ -
	Missed Trips	\$ -				\$ -
	<b>Total</b>	<b>\$ -</b>				<b>\$ -</b>
<b>Prior Periods</b>	Customer Comments	\$ 1,100				\$ 1,100
<b>Adjustment</b>	<b>Total</b>	<b>\$ 1,100</b>				<b>\$ 1,100</b>
<b>All</b>	<b>Total</b>	<b>\$ (70,625)</b>				<b>\$ (70,625)</b>

## Farebox Recovery Ratio

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

In an effort to minimize seasonal fluctuations, data shown below reflects actuals over the last 12 months from October 2017 through September 2018.

FRR, based on the National Transit Database definition in which only passenger fares are included under revenue, did not meet the 20 percent goal. However, as a result of the passage of Senate Bill No. 508 (SB 508), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 24.6 percent, a drop of 0.6 percent from the previous quarter and a 0.8 percent drop from the same quarter last year.



**Note:**

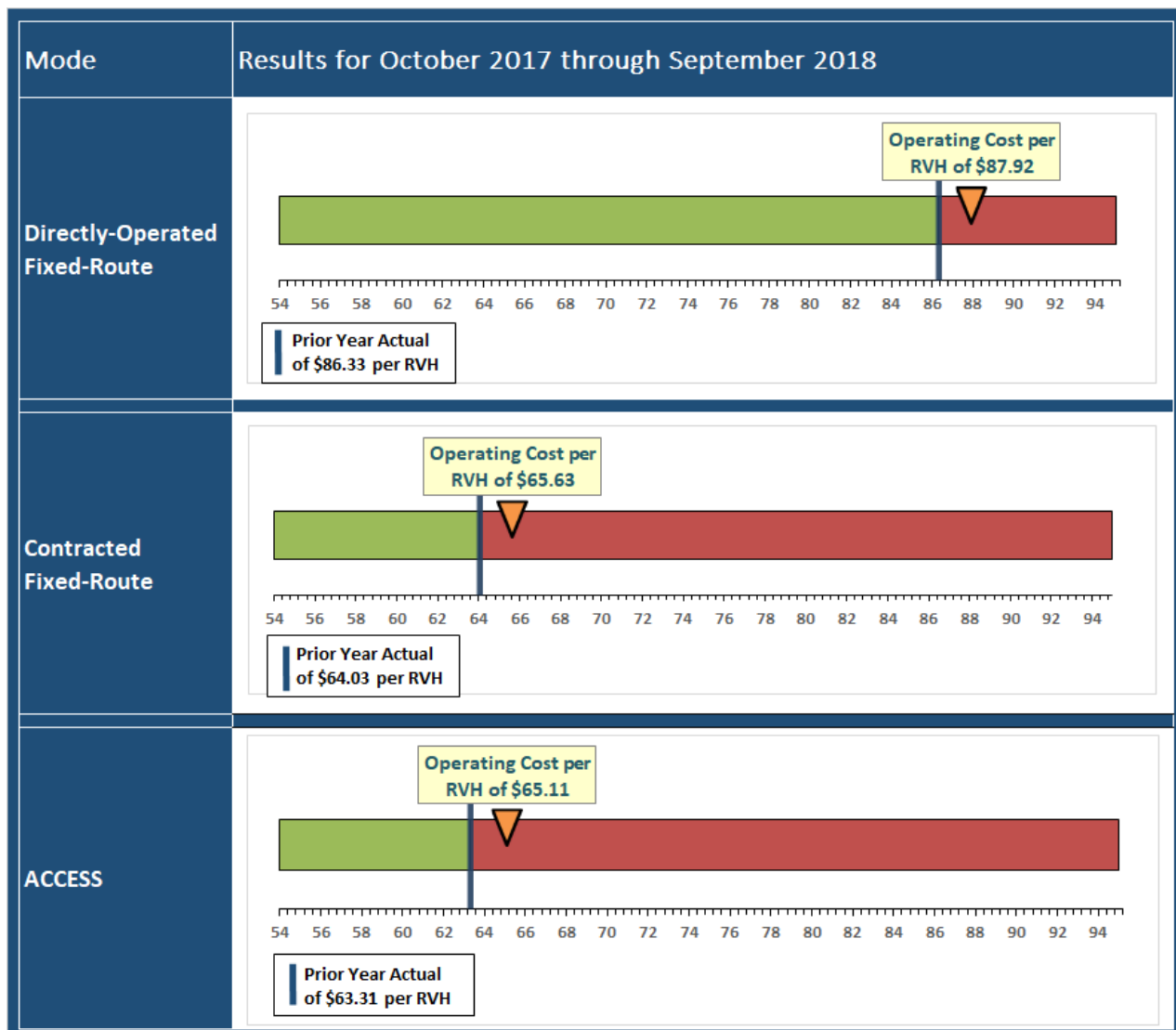
- National Transit Database (NTD) FRR consists of only passenger fares
- Transportation Development Act (TDA) FRR includes passenger fares, property tax revenue, advertising revenue and Measure M fare stabilization



## Operating Cost per Revenue Vehicle Hour

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

Similar to the FRR, the statistics below depict actuals over the last 12 months. All modes operated at a higher cost per RVH than the same 12-month period of the prior year with 1.84 percent increase in DOFR, 2.50 percent increase in CFR, and 2.84 percent increase in OC ACCESS. The increase in DOFR was primarily due to the execution of the new coach operator labor contract. A signing bonus was expensed in May 2018, along with a salary increase. The increases in CFR and OC ACCESS cost per RVH were primarily associated with the increase in the contracted rates as included in the First Transit and MV agreements for each new FY. Another factor that contributed to the increase in OC ACCESS cost is the increase in gasoline prices.



## Performance Evaluation by Route

Continuing efforts are underway to better understand and address ridership trends. The OC Bus 360° Plan, approved by the OCTA Board of Directors (Board) in March 2016, included several strategies to stimulate fixed-route ridership. These strategies include targeted marketing, a discounted summer youth pass, development of a mobile ticketing application, re-branding the fixed-route fleet, and improved travel time through the use of express-type service on local routes. Major route adjustments were implemented in both October 2016 and February 2018. All adjustments were developed based on route-level performance. Staff continue to track the impact of these adjustments on ridership and productivity while considering other strategies to further improve service performance. Performance evaluation is important because it provides:

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

The tables on the following pages summarize route-level performance through the first quarter in FY 2018-19. The first three tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding, and the remaining three tables present the same information sorted by routes that have the highest boardings to routes with a lower level of boardings.

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

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



**OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
021	N	8.4%	\$ 11.58	\$ 6.57	\$ 4.03	\$ 0.98	\$ 0.97	16,927	\$ 107.86	\$ 65.75	\$ 7.95	9.32	1,815	2	-	-
085	S	9.1%	11.18	6.35	3.90	0.93	1.03	17,911	100.39	64.22	8.17	8.90	2,012	2	-	-
087	S	8.8%	10.48	5.97	3.67	0.84	0.93	17,016	105.40	65.32	7.02	9.97	1,706	-	2	-
001	S	8.2%	10.24	5.93	3.77	0.54	0.87	153,627	147.96	95.25	9.13	14.00	10,977	10	-	-
076	C	9.5%	9.35	5.27	3.35	0.73	0.90	22,783	133.17	84.87	11.33	13.98	1,630	2	-	-
153	N	10.3%	9.10	5.35	3.21	0.54	0.98	30,649	99.27	64.05	8.11	10.40	2,947	2	-	-
178	C	11.1%	8.40	4.82	2.89	0.69	0.96	24,243	99.94	64.13	8.04	11.52	2,104	2	-	-
177	S	12.8%	8.00	4.58	2.75	0.67	1.07	21,245	99.60	64.10	7.71	11.86	1,791	-	2	-
167	C	12.6%	7.52	4.25	2.55	0.72	0.98	46,616	99.52	64.03	8.40	12.77	3,650	4	-	-
082	S	15.8%	7.01	3.46	2.13	1.42	1.05	17,561	111.92	66.53	7.92	16.86	1,042	3	-	-
083	C	11.9%	6.96	3.95	2.51	0.50	0.87	165,189	141.13	90.74	7.79	19.23	8,591	10	-	-
024	N	14.0%	6.85	3.74	2.30	0.81	0.99	30,848	99.55	64.07	7.82	14.18	2,176	3	-	-
086	C	13.8%	6.78	3.79	2.33	0.66	0.98	38,078	99.92	64.16	7.72	14.09	2,702	3	-	-
091	S	15.1%	6.73	3.81	2.34	0.58	1.09	101,408	101.17	64.51	7.02	13.96	7,265	7	-	-
079	C	13.0%	6.71	3.85	2.36	0.50	0.93	99,291	99.73	64.09	8.79	13.95	7,116	6	-	-
090	S	15.7%	6.43	3.49	2.14	0.80	1.05	82,859	103.87	65.02	6.92	15.57	5,323	8	-	-
050	N	12.5%	6.14	3.46	2.20	0.48	0.81	313,023	151.73	97.00	12.94	23.46	13,342	4	-	9
129	N	16.0%	6.08	3.39	2.03	0.66	1.04	50,296	101.49	64.46	8.35	15.71	3,201	4	-	-
560	C	13.2%	6.03	3.34	2.12	0.57	0.83	190,153	142.81	91.13	12.33	22.71	8,375	13	-	-
056	N	12.5%	5.86	3.44	2.19	0.23	0.81	108,463	139.08	88.65	13.16	21.58	5,025	3	-	-
143	N	15.3%	5.77	3.39	2.03	0.35	0.98	47,586	99.62	64.09	8.70	15.57	3,056	2	-	-
059	C	15.7%	5.69	3.15	1.94	0.60	0.95	139,771	103.18	64.74	9.20	17.10	8,173	10	-	-
150	C	16.9%	5.56	3.00	1.80	0.76	0.98	43,905	103.06	64.60	10.17	17.86	2,458	4	-	-
054	N	14.5%	5.54	3.10	1.97	0.47	0.86	302,361	138.29	88.20	12.57	23.28	12,987	17	-	-
026	N	15.2%	5.39	3.09	1.90	0.40	0.90	104,357	101.44	64.35	9.88	17.22	6,059	5	-	-
072	C	15.4%	5.38	3.05	1.94	0.39	0.91	128,144	134.00	85.54	10.82	22.75	5,634	6	-	-
055	C	16.7%	5.37	3.06	1.94	0.37	1.00	335,056	138.79	88.52	12.37	23.14	14,481	15	-	-
089	S	17.2%	5.17	2.93	1.80	0.44	0.98	95,021	99.93	64.17	8.04	17.51	5,427	5	-	-
025	N	17.3%	5.17	2.83	1.74	0.60	0.96	97,911	100.73	64.32	8.36	18.25	5,364	7	-	-
037	N	15.2%	5.13	2.92	1.85	0.36	0.86	277,237	138.64	88.45	11.34	24.64	11,252	12	-	-
071	N	17.1%	4.97	2.85	1.75	0.37	0.95	179,474	100.15	64.24	8.00	18.04	9,949	8	-	-
029	N	17.5%	4.39	2.53	1.61	0.25	0.88	520,354	139.21	88.87	11.96	27.73	18,767	14	-	1
030	N	18.0%	4.29	2.44	1.50	0.35	0.86	166,668	99.60	64.14	7.70	20.75	8,034	7	-	-
543	N	17.9%	4.27	2.40	1.53	0.34	0.86	242,954	140.04	89.38	12.45	29.25	8,305	10	-	-
047	C	19.4%	4.22	2.40	1.52	0.30	0.94	550,922	138.16	88.10	12.31	28.38	19,409	20	-	-
035	N	18.8%	4.04	2.21	1.36	0.47	0.83	211,127	102.96	64.69	8.94	23.39	9,025	12	-	-
070	C	20.3%	3.95	2.19	1.35	0.41	0.90	243,319	104.09	65.00	8.43	23.43	10,385	12	-	-
057	C	20.0%	3.90	2.19	1.39	0.32	0.90	519,977	144.81	92.42	13.49	32.29	16,104	-	13	-
060	C	18.7%	3.81	2.19	1.39	0.23	0.82	496,711	138.00	88.12	11.95	31.37	15,834	14	-	-
033	N	18.7%	3.78	2.19	1.34	0.25	0.81	100,963	100.22	64.21	8.09	23.10	4,370	3	-	-
053X	C	20.3%	3.78	2.16	1.37	0.25	0.90	163,926	126.31	80.32	12.24	28.51	5,750	5	-	-
046	N	21.9%	3.64	2.03	1.25	0.36	0.92	163,983	100.41	64.25	8.67	23.94	6,848	7	-	-
043	N	21.5%	3.53	2.01	1.28	0.24	0.90	549,594	135.94	86.55	13.53	32.42	16,954	16	-	-
038	N	21.3%	3.50	1.95	1.20	0.35	0.85	283,105	101.55	64.49	8.28	25.41	11,141	12	-	-
053	C	21.0%	3.47	1.99	1.26	0.22	0.87	375,155	141.28	89.95	15.15	34.34	10,925	10	-	-
057X	C	22.8%	3.42	1.89	1.20	0.33	0.91	276,562	126.43	80.44	11.80	31.64	8,740	-	7	-
042	N	22.4%	3.09	1.75	1.08	0.26	0.82	385,948	101.15	64.38	9.09	27.74	13,913	12	-	-
066	C	24.3%	3.02	1.72	1.10	0.20	0.91	532,011	136.86	87.21	13.21	36.73	14,486	13	-	-
064X	C	24.2%	2.75	1.58	1.01	0.16	0.83	151,813	126.33	80.34	12.16	36.98	4,106	3	-	-
064	C	24.4%	2.69	1.56	0.99	0.14	0.82	408,089	137.67	87.68	14.11	40.84	9,993	7	-	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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

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



**OCTA Operating Statistics By Route for Express Service (Sorted by Subsidy per Boarding)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
211	C	2.9%	\$ 40.28	\$ 18.92	\$ 14.84	\$ 6.52	\$ 0.99	4,384	\$ 108.12	\$ 63.84	\$ 6.30	3.11	1,409	-	4	-
213	N	2.8%	38.91	17.24	13.53	8.14	0.88	3,511	126.44	68.38	7.20	3.99	879	-	4	-
721	N	5.4%	38.18	21.11	12.72	4.35	1.93	5,751	217.63	141.44	8.46	6.09	945	3	-	-
701	C	9.6%	27.10	14.37	8.66	4.07	2.45	6,138	248.71	161.49	10.31	9.76	629	3	-	-
206	C	5.5%	23.02	9.25	7.26	6.51	0.96	3,292	133.32	73.57	6.99	7.63	432	-	3	-
794	C	29.5%	18.15	7.87	6.17	4.11	5.87	8,115	163.21	99.24	6.11	8.20	990	4	-	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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



**OCTA Operating Statistics By Route for Stationlink Service (Sorted by Subsidy per Boarding)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
463	C	5.4%	\$ 22.85	\$ 8.98	\$ 7.91	\$ 5.96	\$ 0.96	5,597	\$ 132.73	\$ 73.29	\$ 12.75	7.43	753	4	-	-
480	C	10.9%	10.24	4.09	3.60	2.55	0.94	6,529	132.40	73.33	11.41	15.35	425	2	-	-
473	C	12.2%	9.71	3.64	3.21	2.86	0.95	8,734	135.47	73.56	12.61	17.37	503	3	-	-
453	N	10.7%	9.17	3.65	3.22	2.30	0.82	7,252	137.33	74.14	20.54	17.85	406	2	-	-
472	C	14.0%	7.81	2.79	2.46	2.56	0.85	9,765	128.26	72.51	10.43	21.04	464	3	-	-
462	C	16.4%	5.86	2.65	2.33	0.88	0.98	9,510	121.50	70.93	18.01	20.40	466	1	-	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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



**OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
047	C	19.4%	\$ 4.22	\$ 2.40	\$ 1.52	\$ 0.30	\$ 0.94	550,922	\$ 138.16	\$ 88.10	\$ 12.31	28.38	19,409	20	-	-
043	N	21.5%	3.53	2.01	1.28	0.24	0.90	549,594	135.94	86.55	13.53	32.42	16,954	16	-	-
066	C	24.3%	3.02	1.72	1.10	0.20	0.91	532,011	136.86	87.21	13.21	36.73	14,486	13	-	-
029	N	17.5%	4.39	2.53	1.61	0.25	0.88	520,354	139.21	88.87	11.96	27.73	18,767	14	-	1
057	C	20.0%	3.90	2.19	1.39	0.32	0.90	519,977	144.81	92.42	13.49	32.29	16,104	-	-	13
060	C	18.7%	3.81	2.19	1.39	0.23	0.82	496,711	138.00	88.12	11.95	31.37	15,834	14	-	-
064	C	24.4%	2.69	1.56	0.99	0.14	0.82	408,089	137.67	87.68	14.11	40.84	9,993	7	-	-
042	N	22.4%	3.09	1.75	1.08	0.26	0.82	385,948	101.15	64.38	9.09	27.74	13,913	12	-	-
053	C	21.0%	3.47	1.99	1.26	0.22	0.87	375,155	141.28	89.95	15.15	34.34	10,925	10	-	-
055	C	16.7%	5.37	3.06	1.94	0.37	1.00	335,056	138.79	88.52	12.37	23.14	14,481	15	-	-
050	N	12.5%	6.14	3.46	2.20	0.48	0.81	313,023	151.73	97.00	12.94	23.46	13,342	4	-	9
054	N	14.5%	5.54	3.10	1.97	0.86	0.86	302,361	138.29	88.20	12.57	23.28	12,987	17	-	-
038	N	21.3%	3.50	1.95	1.20	0.35	0.85	283,105	101.55	64.49	8.28	25.41	11,141	12	-	-
037	N	15.2%	5.13	2.92	1.85	0.36	0.86	277,237	138.64	88.45	11.34	24.64	11,252	12	-	-
057X	C	22.8%	3.42	1.89	1.20	0.33	0.91	276,562	126.43	80.44	11.80	31.64	8,740	-	-	7
070	C	20.3%	3.95	2.19	1.35	0.41	0.90	243,319	104.09	65.00	8.43	23.43	10,385	12	-	-
543	N	17.9%	4.27	2.40	1.53	0.34	0.86	242,954	140.04	89.38	12.45	29.25	8,305	10	-	-
035	N	18.8%	4.04	2.21	1.36	0.47	0.83	211,127	102.96	64.69	8.94	23.39	9,025	12	-	-
560	C	13.2%	6.03	3.34	2.12	0.57	0.83	190,153	142.81	91.13	12.33	22.71	8,375	13	-	-
071	N	17.1%	4.97	2.85	1.75	0.37	0.95	179,474	100.15	64.24	8.00	18.04	9,949	8	-	-
030	N	18.0%	4.29	2.44	1.50	0.35	0.86	166,668	99.60	64.14	7.70	20.75	8,034	7	-	-
083	C	11.9%	6.96	3.95	2.51	0.50	0.87	165,189	141.13	90.74	7.79	19.23	8,591	10	-	-
046	N	21.9%	3.64	2.03	1.25	0.36	0.92	163,983	100.41	64.25	8.67	23.94	6,848	7	-	-
053X	C	20.3%	3.78	2.16	1.37	0.25	0.90	163,926	126.31	80.32	12.24	28.51	5,750	5	-	-
001	S	8.2%	10.24	5.93	3.77	0.54	0.87	153,627	147.96	95.25	9.13	14.00	10,977	10	-	-
064X	C	24.2%	2.75	1.58	1.01	0.16	0.83	151,813	126.33	80.34	12.16	36.98	4,106	3	-	-
059	C	15.7%	5.69	3.15	1.94	0.60	0.95	139,771	103.18	64.74	9.20	17.10	8,173	10	-	-
072	C	15.4%	5.38	3.05	1.94	0.39	0.91	128,144	134.00	85.54	10.82	22.75	5,634	6	-	-
056	N	12.5%	5.86	3.44	2.19	0.23	0.81	108,463	139.08	88.65	13.16	21.58	5,025	3	-	-
026	N	15.2%	5.39	3.09	1.90	0.40	0.90	104,357	101.44	64.35	9.88	17.22	6,059	5	-	-
091	S	15.1%	6.73	3.81	2.34	0.58	1.09	101,408	101.17	64.51	7.02	13.96	7,265	7	-	-
033	N	18.7%	3.78	2.19	1.34	0.25	0.81	100,963	100.22	64.21	8.09	23.10	4,370	3	-	-
079	C	13.0%	6.71	3.85	2.36	0.50	0.93	99,291	99.73	64.09	8.79	13.95	7,116	6	-	-
025	N	17.3%	5.17	2.83	1.74	0.60	0.96	97,911	100.73	64.32	8.36	18.25	5,364	7	-	-
089	S	17.2%	5.17	2.93	1.80	0.44	0.98	95,021	99.93	64.17	8.04	17.51	5,427	5	-	-
090	S	15.7%	6.43	3.49	2.14	0.80	1.05	82,859	103.87	65.02	6.92	15.57	5,323	8	-	-
129	N	16.0%	6.08	3.39	2.03	0.66	1.04	50,296	101.49	64.46	8.35	15.71	3,201	4	-	-
143	N	15.3%	5.77	3.39	2.03	0.35	0.98	47,586	99.62	64.09	8.70	15.57	3,056	2	-	-
167	C	12.6%	7.52	4.25	2.55	0.72	0.98	46,616	99.52	64.03	8.40	12.77	3,650	4	-	-
150	C	16.9%	5.56	3.00	1.80	0.76	0.98	43,905	103.06	64.60	10.17	17.86	2,458	4	-	-
086	C	13.8%	6.78	3.79	2.33	0.66	0.98	38,078	99.92	64.16	7.72	14.09	2,702	3	-	-
024	N	14.0%	6.85	3.74	2.30	0.81	0.99	30,848	99.55	64.07	7.82	14.18	2,176	3	-	-
153	N	10.3%	9.10	5.35	3.21	0.54	0.98	30,649	99.27	64.05	8.11	10.40	2,947	2	-	-
178	C	11.1%	8.40	4.82	2.89	0.69	0.96	24,243	99.94	64.13	8.04	11.52	2,104	2	-	-
076	C	9.5%	9.35	5.27	3.35	0.73	0.90	22,783	133.17	84.87	11.33	13.98	1,630	2	-	-
177	S	12.8%	8.00	4.58	2.75	0.67	1.07	21,245	99.60	64.10	7.71	11.86	1,791	-	2	-
085	S	9.1%	11.18	6.35	3.90	0.93	1.03	17,911	100.39	64.22	8.17	8.90	2,012	2	-	-
082	S	15.8%	7.01	3.46	2.13	1.42	1.05	17,561	111.92	66.53	7.92	16.86	1,042	3	-	-
087	S	8.8%	10.48	5.97	3.67	0.84	0.93	17,016	105.40	65.32	7.02	9.97	1,706	-	2	-
021	N	8.4%	11.58	6.57	4.03	0.98	0.97	16,927	107.86	65.75	7.95	9.32	1,815	2	-	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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

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



**OCTA Operating Statistics By Route for Express Service (Sorted by Boardings)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
794	C	29.5%	\$ 18.15	\$ 7.87	\$ 6.17	\$ 4.11	\$ 5.87	8,115	\$ 163.21	\$ 99.24	\$ 6.11	8.20	990	4	-	-
701	C	9.6%	27.10	14.37	8.66	4.07	2.45	6,138	248.71	161.49	10.31	9.76	629	3	-	-
721	N	5.4%	38.18	21.11	12.72	4.35	1.93	5,751	217.63	141.44	8.46	6.09	945	3	-	-
211	C	2.9%	40.28	18.92	14.84	6.52	0.99	4,384	108.12	63.84	6.30	3.11	1,409	-	4	-
213	N	2.8%	38.91	17.24	13.53	8.14	0.88	3,511	126.44	68.38	7.20	3.99	879	-	4	-
206	C	5.5%	23.02	9.25	7.26	6.51	0.96	3,292	133.32	73.57	6.99	7.63	432	-	3	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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



**OCTA Operating Statistics By Route for Stationlink Service (Sorted by Boardings)**  
Fiscal Year 2018-19 Through Q1

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
472	C	14.0%	\$ 7.81	\$ 2.79	\$ 2.46	\$ 2.56	\$ 0.85	9,765	\$ 128.26	\$ 72.51	\$ 10.43	21.04	464	3	-	-
462	C	16.4%	5.86	2.65	2.33	0.88	0.98	9,510	121.50	70.93	18.01	20.40	466	1	-	-
473	C	12.2%	9.71	3.64	3.21	2.86	0.95	8,734	135.47	73.56	12.61	17.37	503	3	-	-
453	N	10.7%	9.17	3.65	3.22	2.30	0.82	7,252	137.33	74.14	20.54	17.85	406	2	-	-
480	C	10.9%	10.24	4.09	3.60	2.55	0.94	6,529	132.40	73.33	11.41	15.35	425	2	-	-
463	C	5.4%	22.85	8.98	7.91	5.96	0.96	5,597	132.73	73.29	12.75	7.43	753	4	-	-

(1) Total bus count (426) is based on PM weekday equipment requirements.

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

## Route

## Reference

## Table

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

## OC Bus 360° Plan: Performance to Date

To address declining bus ridership, in 2015, the Board endorsed a comprehensive action plan (Plan), known as OC Bus 360°. This effort included a comprehensive review of current and former rider perceptions, a peer review panel that reviewed OCTA's performance and plans, new branding and marketing tactics tied to rider needs, upgraded bus routes and services to better match demand and capacity, technology solutions to improve passenger experience, and pricing, as well as other revenue changes to stimulate ridership, and provide new funding.

Extensive work was invested by OCTA divisions to implement the Plan. These efforts included:

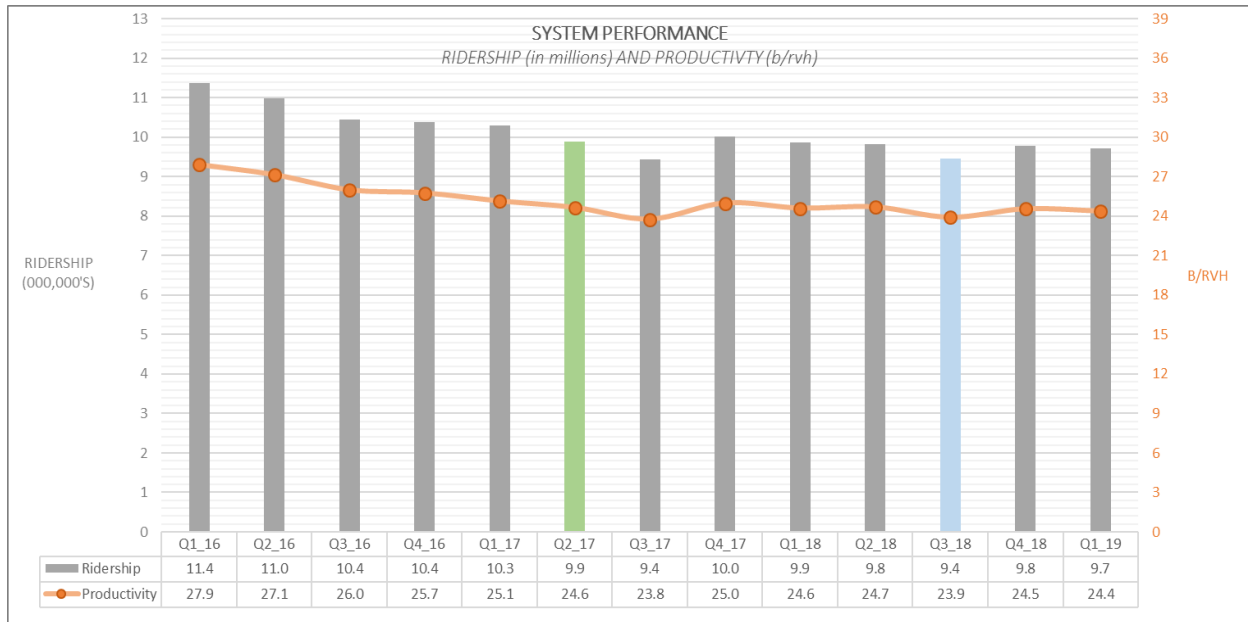
- Implementation of new and faster bus routes;
- Redeployment of services in June 2016, October 2016, October 2017, and February 2018, to improve efficiencies and build ridership;
- Competitively-awarded grants to local agencies through Project V for transit services tailored to community needs;
- Implementation of a promotional fare and college pass program;
- Rollout of new technologies, such as mobile ticketing, real-time bus arrival information, and a microtransit service; and
- Extensive marketing, public outreach, and promotional campaigns.

### Impact of the Service Changes

Of the series of approved bus service changes under the OC Bus 360° Plan, the changes implemented in October 2016 and February 2018 were the most significant and tracked for overall plan impact. Provided below is a series of charts that show overall system performance over the last 13 quarters and the impact of these route adjustments (*October 2016 marked by green bar; February 2018 marked by blue bar*). In this review, performance is measured by change in average weekday boardings for routes that were improved and average B/RVH for routes that were reduced. This analysis is necessary and on-going to gauge the effectiveness of the recommended changes and overall plan.

The trend of overall system ridership and productivity is provided on the following chart. Of note is the difference in the productivity numbers provided here compared to the productivity numbers provided in previous reports. This variation is due to the actions taken to correct an inadvertent omission of recovery time in the dashboard. Data was not captured for several routes with distinct operational characteristics (remote layover zones). The added time to the total RVH accounts for the slight drop in the quarterly boardings per RVH.

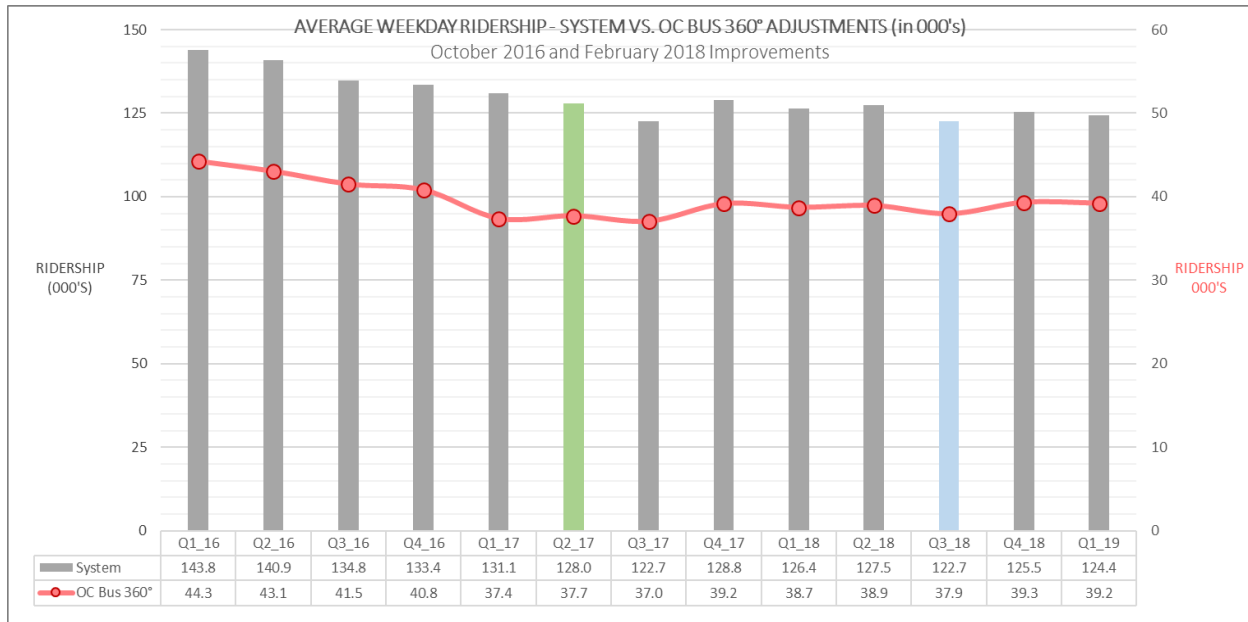




Through the first quarter of FY 2018-19, ridership and productivity are down slightly compared to last quarter, but are generally constant with respect to the quarterly trend over the past two years, since the October 2016 service change.

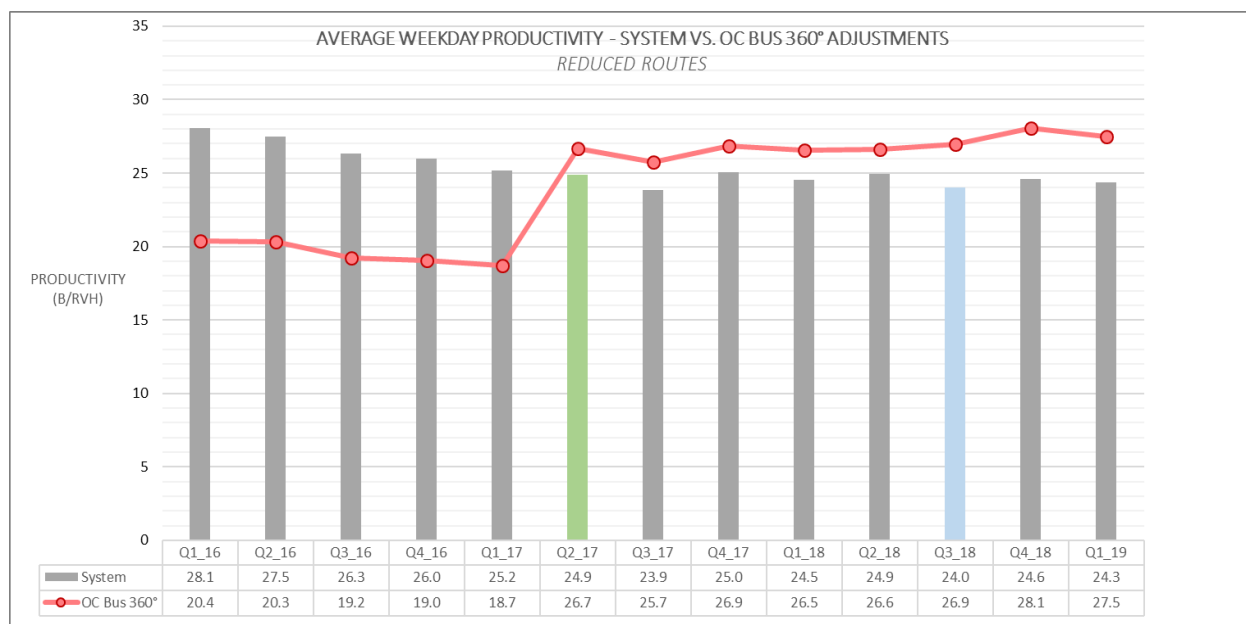
- Ridership was 0.5 percent lower than the previous quarter, and 1.5 percent lower than the same quarter last FY.
- Productivity over the first quarter fell by 0.7 percent from last quarter and was 0.9 percent lower than the same quarter last year.

Overall, the adjustments implemented under the OC Bus 360° Plan are trending steadily. The following chart compares the system trend against the group of routes improved in October 2016 and February 2018. The adjustments implemented in October 2016, though now mature, continue to show steady growth. Comparing the results of the first quarter of FY 2018-19 with the first quarter of FY 2017-18, the collective average weekday ridership on the eight improved routes has increased from 9,652 boardings to 11,510, a 16.1 percent jump. Three routes serving La Habra/Fountain Valley, Sunset Beach/Tustin, and Yorba Linda/Newport Beach, respectively, account for nearly 88 percent of the average weekday increase associated with the October 2016 service change. Service changes of this kind generally mature in a timeframe between 18 to 24 months. Therefore, the changes implemented in October 2016 will continue to be tracked, but will not be specifically identified in future reports. The adjustments implemented in February 2018 will be specifically tracked with respect to OC Bus 360° updates.



- The system average for average weekday ridership during the first quarter was 124,388, a 0.9 percent drop compared to the previous quarter and a 1.6 percent drop from the same quarter last year.
- The improved routes collectively (October 2016 and February 2018 improvements) had 39,220 average weekday boardings over the quarter.
  - 0.3 percent drop under the 39,326 average weekday boardings reported the previous quarter, but
  - 1.3 percent higher than the 38,714 boardings reported during the same quarter last year.
  - Trend is similar to systemwide average weekday ridership

Improved system and route productivity are the goals for services that are *reduced* or *eliminated* under the OC Bus 360° Plan – making low performing routes more productive. In February 2018, more routes were reduced or eliminated to improve productivity. The following chart compares the system productivity trend against the productivity of the group of routes that were reduced/eliminated in October 2016 and February 2018.



During the first quarter of FY 2018-19, the collective reductions are yielding observable improvements in productivity compared to the system average.

- The system average for weekday productivity was at 24.3 B/RVH.
  - The reduced services collectively are performing considerably above the system average, by 13.2 percent
  - The reduced services collectively had an average weekday productivity above 27.5 B/RVH, down by 2.1 percent from the fourth quarter of last year, but 3.8 percent higher than the first quarter of last year (before the February 2018 service change).

#### Other OC Bus 360° Initiatives

##### **OC FLEX Pilot Program**

OC FLEX is an on-demand service offered under a one-year pilot. OC FLEX is a curb-to-curb shuttle service available in two zones in Orange County, seven days a week, that began in October 2018 in select areas that, to date, have been unable to productively support fixed-route bus service. One zone includes parts of Huntington Beach and Westminster, while the other zone includes parts of Aliso Viejo, Laguna Niguel, and Mission Viejo. The service is operated under a contract with Keolis. The service introduces a new vehicle type and is consistent with the OC Bus 360 Program as it will test new rider markets while matching resources with demand. Rides are primarily booked using a mobile app on a smart phone, but trips may also be booked by phone through the Keolis reservation center. Inside each OC FLEX zone, riders are able to take unlimited rides to work, school, for recreation, entertainment, or other purposes for \$4.50 per day using the OC Flex mobile app, or \$5 per day if paying cash onboard. Riders are also able to transfer between OC FLEX and OC Bus to create first mile and last mile service. Over the course of the pilot, OCTA staff will be tracking ridership, productivity, average wait times, shared rides, and customer satisfaction. Staff will provide the Board with an update after six months of service and annual after completion of the

pilot project. The evaluation after one year of operation will help determine if one or both pilot zones should continue to operate and if this service model should be considered for additional areas.

### **College Pass Program**

The College Pass Program started in August 2017, with students from Santa Ana College and continuing education students from Santa Ana College and Santiago Canyon College. The College Pass Program uses a shared cost strategy where all students pay a transportation fee, whether they ride or not. These fees were approved by students who voted to support the fees in a referendum and are collected by the colleges.

From August 2017 to September 30, 2018, the College Pass Program has realized 1.5 million boardings with 9,750 unique students participating. In November and December 2017, a survey was conducted to further evaluate the effectiveness of the pass program. To determine if students were new riders, the survey asked if students had ridden the bus prior to the start of the College Pass Program. Survey results indicated that 14 percent of students from Santa Ana College were new riders who did not ride the bus prior to implementation of the College Pass program. Additionally, 26 percent of continuing education students responded that they were new riders who did not ride the bus prior to the pass program.

The college pass program has stabilized the ridership on the routes that directly serve Santa Ana College and Santiago Canyon College as well as other routes that connect students to these schools. Because of the interest among students generated by the availability of the College Pass Program for continuing education students, a referendum was held, and students voted to support expansion of the College Pass Program to include all students from Santiago Canyon College, making the program available to all eligible students in the Rancho Santiago Community College District in August 2018. A survey will be conducted toward the end of the school year to evaluate the program and help determine the number of new riders attained from expanding the college pass program at Santiago Canyon College.

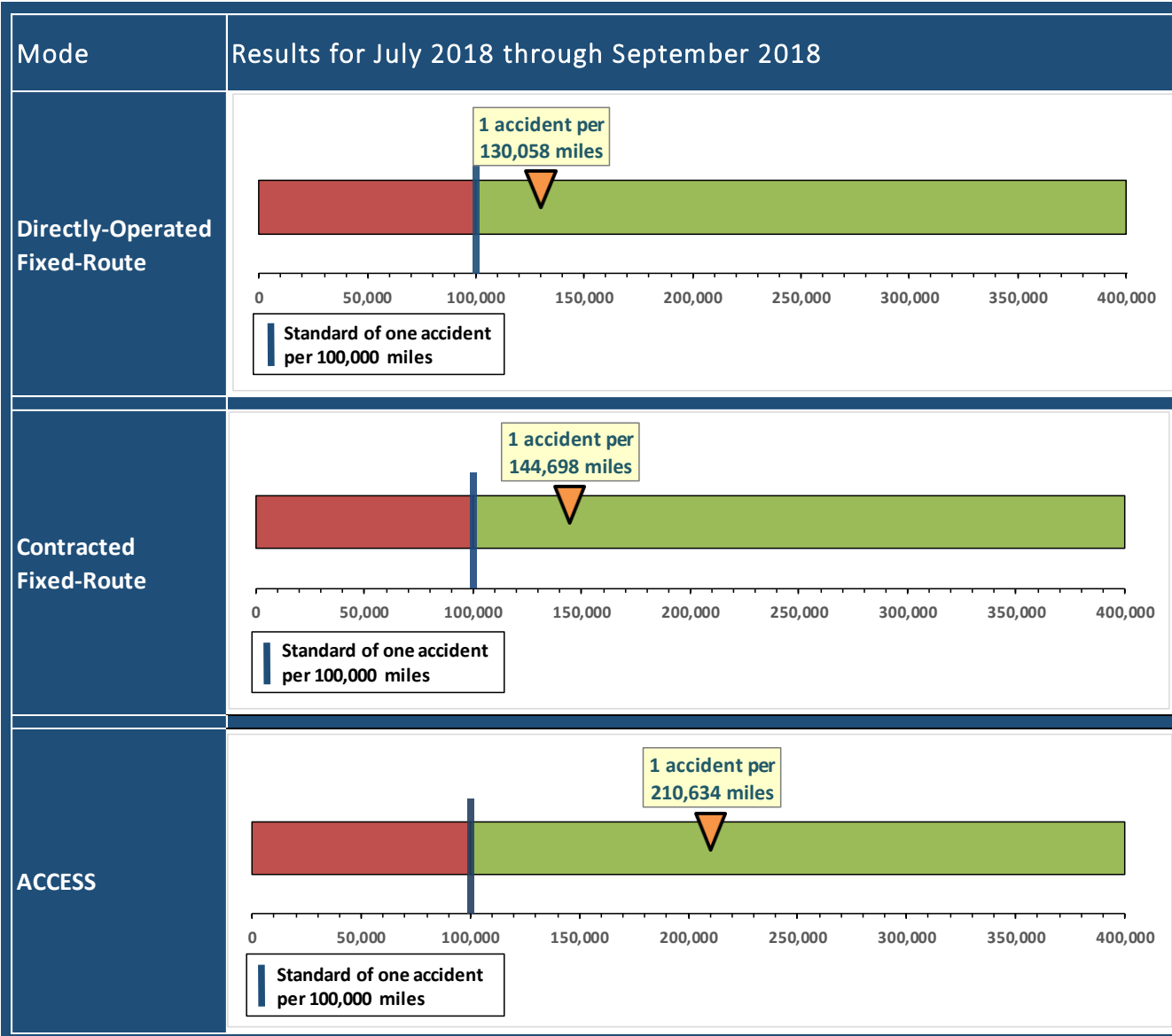
# **BUS OPERATIONS PERFORMANCE MEASUREMENTS REPORT**

**First Quarter  
Fiscal Year 2018-19**

# Performance Measurements

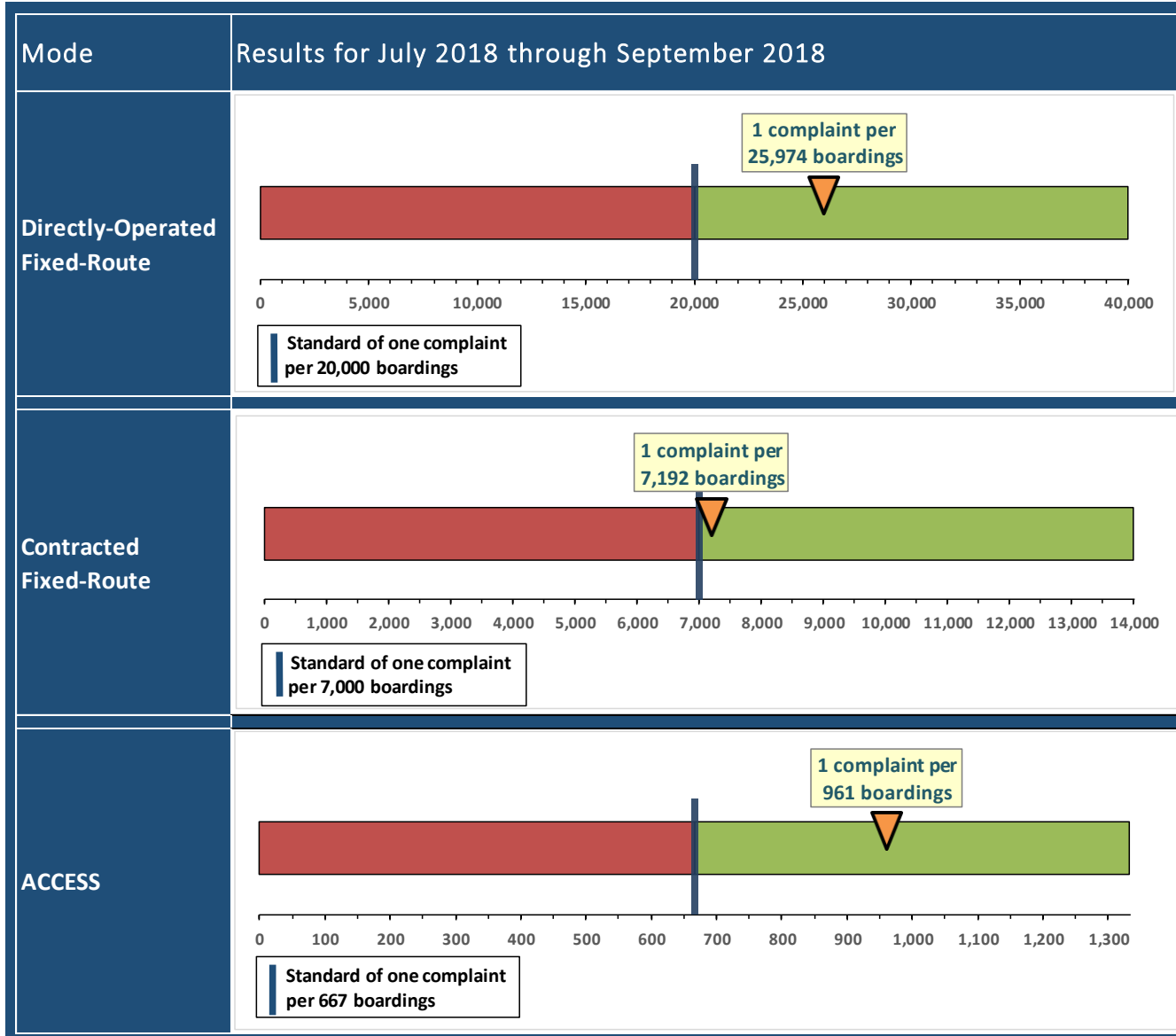
- Safety – Preventable Vehicle Accidents
- Courtesy – Customer Complaints
- Reliability – On-Time Performance (OTP) and Miles Between Road Calls (MBRC)
- Ridership and Productivity
- Farebox Recovery Ratio (FRR)
- Operating Cost per Revenue Vehicle Hour (RVH)
- Performance by Route

# Safety



- All three modes of service exceeded the safety standard

# Courtesy



- All three modes of service exceeded the courtesy standard

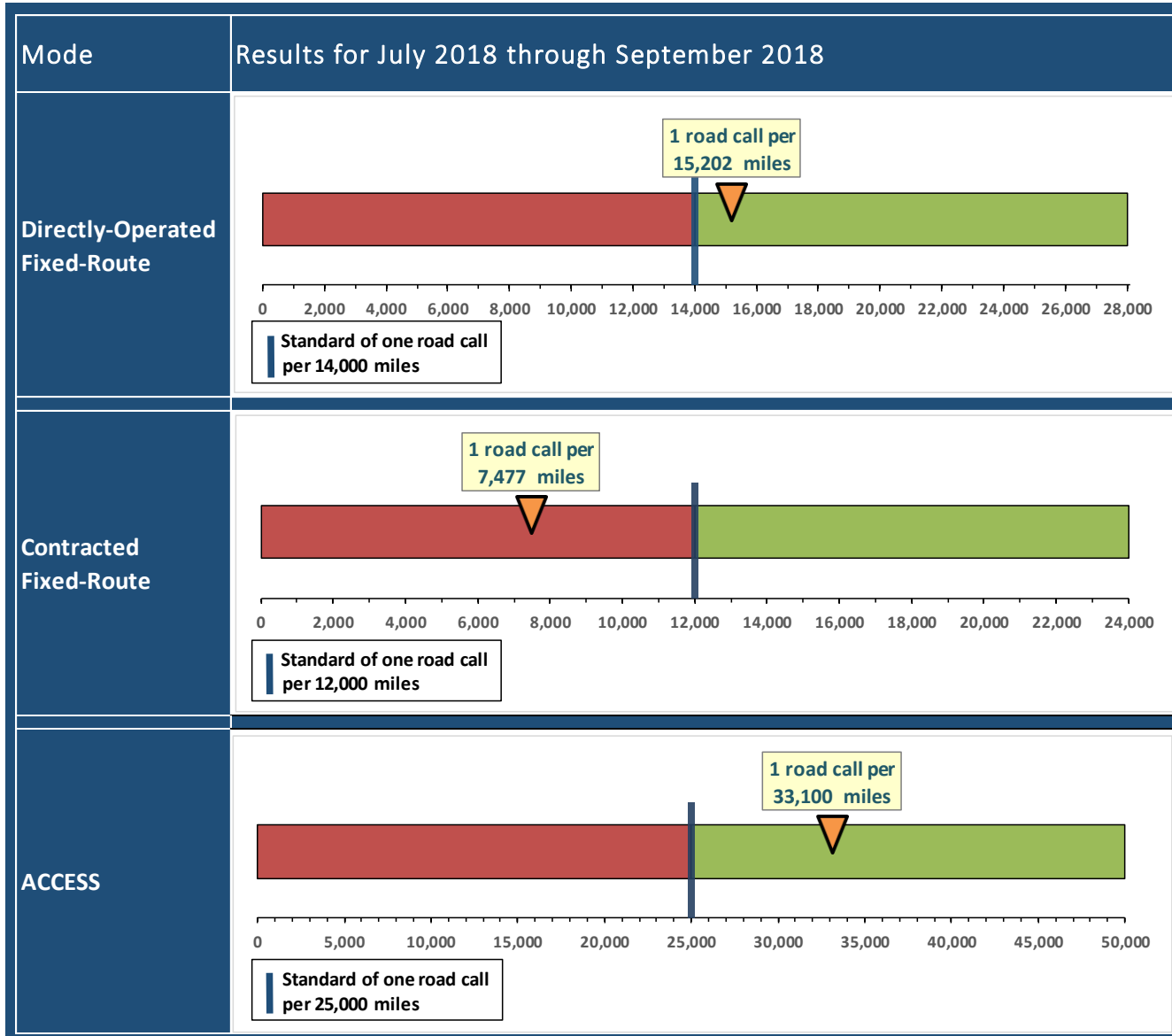


# Reliability-OTP



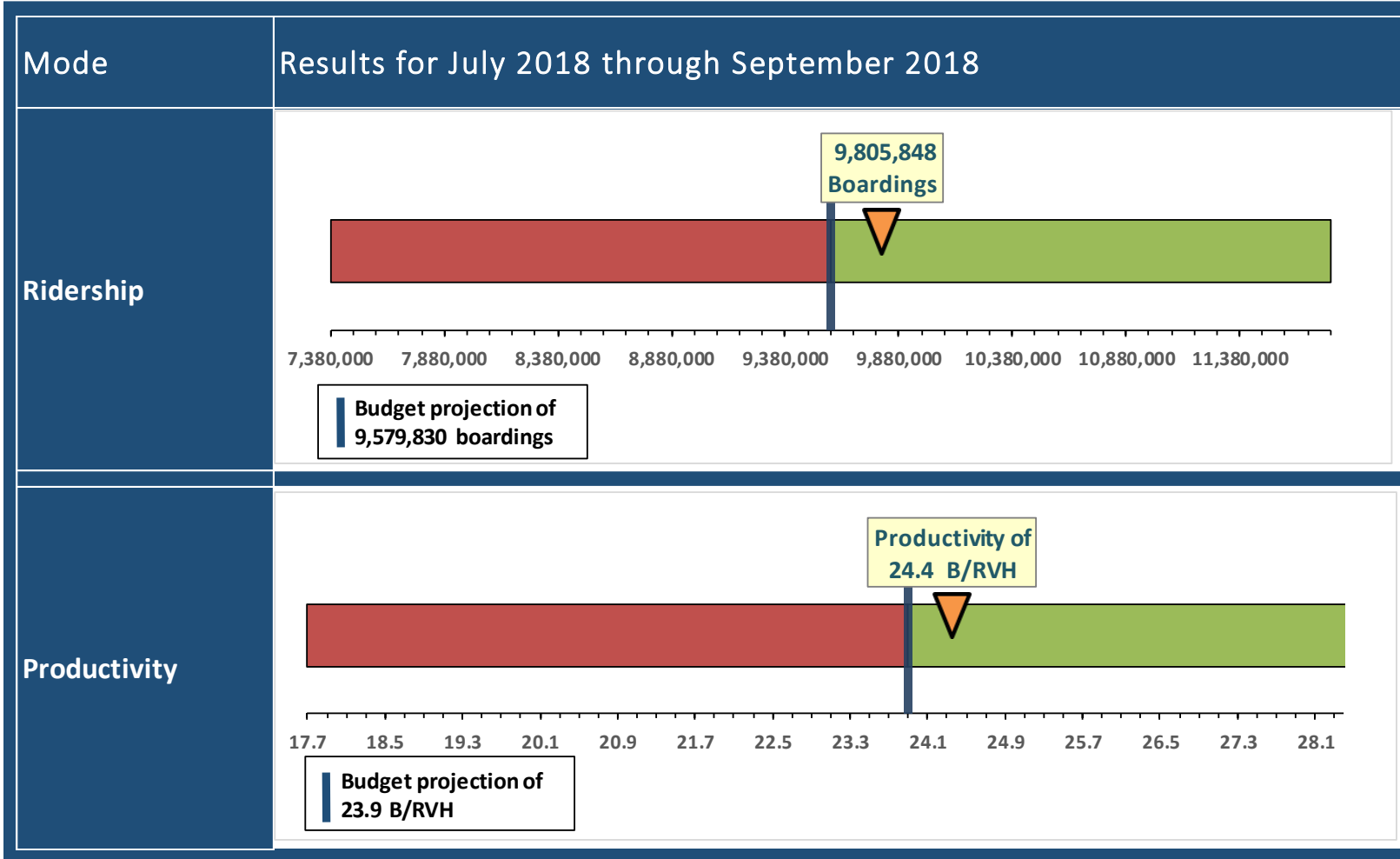
- System wide fixed-route service was 2.8 percent below the standard
- DOFR service was 2.1 percent below the standard
- CFR service was within 3.9 percent of the standard
- ACCESS service was at 94.1 percent

# Reliability-MBRC



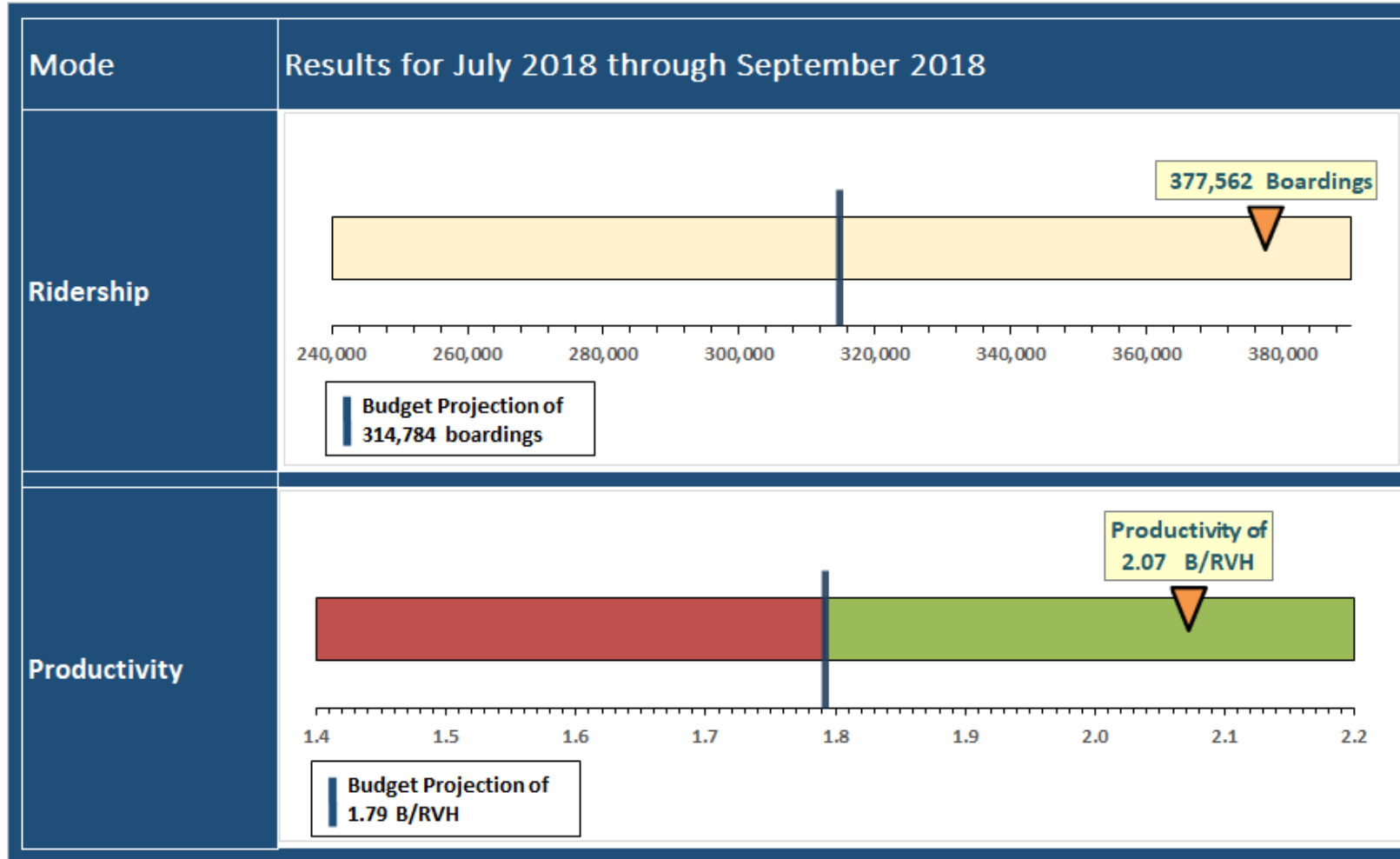
- DOFR and ACCESS services exceeded the MBRC standard
- CFR did not meet the standard
- Continued to focus on vehicle reliability

# Fixed-Route-Ridership and Productivity



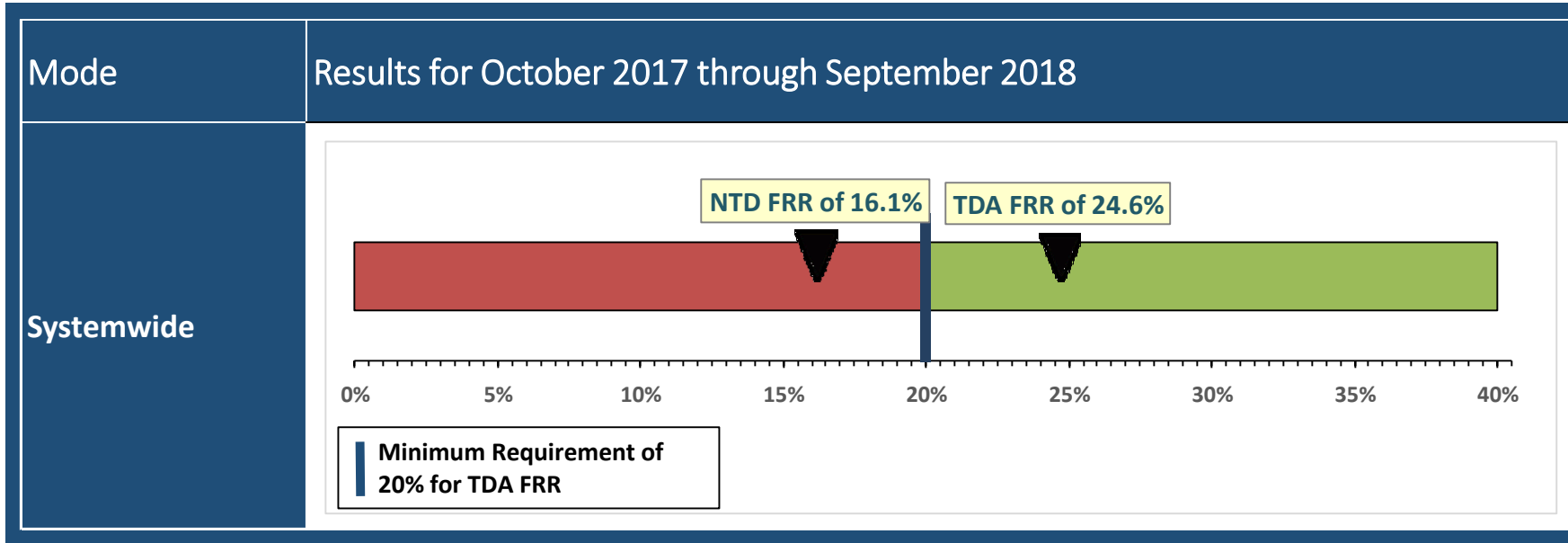
- Fixed-route service was above the budget projection for ridership and productivity

# ACCESS-Ridership and Productivity



- ACCESS service exceeded budget projections for ridership and productivity

# Farebox Recovery Ratio

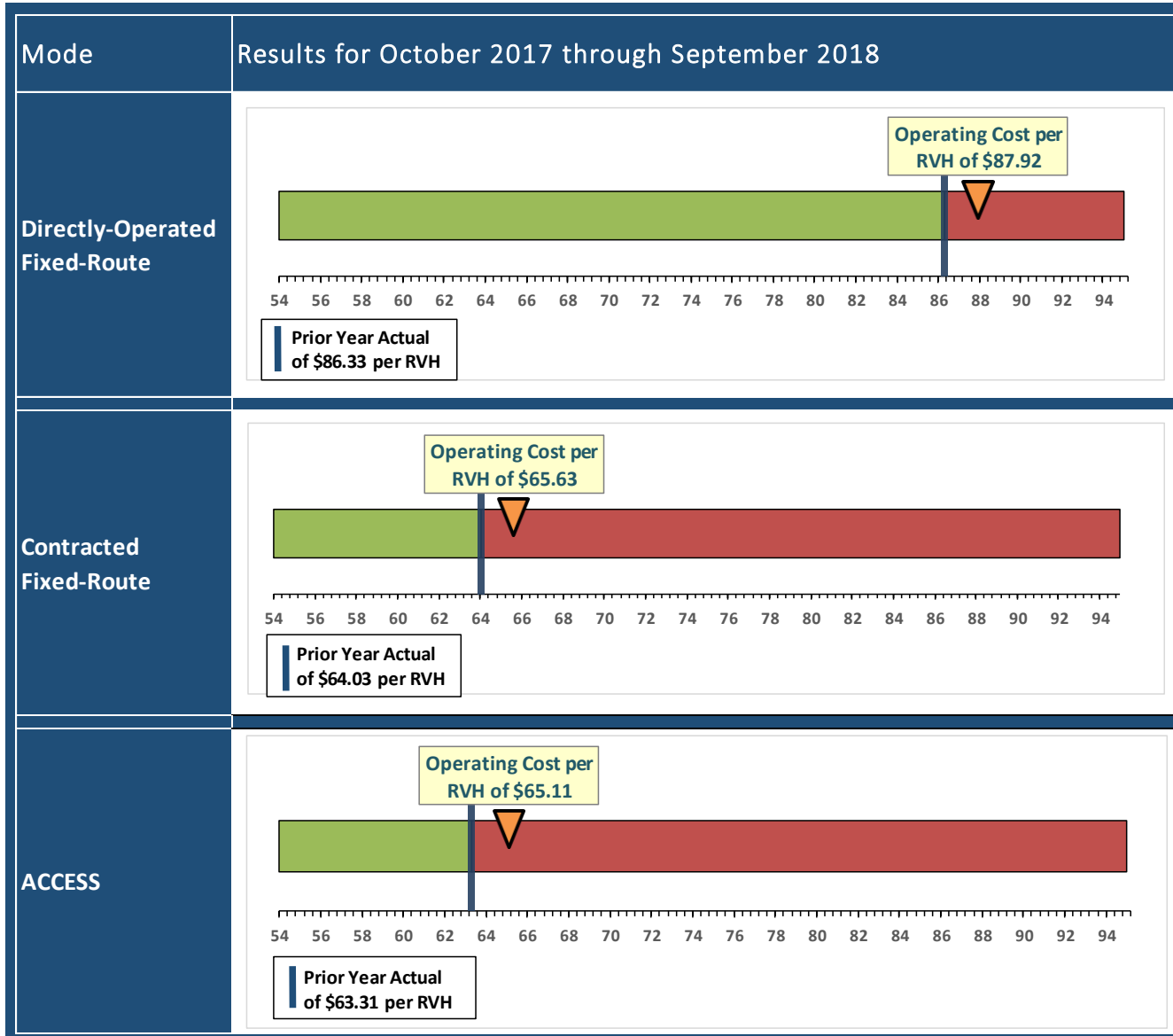


*Note:*

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

- NTD FRR was 3.9 percent under the standard, and
- TDA FRR exceeded the standard by 4.6 percent

# Cost per RVH



- DOFR operating cost increased 1.84 percent from the prior year actuals
- CFR operating cost increased 2.50 percent from the prior year actuals
- ACCESS operating cost increased 2.84 percent from the prior year actuals

# Performance: Local Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
021	8.4%	\$ 11.58	16,927	9.32	1,815	2	-	-
085	9.1%	11.18	17,911	8.90	2,012	2	-	-
087	8.8%	10.48	17,016	9.97	1,706	-	2	-
001	8.2%	10.24	153,627	14.00	10,977	10	-	-
076	9.5%	9.35	22,783	13.98	1,630	2	-	-
082	15.8%	7.01	17,561	16.86	1,042	3	-	-
083	11.9%	6.96	165,189	19.23	8,591	10	-	-
024	14.0%	6.85	30,848	14.18	2,176	3	-	-
086	13.8%	6.78	38,078	14.09	2,702	3	-	-
091	15.1%	6.73	101,408	13.96	7,265	7	-	-
079	13.0%	6.71	99,291	13.95	7,116	6	-	-
090	15.7%	6.43	82,859	15.57	5,323	8	-	-
050	12.5%	6.14	313,023	23.46	13,342	4	-	9
560	13.2%	6.03	190,153	22.71	8,375	13	-	-
056	12.5%	5.86	108,463	21.58	5,025	3	-	-
059	15.7%	5.69	139,771	17.10	8,173	10	-	-
054	14.5%	5.54	302,361	23.28	12,987	17	-	-
026	15.2%	5.39	104,357	17.22	6,059	5	-	-
072	15.4%	5.38	128,144	22.75	5,634	6	-	-
055	16.7%	5.37	335,056	23.14	14,481	15	-	-
089	17.2%	5.17	95,021	17.51	5,427	5	-	-
025	17.3%	5.17	97,911	18.25	5,364	7	-	-

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
037	15.2%	\$ 5.13	277,237	24.64	11,252	12	-	-
071	17.1%	4.97	179,474	18.04	9,949	8	-	-
029	17.5%	4.39	520,354	27.73	18,767	14	-	1
030	18.0%	4.29	166,668	20.75	8,034	7	-	-
543	17.9%	4.27	242,954	29.25	8,305	10	-	-
047	19.4%	4.22	550,922	28.38	19,409	20	-	-
035	18.8%	4.04	211,127	23.39	9,025	12	-	-
070	20.3%	3.95	243,319	23.43	10,385	12	-	-
057	20.0%	3.90	519,977	32.29	16,104	-	-	13
060	18.7%	3.81	496,711	31.37	15,834	14	-	-
053X	20.3%	3.78	163,926	28.51	5,750	5	-	-
033	18.7%	3.78	100,963	23.10	4,370	3	-	-
046	21.9%	3.64	163,983	23.94	6,848	7	-	-
043	21.5%	3.53	549,594	32.42	16,954	16	-	-
038	21.3%	3.50	283,105	25.41	11,141	12	-	-
053	21.0%	3.47	375,155	34.34	10,925	10	-	-
057X	22.8%	3.42	276,562	31.64	8,740	-	-	7
042	22.4%	3.09	385,948	27.74	13,913	12	-	-
066	24.3%	3.02	532,011	36.73	14,486	13	-	-
064X	24.2%	2.75	151,813	36.98	4,106	3	-	-
064	24.4%	2.69	408,089	40.84	9,993	7	-	-

Local routes operate on arterials with frequencies as often as 15 minutes throughout the day operating. Most of these route operate seven days a week, in areas of high transit propensity in the OC Bus service area

# Performance: Community Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
153	10.3%	\$ 9.10	30,649	10.40	2,947	2	-	-
178	11.1%	8.40	24,243	11.52	2,104	2	-	-
177	12.8%	8.00	21,245	11.86	1,791	-	2	-
167	12.6%	7.52	46,616	12.77	3,650	4	-	-
129	16.0%	6.08	50,296	15.71	3,201	4	-	-
143	15.3%	5.77	47,586	15.57	3,056	2	-	-
150	16.9%	5.56	43,905	17.86	2,458	4	-	-

Community routes provide service to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes due to service design focused on serving neighborhoods and destinations off the arterial grid.



# Performance: Express/Stationlink Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
211	2.9%	\$ 40.28	4,384	3.11	1,409	-	4	-
213	2.8%	38.91	3,511	3.99	879	-	4	-
721	5.4%	38.18	5,751	6.09	945	3	-	-
701	9.6%	27.10	6,138	9.76	629	3	-	-
206	5.5%	23.02	3,292	7.63	432	-	3	-
794	29.5%	18.15	8,115	8.20	990	4	-	-

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
463	5.4%	\$ 22.85	5,597	7.43	753	4	-	-
480	10.9%	10.24	6,529	15.35	425	2	-	-
473	12.2%	9.71	8,734	17.37	503	3	-	-
453	10.7%	9.17	7,252	17.85	406	2	-	-
472	14.0%	7.81	9,765	21.04	464	3	-	-
462	16.4%	5.86	9,510	20.40	466	1	-	-

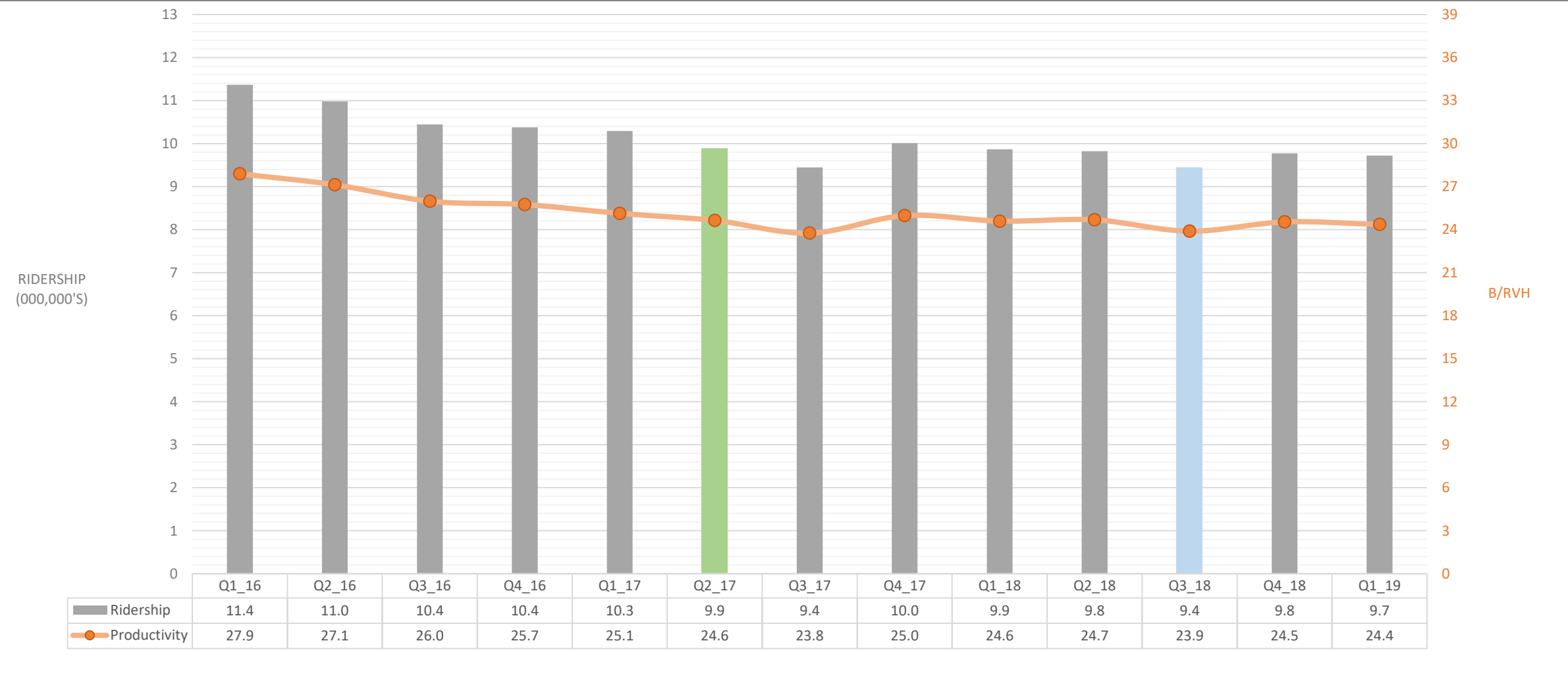
Express bus service operates on weekdays only at peak times and connects riders over long distances to destinations within and outside of Orange County, often using freeways to access destinations.

Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. One or more Stationlink routes serves all Metrolink stations in Orange County except Buena Park, Fullerton, San Juan Capistrano, and San Clemente. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.

# **BUS OPERATIONS PERFORMANCE AND OC BUS 360°**

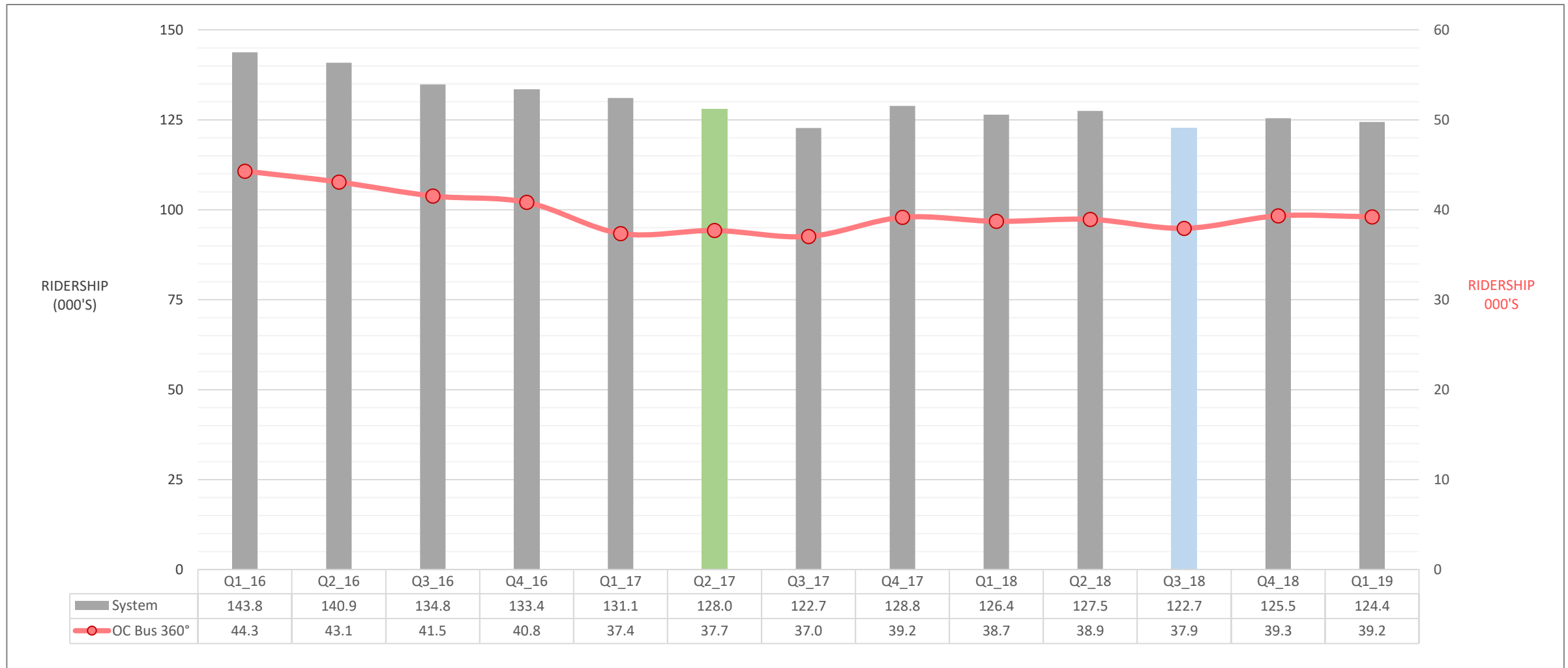
# Performance: System-wide Trends

RIDERSHIP and PRODUCTIVITY: 13-Quarter Trend



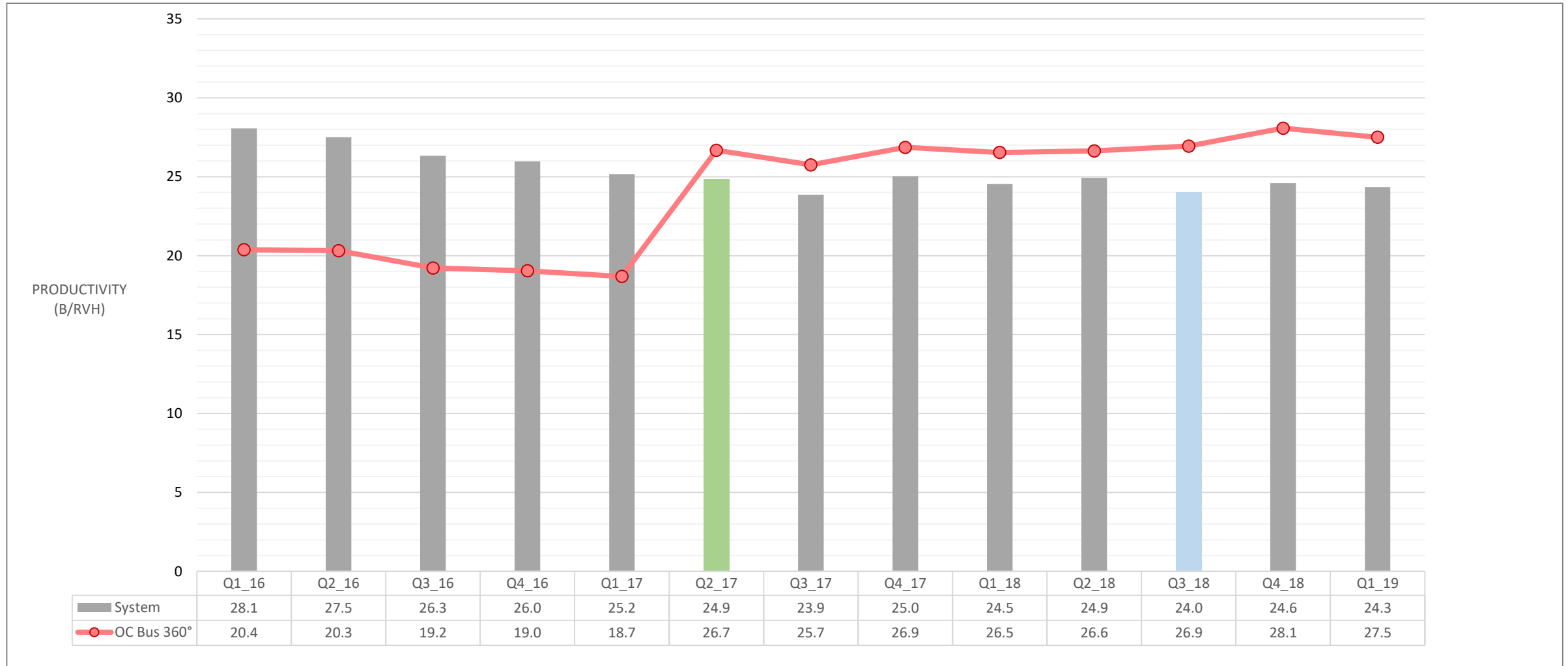
# Performance: OC Bus 360° Improvements

*Average Weekday RIDERSHIP – System vs. OC Bus 360° Route Improvements To Date*



# Performance: OC Bus 360° Reductions

*Average Weekday PRODUCTIVITY – System vs. OC Bus 360° Route Reductions/Eliminations To Date*



# Future Reports

March 4, 2019, Transit Committee

- Second Quarter Bus Operations Performance Measurements Report

May 9, 2019, Transit Committee

- June Service Change
- Micro-transit pilot program six-month review, OC Flex

June 13, 2019, Transit Committee

- Third Quarter Bus Operations Performance Measurements Report