



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

Andrew Do, Chairman  
Gregory T. Winterbottom, Vice Chairman  
Laurie Davies  
Steve Jones  
Jose F. Moreno  
Miguel Pulido  
Tim Shaw

Orange County Transportation Authority  
Headquarters  
550 South Main Street  
Board Room – Conf. Room 07  
Orange, California  
**Thursday, April 11, 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 Moreno

#### **1. Public Comments**

### **Special Calendar**

There are no Special Calendar matters.



## **Consent Calendar (Items 2 through 5)**

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 March 14, 2019.

### **3. Consultant Selection for Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon Bus Bases, and the Orange Administration Building** George Olivo/James G. Beil

#### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized the issuance of a request for proposals for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building. Board of Directors' approval is requested for the selection of a firm to perform the required work.

#### **Recommendations**

- A. Approve the selection of Schneider Electric Buildings Division as the firm to perform video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1874 between the Orange County Transportation Authority and Schneider Electric Buildings Division, in the amount of \$701,705, for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.
- C. Amend the Orange County Transportation Authority's Fiscal Year 2018-19 Budget, in the amount of \$451,705, to accommodate Agreement No. C-8-1874 for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.



4. **Contract Change Order for Demolition, Removal, and Disposal at the Maintenance and Storage Facility Property for the OC Streetcar Project**  
Mary Shavaliel/James G. Beil

**Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the demolition, removal, and disposal of materials at the maintenance and storage facility property.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$113,884, for the demolition and removal of materials at the maintenance and storage facility property for the OC Streetcar project.

5. **OC Bus 360° Update**  
Gary Hewitt/Kia Mortazavi

**Overview**

The Orange County Transportation Authority is implementing a comprehensive effort to reconfigure transit services in response to changing market conditions. The goals are to address ridership declines by improving passenger travel times and designing services to retain existing customers and attract new customers. A status report on major OC Bus 360° elements is presented for review.

**Recommendation**

Receive and file as an information item.



## **Regular Calendar**

- 6. Cooperative Agreement with the Southern California Regional Rail Authority for the Orange County Maintenance Facility Project**  
Lora Cross/James G. Beil

### **Overview**

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles, responsibilities, and funding for the preliminary engineering and environmental phase of a rail maintenance facility on Orange County Transportation Authority-owned property in the City of Irvine.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and Southern California Regional Rail Authority for the preliminary engineering and environmental stage of the Orange County Maintenance Facility.

- 7. Bristol Street Transit Corridor Study - Purpose and Need Update**  
Eric Carlson/Kia Mortazavi

### **Overview**

The Orange County Transportation Authority initiated the Bristol Street Transit Corridor Study in October 2018. The study will identify options for improving transit service in the Bristol Street corridor from 17th Street to the South Coast Metro area and evaluate connections to John Wayne Airport. This initial planning study will evaluate a range of possible transit options and identify the best performing options that have wide community support.

### **Recommendation**

Receive and file as an information item.





**8. Draft Fiscal Year 2019-20 Bus Service Plan**

Gary Hewitt/Kia Mortazavi

**Overview**

Bus system changes are proposed for October 2019 and February 2020 to grow ridership, increase productivity, and implement routing changes to prepare for OC Streetcar construction. The changes require a public hearing, and staff recommends initiating a public outreach process to gather customer input prior to finalizing recommendations. Results from the outreach process will be presented to the Board of Directors in July 2019.

**Recommendations**

- A. Direct staff to implement a public outreach program to solicit feedback on the Draft Fiscal Year 2019-20 Bus Service Plan.
- B. Direct staff to return to the Board of Directors in July 2019 with outreach findings and final recommendations.

**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, May 9, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# **MINUTES**

## ***Transit Committee Meeting***

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### **Committee Members Present**

Andrew Do, Chairman  
Gregory T. Winterbottom, Vice Chairman  
Laurie Davies  
Steve Jones  
Jose F. Moreno  
Miguel Pulido  
Tim Shaw

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Ken Phipps, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Sara Meisenheimer, Deputy Clerk of the Board  
James Donich, General Counsel  
OCTA Staff and members of the General Public

### **Committee Members Absent**

None

### **Call to Order**

The March 14, 2019 regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:02 a.m.

### **Pledge of Allegiance**

Director Davies 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 5)**

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

A motion was made by Committee Vice Chairman Winterbottom, seconded by Director Davies, and declared passed by those present, to approve the minutes of the Transit Committee meeting of February 14, 2019.

Directors Jones and Pulido were not present to vote on this item.



**3. Agreement for Pedestrian Access to the Operations Building at the Santa Ana Bus Base**

A motion was made by Committee Vice Chairman Winterbottom, seconded by Director Davies, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2098 between the Orange County Transportation Authority and A2Z Construct, Inc., the lowest responsive, responsible bidder, in the amount of \$270,000, for a pedestrian access to the operations building at the Santa Ana Bus Base.

Directors Jones and Pulido were not present to vote on this item.

**4. Low Carbon Transit Operations Program Recommendations for Fiscal Year 2018-19 Funds**

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

- A. Approve the use of \$7,110,976 in fiscal year 2018-19 Low Carbon Transit Operations Program funding for college fare programs and travel training for Fullerton, Golden West, and Santa Ana colleges, and the purchase of zero emission buses, plus related infrastructure, and operating costs for Bravo! Main Street Rapid Bus Service.
- B. Approve Resolution 2019-018, consistent with the Low Carbon Transit Operations Program Guidelines.
- C. Authorize the Chief Executive Officer or his designee to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Directors Jones and Pulido were not present to vote on this item.

**5. OC Vanpool Program Update**

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

Directors Jones and Pulido were not present to vote on this item.

## **Regular Calendar**

### **6. OC Streetcar Project Update**

James Biel, Executive Director of Capital Programs, provided opening comments and co-presented a PowerPoint presentation with: Kelly Hart, Project Manager for the OC Streetcar Project and Tresa Oliveri, Community Relations Officer.

The PowerPoint topics are as follows:

- Alignment;
- Background – Key Dates;
- Project Groundbreaking and Full Funding Grant Agreement;
- Right-of-Way;
- Utilities;
- Permits;
- Construction;
- Vehicles;
- Outreach; and
- Other Key Project Updates.

A lengthy discussion ensued regarding:

- The status on issuing the Santa Ana river bridge permits: United States Army Corps of Engineers to provide permits for Sections 404 and 408 by tomorrow.
- The Orange County Transportation Authority (OCTA) will help facilitate electronic coupons to business owners whose businesses could be disrupted.
- The revenue service date being pushed back, due to the schedule and signing of the Full Funding Grant Agreement (FFGA).
- Meetings are being held with the Federal Transit Administration (FTA) to keep the risk management plan up to date.
- Walsh Construction Company and PGH Wong (OCTA's construction management firm) have leased space at the Santa Ana train station.
- There are no delays anticipated in the next two to three years, even with ongoing projects going on at the same time.
- The OC Streetcar will run along the new Hall of Administration building, with a platform and a pedestrian plaza.
- Director Moreno encouraged outreach in terms of ridership environmentally, and access to other modes of transportation benefits.
- The FTA requires a bus-rail interface plan which ensures bus routes will not be eliminated to fund rail routes, and making a commitment to keep OCTA's bus service running for several years.

**6. (Continued)**

- An explanation on the bus corridor being split into three areas by: adding new service on the left side of the corridor, replacing service on the eastern side, and modifying service in the center.
- Director Do explained that this project serves as connection to other rail services.
- Raitt Street in Santa Ana currently has no service, but the OC Streetcar Project will open it up to new opportunities.
- Being flexible with other technologies like Lyft and Uber that could increase ridership.
- How the development along the four miles will spur other alternatives.
- Two projects proposed along the corridor are: One Broadway Plaza and Willowick.
- Director Moreno expressed his concerns on justifying to the public how \$400 million covers four miles and discussed the deficit the City of Anaheim faced from the Anaheim Regional Transportation Intermodal Center.
- The estimated annual operating costs is under \$8 million for the first five years.
- Overview of FTA's review process and how OCTA waited a year and a half to get the funding.
- The importance of connecting Harbor Boulevard to the OC Streetcar.
- There will be outreach on the upcoming construction activities and the benefits of the project.
- Director Do supports this project and states OCTA will need to address the first and last mile connecting to the OC Streetcar.
- The City of Garden Grove is excited about the OC Streetcar and extending the corridor along the hotels on Harbor Boulevard.
- Modern streetcars system around the nation are between 30 to 40 percent in farebox recovery.
- The City of Santa Ana agreed to include traffic signal priority for the OC Streetcar system.
- The Board of Directors (Board) authorized a study of Bristol Street to the airport (all modes) and the results will be presented at the Transit Committee meeting in May 2019.

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

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

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

- Performance Measurements;
- Safety;
- Courtesy;
- Reliability: On-Time Performance (OTP);
- Routes Impacted by Construction;
- Reliability: Miles Between Road Calls;
- Fixed-Route-Ridership and Productivity;
- OC Access-Ridership and Productivity;
- Farebox Recovery Ratio;
- Cost per Revenue Vehicle Hour;
- Performance: Local Routes;
- Performance: Community Routes;
- Performance: Express/Stationlink Routes;
- Bus Operations Performance and OC Bus 360°;
- Performance: System-wide Trends;
- Performance: OC 360° Improvements;
- Performance: OC 360° Reductions; and
- Future Reports.

A discussion ensued regarding:

- The increase in ACCESS service is based on the contracted agreement rate and the increase in gas prices.
- The miles between road calls is trending in the right direction and First Transit has met their performance goal in the last two weeks.
- Director Davies requested to have the last three to four years of trends shown on the report for comparison to the current numbers being reported.
- An overview on productivity guidelines: if buses are below 10 boardings per revenue vehicle hour for traditional bus service, then staff will start looking at other options.
- Director Do requested staff to highlight which routes and construction projects are impacted.
- Clarification that on-time performance is down because the entire route is impacted, not part of the route.
- A reference to Slide 6 and how the McFadden Avenue construction project impacted bus service.
- Explanation of the different standards between contracted routes and directly-operated fixed route bus service.

**7. (Continued)**

- A suggestion to add a table to the PowerPoint presentation to indicate what system-wide OTP is.

Jennifer Bergener, Chief Operating Officer, provided an update on the February 10<sup>th</sup> service change and explained the shortage of coach operators and mechanics at OCTA and First Transit. First Transit has implemented a strategy to remedy a Wage Order 9 and has assessed contractual penalties due to the high number of lost trips and revenue hours. Ms. Bergener highlighted the corrective action plan.

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

## **Discussion Items**

**8. Project V - City of Mission Viejo Route 182 Update**

Darrell E. Johnson, Chief Executive Officer (CEO), stated at the last Transit Committee meeting staff would return with an update about the issues with the City of Mission Viejo; therefore, due to discussions with the City of Mission Viejo, Mr. Johnson suggested deferring the item for 30 days in order to meet with the City Manager, and return to the Transit Committee in April with an update.

No action was taken on this Discussion item.

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

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

- On Saturday, March 16<sup>th</sup>, OCTA's outreach staff will be hosting neighborhood meetings at Aegean Hills Park and Doria Park in Mission Viejo to provide information about the Interstate 5 Improvement Project from the State Route 73 to El Toro Road.
- With the weather permitting, crews will commence the second weekend of the demolition of the Fairview Road bridge as part of the Interstate 405 Improvement Project. The freeway and bridge will be closed from 10:00 p.m. on Saturday, March 16<sup>th</sup> to 9:00 a.m. on Sunday, March 17<sup>th</sup>.
- The annual recruitments for the Taxpayer Oversight Committee, the Citizens Advisory Committee, and the Special Needs Advisory Committee are underway. Applications are online at [octa.net](http://octa.net) and being accepted through Wednesday, May 1<sup>st</sup>.



**9. (Continued)**

- OCTA is celebrating the 25<sup>th</sup> anniversary of Metrolink's Orange County line with an event at the Anaheim Regional Transportation Intermodal Center station in Anaheim on Saturday, March 23<sup>rd</sup> at 8:30 a.m. Data indicates there has been 47 million boardings in the last 25 years and more than 80 percent of people would have driven alone if they did not have access to Metrolink.
- The Angel's Express will be launching another year of service on Monday, March 25<sup>th</sup> with a pre-season game against the Dodgers.

**10. Committee Members' Reports**

Director Do asked about the call for projects for Project V and when it would be brought to the Board. Mr. Johnson, CEO, responded that a letter of interest will be sent in two weeks to all eligible entities under Measure M2 and once the level of interest is determined, it would be brought to the Board for consideration.

**11. Closed Session**

There were no Closed Session items scheduled.

**12. Adjournment**

The meeting adjourned at 10:22 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, April 11, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Andrew Do  
Committee Chairman

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Sahara Meisenheimer  
Deputy Clerk of the Board





**April 11, 2019**

**To:** Transit Committee

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

**Subject:** Consultant Selection for Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon Bus Bases, and the Orange Administration Building

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized the issuance of a request for proposals for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building. Board of Directors' approval is requested for the selection of a firm to perform the required work.

### **Recommendations**

- A. Approve the selection of Schneider Electric Buildings Division as the firm to perform video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-1874 between the Orange County Transportation Authority and Schneider Electric Buildings Division, in the amount of \$701,705, for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.
- C. Amend the Orange County Transportation Authority's Fiscal Year 2018-19 Budget, in the amount of \$451,705, to accommodate Agreement No. C-8-1874 for video surveillance system installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building.

### ***Discussion***

The Orange County Transportation Authority (OCTA) completed construction of the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases in 1983, 2006, and 1999, respectively. The video surveillance systems (VSS) at the bus bases are outdated and in need of replacement. Additionally, new cameras will be added in the Orange Administration building elevators, lobbies, and stair wells. The new VSS will use current Internet Protocol camera technology, be integrated into existing Milestone Systems video management software, have remote monitoring capability, and a minimum of 30 days of video storage. The systems will provide an increased deterrent to crime, support for a safe and secure working environment, and increased detection and evidence for law enforcement investigations.

### ***Procurement Approach***

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

On September 24, 2018, Request for Proposals (RFP) 8-1874 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on September 24 and October 1, 2018. A pre-proposal conference and site visit were held on October 10, 2018, with 18 attendees representing 17 firms. On October 18, 2018, an additional site visit was held at the Santa Ana Bus Base with one attendee. Five addenda were issued to make available the pre-proposal conference registration sheets and presentation materials, provide responses to questions received, and address administrative issues related to the RFP.

On November 16, 2018, five proposals were received. An evaluation committee consisting of staff from the Contracts Administration and Materials Management Department, Information Systems Technology and User Support Department, Maintenance Department, Security and Emergency Preparedness Department, and Facilities Engineering Department met to review all submitted proposals.

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

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

The evaluation criteria and weightings are consistent with those developed for recent similar procurements for VSS. In developing these weightings, several factors were considered, giving high importance to staffing and project organization as the project manager (PM) and key personnel's VSS installation experience and expertise is critical to the successful and timely delivery of the project. Similarly, high importance was given to the work plan criterion to emphasize the importance of the team's understanding of the project and its challenges, and its approach to implementing the various elements of the scope of work (SOW), such as completing any final design changes and the installation and integration in accordance with the drawings and specifications. The criterion for qualifications of the firm evaluated the firm's experience in performing work of a closely similar scope. Cost and price were weighted at 20 percent to ensure competitiveness in proposed pricing to accomplish the work required.

The evaluation committee reviewed and discussed all proposals based on the evaluation criteria and found two firms most qualified to perform the required services. The two firms are listed below in alphabetical order:

Firm and Location

Monarch Information Systems LLC (Monarch)  
Diamond Bar, California

Schneider Electric Buildings Division (Schneider)  
Brea, California

On February 7, 2019, the evaluation committee interviewed the two short-listed firms. The interviews consisted of a presentation allowing each team to discuss its qualifications, proposal, and respond to evaluation committee questions. Questions were asked relative to the team's experience, key personnel availability, approach to work plan execution, and integration with OCTA's existing software system. Finally, each team was asked specific clarification questions related to its proposal.

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

Based on the evaluation of the written proposals, information obtained from the interviews, and proposed price, staff recommends Schneider as the firm to provide VSS installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building. Schneider ranked highest because the proposal was the most responsive to the RFP requirements. The firm has experience completing projects with similar services on complex, multi-site projects, qualified and committed key personnel, and a comprehensive work plan. Schneider also proposed the lowest price. The following is a brief summary of the proposal evaluation results.

#### Qualifications of the Firm

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

Founded in 1838, VSS installation and integration are amongst Schneider's specialty services. Schneider best demonstrated its qualifications with complex, multi-site VSS projects. VSS project examples include 200 sites for AT&T across several states, a county-wide installation project for Clark County, Nevada, involving 850 cameras for more than 20 buildings encompassing ten different departments, and a project involving more than 20 buildings for the College of Southern Nevada. Schneider has also completed security installations for the Port Authority of New York and New Jersey. Schneider has experience working with its proposed electrical subconsultant.

Monarch, a technology integrator firm, was founded in 1996. Monarch has provided similar services on complex, multi-site VSS projects. Examples of the relevant projects include the installation of 600 cameras across two campuses for the Long Beach Community College District (LBCCD) and integration with the Long Beach Police Department's surveillance system. Another project involved installation of more than 100 cameras across numerous schools for the San Gabriel Unified School District (SGUSD). Monarch has provided technology support for a security system at One Freedom Tower for the Port Authority of New York and New Jersey. Monarch has experience working with the proposed video management system (VMS) integrator subconsultant that has demonstrated experience supporting cameras on various VMS platforms.

### Staffing and Project Organization

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

Schneider proposed a well-qualified project team, including the PM and lead engineer as key personnel. Schneider proposed specific and enough labor commitment for both the PM and lead engineer to support the project. The proposed PM has seven years of VSS project management experience with complex, multi-site installation, and integration projects. Experience includes projects with AT&T, the Glendale Police Department, and the Lake Forest Civic Center. The lead project engineer is proposed to perform integration, testing, and all related tasks. With over 20 years of relevant VSS integration experience, notable projects include the City National Plaza project in downtown Los Angeles comprised of two high-rise office buildings, as well as AT&T and Verizon facilities. Schneider's proposed labor resources demonstrated an adequate distribution of resource allocation. The PM, the lead engineer, and Schneider personnel possess the various relevant technical certifications. The Schneider team provided detailed and thorough responses to interview questions, demonstrating experience and capabilities both in providing installation and integration services, and an understanding of the project requirements, schedule, and potential challenges.

Monarch's PM has more than 30 years of relevant experience. The PM has led Monarch's most complex, multi-site installation and integration projects, such as those for LBCCD and SGUSD. The networking engineers also have experience with some of Monarch's most significant projects. The PM, lead engineer, and support personnel have technical certifications. The networking/integration team is comprised of Monarch and subconsultant personnel with relevant experience and technical certifications. Although unclear in the written proposal, at the interview, Monarch provided additional details on the qualifications and experience of key personnel. Monarch's labor resource distribution and commitment demonstrated an understanding of project needs, with the PM's dedicated level of labor resources clarified during the interview. The Monarch team provided detailed and thorough responses to interview questions, demonstrating the firm's experience and capabilities in providing installation and integration services.

### Work Plan

Schneider presented the most comprehensive work schedule of the short-listed firms by specifying dates for beginning and completing major tasks at each project site. The proposal addressed in detail the phased installation and the

approach on how each of these phases would be integrated into OCTA's network. The work plan included the most detailed approach to quality assurance/quality control. A responsibility matrix illustrated the PM's and functional group's level of involvement in each project phase. Schneider provided a clear delineation of tasks and specific subtasks to be performed by each personnel, such as equipment installation, startup, and field testing by the software engineer, and submittal of drawings by the lead engineer.

Although Monarch's work plan includes most of the major tasks with date ranges for subtasks for the project, its work plan was more general. During the interview, Monarch addressed all questions regarding all major tasks and elaborated on the schedule, demonstrating an understanding of the project. The firm addressed quality assurance very briefly in the proposal.

#### Cost and Price

Pricing scores were based on a formula which assigned the highest score to the lowest total firm-fixed price for the tasks to be completed, and scored the other proposals' total firm-fixed prices based on its relation to the lowest total firm-fixed price. Schneider's price was the lowest amongst the short-listed firms. The price was reviewed by OCTA staff and found to be fair and reasonable for the level of effort by the firm.

#### Procurement Summary

Based on the evaluation of the written proposals and information obtained from the interviews, the evaluation committee recommends the selection of Schneider for VSS installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building. Schneider demonstrated the most relevant experience and submitted a comprehensive proposal meeting the requirements of the SOW. Schneider presented a detailed and thorough interview, supporting the firm's experience and qualifications, experienced staff, detailed work plan, and a thorough understanding of the overall project.

#### Fiscal Impact

A budget amendment to the OCTA Fiscal Year (FY) 2018-19 Budget, Capital Programs Division, Account 1722-9022-D3144-1FP, in the amount of \$451,705, is necessary to accommodate Agreement No. C-8-1874 for the project, and to align project cost with budget authority in the same FY. The project will be funded through Federal Transit Administration grant revenue.

***Summary***

Staff recommends Board approval for the Chief Executive Officer to negotiate and execute Agreement No. C-8-1874 with Schneider, in the amount of \$701,705, for VSS installation at the Anaheim, Irvine Construction Circle, and Irvine Sand Canyon bus bases, and the Orange Administration building, and to approve an amendment to the OCTA FY 2018-19 Budget, in the amount of \$451,705, for the project.

***Attachments***

- A. Review of Proposals, RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, Irvine Sand Canyon Bus Bases, and the Orange Administration Building
- B. Proposal Evaluation Criteria Matrix ("Short-Listed Firms"), RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, Irvine Sand Canyon Bus Bases, and the Orange Administration Building
- C. Contract History for the Past Two Years, RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, Irvine Sand Canyon Bus Bases, and the Orange Administration Building

**Prepared by:**



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

**Approved by:**



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



Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
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**Review of Proposals**  
**RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle, Irvine Sand Canyon Bus Bases, and the Orange Administration Building**  
PRESENTED TO THE TRANSIT COMMITTEE - APRIL 11, 2019  
**5 proposals were received, 2 firms were interviewed, 1 firm is being recommended**

Overall Ranking	Proposal Score	Firm & Location	Subconsultants	Evaluation Committee Comments	Total Price
1	83	Schneider Electric Buildings Americas, Inc. Brea, California	C1P Product Solutions Advanced Safety Consulting	Highest-ranked firm overall. Established firm with video surveillance services amongst specialties. Firm has the most relevant experience with installation and integration projects. Project Manager and lead engineer have video surveillance systems experience with multi-site projects. Proposal detailed each phase of installation and integration. Qualified staff with technical expertise in all areas of scope of work and relevant technical certifications. Most detailed work plan with specific dates for major milestones for each project site. Work plan with most detailed approach to quality assurance/quality control. Team was well organized and provided detailed and thorough responses to all interview questions. Positive references. Proposed lowest price.	\$701,705
2	75	Monarch Information Systems Diamond Bar, California	Kepler Networks Dorado Design and Construction	Second-ranked firm. Established firm providing technology integrator services. Firm has relevant experience with installation and integration projects. Qualified staff with technical expertise in all areas of scope of work and relevant technical certifications. Work plan addressed most major tasks, but was more general on the major tasks and sub tasks. Quality assurance plan for brief and general in nature. Team was well organized and provided detailed and thorough responses to all interview questions. Positive references. Proposed second lowest price.	\$775,280

**Evaluation Panel (5 members)**

Contracts Administration and Materials Management (1)  
Information Systems Technology and User Support (1)  
Maintenance (1)  
Security and Emergency Preparedness (1)  
Facilities Engineering (1)

**Evaluation Criteria**

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

**Weight Factors**

20%  
30%  
30%  
20%



**PROPOSAL EVALUATION CRITERIA MATRIX ("SHORT-LISTED FIRMS")**  
**RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle,**  
**Irvine Sand Canyon Bus Bases, and the Orange Administration Building**

FIRM: SCHNEIDER ELECTRIC BUILDINGS AMERICAS, INC.						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.5	4.0	4.0	4	16.4
Staffing/Project Organization	3.5	3.5	3.5	3.5	4.0	6	21.6
Work Plan	4.0	4.0	4.0	4.0	4.5	6	24.6
Cost and Price	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	81.0	81.0	83.0	81.0	87.0		83
FIRM: MONARCH INFORMATION SYSTEMS LLC						Weights	Average Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	3.5	3.5	4.0	4	15.2
Staffing/Project Organization	3.5	3.5	3.5	3.0	3.5	6	20.4
Work Plan	4.0	3.5	3.5	3.0	3.5	6	21.0
Cost and Price	4.5	4.5	4.5	4.5	4.5	4	18.0
Overall Score	79.0	76.0	74.0	68.0	76.0		75

The range of scores for non-short-listed firms was 37-60.

**CONTRACT HISTORY FOR THE PAST TWO YEARS**

**RFP 8-1874 - Video Surveillance System Installation at the Anaheim, Irvine Construction Circle,  
Irvine Sand Canyon Bus Bases, and the Orange Administration Building**

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
<b>Monarch Information Systems</b>						
Contract Type:		No contracts awarded				
Subtotal						\$ -
<b>Schneider Electric Buildings Americas, Inc.</b>						
Contract Type:		No contracts awarded				
Subtotal						\$ -



**April 11, 2019**

**To:** Transit Committee

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

**Subject:** Contract Change Order for Demolition, Removal, and Disposal at the Maintenance and Storage Facility Property for the OC Streetcar Project

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required for the demolition, removal, and disposal of materials at the maintenance and storage facility property.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$113,884, for the demolition and removal of materials at the maintenance and storage facility property for the OC Streetcar project.

### **Discussion**

On September 24, 2018, the Orange County Transportation Authority (OCTA) awarded the contract for construction of the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The notice to proceed (NTP) with construction was issued to Walsh on March 4, 2019. Early critical path construction activities include beginning work on the maintenance and storage facility (MSF).

The MSF, which is located on Fifth Street near Raitt Street in the City of Santa Ana (City), can accommodate up to 15 modern streetcar vehicles, and includes OC Streetcar administration, operations, vehicle maintenance, parts storage, and maintenance-of-way. Secured exterior vehicle storage, a

free-standing drive-through vehicle wash, employee parking, and fire department and delivery access will also be included.

Two properties were required to accommodate the MSF. Acquisition of both properties progressed through the eminent domain process, and a court-ordered possession was obtained for one property in April 2018. The second property was subject to an Interlocutory Judgement in Condemnation, approved by the court on November 29, 2018, which included a settlement agreement approved by the OCTA Board of Directors (Board) and the City. The agreement stipulated that OCTA could take possession of the property approximately 30 days after payment. This was the estimated time the prior owner required for demolition of above-ground structures and remediation of contaminated soil. The prior owner's soil remediation work was more extensive and took longer than anticipated. OCTA took possession of the second property on March 4, 2019, the same day the NTP with construction was issued to Walsh.

All of the structural facilities were removed by the prior owner. However, the property owner left behind a substantial quantity of thick concrete slabs, subsurface foundations, and heavy steel plate fencing. Removal of these remaining items was not contemplated in the construction contract with Walsh.

On February 12, 2019, a change directive was issued to Walsh to perform the remaining demolition and removal of materials on the property. The scope of work (SOW) included: removal and disposal of remaining concrete and asphalt slabs; removal and disposal of remaining fencing, gates, and associated foundations, bollards, posts and sign structure; and removal and disposal or abandon in place of below grade utilities that interfere with the construction of the MSF.

On March 7, 2019, a memorandum was sent to the Board from the Chief Executive Officer advising that the initial change directive had been issued and that staff would return to the Board with a contract change order (CCO) for approval.

The construction management team prepared an independent cost estimate to verify the reasonableness of the contractor's proposed price. The cost of the work was then negotiated with Walsh, and the agreed-upon price was \$313,633 for direct cost plus markups. Staff may pursue reimbursement for a portion of these costs from the former property owner if the elements being removed are found not to be in compliance with the previously approved settlement agreement.

To help mitigate contract delays and increases to time-related overhead contract costs, it was necessary to give Walsh immediate direction to proceed with the

demolition and removal work. CCO No. 1, in the amount of \$199,749, was issued to Walsh for the initial demolition and removal work, including removal and disposal of the concrete and asphalt slab, fences, above ground utilities and scale remnants, and coordination with utility companies. The initial CCO amount is within the delegated authority allowed under OCTA's Board-approved procurement policies and procedures.

Supplemental CCO No.1.1, to augment CCO No. 1 by \$113,884 for the remaining SOW requires Board approval. The work includes underground utility identification by use of ground penetrating radar and potholing, capping and removal of underground utilities, traffic control, and storm water protection plan measures. The utility identification and removal and capping of utilities will be performed on a time and material basis due to uncertainties in the number of utilities that are present on the property.

The contractor also requested time-related overhead be paid as part of the CCO because the project schedule will be impacted. It was agreed that this request would not be considered until the required time impact evaluation was provided and reviewed by OCTA. Staff will return to the Board for approval of any required supplemental cost related to this change when the final impacts have been agreed to with Walsh.

### ***Procurement Approach***

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,638,549, for construction of the Project.

Attachment A shows the CCOs executed to date. Proposed CCO No. 1.1, in the amount of \$113,884, will increase the cumulative value of CCO No. 1 to \$313,633.

Board approval is required for CCO No. 1.1, pursuant to the State of California Public Contracting Code Section 20142.

### **Fiscal Impact**

The additional work described in CCO No. 1.1 is included in OCTA's Fiscal Year 2018-19 Budget, Capital Programs Division, Account 0051-TS010-9017-Z32, and is funded with federal Congestion Mitigation Air Quality and Section 5309 funds.


***Summary***

Staff recommends authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No.1.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$113,884, for demolition and removal of materials at the maintenance and storage facility property for the OC Streetcar project.

***Attachment***

- A. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order Log

**Prepared by:**



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**Approved by:**



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**Walsh Construction Company II, LLC  
Agreement No. C-7-1904  
Contract Change Order Log**

Contract Change Order (CCO) No.	Title	Status	Approved	Cost	Remarks
1	Demolition, Removal, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	4/1/19	\$199,749	
1.1	Demolition, Removal, and Disposal at the MSF Property Additional Funding	Pending		\$113,884	

Subtotal Approved CCOs	\$199,749
Subtotal Pending CCOs	<u>\$113,884</u>
TOTAL CCOs	\$313,633
ORIGINAL VALUE	\$220,538,649
PROPOSED REVISED VALUE	\$220,852,282



**April 11, 2019**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Bus 360° Update

### **Overview**

The Orange County Transportation Authority is implementing a comprehensive effort to reconfigure transit services in response to changing market conditions. The goals are to address ridership declines by improving passenger travel times and designing services to retain existing customers and attract new customers. A status report on major OC Bus 360° elements is presented for review.

### **Recommendation**

Receive and file as an information item.

### **Background**

To address declining bus ridership, in 2015, the Board of Directors (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 the Orange County Transportation Authority's (OCTA) 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, fare adjustments, 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 Measure M 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.

### ***Discussion***

#### **Local, Regional, and National Ridership Trends**

Nationwide, bus ridership was down 1.62 percent, comparing the third quarter of the calendar year 2018 to 2017. Regionally, ridership was down for most transit operators across modes. OCTA ridership decreased by 1.09 percent, which still compares favorably to other major bus agencies in Southern California, which saw an average decrease of 3.47 percent. Anaheim Resort Transit, Riverside Transit, and Metrolink saw ridership increases during this period.

#### **OC Bus 360° Ridership Changes**

Weekday ridership on routes improved in 2016, and 2018 saw a 0.3 percent decrease during the 2018 calendar fourth quarter compared to the previous year. This compares favorably to the systemwide ridership decrease. Ridership on routes where weekend service was improved in 2018 are showing an initial increase of 2.7 percent. More detailed ridership and productivity information is reported to the Board in the quarterly Transit Division Performance Measurements Report.

#### **OC Bus Marketing**

In November 2018, OCTA launched the OC Bus Holiday Campaign to enhance public perception and encourage trial usage. Marketing efforts included targeted digital advertisements, social media, and print advertisements in three languages. During this seven-week campaign, new riders were encouraged to take trial rides using two free passes, and current riders had the opportunity to enter to win a 30-day pass. Participants were encouraged to learn to ride and explore when they responded on the campaign webpage. More than 5,000 people responded, and 4,000 said they had not ridden the bus in the past six months. Cumulative statistics for all OC Bus 360° ridership marketing campaigns are shown in Attachment A.

#### **Bravo! Route 529 Launch**

The Bravo! Route 529 service started on February 11, 2019. This service operates Monday through Friday from 6:00 AM to 6:00 PM, making stops at 13 locations, instead of the typical 34 stops on the regular fixed-route service (Route 29) on Beach Boulevard. Compared to Route 29, the Bravo! route gives commuters an average travel-time savings of up to ten minutes. The launch

included an extensive marketing campaign to introduce the service to existing customers and attract new riders. During the first month of service, the new service had 23,077 boardings. Staff will monitor feedback on the new Bravo! route and Route 29 to see if any modifications are needed during upcoming service changes.

Prior to the debut of Bravo! 529, a targeted marketing campaign highlighting the benefits of the new route was implemented to increase awareness and usage. Marketing efforts included direct mail, bus advertising, outdoor advertising, targeted digital advertisements, social media, and print advertisements in three languages. This campaign generated strong interest from potential riders with more than 2,000 people responding to the campaign's call to action for free trial passes for new riders and a chance to win a 30-day pass for current riders. Nearly 1,000 respondents indicated they had not ridden the bus in the past six months. Outreach is ongoing to communities and commuters to introduce this new service and attract ridership.

#### **OC Flex Microtransit Pilot Update**

In October 2018, OC Flex microtransit began service in two zones covering parts of the cities of Aliso Viejo, Huntington Beach, Laguna Niguel, Mission Viejo, and Westminster. During the first five months, 11,307 rides were provided on the service. Staff will return to the Transit Committee and Board in May with an evaluation after the first six months of service. Proposed changes may also be recommended at that time to improve the service based on operating experience. A second evaluation after one year will help to determine if one or both pilot zones should continue to operate and if the service model should be considered for additional areas.

Prior to the launch of OC Flex, the Marketing Department conducted extensive campaigns to promote ridership in both service zones. Marketing efforts included direct mail, pop-up booths at events, vehicle advertising, outdoor advertising, targeted digital advertisements, and social media.

In December 2018, OCTA focused its OC Flex marketing efforts on students. OCTA partnered with the Capistrano Unified School District to send an email to all district students. In addition, a campaign targeting students through digital advertisements and social media was launched in both OC Flex zones.

In February 2019, a group ride fare promotion was implemented to increase weekend ridership. This campaign offers discounts for groups of two, three, or four riders who book rides using the OC Flex Mobile App. Direct mail postcards were sent to a total of 43,130 households in both OC Flex zones, and targeted digital advertisements were posted. The promotion will continue until April 28, 2019.

### OC Bus Mobile App 2.0

Staff worked with our vendor to update the OC Bus mobile ticketing app to add additional functionality and improve the user experience. The changes included:

- Redesigned interface and larger buttons,
- Purchase using Google Pay or Apple Pay,
- Easy repeat purchases and split payments,
- Simplified multi-rider tickets,
- Touch ID or Face ID security,
- Easy ticket transfer when upgrading phones,
- New full-screen ticket and larger quick response code, and
- Online portal to purchase and manage tickets.

The updated app was released in March 2019, and the new features will be promoted to increase mobile ticketing adoption.

### College Pass Program Update

In September 2017, OCTA launched a three-year Santa Ana College Pilot Pass Program, which allows students to ride the OC Bus fare-free using their student ID card. In fall 2018, the program was expanded to include Santiago Canyon College. Ridership at Santa Ana College grew 12.6 percent between the fall 2017 and 2018 semesters. Between the two colleges, 622,111 boardings were taken during the fall 2018 semester. Staff continues to work with other interested community colleges to expand this successful program.

### ***Summary***

Staff continues the OC Bus 360° effort to grow ridership and improve the productivity of the bus service. This report outlines several initiatives during the previous six months, including an updated mobile ticketing app and new service on Beach Boulevard. Staff continues to market the bus service with an emphasis on these improvements. Upcoming OC Bus 360° efforts will include additional changes to bus service, an evaluation of OC Flex, and expansion of the college pass program.

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***Attachments***

- A. OC Bus 360° Update
- B. National, State, and Regional Transit Operator Ridership Trends

**Prepared by:**

A handwritten signature in black ink, appearing to read 'G. Hewitt', with a long horizontal flourish extending to the right.

Gary Hewitt  
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**Approved by:**

A handwritten signature in black ink, appearing to read 'Kia Mortazavi', with a long horizontal flourish extending to the left.

Kia Mortazavi  
Executive Director, Planning  
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## RIDERSHIP &amp; PRODUCTIVITY

# 2.7%

Increase on OC Bus routes with recently improved weekend service (Q4 2018 vs Q4 2017)\*



# 3.47%

decrease in bus ridership at other large agencies in Southern California (Q3 2017 vs. Q3 2018)\*

# 1.09%

decrease in OC Bus ridership (Q3 2017 vs. Q3 2018)\*

\*Calendar year

## MOBILE TICKETING

# 151,020

Mobile app downloads (June 2016 – December 2018)



# 9.9%

of fare revenue (July 2018 – December 2018)

# 48,701

users have purchased passes (June 2016 – December 2018)\*

\*Excludes OC Fair only users.

## COLLEGE PASS PROGRAM

# 6,330

Unique student riders at Santa Ana College and Santiago Canyon College (Fall 2018 semester)



# 622,111

student boardings at Santa Ana College and Santiago Canyon College (Fall 2018 Semester)

# 12.6%

increase in Santa Ana College boardings (Fall 2017 vs. Fall 2018 Semester)

## RIDERSHIP MARKETING CAMPAIGN

# 43,798

Residents responded to campaign call to action (June 2016 – February 2019)



# 26,798

respondents have not ridden bus in past 6 months

# 11,307

respondents continue to ride the bus

## NEW AND EXPANDED SERVICES



# OC FLEX BRAVO! 529

# 11,168

OC Flex rides in the first five months of service

# 23,077

Bravo! 529 boardings in the first month of service

**NATIONAL, STATE, AND REGIONAL TRANSIT OPERATOR RIDERSHIP TRENDS**

<b>All Modes: United States and Canada</b>	<b>Calendar Q3 2017 versus 2018</b>
Heavy Rail	↓ -2.42 percent
Light Rail	↓ -3.57 percent
Commuter Rail	↑ 0.69 percent
Trolleybus	↓ -3.13 percent
Bus: Population Total	↓ -1.62 percent
Bus: Population 2,000,000+	↓ -1.81 percent
Bus: Population 500,000 to 1,999,999	↓ -2.18 percent
Bus: Population 100,000 to 499,999	↓ -0.14 percent
Bus: Population Below 100,000	↑ 1.74 percent
Demand Response	↑ 4.63 percent
Other	↑ 0.44 percent
<b>United States Total</b>	<b>↓ -1.75 percent</b>
<b>Canada Total</b>	<b>↑ 5.56 percent</b>

<b>Bus: California Large Agencies</b>	<b>Calendar Q3 2017 versus 2018</b>
Long Beach Transit	↓ -3.14 percent
Los Angeles County Metropolitan Transportation Authority (LA Metro)	↓ -3.78 percent
Alameda-Contra Costa Transit District	↑ 4.66 percent
Orange County Transportation Authority	↓ -1.09 percent
San Diego Metropolitan Transit System (MTS)	↓ -1.77 percent
San Francisco Muni	↓ -1.45 percent
Santa Clara Valley Transportation Authority	↓ -3.78 percent
Santa Monica Big Blue Bus	↓ -5.64 percent

<b>Bus: Other Local Connecting Agencies</b>	<b>Calendar Q3 2017 versus 2018</b>
Anaheim Resort Transit	↑ 11.26 percent
Norwalk Transit	↓ -0.60 percent
North County Transit District (NCTD)	↓ -1.21 percent
Riverside Transit	↑ 2.20 percent
Omnitrans (San Bernardino)	↓ -4.91 percent
Foothill Transit (San Gabriel Valley)	↓ -0.72 percent

<b>Commuter Rail: Southern California</b>	<b>Calendar Q3 2017 versus 2018</b>
Metrolink	↑ 1.95 percent
North County Transit District Coaster	↑ 1.29 percent


<b>Light/Heavy Rail: Southern California</b>	<b>Calendar Q3 2017 versus 2018</b>
LA Metro Heavy Rail	↓ -3.53 percent
LA Metro Light Rail	↓ -6.51 percent
NCTD Light Rail	↓ -8.29 percent
San Diego MTS Light Rail	↓ -1.45 percent

Source: American Public Transportation Association Ridership Report: Third Quarter 2018  
(<http://www.apta.com/resources/statistics/Pages/ridershipreport.aspx>)



***April 11, 2019***

**To:** Transit Committee

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

**Subject:** Cooperative Agreement with the Southern California Regional Rail Authority for the Orange County Maintenance Facility Project

***Overview***

The Orange County Transportation Authority proposes to enter into a cooperative agreement with the Southern California Regional Rail Authority to define roles, responsibilities, and funding for the preliminary engineering and environmental phase of a rail maintenance facility on Orange County Transportation Authority-owned property in the City of Irvine.

***Recommendation***

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and Southern California Regional Rail Authority for the preliminary engineering and environmental stage of the Orange County Maintenance Facility.

***Discussion***

On June 30, 2015, the Orange County Transportation Authority (OCTA) purchased 21.3 acres from the City of Irvine (City) for the purpose of establishing a Metrolink rail maintenance facility in Orange County. The Orange County Maintenance Facility (OCMF) will be located on the 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City. The property is located directly northeast of the existing OCTA-owned railroad right-of-way and adjacent to Orange County's Great Park, as shown on Attachment A.

Southern California Regional Rail Authority (SCRRA) is a five-county joint powers authority, created to build, maintain, administer, and operate the Metrolink commuter train system. SCRRA completed a project study report in January 2019, which defined the purpose and need, preliminary scope, and phasing for the OCMF. Existing Metrolink maintenance facilities are at full

capacity, and there is a need to perform maintenance on locomotives and rail cars to comply with safety and operations standards. Since a significant portion of the fleet will be operating in Orange County, a maintenance facility located along the Metrolink route would be the optimal location as it would reduce operating costs by limiting non-revenue moves to the existing SCRRA storage and maintenance facilities in the cities of Los Angeles and San Bernardino. The proposed maintenance facility will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals.

The OCMF will include train storage tracks, locomotive and car service platforms, pits for inspection and maintenance, a service building with overhead cranes. Service platforms will include facilities for inspection, fueling and sanding, toilet service, interior car cleaning, and a train washer. Additional facility components will include offices and facilities for crews, facility staff and management, parts storage, water treatment, parking access roads, and security. Connection tracks between the various service areas, storage locations, and the main tracks will be provided to assure optimal operational flexibility.

The Project requires a cooperative agreement between OCTA and SCRRA to define roles, responsibilities, scope, and funding for the preliminary engineering and environmental phase for the OCMF.

OCTA will be the lead on the preliminary engineering and environmental phase and will coordinate this work with SCRRA and the City, in accordance with the terms of the Purchase and Sale Agreement between OCTA and the City. The effort for the environmental phase of the OCMF is estimated to be \$4,126,000, and will be funded through Transit and Intercity Rail Capital Program grant funds granted by the California State Transportation Agency through SCRRA's Southern California Optimized Rail Expansion (SCORE) Program.

A separate item will be taken to the OCTA Board of Directors requesting the release of request for proposals to procure a consultant for preliminary engineering and environmental services related to the Project.

#### **Fiscal Impact**

The OCMF project will be included in the Rail Capital Program Fiscal Year 2019-20 Budget, and OCTA will be the direct recipient of the SCORE funds.



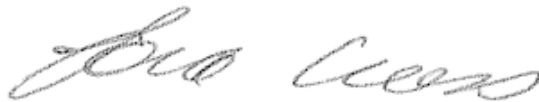
***Summary***

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-9-1127 between the Orange County Transportation Authority and Southern California Regional Rail Authority for the preliminary engineering and environmental phase of the Orange County Maintenance Facility project.

***Attachment***

- A. Orange County Maintenance Facility Location Map

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ORANGE COUNTY MAINTENANCE FACILITY LOCATION MAP





***April 11, 2019***

**To:** Transit Committee

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

**Subject:** Bristol Street Transit Corridor Study - Purpose and Need Update

### ***Overview***

The Orange County Transportation Authority initiated the Bristol Street Transit Corridor Study in October 2018. The study will identify options for improving transit service in the Bristol Street corridor from 17<sup>th</sup> Street to the South Coast Metro area and evaluate connections to John Wayne Airport. This initial planning study will evaluate a range of possible transit options and identify the best performing options that have wide community support.

### ***Recommendation***

Receive and file as an information item.

### ***Discussion***

#### **Study Overview**

The Bristol Street corridor was identified in the OC Transit Vision (the Orange County Transportation Authority's {OCTA} 20-year Transit Master Plan) as one of 11 opportunity corridors for further study. Transit improvements in this corridor have potential to provide significant benefits to the corridor and overall transit and transportation networks. This is based on an analysis of existing ridership, key destinations, and special trip generators. For these reasons, the Bristol Street Transit Corridor Study was identified as one of the priorities in the OC Transit Vision's Short-Term Action Plan.

The Bristol Street corridor is one of OCTA's highest ridership corridors, accounting for approximately eight percent of systemwide boardings. The corridor provides access to several major trip generators, including the Irvine Business Complex, John Wayne Airport, Santa Ana Civic Center, Santa Ana College, and South Coast Metro. This corridor also provides important

connections to several crosstown bus routes, and to Metrolink and Amtrak via a connection to the future OC Streetcar (Attachment A).

OCTA has established a project development team (PDT), which includes technical staff from each of the cities in the study area (Costa Mesa, Irvine, and Santa Ana), and from external agencies (the California Department of Transportation and John Wayne Airport). Staff will work closely with these agencies to develop a range of possible transit improvements. The study will evaluate different alignments, service features, and transit technologies (bus, bus rapid transit, and rapid streetcar). The alternatives will address the existing mobility needs and future anticipated growth.

### Process and Schedule

The study will evaluate a variety of alternatives to identify the ones which perform the best and have the widest community support. The final report will assist the Board of Directors (Board) and local jurisdictions in determining which of the alternatives should be carried forward for further study. Staff will return to the Board after each of the four study phases with an update to include:

- Purpose and need – April 2019,
- Alternatives development – Summer 2019,
- Alternatives evaluation – Winter 2020, and
- Final report – Summer 2020.

This report covers the purpose and need phase.

### Mobility Needs and Study Goals

During the initial study phase, the PDT defined the travel demand, demographics, and mobility issues in the corridor, and developed the five mobility needs listed below.

1. Enhance transit mobility to local activity centers within the corridor through improved north-south services.
2. Make improvements that increase the speed and reliability of transit.
3. Improve transit access to areas outside the Bristol Street corridor through better connectivity with crosstown routes and the OC Streetcar.
4. Support local land-use planning with improved mobility options.
5. Enhance the customer experience and convenience in using transit.

The draft purpose and need statement is provided as Attachment B.

In response to the mobility needs, the following draft goals were identified.

1. Enhance transit performance.
2. Support local land-use plans and policies.
3. Enhance customer experience and improve mode choices.
4. Support air quality goals and minimize environmental impacts.
5. Ensure cost-effectiveness and financial feasibility.
6. Incorporate community input.

A table of the draft goals and objectives is provided in Attachment C.

### Corridor Themes

The PDT will develop six conceptual transit alternatives in the coming months that address the mobility needs in the corridor. Several elements will be analyzed during that process including:

- Speed and operational improvements,
- Connections to key bus routes and to Metrolink and Amtrak via the OC Streetcar,
- Options to connect to John Wayne Airport and the Irvine Business Complex,
- Local land uses and planned projects,
- Bristol Street widening improvements, and
- Current ridership and changing travel behaviors.

### Stakeholder Engagement and Public Participation

To ensure regular input and coordination with local jurisdictions and essential agencies, the PDT meets monthly to discuss issues and review the study documentation being developed. To date, there have been four PDT meetings. In addition to the PDT meetings, three stakeholder workshops will be held to solicit input from local businesses, school districts, hospitals, major employers, and homeowner associations. The study team will also provide city council updates during key study phases, such as the alternatives development and the completion of the evaluation phase.

Public participation activities are planned for each study phase. Initial outreach activities include open houses, pop-up booths at community events, and online surveys to solicit input on mobility challenges and the corridor definition. Additionally, a study webpage and social media posts will inform a wide audience

about the progress of the study and when study documents are available for review and comment. To engage the diverse communities in the study area, translations of study materials and public presentations will be made available.

**Next Steps**

The next steps include one-to-one agency meetings with local jurisdictions and external agencies, the first of three stakeholder workshops, an initial round of open houses, and an initial online survey. Following these activities, the PDT will develop a draft set of conceptual transit alternatives. In late summer, the team will return to the Board with the preliminary definition of alternatives.

**Summary**

OCTA initiated the Bristol Street Transit Corridor Study in October 2018. The study will identify options for improving transit service in the Bristol Street corridor from 17<sup>th</sup> Street to the South Coast Metro area, and evaluate connections to John Wayne Airport. Following the initial round of outreach and stakeholder engagement, the PDT will finalize a set of study goals and objectives, and develop a draft set of six conceptual transit alternatives. In late summer, the team will return to the Board with an update on the preliminary definition of alternatives.

**Attachments**

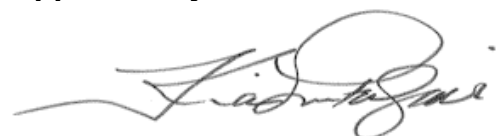
- A. Bristol Street Transit Corridor Study, Study Area Map
- B. Bristol Street Transit Corridor Study, Draft Purpose and Need Statement
- C. Bristol Street Transit Corridor Study, Draft Goals and Objectives

**Prepared by:**



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Senior Transportation Analyst  
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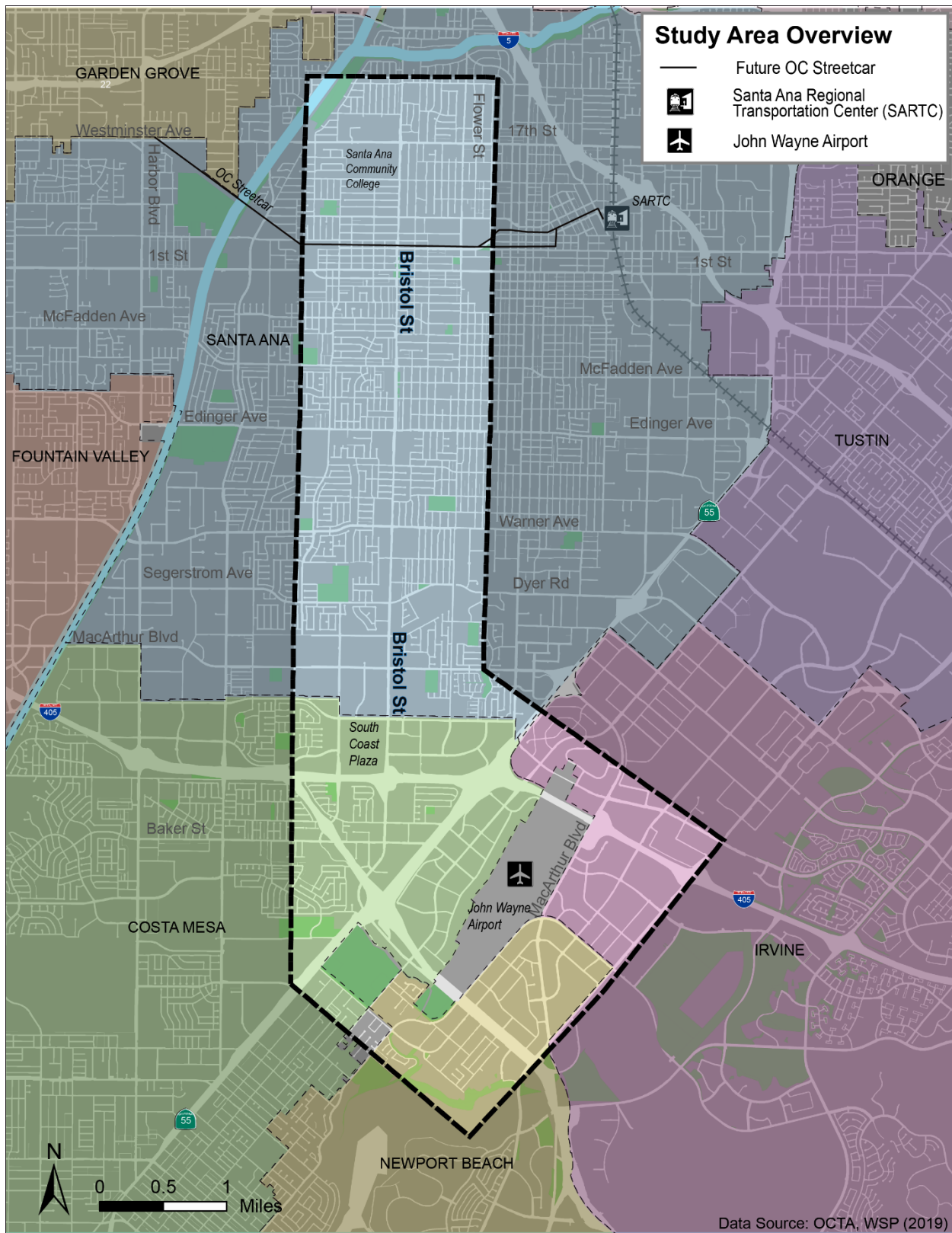
**Approved by:**



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



## Bristol Street Transit Corridor Study Study Area Map



## Bristol Street Transit Corridor Study Draft Purpose and Need Statement

### Background and Project Purpose:

The Bristol Street Transit corridor is one of the highest ridership corridors in Orange County. In the 2018 OC Transit Vision, the Orange County Transportation Authority (OCTA) identified the Bristol Street Transit corridor (as part of the greater 17<sup>th</sup>/Westminster Transit Opportunity Corridor) as high in existing and new ridership potential.

The Bristol Street corridor is one of the county's densest regions in terms of residents and jobs, despite the predominance of low-rise buildings and single-family land uses. Furthermore, the area surrounding this corridor is critical to the economic vitality of Orange County with a total of 144,000 residents (a population density of 12,600 residents per square mile) and 118,000 jobs (an employment density of 10,400 jobs per square mile).

There is significant potential to improve transit service on this corridor and offer residents, students, and employees a competitive transit alternative to the automobile. This is due to several key activity centers in close proximity to the Bristol Street Transit corridor study area. These centers include; Santa Ana College, Santa Ana Civic Center/Downtown Commercial District, Santa Ana Regional Transportation Center, Mater Dei High School, the South Coast Metro Area, John Wayne Airport, and the Irvine Business Complex.

### Mobility Needs:

The Bristol Street Transit Corridor Project will address the following five mobility needs:

1. *Local Connectivity: Enhance transit mobility to local activity centers within the corridor through improved north-south services in the Bristol Street corridor.*
  - Existing transit headways and service spans may not be conducive to short and spontaneous trips between the numerous activity centers located within the study area. Therefore, a goal of the project is to ensure that future service includes increased frequency to promote short and spontaneous trips while serving longer trips to regional activity centers outside of the study area.
2. *Transit Performance: Make improvements that lead to an increase in the speed and reliability of transit.*
  - Existing transit service along Bristol Street is limited by operating in mixed-flow traffic and bottlenecks at both ends of the study area. Therefore, the project will evaluate options for improving transit speeds such as, improved passenger boarding and transit prioritization at strategic locations.
3. *Regional Connectivity: Improve transit access to areas outside the Bristol Street corridor through better connectivity with key crosstown routes and the OC Streetcar.*
  - It is imperative that service be configured to benefit as many users as possible. These potential users could include numerous regional activity centers located outside the study area, in addition to premium transit service on the OCTA Bravo! 543 and 560 lines, Metrolink Orange County and Inland Empire Lines, Amtrak Pacific Surfliner, and the OC Streetcar. To enhance regional connectivity, the project will focus on providing one or fewer transfers to longer distance activity centers and improvements that facilitate transfers.



## **Bristol Street Transit Corridor Study Draft Purpose and Need Statement**

4. *Land Use:* *Support local land-use planning with improved mobility options.*
  - The northern end of the Bristol Street Transit corridor has some of the highest densities in Orange County and typical land uses along the corridor contribute to a reliance on the automobile. This project can potentially support city land-use changes, which contribute to transit ridership growth. This can be achieved by supporting enhanced first/last mile connections, as well as offering complementary transit service to existing population/job hotspots and future multi-family/mixed-use developments.
5. *Customer Experience:* *Enhance the customer experience and convenience in using transit.*
  - In addition to a reduction in travel time, the experience of a transit user while waiting at a bus stop plays a significant role in determining the overall user experience. This project, therefore, seeks to improve the level of amenities at stops, streamline boarding and alighting activities, improve branding, and address user safety concerns while waiting at a stop.

### **Moving Forward**

This purpose and need statement incorporates the five mobility needs identified for the Bristol Street Transit corridor. It must also support the definition of alternatives, evaluation criteria, and final evaluation of alternatives. This will ensure that potential project alternatives address current and future issues in the corridor and that the highest rated alternatives are moved forward, in addition to framing the stakeholder and agency outreach.

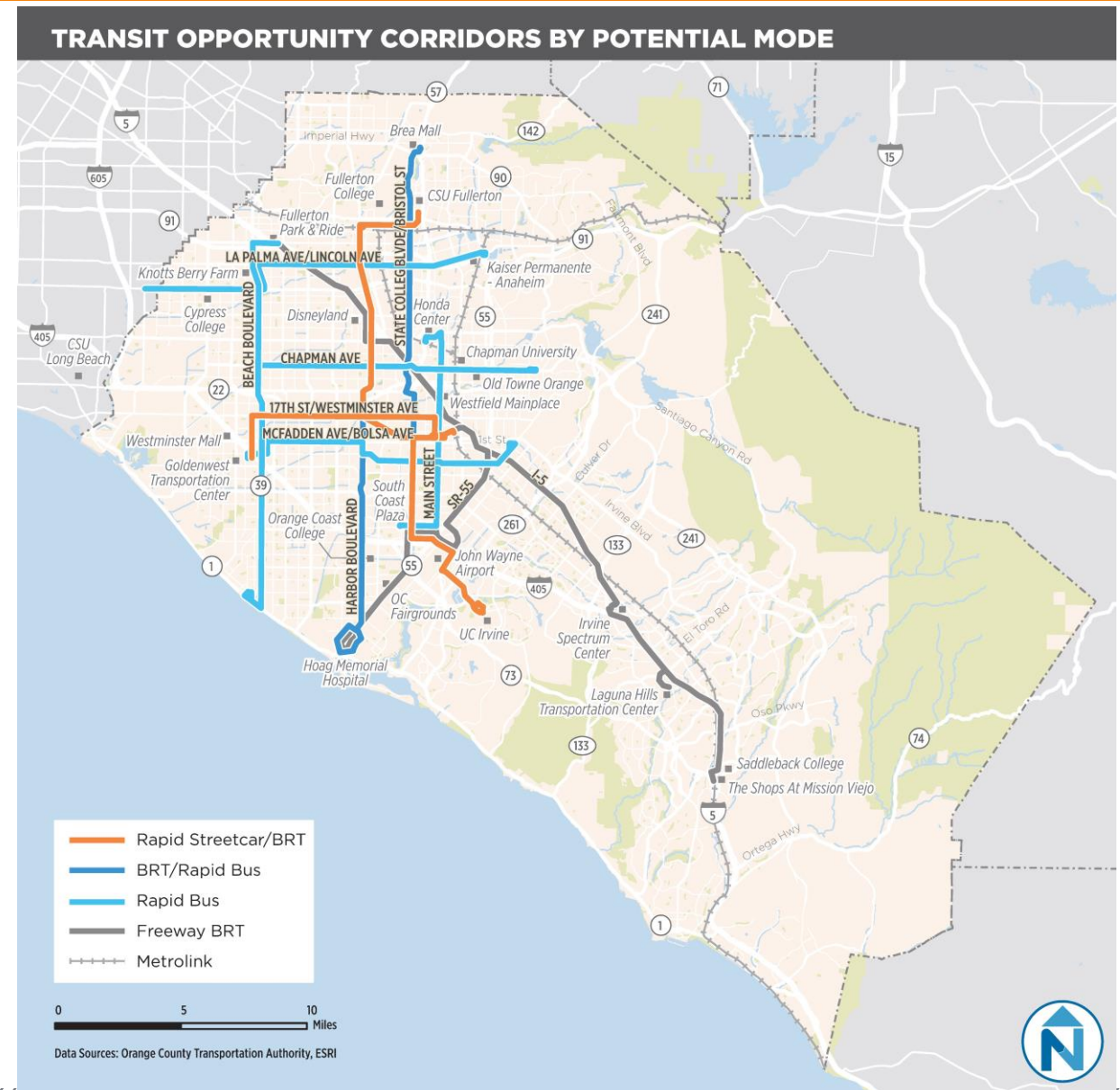
## Bristol Street Transit Corridor Study Draft Goals and Objectives

Goals	Objectives
1. Enhance Transit Performance	1.1 Improve travel speeds 1.2 Reduce dwell times 1.3 Maximize connectivity with regional transit network
2. Support Local Land-Use Plans and Policies	2.1. Serve major employment centers, activity centers, and high-density residential areas 2.2 Support local economic development, projects, and plans 2.3 Serve affordable housing developments
3. Enhance Customer Experience and Improve Mode Choices	3.1 Improve customer convenience 3.2 Support active transportation and first/last mile connections
4. Support Air Quality Goals and Minimize Environmental Impacts	4.1 Reduce greenhouse gases 4.2 Minimize impacts to overall transportation network 4.3 Minimize community impacts
5. Ensure Cost-Effectiveness and Financial Feasibility	5.1 Capital costs are financially reasonable 5.2 Provide a cost-effective project
6. Incorporate Community Input	6.1 Develop project concepts that reflect community input

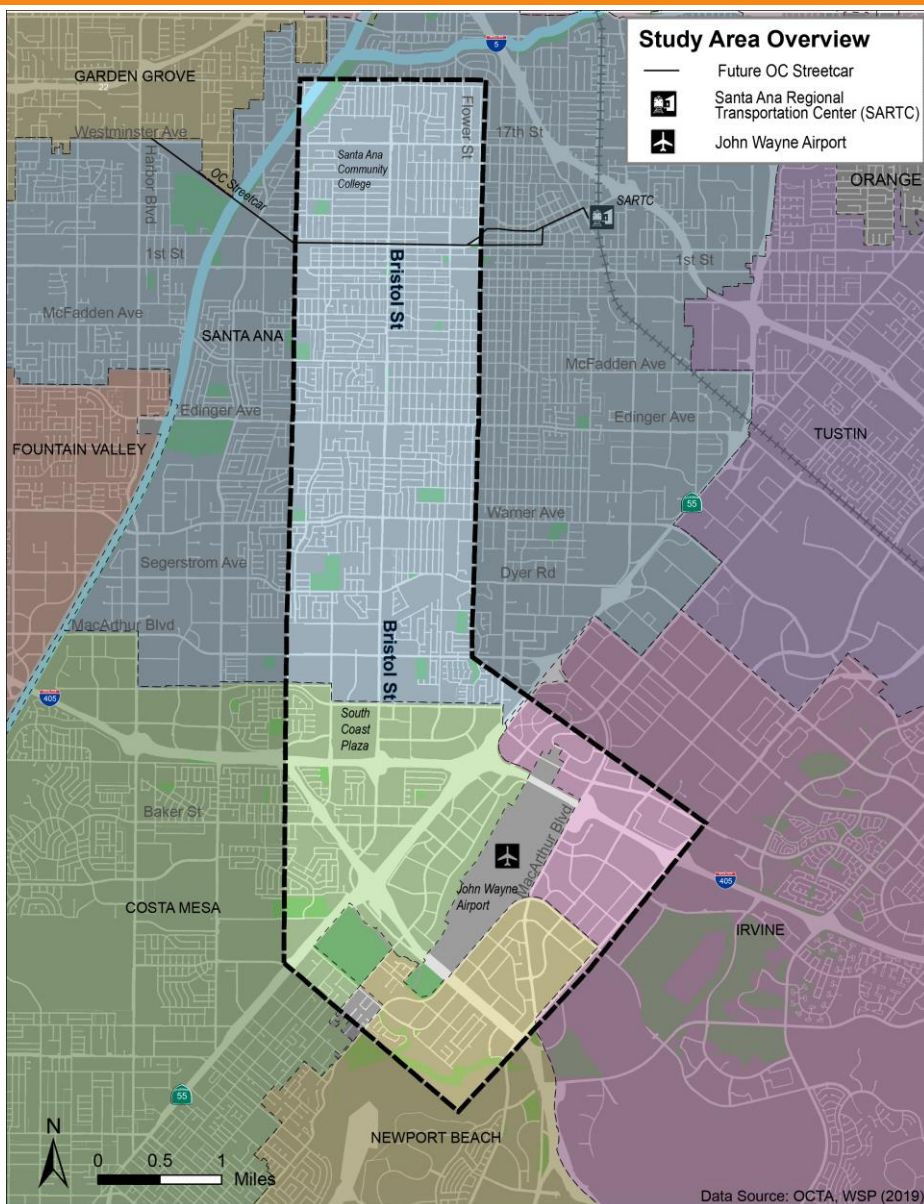
# Bristol Street Transit Corridor Study - Purpose and Need Update

# Study Overview

- Transit Master Plan
  - Short-term action plan
  - High-priority corridor
- Part of a larger corridor

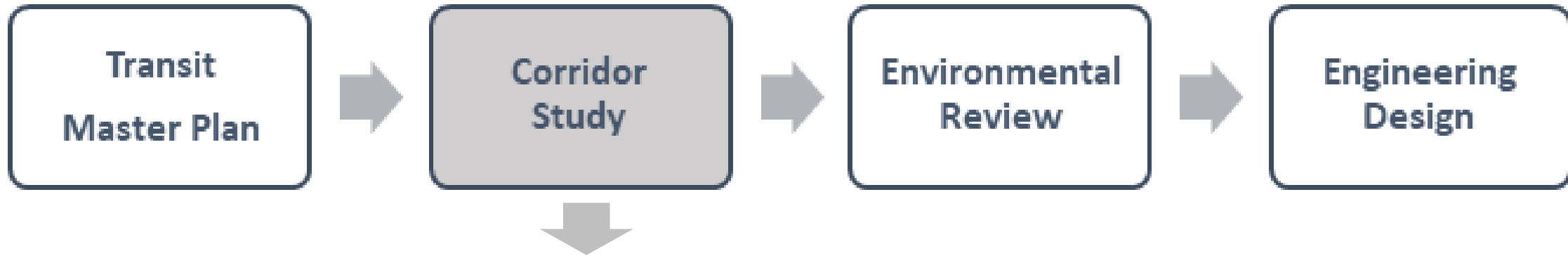


# Study Scope



- Study limits: 17<sup>th</sup> Street to Baker Street and John Wayne Airport
- Includes cities of Costa Mesa, Irvine, Newport Beach, and Santa Ana
- Identify options for improving transit service
  - Various modes and alignments: bus, bus rapid transit, and streetcar
- Evaluate alternatives based on performance and community support
  - Ridership, cost, environmental benefits and impacts, system connectivity, and community input
- Collaborate throughout; work with project development team, stakeholder working group, and public
- Final report

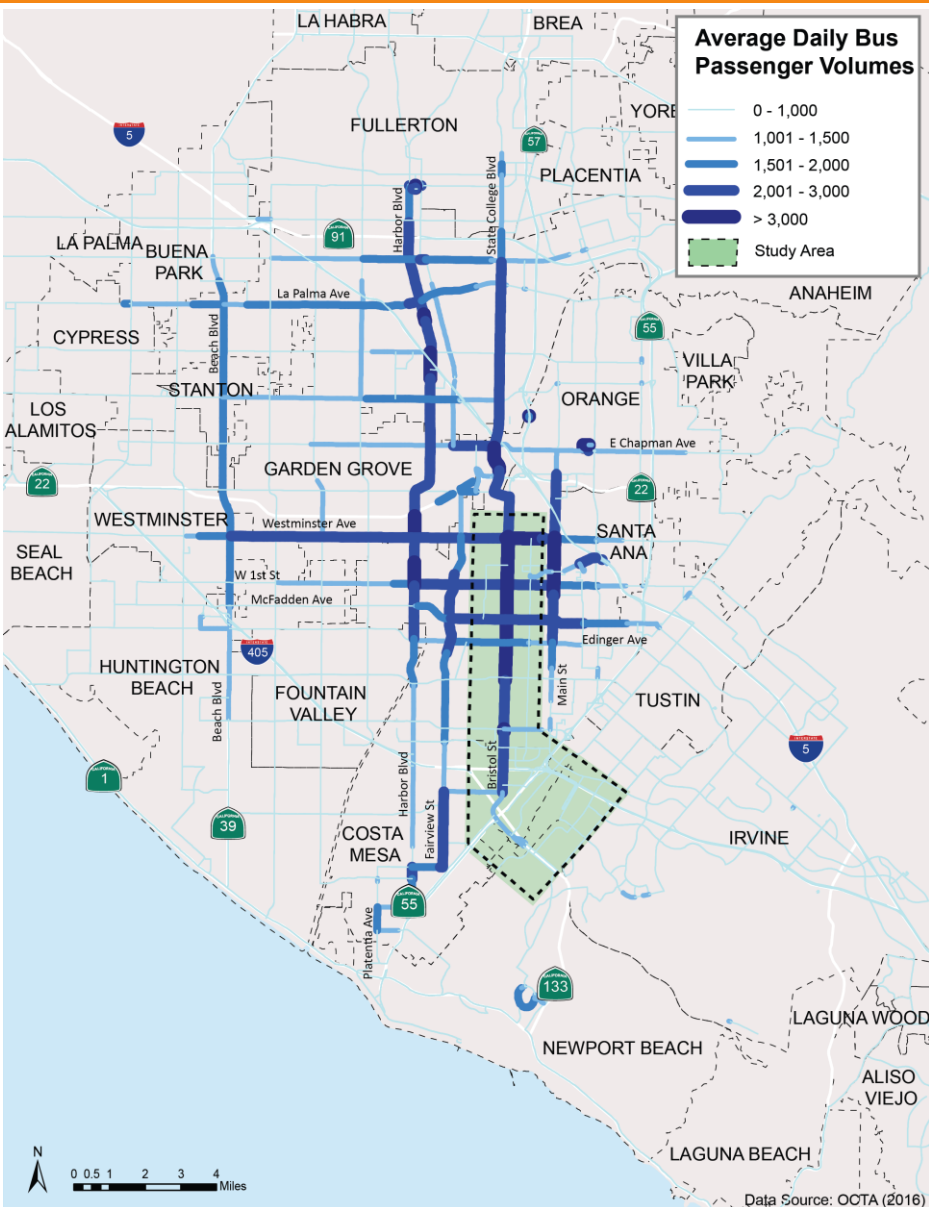
# Process and Schedule



Study Phase	Description	Timeline
I. Purpose and Need	Corridor Definition and Mobility Needs	April 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Summer 2019
III. Alternatives Evaluation	Evaluate ridership, cost, environmental benefits, and community support	Winter 2020
IV. Final Report	Present report findings and community input received	Summer 2020

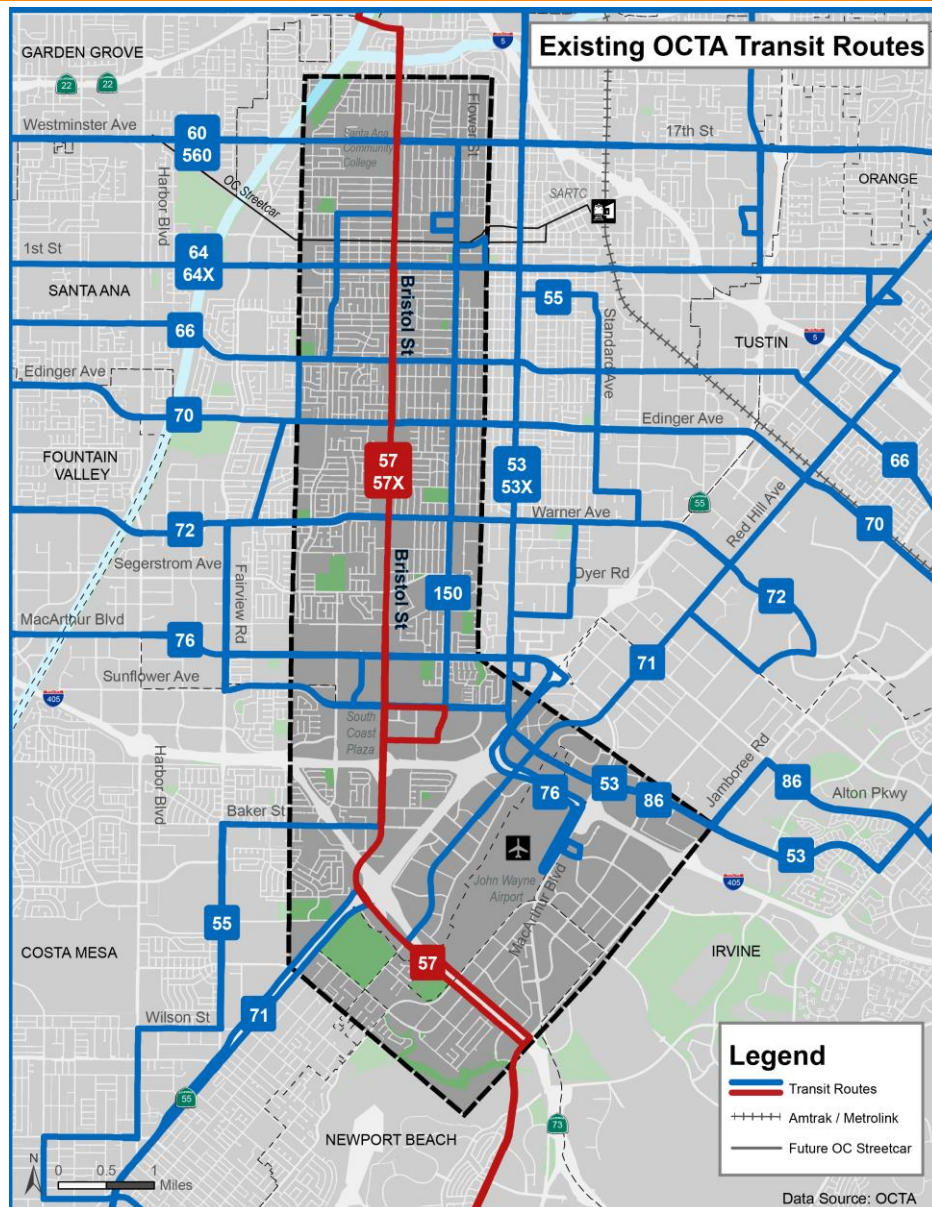


# Bristol Corridor Context



- Highest transit usage area
- Major trip generators
  - Irvine Business Complex
  - John Wayne Airport
  - Santa Ana Civic Center
  - Santa Ana College
  - South Coast Metro
- Regional connections
  - Five High Quality Transit Routes
  - OC Streetcar
  - Santa Ana Regional Transportation Center

# Existing Transit Service



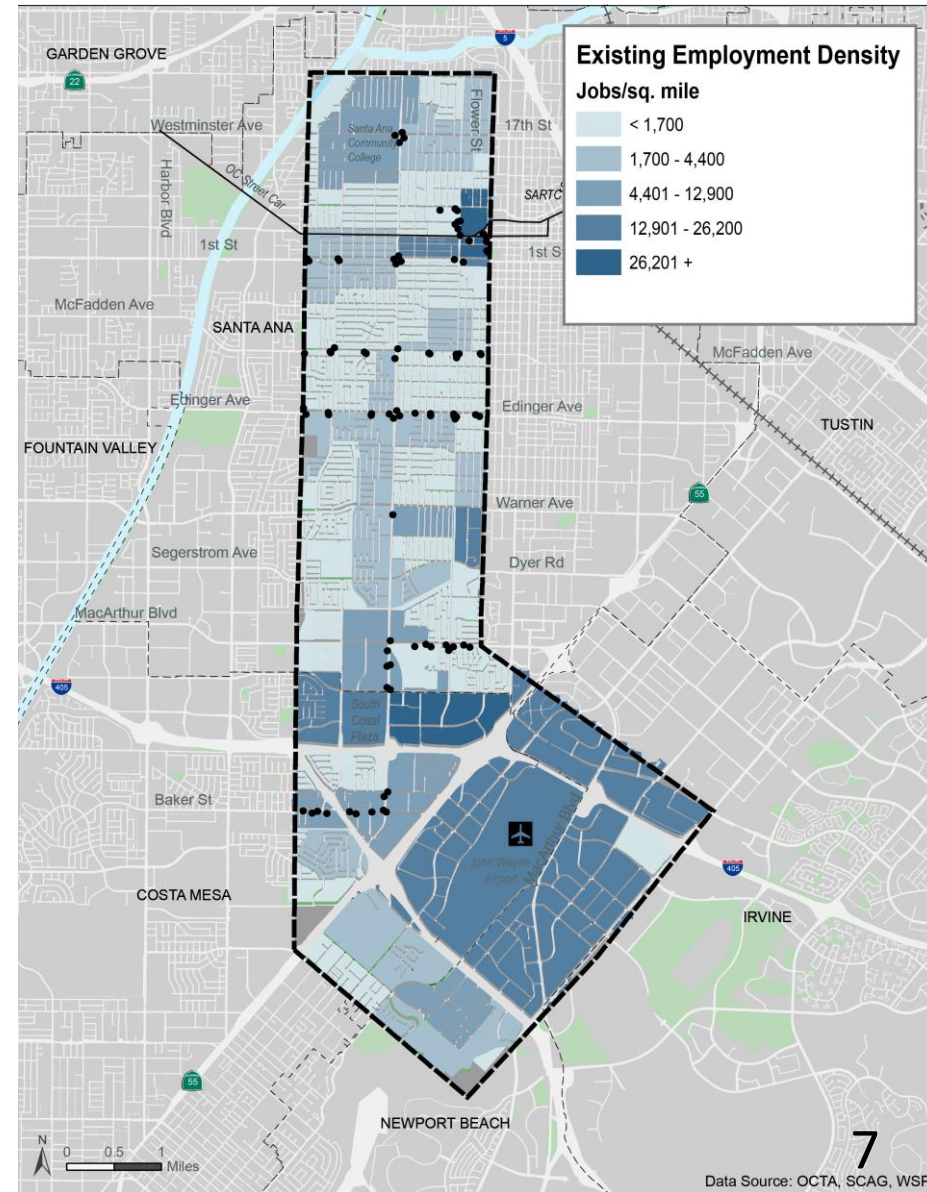
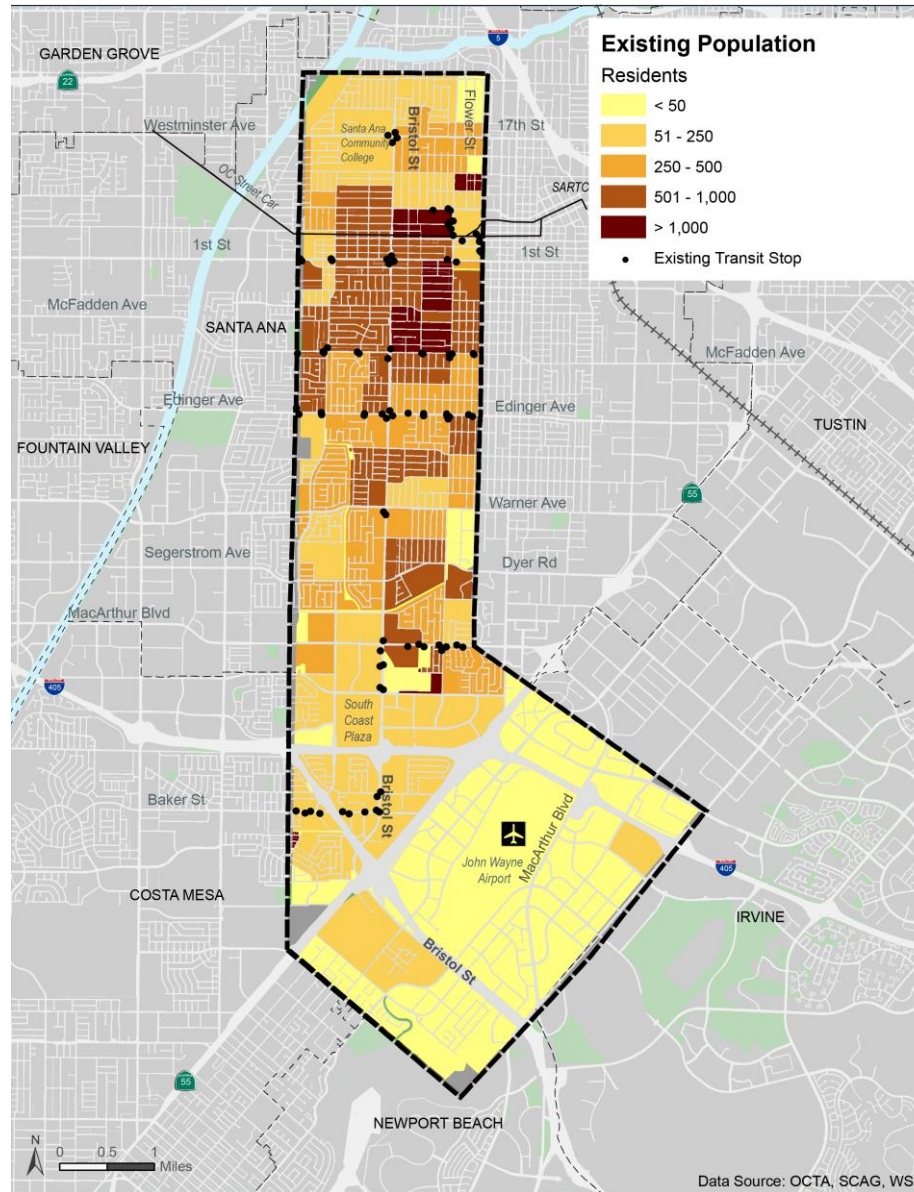
## Served by Route 57/57X

- Brea to Newport Center
- Frequency: 12 to 24 minutes
- High transfer rates to crosstown corridors
  - Connections to 13 routes
- High ridership: 10,600 weekday boardings (eight percent of systemwide total)

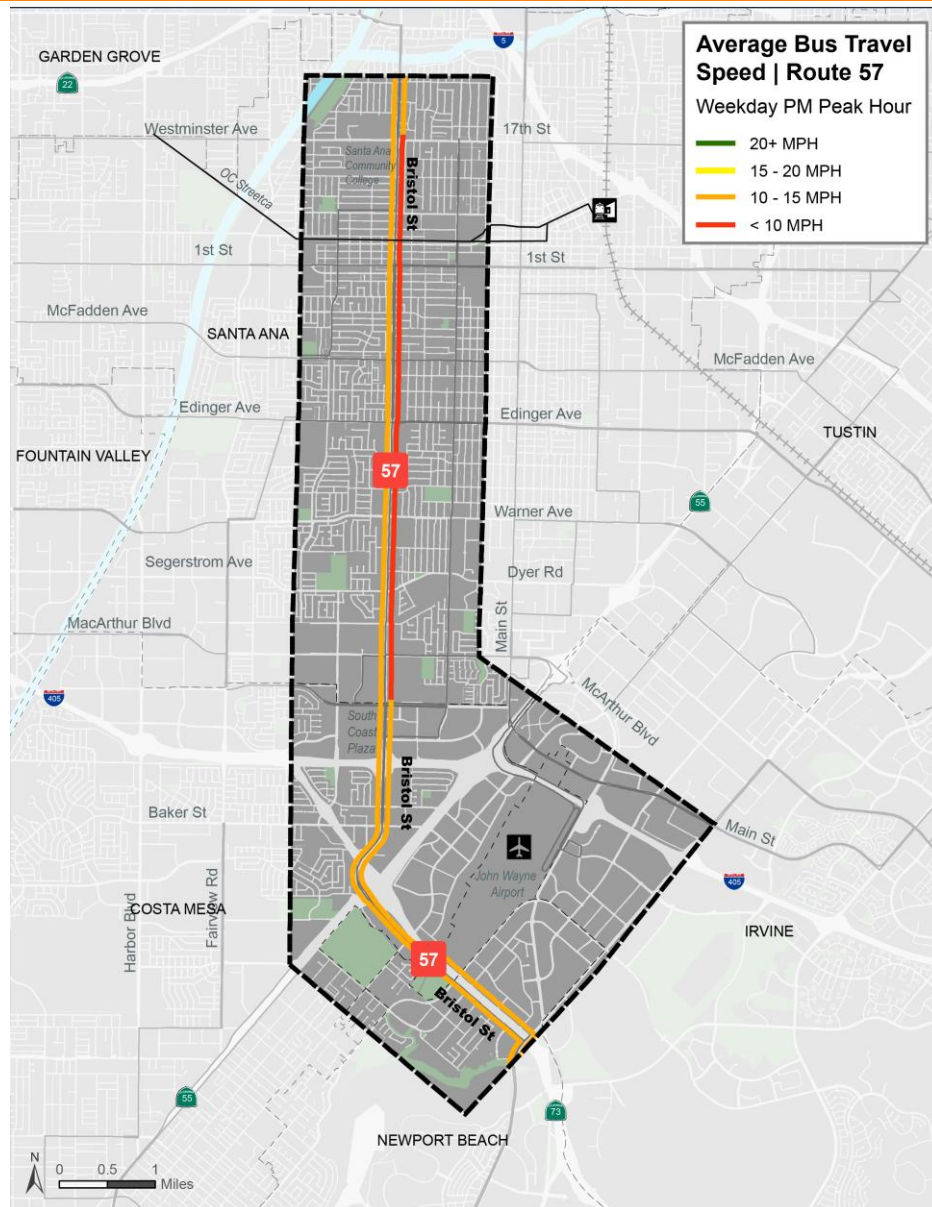


# Existing Population and Employment

- Population density
- Employment density
- Local land use
  - Increased density and mixed-use development planned



# Transit Performance



## Average Bus Travel Speeds

- Less than ten mph during PM peak
- Operating in mixed-flow traffic
- High passenger loads (long dwell times)

mph – miles per hour

# Mobility Needs

1. Enhance transit mobility to local activity centers
2. Improve speed and reliability
3. Improve connectivity with crosstown routes
4. Support land-use planning
5. Enhance the customer experience and convenience



# Stakeholder and Public Participation

## Stakeholder engagement

- Project development team meetings
- One-to-one agency meetings
- Stakeholder workshops (3)
- Open houses and community events
- Online survey and social media
- Translations for engaging diverse communities



## Outreach Phases

- Corridor definition and mobility needs – April 2019
- Alternatives development – Summer 2019
- Alternatives evaluation – Winter 2020

# Next Steps

- Conduct initial round of outreach
- Hold one-to-one agency meetings
- Develop conceptual alternatives
- Return to Board of Directors in late summer with draft alternatives

Bristol Study webpage:  
*[www.octa.net/bristol](http://www.octa.net/bristol)*



***April 11, 2019***

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** Draft Fiscal Year 2019-20 Bus Service Plan

***Overview***

Bus system changes are proposed for October 2019 and February 2020 to grow ridership, increase productivity, and implement routing changes to prepare for OC Streetcar construction. The changes require a public hearing, and staff recommends initiating a public outreach process to gather customer input prior to finalizing recommendations. Results from the outreach process will be presented to the Board of Directors in July 2019.

***Recommendations***

- A. Direct staff to implement a public outreach program to solicit feedback on the Draft Fiscal Year 2019-20 Bus Service Plan.
- B. Direct staff to return to the Board of Directors in July 2019 with outreach findings and final recommendations.

***Background***

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected bus routes three times a year, in February, June, and October. The changes reflect changing ridership, traffic patterns, and customer feedback. Staff is soliciting input regarding draft recommendations which would be implemented in October 2019 and February 2020.

The goal of the Fiscal Year (FY) 2019-20 Bus Service Plan is to grow ridership, increase productivity, and implement routing changes to prepare for OC Streetcar construction. Several of the recommendations are considered major service changes under OCTA's Service and Fare Change Evaluation Policy, and require public outreach and a public hearing prior to Board of Directors' (Board) approval.

***Discussion***

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

There are some indications that the ridership decline is slowing after implementation of OC Bus 360°. Staff has developed the Draft FY 2019-20 Bus Service Plan to reallocate additional service to grow ridership and improve productivity. In addition, the recommendations include restructuring bus service in the Santa Ana Civic Center area during the OC Streetcar construction. Overall, the plan would reallocate about 2.5 percent of the bus service equivalent to 40,000 annual revenue hours. The service recommendations are consistent with prior OC Bus 360° efforts and the OC Streetcar Bus Rail Interface Plan, which was presented to the Transit Committee in November 2016.

**Draft Bus Service Plan Recommendations**

The draft service plan consists primarily of the redeployment of resources, including both service reductions and improvements. The operating resources required (revenue vehicle hours) will be similar to current levels after implementation. Long-term capital needs will be reduced because the service plan requires fewer peak buses. The lists below highlight the proposed service improvements and reductions.

**Service Improvement Highlights**

- Improve weekend service frequencies on two routes,
- Restructure service on three community routes in north county for more direct routing and improved frequency,
- Extend one route based on customer requests in the City of Yorba Linda, and
- Restructure one express route and one Bravo! route to provide faster service.

**Service Reduction Highlights**

- Eliminate duplicate routing on two routes,
- Reduce peak service on low ridership segments, and
- Eliminate two low ridership express routes.

**OC Streetcar Route Highlights**

- Eliminate Stationlink route to Santa Ana Civic Center,
- Implement routing changes to avoid OC Streetcar construction conflicts, and
- Implement new Civic Center Shuttle during OC Streetcar construction.

More detailed descriptions and ridership impacts are included in Attachment A. Maps of the impacted routes on weekdays and weekends are shown in Attachment B and Attachment C. The proposed service changes would reduce service by about 3,000 annual revenue hours after implementation. The hours may be used during future service changes to maintain on-time performance targets. Service coverage area is unaffected by these changes; therefore, there will be no changes to ACCESS service.

***Next Steps***

Staff is seeking Board approval to present the Draft FY 2019-20 Bus Service Plan to the public in May 2019. A public outreach process is required for service changes of this magnitude, and the comments received will be used to refine the recommendations. This process will include three community meetings in the areas more impacted by the changes. With Board direction, a public hearing would occur on June 10, 2019, and final recommendations would be presented to the Transit Committee and the Board in July 2019.

***Summary***

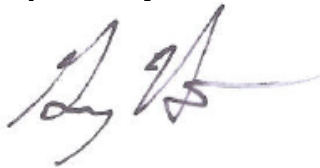
Staff is seeking Board input on the Draft FY 2019-20 Bus Service Plan which will redeploy bus service to grow ridership, increase productivity, and implement routing changes necessary for OC Streetcar construction.



***Attachments***

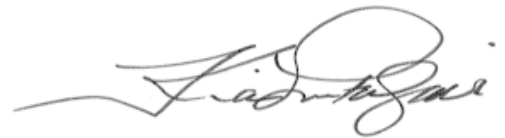
- A. Draft Fiscal Year 2019-20 Bus Service Plan
- B. Draft Fiscal Year 2019-20 Bus Service Plan - Weekday Impacted Routes
- C. Draft Fiscal Year 2019-20 Bus Service Plan - Weekend Impacted Routes

**Prepared by:**

A handwritten signature in dark ink, appearing to read 'G. Hewitt', with a stylized flourish at the end.

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

**Approved by:**

A handwritten signature in dark ink, appearing to read 'Kia Mortazavi', with a large, circular flourish at the end.

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

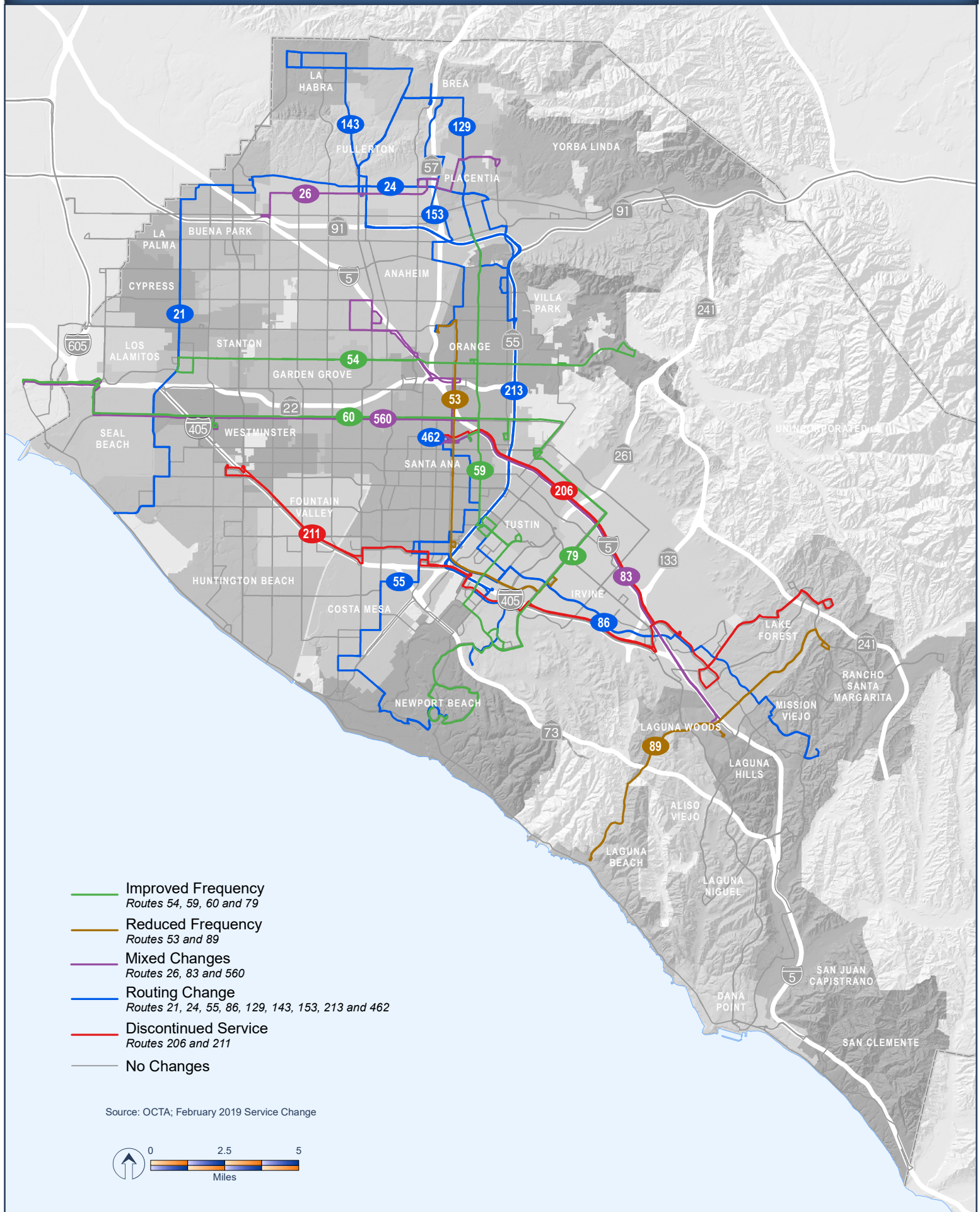
**Draft Fiscal Year 2019-20 Bus Service Plan**

Major Service Changes		Recommendations			Annual Revenue Hour Change			Annual Boarding Change		
Route	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
<b>21: Buena Park – Sunset Beach</b> <i>via Valley View Street / Bolsa Chica Road</i>	Terminate south end of route at Goldenwest Transportation Center and combine with Route 24 at 60 minute headway (New Route 123). OC Flex covers deleted portion.	-	-	(31.1)	-	-	(255)	-	-	
<b>24: Buena Park – Orange</b> <i>via Malvern Avenue / Chapman Avenue / Tustin Avenue</i>	Combine with Route 21 and cut back to Anaheim Canyon Metrolink (New Route 123).	-	-	(33.7)	-	-	(492)	-	-	
<b>26: Fullerton – Placentia</b> <i>via Commonwealth Avenue / Yorba Linda Boulevard</i>	Extend route to Yorba Linda Boulevard/Imperial Highway and reduce peak service to 20/40 minutes and keep 30 minutes midday. Add one morning tripper for Metrolink to California State University, Fullerton.	Extend route to Yorba Linda Boulevard and Imperial Highway.	Extend route to Yorba Linda Boulevard and Imperial Highway.	0.5			40	44	34	
<b>53/53X: Anaheim – Irvine</b> <i>via Main Street</i>	Reduce AM peak frequency from 20 to 30 minutes. Reduce midday service from 24 to 36 minutes.	-	-	(24.0)	-	-	(78)	-	-	
<b>54: Garden Grove – Orange</b> <i>via Chapman Avenue</i>	Eliminate peak hour short turn terminal on west end of the line and start all trips at Chapman Avenue and Valley View Street.	-	-	6.0	-	-	39	-	-	
<b>55: Santa Ana – Newport Beach</b> <i>via Standard Avenue / Bristol Street / Fairview Street / 17th Street</i>	Implement OC Streetcar routing in Santa Ana Civic Center.	Implement OC Streetcar routing in Santa Ana Civic Center.	Implement OC Streetcar routing in Santa Ana Civic Center.	-	-	-	-	-	-	
<b>56: Garden Grove – Orange</b> <i>via Garden Grove Boulevard</i>	-	Implement same Saturday and Sunday schedule; improve frequency from 70 to 45 minutes.	Implement same Saturday and Sunday schedule; improve frequency from 70 to 45 minutes.		13.0	14.3	-	143	117	
<b>59: Anaheim – Irvine</b> <i>via Kraemer Boulevard / Glassell Street / Grand Avenue / Von Karman Avenue</i>	Extend midday short trips from Dyer Road and Pullman Street to The District.	-	-	-	-	-	-	-	-	
<b>60: Long Beach – Tustin</b> <i>via Westminster Avenue / 17th Street</i>	Run all trips to Long Beach during peak and midday. Implement more direct routing for Bravo! 560.	-	-	33.3	-	-	-	-	-	
<b>72: Sunset Beach – Tustin</b> <i>via Warner Avenue</i>	-	Improve weekend frequency from 65 to 45 minutes.	Improve weekend frequency from 65 to 45 minutes.	-	12.0	12.0	-	138	83	
<b>79: Tustin – Newport Beach</b> <i>via Bryan Avenue / Culver Drive / University Avenue</i>	Add weekday southbound trips between Michelson Drive and University of California, Irvine due to heavy passenger loads.	-	-	2.0	-	-	60	-	-	
<b>83: Anaheim – Laguna Hills</b> <i>via 5 Freeway / Main Street</i>	Implement OC Streetcar routing, cut Walnut Loop, and serve Anaheim Gardenwalk; improve frequency to 15/30 minutes during peak and 30 minutes midday; improve span by adding one southbound evening trip.	Implement OC Streetcar routing, cut Walnut loop, and serve Anaheim Gardenwalk; improve frequency to 30 minutes.	Implement OC Streetcar routing, cut Walnut loop, and serve Anaheim Gardenwalk; improve frequency to 30 minutes.	3.5	2.0	15.0	(451)	(215)	(82)	
<b>86: Costa Mesa – Mission Viejo</b> <i>via Alton Parkway / Jeronimo Road</i>	Cut route back to Laguna Hills Transportation Center; improve frequency to 60 minutes all day.	-	-	(2.7)	-	-	-	-	-	

**Draft Fiscal Year 2019-20 Bus Service Plan**

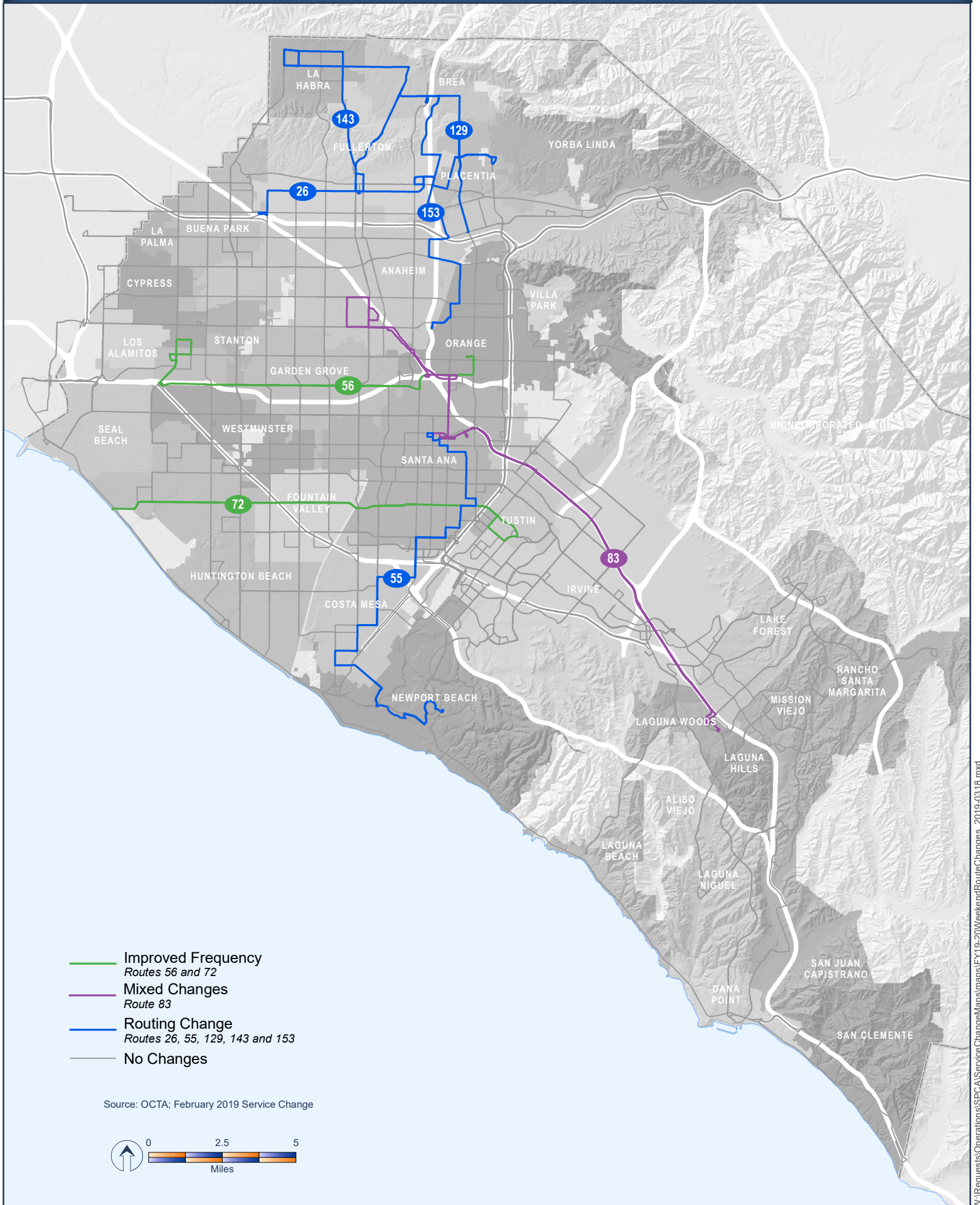
<i>Major Service Changes</i>									
Route	Recommendations			Annual Revenue Hour Change			Annual Boarding Change		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
<b>89: Mission Viejo – Laguna Beach</b> <i>via El Toro Road / Laguna Canyon Road</i>	Reduce frequency from 30 to 45 minutes midday.	-	-	(12.0)	-	-	(103)	-	-
<b>129: La Habra – Anaheim</b> <i>via La Habra Boulevard / Brea Boulevard / Birch Street / Kraemer Boulevard</i>	Combine with Route 153.	Combine with Route 153.	Combine with Route 153.	(37.5)	(32.6)	(28.3)	(620)	(397)	(288)
<b>143: La Habra – Brea</b> <i>via Whittier Boulevard / Harbor Boulevard / Brea Boulevard / Birch Street</i>	Combine with Route 129.	Combine with Route 129.	Combine with Route 129.	(36.0)	(29.3)	(25.9)	(591)	(372)	(233)
<b>153: Brea – Anaheim</b> <i>via Placentia Avenue</i>	Combine with Route 129.	Combine with Route 129.	Combine with Route 129.	(34.7)	(27.4)	(25.4)	(374)	(229)	(183)
<b>206: Santa Ana – Lake Forest Express</b> <i>via Interstate 5 Freeway</i>	Eliminate Route.	-	-	(6.9)	-	-	(49)	-	-
<b>211: Huntington Beach – Irvine Express</b> <i>via Interstate 405 (I-405) Freeway</i>	Eliminate route unless free rides are provided during Interstate 405 construction.	-	-	(22.4)	-	-	(53)	-	-
<b>213/A: Brea – Irvine Express</b> <i>via State Route 55 Freeway</i>	Simplify routing for direct service between Brea Mall, Santa Ana Depot, and University of California, Irvine.	-	-	(3.8)	-	-	44	-	-
<b>462: Santa Ana Regional Transportation Center – Civic Center</b> <i>via Santa Ana Boulevard / Civic Center Drive</i>	Eliminate route and replace with Civic Center shuttle.	-	-	(6.9)	-	-	(142)	-	-
<b>560: Santa Ana – Long Beach</b> <i>via 17th Street / Westminster Avenue</i>	New non-stop routing from Westminster Avenue and Goldenwest Street to the City of Long Beach every 36 minutes. Reduce midday to 18 minute frequency.	-	-	(6.7)	-	-	-	-	-
<b>123: Huntington Beach - Anaheim</b> <i>via Valley View Street / Bolsa Chica Road / Malvern Avenue / Chapman Avenue</i>	Implement new route on 60 minute frequency from combined portions of routes 21 and 24.	-	-	60.8	-	-	912	-	-
<b>New 143: North County Circulator</b> <i>via Harbor Boulevard / Central Avenue / Brea Boulevard</i>	Implement new route from combined portions of routes 129 and 143 at 50 minute frequency.	-	-	64.0	48.0	48.0	960	720	720
<b>New 153: Brea- Anaheim</b> <i>via Placentia Avenue</i>	Implement new route from combined portions of routes 129 and 153 at 60 minute frequency.	-	-	30.0	24.0	24.0	450	360	360
<b>662: Downtown Santa Ana Shuttle</b> <i>via Civic Center Drive</i>	Implement new route to replace Route 462 and deleted portion of Route 83 during OC Streetcar construction; provide 10 minute peak and 20 minute off peak frequency until midnight.	Implement new route to replace Route 462 and deleted portion of Route 83 during OC Streetcar construction; provide 20 minute frequency from 6:00 AM to midnight.	Implement new route to replace Route 462 and deleted portion of Route 83 during OC Streetcar construction; provide 20 minute frequency from 6:00 AM to midnight.	24.0	18.0	18.0	480	270	270
<b>Daily Fiscal Year (FY) 2019-20 Service Change</b>				<b>(34.2)</b>	<b>27.7</b>	<b>51.7</b>	<b>(222)</b>	<b>462</b>	<b>797</b>
<b>Annual FY 2019-20 Service Change</b>						<b>(4,275.2)</b>			<b>13,577</b>

## Draft Fiscal Year 2019-20 Bus Service Plan - Weekday Impacted Routes





# Draft Fiscal Year 2019-20 Bus Service Plan - Weekend Impacted Routes



# Draft Fiscal Year 2019-20 Bus Service Plan

# Overview

- OC Bus 360° Background
- Service Design Framework
- “Major Service Change” requires public hearing
- Seeking Board of Directors’ (Board) input before public outreach



# OC Bus 360°

- Action plan endorsed by the Board in 2015 to address ridership decline
- Redeployment of bus service
- Comprehensive review of current and former rider perceptions
- Peer review of the Orange County Transportation Authority'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 changes to improve the passenger experience



# Service Design Framework

- Reallocation of 40,000 annual revenue hours to improve ridership and productivity
- Implement OC Streetcar Bus Rail Interface routing changes
- Stay within existing resources for service hours and buses
- “Major” changes require public hearing
- Final recommendations subject to Title VI analysis

# Improvements

- **Route 54:** Extend all short trips from Chapman Avenue and Beach Boulevard to Chapman Avenue & Valley View Street
- **Route 56:** Improve weekend frequency from 70 to 45 minutes
- **Route 59:** Extend midday short trips to The District
- **Route 72:** Improve weekend frequency from 65 to 45 minutes
- **Route 79:** Add weekday southbound trips between Michelson Drive and University of California, Irvine to address high passenger loads
- **Route 60:** Operate all trips to Long Beach during peak and midday / implement more direct routing for Bravo! 560

# Mixed Changes

- **Route 21:** Terminate south end of route at Goldenwest Transportation Center and combine with Route 24 at 60 minute headway (new Route 123) / OC Flex covers deleted portion / add midday service
- **Route 24:** Combine with Route 21 and cut back to Anaheim Canyon Metrolink (new Route 123) / new routing on Miraloma Avenue
- **Route 26:** Extend route to Yorba Linda Boulevard / Imperial Highway and reduce peak service to 20/40 minutes and keep 30 minutes midday / add morning trip from Metrolink to California State University, Fullerton

# Mixed Changes

- **Route 560:** New non-stop routing from Westminster Avenue and Goldenwest Street to the City of Long Beach every 36 minutes / reduce midday to 18 minute frequency
- **Routes 129 and 143:** Combine into new Route 153 “North County Circulator” with service between Brea Mall, Beach Boulevard, and Fullerton Transportation Center at 50 minute frequency
- **Routes 129 and 153:** Combine into new route serving highest ridership segments between Anaheim Regional Transportation Intermodal Center and Brea Mall at 60 minute frequency
- **Route 213:** Simplify routing for direct service between Brea Mall, Santa Ana Depot, and University of California, Irvine with faster travel time

# Reductions

- **Route 53:** Reduce AM peak frequency from 20 to 30 minutes / reduce midday service from 24 to 36 minutes
- **Route 86:** Cut route back to Laguna Hills Transportation Center / improve frequency to 60 minutes all day
- **Route 89:** Reduce from 30 to 45 minutes midday
- **Route 206:** Eliminate route and offer OC Vanpool
- **Route 211:** Eliminate route and offer OC Vanpool

# OC Streetcar Route Changes

- **Route 55:** Implement OC Streetcar routing in Santa Ana Civic Center
- **Route 83:** Implement OC Streetcar routing in Santa Ana Civic Center, cut Walnut Loop in the City of Anaheim, and terminate route at Anaheim Gardenwalk / improve weekday and weekend frequency
- **Route 462:** Eliminate and replace with Civic Center Shuttle
- **New Route 662:** New Civic Center Shuttle replacing Route 462 and deleted portion of Route 83 during OC Streetcar construction

# Next Steps

- **Approve Public Outreach**
  - Transit Committee: April 11, 2019
  - Board: April 22, 2019
- **Conduct Public Outreach**
  - Public Workshops: May 2019
- **Conduct Public Hearing:**
  - Board: June 10, 2019
- **Approve Final Service Plan:**
  - Transit Committee: July 11, 2019
  - Board: July 22, 2019
- **Implement Changes**
  - October 2019 and February 2020

