



AGENDA

Transit Committee Meeting

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, October 10, 2019 at 9:00 a.m.

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

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

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net 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 12)

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 - September 12, 2019

Approval of the minutes of the Transit Committee meeting of September 12, 2019.

3. Approval of Minutes - August 8, 2019

Approval of the minutes of the Transit Committee meeting of August 8, 2019.

4. Amendment to Cooperative Agreement with the City of Anaheim for the Anaheim Canyon Metrolink Rail Station Improvement Project

Lora Cross/James G. Beil

Overview

On August 25, 2014, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-4-1714 with the City of Anaheim to define roles responsibilities and funding for the Anaheim Canyon Metrolink rail station improvement project. An amendment to the cooperative agreement is requested to allow for the City of Anaheim to reimburse the Orange County Transportation Authority for work that will be included in the Anaheim Canyon Metrolink rail station improvement project and to increase the reimbursement of funds to the City of Anaheim for inspection costs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim, to reimburse the Orange County Transportation Authority in the amount of \$40,840, for work to be included in the Anaheim Canyon Metrolink rail station improvement project, and to increase the amount the Orange County Transportation Authority will reimburse the City of Anaheim by an additional \$100,000 for administrative and inspection costs. This will increase the maximum obligation of the cooperative agreement to a total value of \$273,000.

5. Consultant Selection to Provide Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility
Lora Cross/James G. Beil

Overview

On May 13, 2019, the Orange County Transportation Authority issued a request for proposals for preliminary engineering and environmental services for the Orange County Maintenance Facility. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Gannett Fleming, Inc., as the firm to provide preliminary engineering and environmental services for the Orange County Maintenance Facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1143 between the Orange County Transportation Authority and Gannett Fleming, Inc., for preliminary engineering and environmental services for the Orange County Maintenance Facility.

6. Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project
Jason Lee/James G. Beil

Overview

On January 14, 2019, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-2018 with Reyes Construction, Inc., for construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project. A contract change order is required to provide additional allowance for railroad flagging protection for the construction workers within the railroad right-of-way.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 2 to Agreement No. C-7-2018 with Reyes Construction, Inc., in the amount of \$2,300,000, to increase the allowance budget for railroad flagging for the Laguna Niguel to San Juan Capistrano Passing Siding Project.

6. (Continued)

- B. Authorize the use of \$2,300,000 in federal Congestion Mitigation and Air Quality Improvement Program funds.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements and/or amendments to facilitate associated programming actions.

7. Amendment to Agreement for the Design of the OC Streetcar Project
Mary Shavaliel/James G. Beil

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HNTB Corporation for preparation of plans, specifications, and estimates for the OC Streetcar project. An amendment to the agreement is necessary for additional design support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$1,500,000, and to extend the agreement term by 26 months through February 28, 2022, for continuation of OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$20,683,841.

8. 2020 Project V Community-Based Transit Circulators Program Guidelines and Call for Projects
Alfonso Hernandez/Kia Mortazavi

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services, which complement regional transit. Based upon both outreach and financial assessments conducted earlier this year, there is sufficient interest and financial capacity to justify the initiation of a fourth Project V call for projects. Updated Comprehensive Transportation Funding Programs Guidelines (Project V) are proposed for approval, as well as the authorization to issue a fourth Project V call for projects.



8. (Continued)

Recommendations

- A. Approve revisions to the Comprehensive Transportation Funding Programs Guidelines for the Project V Community-Based Transit Circulators Program.
- B. Authorize staff to issue the 2020 Measure M2 Project V Community-Based Transit Circulators call for projects.

9. Programming Recommendation for the City of Laguna Niguel Project V Service

Joseph Alcock/Kia Mortazavi

Overview

In June 2018, the Orange County Transportation Authority Board of Directors approved a third Measure M2 Project V call for projects. At that time, the Board of Directors requested that staff work with the City of Laguna Niguel on refinements to its proposed Project V service application and return at a later date with programming recommendations, if applicable. These efforts are now complete, and recommendations are presented for Board of Directors' review and approval.

Recommendations

- A. Approve Project V funding in the amount of \$886,082 for the City of Laguna Niguel's Trolley.
- B. Authorize the Chief Executive Officer to negotiate and execute a cooperative funding agreement with the City of Laguna Niguel to support implementation of its proposed new Project V service.

**10. Federal Transit Administration Sections 5307, 5310, 5337, and 5339
Program of Projects for Federal Fiscal Year 2019-20**

Ben Ku/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure formula Federal Transit Administration grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2019-20 program, including amendments to prior programs, is presented for review and approval. The federal fiscal year 2019-20 program directs \$89.980 million in federal funds to transit projects, of which \$64.558 million is for bus projects and \$25.422 million is for rail projects.

Recommendations

- A. Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
- B. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
- C. Authorize the use of \$1.275 million in federal proceeds from the sale of the Santa Ana Transit Terminal for the Anaheim Canyon Station Project.
- D. Authorize the use of up to \$1.191 million in federal Congestion Mitigation and Air Quality Improvement Program funds from cost savings on the Orange Transportation Center Parking Structure Project for the following projects: \$0.719 million for the Anaheim Canyon Station; and up to \$0.472 million for the San Juan Creek Bridge replacement.
- E. Authorize the use of \$1.689 million in Federal Transit Administration Section 5337 for the San Juan Creek Bridge Replacement Project to provide a full funding plan for the project based upon current estimates.



10. (Continued)

- F. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- G. Authorize the Chief Executive Officer to submit the federal fiscal year 2019-20 Federal Transit Administration grant applications to the Federal Transit Administration.
- H. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

11. Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service

Cliff Thorne/Jennifer L. Bergener

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for quotes for the purchase of 12, 30 to 32-foot compressed natural gas-powered heavy-duty buses to support iShuttle service in the City of Irvine. As a result, quotes from qualified vendors under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative have been evaluated, and approval is requested to award an agreement for the purchase of these buses.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the Orange County Transportation Authority and Gillig LLC, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty compressed natural gas-powered buses, with an option to purchase five additional buses, for iShuttle service.

12. Agreement for Federal Strategic Regulatory and Funding Consulting Services

Richard Teano/Lance M. Larson

Overview

Consultant services are needed to provide high-level strategic advice and consultation to the Orange County Transportation Authority as the subject matter expert for a wide variety of federal transportation programs, regulatory processes, and funding sources at all levels in the Federal Executive branch of government. The procurement was handled in accordance with the Orange County Transportation Authority's procurement policies and procedures for professional and technical services. Approval is requested to negotiate and execute an agreement for these services.

Recommendations

- A. Approve the selection of Cardinal Infrastructure, LLC, as the firm to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1360 between the Orange County Transportation Authority and Cardinal Infrastructure, LLC, in the amount of \$318,000, for a two-year term, to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.

Regular Calendar**13. Bristol Street Transit Corridor Study - Draft Alternatives**

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 staff report presents the six draft conceptual alternatives for Board of Directors' consideration.

13. (Continued)

Recommendations

- A. Direct staff to offer presentations of the draft conceptual alternatives to the cities and external agencies participating in the study, and conduct a second round of outreach to solicit input from stakeholders and the public.
- B. Direct staff to update the conceptual alternatives based on the input received, perform the technical evaluations, and return to the Board of Directors in spring 2020.

14. 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 six-month status report on major OC Bus 360° elements is presented for review.

Recommendation

Receive and file as an information item.

15. Bus Operations Performance Measurements Report for the Fourth Quarter of Fiscal Year 2018-19
Johnny Dunning, Jr./Jennifer L. Bergener

Overview

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

Recommendation

Receive and file as an information item.



16. Metrolink Fiscal Year 2018-19 Performance Report

Megan LeMaster/Jennifer L. Bergener

Overview

The Southern California Regional Rail Authority is a five-member joint powers authority that operates the 400-mile commuter rail service known as Metrolink. A report on Metrolink ridership, revenue, and on-time performance for service in Orange County covering fiscal year 2018-19 is provided for consideration by the Board of Directors.

Recommendation

Receive and file as an information item.

Discussion Items

17. Chief Executive Officer's Report

18. Committee Members' Reports

19. Closed Session

There are no Closed Session items scheduled.

20. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, November 14, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



MINUTES

Transit Committee Meeting

Committee Members Present

Andrew Do, Chairman
Steve Jones
Tim Shaw

Committee Members Absent

Gregory T. Winterbottom, Vice Chairman
Laurie Davies
Jose F. Moreno
Miguel Pulido

Staff Present

Darrell E. Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Cassie Trapesonian, Assistant General Counsel
OCTA Staff and members of the General Public

Call to Order

The September 12, 2019 regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:07 a.m.

Pledge of Allegiance

Director Shaw led in the Pledge of Allegiance.

1. Public Comments

No public comments were received.

Chairman Do stated that there was no quorum of the Transit Committee and conferred with staff that one of the Regular Calendar items will be presented with no action.

Special Calendar

There were no Special Calendar matters.

Consent Calendar (Items 2 through 6)

Chairman Do announced that due to lack of quorum, Consent Calendar Item 2 will be continued to the October 10, 2019 Transit Committee meeting, and Items 3 through 6 will be forwarded to the September 23, 2019 Board of Directors (Board) meeting with no action from the Transit Committee.

2. Approval of Minutes

Due to lack of quorum, this item was continued to the October 10, 2019 Transit Committee meeting.

3. October 2019 Bus Service Change

Due to lack of quorum, no action was taken, and this item was forwarded to the September 23, 2019 Board meeting for consideration and action.

4. Fiscal Year 2018-19 Low Carbon Transit Operations Program Update

Due to lack of quorum, no action was taken, and this item was forwarded to the September 23, 2019 Board meeting for consideration and action.

5. Amendment to Agreement for Bus Stop Maintenance Services

Due to lack of quorum, no action was taken, and this item was forwarded to the September 23, 2019 Board meeting for consideration and action.

6. Request to Exercise Option Term for Right-of-Way Maintenance Services on the Los Angeles - San Diego - San Luis Obispo Rail Corridor Orange and Olive Subdivisions

Due to lack of quorum, no action was taken, and this item was forwarded to the September 23, 2019 Board meeting for consideration and action.

Regular Calendar**7. Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service**

Due to lack of quorum, this item was continued to the October 10, 2019 Transit Committee meeting.

8. Amendment to Agreement for the Operation and Maintenance of a Microtransit Pilot Program

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments, and Johnny Dunning, Jr., Department Manager, Scheduling and Bus Operations Support, reported the following:

- On October 23, 2017, the Board approved the OC Flex pilot program goals and performance measures.
- A six-month progress report was previously presented to the Board, and next month the Board will receive an additional update.
- The final OC Flex service recommendations will be forwarded to the Board in February 2020.
- The procurement approach and staff's recommendations for this item were highlighted.

8. (Continued)

A discussion ensued regarding:

- For the OC Flex pilot program:
 - One year is a reasonable time period for obtaining data.
 - In mid-October 2019, the pilot program will be completed.
 - In February 2019, staff will present its recommendations.
- Potentially eliminating a good program because there was not enough branding and marketing is a challenge.

Due to lack of quorum, no action was taken, and this item was forwarded to the September 23, 2019 Board meeting for consideration and action.

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

Darrell E. Johnson, CEO, reported the following:

- Student Bus Pass Program (Program):
 - Later this morning, the Orange County Transportation Authority (OCTA) will host an event at Fullerton College to celebrate the launch of the Program.
 - Chairman Shaw and Ken Phipps, Deputy CEO, will attend this morning's event at Fullerton College.
- Interstate 405 Improvement Project (Project):
 - OCTA continues to move forward with the Project.
 - The Bushard Street bridge demolition first phase is set for Saturday, September 14th, and the second phase will be on Saturday, September 28th.
 - The work of the Bushard Street bridge is from 11:00 p.m. to 9:00 a.m. and requires a full closure.
 - OCTA is communicating information through its regular channels.
- OCTA Rodeo:
 - OCTA will host its annual Rodeo on Saturday, September 28th at the Santa Ana Base.
 - The Committee Members were encouraged to test their skills and drive a bus on the Rodeo course.
 - Practice dates for the driving competition are scheduled for Wednesday, September 18th and Thursday, September 19th.

9. (Continued)

- Miscellaneous Items:
 - Last night, Mr. Johnson was a guest speaker at the 6th International Conference on Women's Issues in Transportation that was hosted by the Transportation Research Board. Additionally, several OCTA staff attended the sold-out event.
 - Tomorrow morning, OCTA will host the California Transit Association's Executive Committee meeting. Mr. Johnson will be welcoming the group and providing an update on some of OCTA's transit projects.

10. Committee Members' Reports

Committee Chairman Do reported that as a Member of the Board of Supervisors, he has recently conducted community coffee events and he received feedback about the high costs of transportation for young people.

Committee Chairman Do highlighted the potential mixed-use development by the City of Santa Ana (Santa Ana) Civic Center, as well as mentioned the Willowick development. Committee Chairman Do would like OCTA to be included in the County of Orange's discussions about the potential developments.

Mr. Johnson, CEO, stated that OCTA would be glad to participate in the potential development discussions with the County of Orange staff.

Director Jones reported that the Willowick property is owned by the City of Garden Grove (Garden Grove) and located in Santa Ana. He also reported that both cities have a joint Request for Proposals, and there have been joint meetings with Garden Grove, Santa Ana, and OCTA about the Willowick property accessibility to transit and the OC Streetcar.

11. Closed Session

There were no Closed Session items scheduled.



12. Adjournment

The meeting adjourned at 9:24 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, October 10, 2019**, at the OCTA Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Andrew Do
Committee Chairman Do

Laurena Weinert
Clerk of the Board



Committee Members Present

Gregory T. Winterbottom, Vice Chairman
Laurie Davies
Steve Jones
Miguel Pulido
Tim Shaw

Staff Present

Darrell E. Johnson, Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff and members of the General Public

Committee Members Absent

Andrew Do, Chairman
Jose F. Moreno

Call to Order

The August 8, 2019 regular meeting of the Transit Committee was called to order by Committee Vice Chairman Winterbottom at 9:00 a.m.

Pledge of Allegiance

Director Shaw 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 6)

2. Approval of Minutes

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to approve the minutes of the Transit Committee meeting of July 11, 2019.

Director Pulido was not present to vote on this item.



3. Sole Source Agreement for the Purchase of Nineteen Near-Zero Emission Bus Engines for the Midlife Overhaul of Articulated Buses

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1085 between the Orange County Transportation Authority and Cummins Pacific, LLC, in the amount of \$1,348,248, for the purchase of 19 replacement Cummins L9N near-zero emission compressed natural gas-powered engines.

Director Pulido was not present to vote on this item.

4. Contract Change Order for Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the OC Streetcar Project

A motion was made by Director Davies, seconded by Director Jones, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,600,000, for the removal and disposal of contaminated materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way for the construction of the OC Streetcar project.

Director Pulido was not present to vote on this item.

5. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2019-20 Funds

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

- A. Approve Resolution No. 2019-058, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of \$5.720 million in fiscal year 2019-20 SB 1 State of Good Repair Program funding for:
 - Replacement of up to seven iShuttle buses (\$3.030 million),
 - Replacement of up to six El Dorado Cutaways with 40-foot buses (\$1.890 million),
 - Replacement of the emergency equipment at the Anaheim and Irvine Construction Circle bus bases (\$0.800 million).
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Director Pulido was not present to vote on this item.

6. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report

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

Director Pulido was not present to vote on this item.

Regular Calendar**7. Local Agencies' Interest in Project V Call for Projects**

Joseph Alcock, Section Manager III of Local Programs, Planning Division, gave a brief overview of the Project V Community Based Transit Circulators Program, and provided a PowerPoint presentation as follows:

- Measure M2 (M2) Community Circulator Program;
- Program Status;
- Interest in Future Call for Projects; and
- Next Steps.

A discussion ensued regarding:

- M2 Project V has a \$248 million budget through the life of M2 and \$30 million has been committed through the current call for projects, which allows another call for projects to be accommodated.
- The City of Mission Viejo's (Mission Viejo) Project V service was cancelled for the summer and will begin on August 20th. Orange County Transportation Authority (OCTA) will lead the service through October 14th, then the City will take over the service.
- Mission Viejo did not submit a Project V request because they have existing funds.
- OCTA staff will provide an overall funding outlook for the Project V call for projects in the fall for the Board of Directors (Board) to review.

A motion was made by Director Shaw, seconded by Director Jones, and declared passed by those present, to direct staff to return by fall 2019 with revised Comprehensive Transportation Funding Programs Guidelines to support a fourth Project V call for projects.

Discussion Items

8. Bristol Street Transit Corridor Study Update

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Eric Carlson, Principal Transportation Analyst, Planning Division, who provided a PowerPoint presentation for this item as follows:

- Study Schedule;
- Alternatives Development;
- Modes and Features;
- Improving Travel Times;
- Emerging Issues;
- Coordination with Cities and External Agencies;
- Stakeholder and Public Participations; and
- Next Steps.

A discussion ensued regarding:

- If offboard ticketing is implemented, it would be done as a pilot program with promotion and campaigns to boost OCTA's mobile ticketing app, in addition to training and educating people.
- Transit signal priority systems detect when transit vehicles are approaching or waiting at traffic signals. The systems can hold green lights longer and shorten red lights to decrease waiting time at traffic signals.
- Streetcar and rapid streetcar vehicles are the same, the only difference is whether or not there is a dedicated lane. If OCTA were to move forward with a streetcar option, it is assumed that identical technology to the OC Streetcar will be used for parts and maintenance.
- Director Pulido referenced Slide 4 of the PowerPoint, which contained an image of a white streetcar, questioned why the color white was quoted four times more expensive for the OC Streetcar, and requested that the color be reconsidered.
- Director Pulido referenced Slide 6 of the PowerPoint to discuss the former CenterLine project route.
- Mr. Johnson, CEO, clarified that OCTA did not have an adopted route or Environmental Impact Report for the CenterLine project, and the project was cancelled in the fall of 2005.
- Mr. Johnson, CEO, referenced Slide 2 of the PowerPoint and discussed project schedules and phases. OCTA staff will present six conceptual alternatives to the Transit Committee and the Board in the fall of 2019.

8. (Continued)

- How reduced dwell times will affect riders that are transferring from one bus to another.
- Director Pulido stated that planning and design for the transit median at Bristol Street should consider accommodations for future transit projects and provided examples.
- Director Pulido requested OCTA create a list to show how projects will be accommodated in the future.
- The City of Santa Ana (Santa Ana) is applying for protected bike lanes grants on Bristol Street, and OCTA has discussed the Bristol Street corridor study with Santa Ana Public Works and Planning Departments.
- There will be language in the grant agreement regarding the ongoing study and that the bike lanes, if implemented, would not preclude possibilities found in this study.
- Director Pulido stated that he wants to take a proactive approach on planning within the corridor.
- Mr. Johnson, CEO, discussed the process of capital projects and stated that there should be options to consider that will not conflict with projects. In certain areas, projects have been built and some may need to be reworked depending on project selection.
- Functionality of transit signal priority systems as it relates to pedestrians.

9. Chief Executive Officer's Report

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

- The Orange County Fair wraps up on Sunday and this will be the final weekend of the OC Fair Express. There were more than 64,000 boardings recorded, which is up 2.2 percent compared to last year.
- OCTA has been hosting bicycle safety workshops throughout the county as part of the bicycle safety campaign called "Be Safe Be Seen." Funding for this campaign comes from the grant received from the California Office of Traffic Safety. A request for an additional workshop was received from South Orange County and will be reviewed by OCTA staff. Workshops will be held on the following dates:
 - August 13th, 5:30 p.m., at the Huntington Beach City Hall
 - August 31st, 9:00 a.m., at the Tustin Senior Center



9. (Continued)

- A wilderness hike at the Pacific Horizon Preserve will take place on August 17th at 8:30 a.m. to give the community an opportunity to see the open space. The space is only open during designated hikes and there continues to be good turnout.

10. Committee Members' Reports

Director Davies thanked Nora Yeretzian and Alice Rogan, External Affairs, as well as OCTA staff for their efforts in promoting OC Flex at the City of Laguna Niguel's (Laguna Niguel) Friday night concert, which was well received by the public. Laguna Niguel may also promote OC Flex at its carnival August 16th through August 18th. She added that as the school year begins, OCTA should continue to outreach to increase ridership and perhaps partner with schools.

11. Closed Session

There were no Closed Session items scheduled.

12. Adjournment

The meeting adjourned at 9:43 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 12, 2019**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

Gregory T. Winterbottom
Committee Vice Chairman

Olga Prado
Assistant Clerk of the Board



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the City of Anaheim for the Anaheim Canyon Metrolink Rail Station Improvement Project

Overview

On August 25, 2014, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-4-1714 with the City of Anaheim to define roles responsibilities and funding for the Anaheim Canyon Metrolink rail station improvement project. An amendment to the cooperative agreement is requested to allow for the City of Anaheim to reimburse the Orange County Transportation Authority for work that will be included in the Anaheim Canyon Metrolink rail station improvement project and to increase the reimbursement of funds to the City of Anaheim for inspection costs.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No.1 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim, to reimburse the Orange County Transportation Authority in the amount of \$40,840, for work to be included in the Anaheim Canyon Metrolink rail station improvement project, and to increase the amount the Orange County Transportation Authority will reimburse the City of Anaheim by an additional \$100,000 for administrative and inspection costs. This will increase the maximum obligation of the cooperative agreement to a total value of \$273,000.

Discussion

The terms of Agreement No. C-4-1714 designate the Orange County Transportation Authority (OCTA) as the lead agency for all phases of the Anaheim Canyon Metrolink rail station improvement project (Project). The City of Anaheim's (City) role is to review the plans, specifications, and estimates (PS&E), issue permits, and perform inspection services for the Project.

OCTA agreed to reimburse the City for these services, which were estimated to be \$173,000.

The construction phase of the Project will be funded with \$13,163,000 of Federal Transit Administration Congestion Mitigation and Air Quality Improvement funds, \$2,000,000 of OC Go funds, and \$493,000 of Commuter and Urban Rail Endowment funds, for a total of \$15,656,000.

The PS&E for the Project are 90 percent complete. It has been determined that the addition of a second railroad track will require the extension of an encasement to protect a City-owned sewer line under the new tracks. Pursuant to a separate license agreement between the City and OCTA, the cost of this work is the responsibility of the City. OCTA and the City agree that it is prudent to have this work completed by OCTA's construction contractor, given that the street closures and railroad work windows will already be available, which will minimize the impact to both the Project schedule and the general public. The City agrees to reimburse OCTA for this work. The cost of this work is estimated to be \$40,800 (Attachment A). This work will be included as a separate item in the bid documents, and the reimbursement from the City to OCTA will be based on actual costs.

Due to added coordination and additional plan check time during the design phase of the Project, the original estimate to reimburse the City's administrative efforts needs to be increased by \$100,000. This will allow for the City's effort for inspection and coordination during construction. The reimbursement will also be based on actual costs.

Fiscal Impact

Funding for the work described in Amendment No. 1 to Cooperative Agreement No. C-4-1714 is included in the OCTA Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-7831-C5061-TXD.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-4-1714 between OCTA and the City for the Project. The amendment allows the City to reimburse OCTA for work related to protecting a City-owned sewer line on the railroad right-of-way, and to increase the amount OCTA will reimburse the City for administrative costs and inspections.

Attachments

- A. Exhibit A, Anaheim Canyon Station Project Sewer Protection Cost Estimate
- B. City of Anaheim, Cooperative Agreement No. C-4-1714 Fact Sheet

Prepared by:



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Project Manager
(714) 560-5788

Approved by:



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Virginia Abadessa
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EXHIBIT A
ANAHEIM CANYON STATION PROJECT
SEWER PROTECTION COST ESTIMATE

| | | | | | |
|--|--|----|----|----------|----------|
| 01 00 00 | GENERAL REQUIREMENTS | | | | |
| 01 55 26 | Maintenance and Protection of Traffic | | | | |
| 01 55 26.U1 | Traffic Control (for Bid Option 1 Work) | LS | 1 | \$5,000 | \$5,000 |
| GENERAL REQUIREMENTS SUBTOTAL | | | | | |
| 31 00 00 | EARTHWORK | | | | |
| 31 00 00 | EARTHWORK | | | | |
| 31 00 00.U1 | Excavation, Shoring, and Backfill - 15" VCP Sewer (La Palma) | LS | 1 | \$15,840 | \$15,840 |
| 31 11 50. | Demolition Cutting and Patching | | | | |
| 31 11 50.U1 | Remove and Restore Existing ACP - 15" VCP Sewer (La Palma) | LS | 1 | \$4,000 | \$4,000 |
| EARTHWORK SUBTOTAL | | | | | |
| 33 00 00 | UTILITIES | | | | |
| 33 05 23 | STEEL CASING | | | | |
| 03 05 23.U1 | 24" Split Casing - 15" VCP Sewer (La Palma) | LF | 20 | \$800 | \$16,000 |
| UTILITIES SUBTOTAL | | | | | |
| BID OPTION 1 CONSTRUCTION COST SUBTOTAL: | | | | | |
| | | | | | \$19,840 |
| | | | | | \$16,000 |
| | | | | | \$40,840 |

**City of Anaheim
Cooperative Agreement No. C-4-1714 Fact Sheet**

1. August 25, 2014, Cooperative Agreement No. C-4-1714, \$173,000, approved by the Board of Directors (Board).
 - To include City of Anaheim (City) staff administrative costs for the Anaheim Canyon Metrolink rail station improvement project.
2. October 28, 2019, Amendment No. 1 to Cooperative Agreement No. C-4-1714, \$100,000, pending Board approval.
 - To allow for the City to reimburse the Orange County Transportation Authority (OCTA) for work related to protecting a City-owned sewer line on the railroad right-of-way, in the amount of \$40,840.
 - To increase the amount OCTA will reimburse City for administration costs and inspections.

Total committed to City of Anaheim after approval of Amendment No. 1 to Cooperative Agreement No. C-4-1714: \$273,000

Total reimbursement due to OCTA after approval of Amendment No. 1: \$40,840



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Consultant Selection to Provide Preliminary Engineering and Environmental Services for the Orange County Maintenance Facility

Overview

On May 13, 2019, the Orange County Transportation Authority issued a request for proposals for preliminary engineering and environmental services for the Orange County Maintenance Facility. Board of Directors' approval is requested for the selection of a firm to perform the required work.

Recommendations

- A. Approve the selection of Gannett Fleming, Inc., as the firm to provide preliminary engineering and environmental services for the Orange County Maintenance Facility.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1143 between the Orange County Transportation Authority and Gannett Fleming, Inc., for preliminary engineering and environmental services for 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 a 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 railroad tracks and adjacent to the Orange County Great Park.

The Southern California Regional Rail Authority (SCRRA) is a five-county joint powers authority, created to build, maintain, administer, and operate the Metrolink commuter rail system. SCRRA completed a project study report in January 2019, which defined the purpose and need 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 will be the optimal location as it will reduce operating costs by limiting non-revenue moves to the existing Metrolink storage and maintenance facilities in the cities of Los Angeles and San Bernardino, and San Diego County near Camp Pendleton. The proposed OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular 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, and 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 features 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.

On April 22, 2019, the OCTA Board of Directors (Board) approved Cooperative Agreement No. C-9-1127, between OCTA and SCRRA, which defined roles and responsibilities of the agencies related to the OCMF. OCTA will be the lead on the preliminary engineering and environmental phase of the project and will coordinate this work with Metrolink and the City, in accordance with the Purchase and Sale Agreement with the City. The effort for this phase of the project is estimated to be \$4,126,000 and will be funded through Transit and Intercity Rail Capital Program (TIRCP) funds granted by the California State Transportation Agency (CalSTA) through SCRRA's Southern California Optimized Rail Enhancement Program (SCORE).

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering (A&E) services that conform to both state and federal laws. Proposals are evaluated and ranked in accordance with the qualifications of the firm, staffing and project organization, and work plan.

As this is an A&E procurement, price is not an evaluation criterion pursuant to state and federal laws. Evaluation of the proposals was conducted on the basis of overall qualifications to develop a competitive range of offerors. The highest-ranked firm is requested to submit a cost proposal, and the final agreement is negotiated. Should negotiations fail with the highest-ranked firm, a cost proposal will be solicited from the second-ranked firm in accordance with the Board-approved procurement policies.

On May 13, 2019, the Board authorized the release of Request for Proposals (RFP) 9-1143, which was electronically issued on CAMM NET. The Project was advertised on May 13 and 20, 2019, in a newspaper of general circulation. A pre-proposal conference was held on May 20, 2019, with 29 attendees representing 20 firms. Two addenda were issued to make available the pre-proposal conference registration sheets, provide responses to questions received, and handle administrative issues related to the RFP.

On June 13, 2019, two proposals were received. An evaluation committee consisting of members from the Contracts Administration and Materials Management and Metrolink Expansion departments, as well as external representatives from SCRRA, met to review all submitted proposals. The proposals were evaluated utilizing the following Board-approved evaluation criteria and weights:

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

The evaluation criteria are consistent with the weighting developed for similar A&E procurements. In developing these weightings, several factors were considered, giving the greatest importance to staffing and project organization of the firm, as the qualifications of the project manager and other key personnel are very important 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, its challenges, and its approach to implementing the various elements of the scope of work. The technical approach to the project, along with the collaboration with the City, is critical to the successful performance of the project. The final criterion, qualifications of the firm, evaluated the firm's experience in performing work of similar scope and size.

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

Firm and Location

Gannett Fleming, Inc. (Gannett)
Irvine, California

STV Incorporated (STV)
Irvine, California

On July 25, 2019, the evaluation committee interviewed the two firms. The interviews consisted of a presentation allowing each team to present its qualifications, highlight its proposal, and respond to evaluation committee questions. Each firm also highlighted its staffing plan, work plan, and perceived project challenges. Each firm was asked general questions related to qualifications, relevant experience, project organization, and approach to the work plan. Both firms were asked specific questions regarding its team's approach to the requirements of the scope of work, management of the project, coordination with various agencies, experience with similar projects, and its team's solutions toward achieving the project's goals. After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking for both firms and adjusted individual scores. However, Gannett remained the higher-ranked firm with the higher cumulative score.

Based on the evaluation of written proposals and information obtained during the interviews, staff recommends Gannett as the top-ranked firm to perform preliminary engineering and environmental services for the OCMF. Gannett's proposal received the higher ranking, largely due to the team's successful management and implementation of recent and relevant rail maintenance facility projects of similar scale and scope, including projects involving environmental clearances, the firm's comprehensive understanding of the project objectives and constraints, and presentation of realistic and thought out technical solutions. The firm proposed an experienced team and demonstrated a comprehensive understanding of the project requirements and presented a detailed work plan addressing key issues that are critical to the success of the project.

Qualifications of the Firm

Both firms are qualified to perform the required services as outlined in the scope of work.

Established in 1915, with more than 2,500 employees, Gannett has planned and designed facilities for commuter rail projects across North America, including commuter railroad facilities, as well as passenger railroad yard and shop

facilities. Since 1973, the firm has designed over 200 transportation facility projects, with a wide range of sizes, site configurations, and functional requirements. Gannett's recent experience includes the Crenshaw Southwest Yard Division 16 Maintenance Facility for the Los Angeles County Metropolitan Transportation Authority (Metro), Denver commuter rail maintenance facility, Croton-Harmon shop replacement design for the Metro-North Railroad in New York, and as part of a joint venture, provided programming and a master plan for the National Railroad Passenger Corporation's (AMTRAK) Sunnyside Rail Yard. Gannett's team consists of six experienced subconsultants integrated throughout the proposed project team, including AECOM Technical Services, Inc., to perform environmental services.

STV has over 2,200 employees in the United States and Canada, including over 140 in Southern California. STV has delivered maintenance facility projects throughout Southern California for AMTRAK, SCRRA, the North County Transit District, and other agencies, and has experience preparing preliminary engineering plans, reports and studies, and conducting environmental analyses for these facilities. Examples of relevant experience include efforts on the Metrolink commuter rail maintenance facilities in Los Angeles and Colton, the Altamont Commuter Express equipment storage and maintenance facility in Stockton, and the 8th Street maintenance facility for AMTRAK in Los Angeles. STV has experience working on projects with the four proposed subconsultants, all of which are well qualified to support the effort.

Staffing and Project Organization

Both short-listed firms proposed qualified project managers, key personnel, and subconsultants with relevant experience in managing transit facility projects.

Gannett proposed a qualified project team with relevant comprehensive experience and an understanding of the project issues, risks, and challenges. The team represents various disciplines required for the project and has extensive heavy rail facility experience. The team has demonstrated experience working on projects of similar size and scope. The proposed project manager has a decade of experience exclusively dedicated to rail maintenance facility and yard design, including the Xpress West High-Speed Rail Service, Virgin Trains USA, California and Nevada, and the Frazer Shop and Yard Expansion for the Southeastern Pennsylvania Transportation Authority. The proposed environmental permitting lead has 28 years of experience, is an environmental project manager and planner with a background in specific applications for transportation planning and development work, and has experience in several transit yard projects with complex environmental

requirements for the Washington Metropolitan Area Transit Authority. The proposed key personnel have robust availability.

STV also proposed a team and key staff that have relevant experience in rail maintenance facility design. The proposed project manager has more than 20 years of experience and key design involvement with over a dozen major rail maintenance facility complexes. STV also proposed a design facilitator to support the project manager in virtually all project management functions, but the roles and responsibilities of both positions were not clear, even after the interview. The proposed project manager's recent experience includes serving as the deputy project manager for the Project Study Report for the OCMF, and as the rail alignment engineer for the Metrolink maintenance facility in Colton. The proposed environmental lead has more than ten years of experience in managing and executing the planning of a variety of mixed-use, community planning, and transit improvement projects for public and private agencies throughout California. Projects include serving as the senior environmental planner for the OC Streetcar maintenance and storage facility, and as an environmental compliance specialist for the 2.6-mile Section 2 extension of the Metro Purple Line subway.

Work Plan

Both short-listed firms met the requirements of the RFP, and each firm adequately discussed its approach to the project.

Gannett presented a comprehensive work plan that demonstrated an understanding of the project. Gannett presented an organized list of key issues, that demonstrated Gannett's knowledge and experience with similar projects. The plan included a fast start schedule for the first 110 days of project start-up. The plan also presented a step-by-step plan and schedule to deliver the project in 76 weeks or less. The plan displayed comprehension of the role of the City in the environmental process. The plan presented a checklist and a detailed list of design inputs for obtaining approval of a Conditional Use Permit (CUP) from the City. The plan addressed program-wide challenges, quality control, and scope, schedule, and budget control. The interview confirmed the knowledge and expertise of the Gannett team and the understanding of project issues and emphasized the importance of the environmental clearance process and coordination with the City. The Gannett team provided detailed answers to interview questions.

STV presented an analytical discussion of project issues, presenting a detailed schedule showing logic ties and required resources. STV's proposed schedule projects completion by week 93. However, the work plan discussed some scope requirements that were more appropriate for the final design effort for the OCMF, not the current scope of work, and the description of the CUP process lacked detail in explaining how this critical approval from the City will be obtained. STV's interview supported the firm's experience, staffing, work plan, and understanding of the overall project.

Procurement Summary

Based on the evaluation of the written proposals, team qualifications, and information obtained during the interviews, the evaluation committee recommends the selection of Gannett as the top-ranked firm to provide preliminary engineering and environmental services for the OCMF.

Fiscal Impact

The project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-7519-TR214-0TH, and will be funded with TIRCP funds granted by CalSTA through SCRRA's SCORE Program.

Summary

Staff requests Board of Directors' approval for the Chief Executive Officer to negotiate and execute Agreement No. C-9-1143 with Gannett Fleming, Inc., to provide preliminary engineering and environmental services for the Orange County Maintenance Facility.

Attachments

- A. Review of Proposals, RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County Maintenance Facility
- B. Proposal Evaluation Criteria Matrix, RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County Maintenance Facility
- C. Contract History for the Past Two Years, RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County Maintenance Facility

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Review of Proposals
RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County Maintenance Facility
Presented to Transit - October 10, 2019

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

| Overall Ranking | Overall Score | Firm & Location | Subcontractors | Evaluation Committee Comments |
|-----------------|---------------|---|---|--|
| 1 | 76 | Gannett Fleming, Inc. Irvine, California | AECOM Technical Services, Inc. Arrelano Associates Diaz-Yourman & Associates Psomas WKE, Inc. Zephyr UAS, Inc. | Higher-ranked overall firm. Recent and relevant experience delivering numerous projects of similar scope and size. Project manager, discipline leads, key and technical staff, and subconsultants with extensive experience working on rail maintenance facility design projects. Project manager has direct experience managing engineering teams. Comprehensive work plan identifying key issues, providing detailed start up schedule. Interview demonstrated project knowledge and experience with detailed answers to interview questions. |
| 2 | 66 | STV Incorporated Irvine, California | Diaz-Yourman & Associates LSA Associates, Inc. NUVIS Safeprobe, Inc. Wagner Engineering & Survey, Inc. | Firm has relevant experience managing rail maintenance facility projects of similar scope and size. Project manager is well-qualified with relevant experience managing rail facility design projects. Qualified key personnel and subconsultants with proven experience delivering rail maintenance facility design projects. Work plan demonstrated a good understanding of project objectives, requirements, and challenges. Interview demonstrated an experienced team and responded to all interview questions. |

Evaluation Panel: (5 Members)

Internal:
Contracts Administration and Materials Management (1)
Metrolink Expansion (2)
External:
Southern California Regional Railroad Authority (2)

Evaluation Criteria:

Qualifications of the Firm
Staffing and Project Organization
Work Plan

Weight Factors

25%
40%
35%

PROPOSAL EVALUATION CRITERIA MATRIX

**RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County
Maintenance Facility**

| Firm: Gannett Fleming, Inc. | | | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------------------------|
| Evaluator Number | 1 | 2 | 3 | 4 | 5 | Weights | Average Weighted Score |
| Qualifications of Firm | 4.0 | 4.0 | 3.0 | 3.5 | 4.0 | 5 | 18.5 |
| Staffing/Project Organization | 4.0 | 4.0 | 4.0 | 3.5 | 3.5 | 8 | 30.4 |
| Work Plan | 4.0 | 4.0 | 3.5 | 3.5 | 4.0 | 7 | 26.6 |
| Overall Score | 80.0 | 80.0 | 71.5 | 70.0 | 76.0 | | 76 |

| Firm: STV Incorporated | | | | | | | |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|----------------|-------------------------------|
| Evaluator Number | 1 | 2 | 3 | 4 | 5 | Weights | Average Weighted Score |
| Qualifications of Firm | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 5 | 19.0 |
| Staffing/Project Organization | 3.5 | 3.0 | 3.0 | 3.0 | 3.5 | 8 | 25.6 |
| Work Plan | 2.5 | 3.5 | 3.0 | 3.0 | 3.0 | 7 | 21.0 |
| Overall Score | 65.5 | 68.5 | 60.0 | 65.0 | 69.0 | | 66 |

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 9-1143 Preliminary Engineering and Environmental Services for the Metrolink Orange County Maintenance Facility

| Prime and Subconsultants | Contract No. | Description | Contract Start Date | Contract End Date | Subconsultant Amount | Total Contract Amount |
|---|--------------|---|---------------------|-------------------|----------------------|-----------------------|
| Gannett Fleming, Inc. | | | | | | |
| None | | | | | | |
| STV Incorporated | | | | | | |
| Contract Type: Firm Fixed Price | C-9-0969 | Develop a public transportation agency safety plan | April 4, 2019 | July 31, 2020 | | \$149,325 |
| Subconsultants: | | | | | | |
| <i>None</i> | | | | | | |
| Contract Type: Firm Fixed Price | C-6-1108 | Provide preliminary engineering and environmental clearance services for the Transit Security & Operations Center | June 13, 2017 | June 30, 2019 | | \$1,083,578 |
| Subconsultants: | | | | | | |
| <i>Arrelano & Associates</i> | | | | | \$38,524 | |
| <i>Coast Surveying, Inc.</i> | | | | | \$17,452 | |
| <i>Hinman Consulting Engineers</i> | | | | | \$88,043 | |
| <i>Jacobus & Yuang</i> | | | | | \$37,761 | |
| <i>LIN Consulting, Inc.</i> | | | | | \$33,315 | |
| <i>LSA Associates, Inc.</i> | | | | | \$299,879 | |
| <i>Ninyo & Moore</i> | | | | | \$24,140 | |
| <i>Rincon Consultants, Inc.</i> | | | | | \$60,290 | |
| <i>SPECTRUM ITC Group</i> | | | | | \$34,005 | |
| Contract Type: Firm Fixed Price - CTO | C-4-1927 | On-call design and construction support services for facility modification projects | December 9, 2015 | November 30, 2020 | | \$455,790 |
| Subconsultants: | | | | | | |
| <i>Coast Surveying, Inc.</i> | | | | | | |
| <i>Diaz Yourman & Associates</i> | | | | | | |
| <i>Jacobus & Yuang</i> | | | | | | |
| <i>Raymundo Engineering Co., Inc.</i> | | | | | | |
| <i>Rincon Consultants, Inc.</i> | | | | | | |
| Contract Type: Firm Fixed Price | C-5-3057 | Analyze and develop options to improve the Central Harbor Boulevard Transit Corridor from Westminster, in the City of Santa Ana, to Commonwealth Avenue, in the City of Fullerton | August 26, 2015 | January 31, 2018 | | \$640,620 |
| Subconsultants: | | | | | | |
| <i>Cityworks Design</i> | | | | | \$46,100 | |
| <i>Green Grass Communications</i> | | | | | \$35,700 | |
| <i>HNTB Corporation</i> | | | | | \$55,110 | |
| <i>Kittelson & Associates, Inc.</i> | | | | | \$169,350 | |
| <i>VMA Communications, Inc.</i> | | | | | \$50,860 | |
| Sub Total | | | | | | \$2,329,313 |



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project

Overview

On January 14, 2019, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-2018 with Reyes Construction, Inc., for construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project. A contract change order is required to provide additional allowance for railroad flagging protection for the construction workers within the railroad right-of-way.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 2 to Agreement No. C-7-2018 with Reyes Construction, Inc., in the amount of \$2,300,000, to increase the allowance budget for railroad flagging for the Laguna Niguel to San Juan Capistrano Passing Siding Project.
- B. Authorize the use of \$2,300,000 in federal Congestion Mitigation and Air Quality Improvement Program funds.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements and/or amendments to facilitate associated programming actions.

Discussion

On January 14, 2019, the Orange County Transportation Authority (OCTA) awarded the contract for construction of the Laguna Niguel to San Juan Capistrano Passing Siding Project (Project) to Reyes Construction, Inc. (Reyes).

Contract Change Order for Additional Railroad Flagging Page 2
Allowance for the Laguna Niguel to San Juan Capistrano
Passing Siding Project

The Notice to Proceed with construction was issued to Reyes on March 12, 2019.

Various concurrent construction activities are underway within the railroad corridor. These activities include construction of retaining walls, pre-building a track turnout adjacent to existing track, installation of signal and communication conduits, preparation work for a bridge replacement, and installation of two temporary construction crossings. This section of the Los Angeles – San Diego – San Luis Obispo rail corridor serves Metrolink commuter trains, Amtrak intercity trains, and BNSF Railway freight trains, and is identified as the second most heavily traveled intercity passenger rail corridor in the nation. Over 40 weekday trains pass through the Project work area. OCTA owns the railroad right-of-way (ROW), and the Southern California Regional Rail Authority (SCRRA), serving as the railroad operator on OCTA railroad ROW, operates and maintains the rail infrastructure and issues right-of-entry permits to allow contractors to work within the ROW. Within the jurisdiction of the railroad operator, SCRRA provides railroad safety training and railroad flagging protection to permitted contractors. The Project location and limits are shown on Attachment A.

On September 17, 2019, SCRRA issued a safety bulletin to update the requirements of training and railroad job briefing; and responsibilities of roadway worker, roadway worker in charge (RWIC), and watchman. The safety bulletin is shown on Attachment B. The safety bulletin restricts the RWIC from providing individual protection of a group or location and clarified the duties of an RWIC. Since the start of the Project, SCRRA provided an average of two railroad flaggers (one RWIC and one watchman) to protect the construction crews and to provide access control of a temporary construction crossing.

Due to the new restrictions, various concurrent construction activities located in a narrow railroad corridor with limited sight distance, and need to control access at temporary construction crossings, increased flagging protection is required to an average of five railroad flaggers (one RWIC and four watchmen). Each crew would have an assigned watchman responsible for the lives of fellow workers. If the work locations are too spread out, additional watchmen would be assigned as needed. The RWIC would communicate and coordinate with each watchman and each train crew approaching the work limits.

The construction contract bid item for railroad flagging provides an allowance budget of \$725,000. Reyes utilizes this bid item to pay SCRRA for the required flagging protection. An additional \$35,000 was apportioned for flagging to complete the extra work required under Contract Change Order (CCO) No. 1, which was valued at \$96,536.

Contract Change Order for Additional Railroad Flagging Page 3
Allowance for the Laguna Niguel to San Juan Capistrano
Passing Siding Project

It is anticipated that the additional flagging resulting from new SCRRRA safety requirement policies and site constraints will substantially increase the budget amount for flagging by \$2,300,000. Proposed CCO No. 2 will supplement the allowance in the contract by \$2,300,000. As a result, the new allowance budget for railroad flagging will be \$3,060,000.

The Project budget included a ten percent construction contingency which will be maintained to complete the Project. The increase in flagging allowance budget will increase the construction budget to \$28,634,000, and preserve the remaining construction contingency amount at \$1,599,000.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board of Directors (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 January 14, 2019, the Board authorized Agreement No. C-7-2018 with Reyes, in the amount of \$16,952,426, for construction of the Project.

Attachment C shows the approved and pending CCOs to date. Proposed CCO No. 2, in the amount of \$2,300,000, will increase the cumulative value of the contract to \$19,348,962. Board approval is required for CCO No. 2, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The Project contingency was included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0018-9084-C5051-TZ2, and is funded with federal, state, and local funds.

Upon award of the Project construction contract, the Project estimated cost was \$34,060,000 (includes preconstruction costs). This CCO will increase the Project budget to \$36,360,000. Staff is proposing to use Congestion Mitigation and Air Quality Improvement Program funds for the additional funding, and the use of these funds for the Project is consistent with the Board-approved Capital Programming Policies.

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

Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project **Page 4**

Summary

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 2 to Agreement No. C-7-2018 with Reyes Construction, Inc., in the amount of \$2,300,000, for additional railroad flagging allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project, and approve the use of federal Congestion Mitigation and Air Quality Improvement Program funds to fully fund the Project.

Attachments

- A. Project Location Map
- B. Southern California Regional Rail Authority Safety Bulletin, Alert: SB-3-2019, Issued: September 17, 2019
- C. Reyes Construction, Inc., Agreement No. C-7-2018, Contract Change Order (CCO) Log
- D. Capital Funding Program Report

Prepared by:



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Approved by:

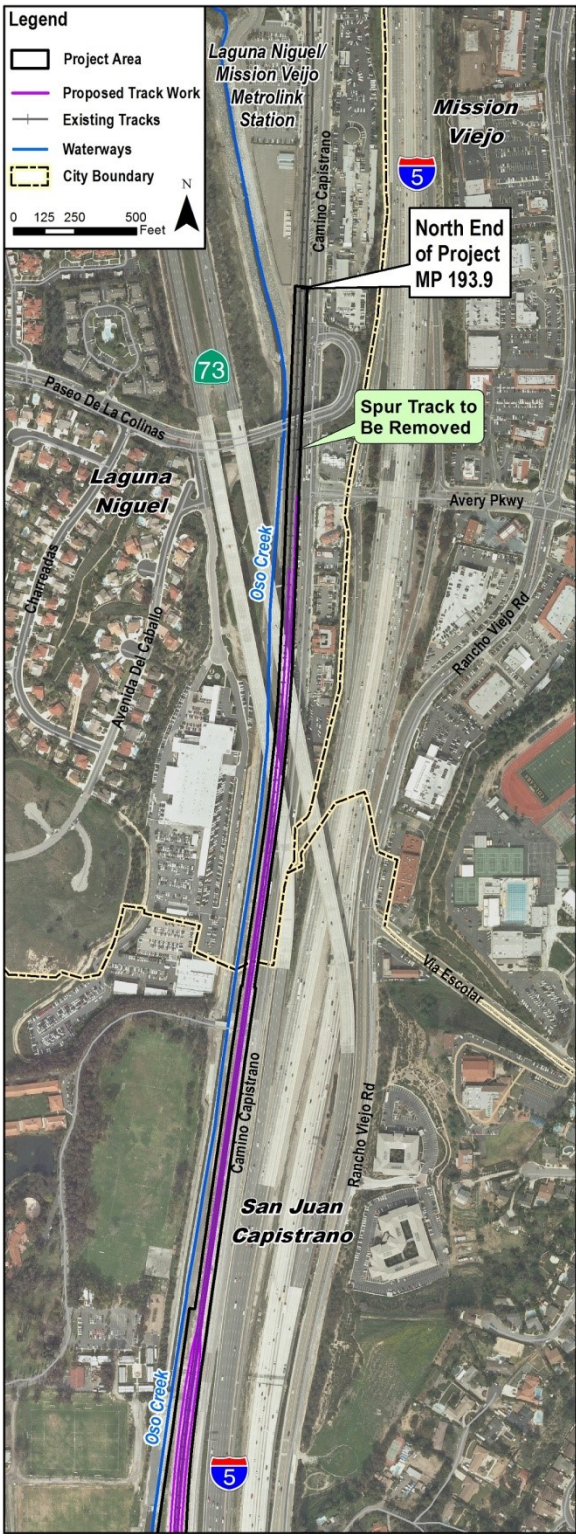


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Project Location Map





METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

2704 North Garey Avenue Pomona, CA 91767

metrolinktrains.com

SAFETY BULLETIN

ALERT: SB-3-2019**ISSUED: September 17, 2019****Effective immediately****Purpose**

All SCRRA and Contractor Roadway Worker Procedures will be modified to meet the requirements of this Bulletin. Roadway Worker Protection manuals are currently being updated to include these procedures, however in an effort to ensure the safest form of Roadway Worker Protection (RWP), this Bulletin shall serve as an interim amendment until the updated RWP procedures have been finalized.

Responsibility

This Bulletin is applicable to all projects and employees working on the SCRRA right of way.

Procedure**1.0 Training and Qualification (§214.343)**

All training after September 30, 2019 must comply with this section.

Training must be conducted annually for all workers and is integral to any safety program. The contracted agencies responsible for SCRRA RWP training shall provide at a minimum, four hours of in class training to all individuals who will need to access the SCRRA right of way.

Hazards exist along railroad tracks, not all of which are obvious through the application of common sense without experience and/or training. Employees that have not been trained, become a significant risk to both themselves and others. Employees on SCRRA property **will not** go near the track until training has been completed.

Training will vary depending on the designation of the employee, as follows:

- Employees/Contractors
- Contractors seeking a SCRRA right-of-entry permit
- Roadway Worker;
- Lone Worker;
- Roadway Worker In Charge (RWIC);
- Watchman/Lookout
- Machine Operator

Employees will know the designations of others in their group, so that proper On-Track Safety protection can be provided.

Written qualifications records must be available for inspection and copying by the FRA, project manager or SCRRA authority when requested.

The term "demonstrated proficiency" is used in this Bulletin relative to employee qualification to mean that the employee being qualified shows sufficient understanding of the subject and can perform the duties in a safe manner for which qualification is conferred.

Proficiency will be demonstrated by the successful completion of a written examination, a minimum score of 90% is required.

Each RWP trainee is entered into the SCRRA Industry Safe system with their name, company, photograph, unique RWP training number and date of training.

Upon successful completion of RWP training, each trainee is provided with a photo I.D. card and hard hat decal with a matching RWP training number. Proof of training is mandatory for any contractor conducting work activities within the SCRRA railroad right of way.

2.0 Job Briefing (§214.315) (GS-3)

A Job Briefing is a meeting among all the employees who are involved or will be involved in a particular task or job at the same work site. The briefing must be conducted before performing any task and/or any employee fouls any track.

A job briefing will be considered complete when each employee has acknowledged understanding of the Scope of Work and On-Track Safety procedures and instructions by signing the Job Briefing Form.

A. Types of "Job Briefings":

- Worker Group or Gang – Prior to the required job briefing, the Contractor's Superintendent/Foreman and the Roadway Worker In Charge (RWIC) will hold a briefing at the start of the shift and again as the conditions, job tasks and/or locations change. The Superintendent/Foreman will outline the work scope to be performed, the location and any associated safety requirements and the RWIC will outline the scope and method of protection to be employed. The Superintendent/Foreman shall have an approved copy of the job Work Plan available on site. All workers will sign to acknowledge understanding and agreement of both the work scope and method of on-track protection.
- The Roadway Worker In Charge (RWIC) holds the briefing at the start of the job and again as the conditions, job tasks and/or locations change. The RWIC will hold a briefing for any new arrivals to the job site.
- Lone Worker - The Lone Worker must participate in a job briefing with his supervisor or other designated employee at the beginning of each shift. This job briefing will include; planned itinerary and the procedures to establish On-Track Safety. If communications cannot be established with the Supervisor or designated employee, the Lone Worker must communicate with the train dispatcher to verify On-Track Safety. If all

communication channels are disabled, the job briefing must be conducted as soon as communications are restored or, in some cases, write down the items for his personal briefing.

B. Information included in a Job Briefing:

All information related to On-Track Safety must be given in the job briefing to any employee who will foul the track. In addition to other safety issues, the minimum On-Track Safety information must include:

- Designation of the RWIC;
- Subgroup designation
- Watchman/Lookout designation
- Type of track protection;
- Track limits of the protection;
- Time limits of the protection;
- Track(s) that may be fouled;
- Adjacent track(s);
- How all will clear for trains;
- Identify area or areas for clearing - both sides of track to give train a "roll by";
- Procedure to arrange for On-Track Safety on other tracks, if necessary;
- Specific job(s) to be done or moves(s) to be made;
- Responsibility of each employee.

Additional instructions may include an unusual situation or a specific reminder due to a hazardous condition or unusual practice.

A follow-up job briefing must be conducted whenever:

- Working conditions or procedures change;
- Other workers enter working limits;
- Track protection is changed, extended or about to be released;
- Change of locations;
- Change of limits, clearing limits, and/or;
- Changing projects.

3.0 Roadway Worker

The Code of Federal Regulations has defined a Roadway Worker as any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway machinery on or near track, or with the potential of fouling a track. SCRRRA considers any employee/contractor on the SCRRRA right of way, who performs the duties listed above, a Roadway Worker.

4.0 Roadway Worker In Charge (RWIC)

A. Definition:

- The RWIC is a roadway worker designated to provide On-Track Safety for one or more roadway work groups.
- A Watchman/lookout is an employee who has been annually trained and qualified per 214.349 requirements effective April 1, 2017 to provide warning to roadway worker employees of approaching trains or on-track equipment.
- The Lone Worker is an individual roadway worker who is not being afforded On-Track Safety by another roadway worker, who is not a member of a work group, and who is not engaged in a common task with another employee.

B. Designating the RWIC:

Roadway worker in charge means a roadway worker who is qualified under §214.353 to establish on-track safety for roadway work groups, and lone workers qualified under §214.347 to establish on-track safety for themselves. Employees must know who their RWIC is for each work day.

An RWIC must not provide individual protection for more than one work group. If a project has more than one work group, the RWIC must assign a Watchmen/Lookout to each work group and any location requiring protection. The RWIC shall no longer perform any duties associated with individual protection of a group or location.

An RWIC will have the following minimum responsibilities:

- communicating with each Watchman/Lookout
- communicating with each train crew approaching the working limits
- assigning any speed restrictions relating to worker safety
- conducting a job briefing
- administrative duties relating to the project
- requesting track authority
- establishing working limits
- absolute authority of the work zone as it relates to the safety of the workers, passengers, and train crews
- Personally, and continuously supervising any work involving unusual hazards and discussing specific procedures to protect against such hazards.
- Informing employees of the general plan and procedures of the work that will follow and the On-Track Safety procedures to be used.
- The RWIC will ensure that employees comply with all applicable rules.
- The RWIC will promptly advise their supervisor if any employee does not comply with a foreman's order or does not improve unsafe work practice.

-

1. Who can be the RWIC?

- Must be MOWORI trained and Territory Qualified
- Foreman of the job where work is being done and the single gang or group is not larger than 10 crewmembers
- Lone Worker

2. Who cannot be an RWIC?

- If not MOWORI trained and Territory Qualified
- A watchman/lookout/flagger

5.0 Watchman/Lookout

Watchmen are responsible for the lives of their fellow workers; it is their responsibility to watch for approaching trains and signal employees to clear the tracks.

| |
|---|
| <p>WATCHMEN: YOU ARE THE PROTECTION!</p> |
|---|

The Watchman/Lookout must be willing to:

- Devote yourself exclusively to those duties, paying full attention to watching for trains or on-track equipment and warn employees.
- If you cannot give your full attention to your duties as watchman do not leave your station until:
 - The RWIC determines that protection is no longer necessary, or
 - The RWIC has assigned another watchman/lookout who is in position and watching for approaching trains.

| |
|--|
| <p>YOU <u>MUST NOT</u> PERFORM ANY OTHER DUTIES, <u>EVEN MOMENTARILY.</u></p> |
|--|

Watchmen/Lookout must comply with the following procedures when performing their duties:

1. When train, engine or on-track equipment approaches from either direction, warn employees in time for them to clear tracks at least 20 seconds before the train arrives at the point of work.
2. Signal the employees of an approaching train as follows:

- a. Sound a warning whistle or horn.
 - b. Hold the white disc at arm's length above your head.
3. Signal the gang that it is safe to resume work by holding the white disc horizontally at arm's length toward the point of work.

The RWIC is responsible for a safe operation and must exercise every reasonable precaution to protect employees in his charge. The RWIC will assign a watchman/lookout and an advance watchman/lookout when needed. The watchmen/lookout will be identified during the job briefing. The following precautions must be taken:

- Assign only trained and qualified individuals.
- If employees have trouble hearing or are too scattered to hear the watchman/lookout's warning whistle or horn, assign additional watchmen as needed.
- If the watchman changes, a new job briefing must be given.

Reyes Construction, Inc.
Agreement No. C-7-2018
Contract Change Order (CCO) Log

| CCO No. | Title | Status | Date Executed | Cost | Remarks |
|---------|--|----------|---------------|-------------|---------|
| 1 | Signal relocation, surveying, drainage revisions, rip rap handling, precast specification revisions, and railroad flagging | Approved | 10/03/2019 | \$96,536 | |
| 2 | Additional railroad flagging allowance | Pending | | \$2,300,000 | |
| | | | | | |
| | | | | | |
| | | | | | |

| | |
|------------------------|--------------|
| Subtotal Executed CCOs | \$96,536 |
| Subtotal Pending CCOs | \$2,300,000 |
| TOTAL CCOs | \$2,396,536 |
| ORIGINAL VALUE | \$16,952,426 |
| PROPOSED REVISED VALUE | \$19,348,962 |



Capital Funding Program Report

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

| Rail Project | | | | | | | | | | | |
|--|--------|---------------|---------------|-----------|------------|-------------|-----|-------------|-------------|-----------|-------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Fullerton Transportation Center parking expansion | M1/R | \$33,667 | | | | \$11,250 | | \$11,035 | \$9,718 | | \$1,664 |
| Orange Transportation Center parking structure ⁴ | M1/R | \$31,003 | \$2,555 | \$2,644 | | \$13,762 | | | \$1,850 | \$420 | \$9,772 |
| Sand Canyon Avenue grade separation | M1/R | \$62,050 | \$10,536 | | | | | \$28,192 | \$3,116 | \$5,352 | \$14,854 |
| OC Streetcar (New Starts) | M1/S | \$407,760 | \$54,465 | \$162,213 | | | | \$25,518 | | \$165,564 | |
| OC Streetcar preliminary studies and environmental | M1/S | \$7,014 | | \$341 | | | | | \$4,977 | \$554 | \$1,142 |
| Anaheim Canyon Station improvements ^{3,4} | R | \$29,900 | \$26,132 | | | | | | | \$2,000 | \$1,768 |
| Control Point at 4th Street | R | \$2,985 | | \$2,985 | | | | | | | |
| Future VSS | R | \$217 | | \$174 | | | | | | | \$43 |
| Laguna Niguel to San Juan Capistrano Passing Siding ⁶ | R | \$36,360 | \$25,056 | \$1,015 | | \$3,000 | | \$6,734 | | | \$555 |
| Metrolink new capital ¹ | R | \$516 | | \$516 | | | | | | | |
| Metrolink preventive maintenance capitalized operation - FY 2016-17 to FY 2023-24 ^{1,2} | R | \$65,374 | | \$65,374 | | | | | | | |
| Metrolink rehabilitation/renovation - FY 2011-12 to FY 2023-24 ^{1,2} | R | \$169,802 | | \$169,802 | | | | | | | |
| Metrolink station and track improvements, and rehabilitation ⁸ | R | \$3,063 | | \$2,617 | | | | | | | \$446 |
| Orange Olive Wye Connection ⁷ | R | \$16,000 | | | | \$16,000 | | | | | |
| Placentia Commuter Rail Station | R | \$34,825 | \$50 | | | \$2,500 | | \$400 | | \$8,000 | \$23,875 |
| Positive Train Control (Metrolink) | R | \$39,916 | | \$4,492 | \$1,234 | | | \$34,190 | | | |
| San Juan Creek Bridge replacement ^{2,4,5} | R | \$38,333 | \$472 | \$35,714 | \$913 | | | \$59 | | \$1,175 | |
| Slope stabilization Laguna Niguel-Lake Forest | R | \$5,168 | | \$4,834 | | | | | | \$334 | |
| State College grade separation (LOSSAN) | R | \$79,284 | | | | | | \$46,000 | | \$33,284 | |
| Ticket vending machines | R | \$6,857 | | | | | | | | | \$6,857 |
| VSS at Commuter Rail Stations | R | \$4,409 | | \$3,594 | | | | \$56 | | | \$759 |
| M2 Project S Transit extensions to Metrolink (Rubber Tire) | S | \$733 | | | | | | | | \$733 | |
| Rail Project Totals | | \$1,075,236 | \$119,266 | \$456,315 | \$2,147 | \$46,512 | | \$152,184 | \$19,661 | \$217,416 | \$61,735 |
| Federal Funding Total | | \$577,728 | | | | | | | | | |
| State Funding Total | | \$198,696 | | | | | | | | | |
| Local Funding Total | | \$298,812 | | | | | | | | | |
| Total Funding (000's) | | \$1,075,236 | | | | | | | | | |

| Rail Project Completed | | | | | | | | | | | |
|--|--------|---------------|---------------|----------|------------|-------------|-----|-------------|-------------|----------|-------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps) | M1/R | \$5,177 | \$2,800 | \$732 | | | | | \$1,645 | | |
| Metrolink Grade Crossing Safety Improvements (OCX) | M1/R | \$80,618 | | | | | | \$18,250 | \$7,600 | \$30,710 | \$24,058 |
| Metrolink rolling stock | M1/R | \$158,009 | \$42,230 | \$35,390 | | | | \$36,300 | \$44,089 | | |
| Metrolink Service Track Expansion | M1/R | \$119,957 | | | | | | \$51,399 | \$68,558 | | |
| M2 Project S Fixed-Guideway Anaheim Rapid Connection | M1/S | \$9,924 | | \$1,516 | | | | | \$6,000 | \$1,286 | \$1,122 |



Capital Funding Program Report

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

| Rail Project Completed | | | | | | | | | | | |
|---|--------|------------------|-----------------|-----------------|----------------|-----------------|-----|------------------|------------------|-----------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Anaheim Regional Intermodal Transportation Center (ARTIC) construction | M1/T | \$184,164 | \$33,250 | \$37,253 | \$3,501 | \$29,219 | | | \$43,900 | \$35,291 | \$1,750 |
| Fullerton Transportation Station expansion planning, environmental PSR | M1/T | \$0 | \$0 | | | | | | \$0 | | |
| Santa Ana grade separation planning and environmental PSR | M1/T | \$1,333 | \$1,180 | | | | | | \$153 | | |
| Santa Ana Transportation Station planning and environmental PSR | M1/T | \$1,003 | \$888 | | | | | | \$115 | | |
| 17th Street grade separation environmental | R | \$2,476 | | | | | | | | \$2,476 | |
| Control Point Stadium Crossover | R | \$6,490 | | \$3,245 | | | | \$3,245 | | | |
| LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana | R | \$2,699 | | | | | | | | \$2,699 | |
| Metrolink grade crossing safety improvements ROW | R | \$3,025 | | | | | | | | \$3,025 | |
| North Beach crossings safety enhancements | R | \$348 | | | | | | \$166 | | \$182 | |
| Rail Crossing signal lights and pedestrian gates | R | \$252 | | | | | | \$252 | | | |
| Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin) | R | \$553 | | | | | | \$553 | | | |
| Safety repairs for San Clemente Pier Station | R | \$122 | | | | | | \$122 | | | |
| San Clemente Beach Trail Crossings safety enhancements | R | \$4,999 | | | | | | \$2,170 | | \$2,251 | \$578 |
| Transit Rail Security (monitors, fencing, video surveillance) | R | \$163 | | | | | | \$163 | | | |
| Go Local | S | \$7,730 | | | | | | | \$7,730 | | |
| ARTIC environmental, ROW, program management support, site plan | M1 | \$41,369 | | | | | | | \$8,869 | | \$32,500 |
| Fiber Optics installation (Metrolink) | M1 | \$23,183 | | \$10,903 | | | | \$10,479 | \$1,801 | | |
| Laguna Niguel-Mission Viejo Station parking expansion (south lot) | M1 | \$4,135 | | | | | | \$695 | \$3,440 | | |
| Tustin Rail Station parking expansion | M1 | \$15,390 | | | | \$1,100 | | \$7,181 | \$7,109 | | |
| Rail Project Completed Totals | | \$673,119 | \$80,348 | \$89,039 | \$3,501 | \$30,319 | | \$130,975 | \$201,009 | \$77,920 | \$60,008 |
| Federal Funding Total | | \$172,888 | | | | | | | | | |
| State Funding Total | | \$161,294 | | | | | | | | | |
| Local Funding Total | | \$338,937 | | | | | | | | | |
| Total Funding (000's) | | \$673,119 | | | | | | | | | |



Capital Funding Program Report

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

Board Action:

1. Federal Transit Administration (FTA) Sections 5307, 5310, 5337 and 5339 Program of Projects (POP) for Federal Fiscal Year (FFY) 2019-20: Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
3. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of \$1.275 million in federal proceeds from the sale of the Santa Ana Transit Terminal for the Anaheim Canyon Station Project.
4. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of up to \$1.191 million in federal Congestion Mitigation and Air Quality Improvement Program funds from cost savings on the Orange Transportation Center Parking Structure Project for the following projects: \$0.719 million for the Anaheim Canyon Station; and up to \$0.472 million for the San Juan Creek Bridge replacement.
5. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of \$1.689 million in FTA Section 5337 for the San Juan Creek Bridge Replacement Project to provide a full funding plan for the project based upon current estimates.
6. Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project: Authorize the use of \$2,300,000 in federal Congestion Mitigation and Air Quality Improvement Program funds.

Project Notes:

7. The Orange Olive Wye Connection was submitted for consideration of ITIP funding.
8. The Tactile Tile project funding, \$0.883 million in FTA Section 5337, is included in the "Metrolink station and track improvements, and rehabilitation" project in this report.

Acronyms:

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



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Design of the OC Streetcar Project

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HNTB Corporation for preparation of plans, specifications, and estimates for the OC Streetcar project. An amendment to the agreement is necessary for additional design support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$1,500,000, and to extend the agreement term by 26 months through February 28, 2022, for continuation of OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$20,683,841.

Discussion

On February 1, 2016, Orange County Transportation Authority (OCTA) entered into an agreement with HNTB Corporation (HNTB) for the design of the OC Streetcar (Project). HNTB produced final plans, specifications, and estimates for the release of an invitation for bids for construction of the Project on December 11, 2017.

Construction activities have been underway since issuance of the Notice to Proceed to Walsh Construction Company II, LLC on March 4, 2019. The initial efforts are focusing on the maintenance and storage facility (MSF), as well as storm drain, sewer, and water system utility relocations within City of Santa Ana streets. Installation of foundations for the new 350-foot long bridge across the Santa Ana River and the bridge over Westminster Avenue is also underway.

As the designer-of-record, HNTB has been providing design service support in the Project construction phase. The efforts include review and response to construction contractor requests for information (RFI) and review and acceptance of contract submittals required in drawings and specifications. As of September 6, 2019, the construction contractor has submitted 229 RFIs and 467 contract submittals. Additional support being provided by HNTB includes coordination with utility agencies to ensure its relocation designs align with the Project's design, providing certification efforts required by permitting agencies, and performing additional design services for Project modifications that are being implemented in the construction phase.

The proposed amendment will authorize additional design support services as follows:

- Review and acceptance of contract submittals addressing additional project elements, including special trackwork, traction power substations, communication systems, and architectural finishes;
- Review of deficiencies documented as non-conformance reports through the quality process and providing recommendations on the required repairs;
- Evaluation of value engineering proposals submitted by the contractor;
- Continued support for certification efforts required by permitting agencies, including geotechnical site inspections of excavations and retained fill locations at the MSF, Santa Ana River Bridge, and Westminster Bridge; and
- Preparing modifications to plans and specifications to address conditions discovered during construction and/or enhance system operations and safety.

The original contract included a budget of \$971,534 for design support during construction (DSDC). Amendment No. 7 increased that amount by \$124,606, bringing the total DSDC budget to \$1,196,140. Due to the revised Project construction schedule and Notice to Proceed issuance delays, construction is now scheduled to extend through February 2022 and, accordingly, additional funding for design support services and an agreement term extension are necessary.

An independent cost estimate in the amount of \$1,500,000 was prepared by the program management team. The cost of this additional work will be funded from the Project contingency and will not increase the Project cost of \$407,759,966, as defined in the Full Funding Grant Agreement with the Federal Transit Administration.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors-approved procedures for architectural and engineering services, which conform to both federal and state laws. On September 14, 2015, the Board approved an agreement with HNTB, in the amount of \$16,434,022. The agreement was previously amended as shown in Attachment A. It has become necessary to amend the existing agreement to include additional design support services during construction and extend the term.

OCTA staff and HNTB agreed upon the required level of effort for the additional design support services. Staff found HNTB's proposal to be fair and reasonable relative to the negotiated level of effort and consistent with the independent cost estimate prepared by the Project management team.

Proposed Amendment No. 8 to Agreement No. C-5-3337, in the amount of \$1,500,000, will bring the total contract value to \$20,683,841.

Fiscal Impact

Funding for the Project is approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, Account 0051-7519-TS010-Z84, and will be funded through Measure M2 and federal Congestion Mitigation and Air Quality funds.

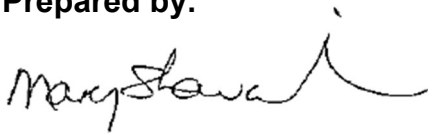
Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Agreement No. C-5-3337 with HNTB Corporation, in the amount of \$1,500,000, and to extend the agreement term for an additional 26 months through February 28, 2022, for continued design support services during construction.

Attachment

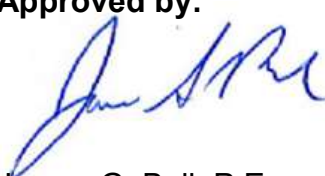
A. HNTB Corporation, Agreement No. C-5-3337 Fact Sheet

Prepared by:



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Program Manager
(714) 560-5856

Approved by:



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



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

**HNTB Corporation
Agreement No. C-5-3337 Fact Sheet**

1. September 14, 2015, Agreement No. C-5-3337, \$16,434,022, approved by the Board of Directors (Board).
 - The agreement was executed on February 1, 2016, to provide design services to prepare the plans, specifications, and estimates for the OC Streetcar project.
2. December 15, 2016, Amendment No. 1 to Agreement No. C-5-3337, \$239,192, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Provide for additional design services for field survey and potholing work.
3. February 27, 2017, Amendment No. 2 to Agreement No. C-5-3337, \$37,434, approved by the CAMM Department.
 - Provide for additional design services required for relocation of the traction power substation (TPSS) and right-of-way (ROW) legal documentation.
4. April 28, 2017, Amendment No. 3 to Agreement No. C-5-3337, \$207,273, approved by the CAMM Department.
 - Provide additional design support services necessary for modifications to the maintenance and storage facility and for additional potholing services necessary at various locations within the project alignment.
5. May 22, 2017, Amendment No. 4 to Agreement No. C-5-3337, \$864,491, approved by the Board.
 - Provide additional design services as a result of streetcar stop modifications, various governmental agency requests, and ROW studies.
6. March 20, 2018, Amendment No. 5 to Agreement No. C-5-3337, \$0, approved by the CAMM Department.
 - Modify California Public Utilities Commission Task 7, authorized by Amendment No. 4.
7. June 20, 2018, Amendment No. 6 to Agreement No. C-5-3337, \$249,217, approved by the CAMM Department.
 - Provide additional design services during the extended bid period, modify traffic signal plans, Orange County Sanitation District sewer, TPSS site designs, the

northeast corner of Santa Ana Boulevard and Ross Street, and the pedestrian plaza adjacent to Sasser Park, and to review the construction schedule and engineer's estimate.

8. November 12, 2018, Amendment No. 7 to Agreement No. C-5-3337, \$1,152,212, approved by the Board.
 - Provide additional design services during the extended bid period, extended coordination with third-party utility relocations, addition of traffic signal interconnects, closed-circuit television (CCTV) cameras at Harbor Boulevard park-and-ride, modifications to the maintenance and storage facility (MSF), including moving CCTV servers into the facility and automatic operation of the rail gates into the yard, power isolation, TPSS revisions, and added effort to obtain the MSF building permit.
9. October 14, 2019, Amendment No. 8 to Agreement No. C-5-3337, \$1,500,000, pending Board approval.
 - Provide additional design support services during construction and extend the contract term by 26 months from December 31, 2019 through February 28, 2022.

Total funds committed to HNTB Corporation after approval of Amendment No. 8 to Agreement No. C-5-3337: \$20,683,841.



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: 2020 Project V Community-Based Transit Circulators Program Guidelines and Call for Projects

Overview

Measure M2 establishes a competitive program through Project V to fund local transit services, which complement regional transit. Based upon both outreach and financial assessments conducted earlier this year, there is sufficient interest and financial capacity to justify the initiation of a fourth Project V call for projects. Updated Comprehensive Transportation Funding Programs Guidelines (Project V) are proposed for approval, as well as the authorization to issue a fourth Project V call for projects.

Recommendations

- A. Approve revisions to the Comprehensive Transportation Funding Programs Guidelines for the Project V Community-Based Transit Circulators Program.
- B. Authorize staff to issue the 2020 Measure M2 Project V Community-Based Transit Circulators call for projects.

Background

Project V is a competitive program under Measure M (M2), which provides funding to develop and implement local transit services. Based upon current forecasts, total estimated revenues for Project V (through 2041) are estimated to be approximately \$248 million. To date, the Orange County Transportation Authority (OCTA) has awarded approximately \$42 million in Project V services. After deducting project cancellations, there remains approximately \$30 million in total funding allocations that have been committed to Project V to date.

In early 2019, the OCTA Board of Directors (Board) requested that staff evaluate whether there was sufficient demand and financial capacity to justify a fourth Project V call for projects (call).

Accordingly, OCTA conducted a financial assessment of the Project V Program and concluded that with existing commitments, an assumed continuation allowance for existing successful services, and assumptions with respect to the associated paratransit service costs, that the program could accommodate an approximately \$9 million call for 2020. This finding and conclusions from outreach efforts (assessing local agencies' level of interest in applying for a fourth call) were presented to the Board in August. At that meeting, the Board directed staff to return in the fall with revised Comprehensive Transportation Funding Programs (CTFP) Guidelines for Project V in order to support efforts to initiate a fourth call.

Since that time, OCTA staff met and worked with local agencies to develop proposed CTFP Guidelines revisions. These proposed revisions were designed based upon lessons learned from previous calls in order to facilitate implementation of 2020 call objectives. Applicable local agency comments were reviewed, considered, and incorporated as appropriate, and the following discussion provides a summary of key proposed changes and next steps for Board consideration.

Discussion

Key proposed CTFP Project V changes include the following.

- Specified 2020 call specific objectives to include support for:
 1. Continuing funding of existing successful services (i.e., services with ridership clearly being maintained at ten boardings per revenue vehicle hour, for years three and beyond in previously awarded grants).
 2. New special event and/or shuttle services.
 3. Expanding new options through shared ride-hailing services.
 4. Allowing for planning requests in order to keep the program fresh and evolving.
- Revised application scoring criteria to support 2020 call objectives.
- OCTA does not have the capacity to operate Project V services on behalf of local agencies.

- Clarified that agencies may be awarded (from all eligible categories) no more than \$550,000 for a period of up to seven years per project.
 - Funding available starting in fiscal year 2020-21.
- Clarified the types of eligible capital, and operations and maintenance (O&M) expenditures that would be allowed, and also specified the criteria under which continuation/expansion of existing services would be considered.
- Specified that the \$9 per boarding, or 90 percent, “whichever is lower” reimbursement process would also be applicable for shared ride-hailing services on a \$9 per user basis.
- Included new useful-life language with respect to disposition of capital assets upon cancellation and/or removal.
- Allowed for a separate initial marketing cost category that would not be subject to the \$9 per boarding/user reimbursement limitation.
- Specified M2 signage and branding requirements.
- Clarified that provision of Americans with Disabilities Act comparable services for non-fixed-route service applications must be provided by the applicant and documented in the application’s financial assumptions.
- Required that application financial plans be based upon estimates provided by potential vendors.
- Clarified how the \$9 per boarding/user, or 90 percent of net O&M costs, “whichever is lower” reimbursement process would work for local agencies.

For a more detailed summary of proposed changes, see Attachment A, which provides a table of proposed changes, as well as Attachment B, which provides a marked-up version of all proposed CTFP Guidelines changes.

Next Steps

Upon Board approval, staff will send out letters and e-blast announcements notifying local agencies of the call’s initiation and any other pertinent information. Applications would be due to OCTA by December 12, 2019, and based upon project selection criteria specified in the CTFP Guidelines, projects will be

prioritized for Board consideration in spring 2020. Project funds, if ultimately awarded by the Board, would become available to local agencies for services starting on July 1, 2020. Approved and active services will be monitored quarterly, and ridership reporting will be provided to the Board on a semi-annual basis.

Summary

Based upon Board direction, staff has completed a financial assessment of the M2 Project V Program, as well as outreach efforts, to determine if there is sufficient justification to warrant a fourth Project V call. Based upon these activities, a fourth Project V call is recommended in an amount not to exceed \$9 million. Approval of proposed changes to the Project V CTFP Guidelines is also recommended.

Attachments

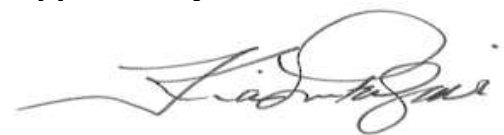
- A. 2020 Project V Guidelines and Call for Projects
- B. Draft Comprehensive Transportation Funding Programs, Guidelines Excerpt, Proposed Revisions

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2020 PROJECT V GUIDELINES AND CALL FOR PROJECTS

| 2020 CTFP Guidelines – Chapter 6 (Project V) Proposed Changes List | | | |
|--|--|-------------|---|
| # | Section | Page No. | Proposed Change |
| 1 | Overview | 6-1 | Added language to clarify that eligible applicants are CTFP eligible local agencies and to encourage partnerships. |
| 2 | Overview | 6-1 | Added: 2020 Call for Projects (call) Objective Priorities 1) To continue funding previously awarded successful projects that are expiring. 2) To encourage and support new special event or seasonal shuttle services. 3) To expand shared service options through promoting ride-hailing services. 4) To encourage new and evolving services that will meet Project V's performance standards by providing funding for transit planning studies. |
| 3 | 2020 Call | 6-2 | Updated the total estimated amount available for 2020 call (\$9M) and added timeline for the 2020 call. |
| 4 | Resolutions | 6-3 | Identified the due dates for draft and final adopted resolutions. Also clarified the minimum language required for resolutions/ |
| 5 | Project Participation Categories: Planning for new service | 6-3 | Made planning for new service eligible for 2020 call and increased maximum amount of Project V funding from \$50k to \$60k for planning for new service. |
| 6 | Project Participation Categories: Capital | 6-3 and 6-4 | Clarified eligible capital items for Project V. Also, clarified OCTA's expectation for useful life of capital items. |
| 7 | Project Participation Categories: Initial/Start-up Marketing Costs | 6-4 | Added: Initial/start-up marketing costs to establish and publicize new and/or expanded services will be capped at \$50,000 (total) Note: Initial/Start-up Marketing costs will not be subject to the Operations and Maintenance boarding subsidy limitations outlined below. However, it would still require a minimum local match of ten percent (10%). |
| 8 | Project Participation Categories: Operations and Maintenance | 6-4 and 6-5 | Clarified and made corrections to content for this section. Also, added shared ride-hailing services to project category. |
| 9 | Project Participation Categories | 6-5 | Increased project period from five to seven years. Identified project start date as FY 2020-21. Added language for agencies proposing shared ride-hailing services to consider user limitations. In addition, added note that some of the service provided has age restrictions for shared ride-hailing services. |
| 10 | Ineligible Categories | 6-5 | Added the following language to supplant existing transit services: In order to justify regional transit service is not being supplanted, local agencies must document and explain how their proposal will not compete with the regional transit service, including the price of service (fare), and facilitate connections with regional transit services. Final determination of proposal supplanting regional transit service will be determined by OCTA staff. |

2020 PROJECT V GUIDELINES AND CALL FOR PROJECTS

| 2020 CTFP Guidelines – Chapter 6 (Project V) Proposed Changes List | | | |
|--|--|--------------|--|
| # | Section | Page No. | Proposed Change |
| | | | Added: New expansion of existing fixed-route services |
| 11 | Project Requirements Planning for New Service | 6-6 | Added: Further, draft recommendations must be provided to OCTA transit planning staff for review prior to study completion. |
| 12 | Project Requirements Capital | 6-6 | Clarification of disposal of capital assets purchased with Project V funds and their useful life. |
| 13 | Project Requirements Operations and Maintenance | 6-7 and 6-8 | <p>Clarified the service performance for fixed-route, community shuttles and seasonal services.</p> <p>Added: Performance standards for shared ride-hailing services will be determined specifically for each service and may be based on a cost per user, cost per mile, or other applicable performance measure.</p> <p>Clarified that the net operating costs included regular and ongoing marketing and does not include Initial Marketing Costs to Establish Service.</p> <p>Added the term “user” to be used interchangeably with boardings due to the various types of services proposed for the 2020 Call.</p> <p>Clarified language regarding ADA service for fixed-route services.</p> <p>Added: For Project V funded non-fixed route services, including ride-hailing and any other services, the local agency will be required to provide ADA comparable services and include cost for service as part of the project application.</p> |
| 14 | Agency Match Requirements | 6-8 | Clarified agency match requirement language. |
| 15 | Eligibility Requirements | 6-8 and 6-9 | <p>Clarified and corrected eligibility requirement language.</p> <p>Clarified that specific projects must include/not include the costs of ADA related services in their proposals. Added: However, fixed-route proposed services would not include the cost of complementary paratransit service. For non-fixed-route services, including ride-hailing services, the local agency will be required to provide ADA comparable services and include in project costs in the application.</p> |
| 16 | Application Process | 6-9 and 6-10 | Clarified language and added KMZ files for proposed service. |
| 17 | Application Guidelines | 6-10 | Clarified language for the following: |

2020 PROJECT V GUIDELINES AND CALL FOR PROJECTS

| 2020 CTFP Guidelines – Chapter 6 (Project V) Proposed Changes List | | | |
|--|---|---------------|--|
| # | Section | Page No. | Proposed Change |
| | Financial Details | | <ul style="list-style-type: none"> Initial/Start-up Marketing Cost to Establish Service Cost estimates be based upon realistic estimates provided by potential vendors Consideration of ADA costs |
| 18 | Scoring Criteria | 6-11 | Reference changes to scoring criteria will be consistent with 2020 Call Objectives. |
| 19 | Reimbursements | 6-12 | Clarified language |
| 20 | Calculation of Payment | 6-12 and 6-13 | Updated sample payment calculation |
| 21 | Project Cancellation | 6-13 | Added: Useful life shall be based upon OCTA's policy for service life, where applicable. |
| 22 | Project V Branding | 6-13 and 6-14 | Added: Projects awarded Project V funding are required to place M2 (OCGO) decals in the vehicles used for fixed-route, community shuttles, and seasonal services. For all awarded services, local agencies are required to place M2 logos on marketing and related service publication materials, including software applications. |
| 23 | Exhibit 6-1 Point Breakdown & Application Checklist | 6-15 and 6-16 | Revised and updated scoring criteria to align with the 2020 call Objectives. |

Acronyms

CTFP – Comprehensive Transportation Funding Program

OCTA – Orange County Transportation Authority

FY – Fiscal Year

ADA – Americans with Disabilities Act

M2 – Orange County Measure 2

OCGO – Measure M

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



Chapter 6 – Community-Based Transit/Circulators (Project V)

Overview

The M2 Project V - Community-Based Transit/Circulators Program establishes a competitive process to enable local jurisdictions to develop community-based local transit services that complement regional transit services and meet needs in areas not adequately serviced by regional transit. Projects must meet specific criteria in order to compete for funding through this program. In addition, local jurisdictions will be required to demonstrate the ability to provide funding match for capital and ongoing local share of O&M using non-OCTA resources. Public-private partnerships are encouraged but not required. However, such efforts need to be applied for by a CTFP eligible local agency. Local jurisdictions are also encouraged to partner with each other.

Regional Transit: Regional Transit services are provided by OCTA, specifically through routes 1 through 99 (and excluding those route sections that perform less than 10 boardings per RVH). Additional information on OCTA routes and schedules can be accessed from OCTA website at www.octa.net.

General Policy Objectives

- To provide community transit service that is safe, clean and convenient.
- To encourage new, well-coordinated, flexible transportation systems customized to each community's needs.
- To develop local bus transit services such as community-based circulators, shuttles, and bus trolleys that complement regional bus and rail service.
- To meet transportation needs in areas not served by regional transit.

2020 Call Objective Priorities

- 1) To continue funding previously awarded successful projects¹ that are expiring.
- 2) To encourage and support new special event or seasonal shuttle services.
- 3) To expand shared service options through promoting ride-hailing services.
- 4) To encourage new and evolving services that will meet Project V's performance standards by providing funding for transit planning studies.

¹ Previously Awarded Successful Projects are defined as previously funded Project V services, which will expire and at minimum meet the Year 3+ service performance standard of 10 B/RVH for each applicable reporting period.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



2020 Call for Projects

The 2020 Call for Projects (call) for Project V will provide approximately \$9 million for community-based transit/circulators across Orange County, which meet program objectives (emphasis will be focused on 2020 call objectives). Specifics on the funding policies that apply to this call are identified below in subsequent paragraphs.

Timeline for 2020 Call for Projects

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. Applications determined to be complete and in accordance with program requirements and objectives will be scored, ranked, and submitted to the OCTA Transit Committee and Board of Directors for final consideration and funding approval.

The call schedule is detailed below:

Board authorization to issue call: October 14, 2019

Application submittal deadline: December 12, 2019 at 5:00 PM PST

Final adopted resolution (or minute action) deadline: Thursday, January 3, 2020

Transit Committee/Board approval: Spring 2020

Applications

In order for OCTA to consider a project for funding, applications will be prepared by the local agency utilizing the Application Form, available electronically from OCTA. Agencies are required to submit electronic and hardcopy applications for the 2020 call for projects by the application deadline. Submittals received after 5:00 PM PST on Thursday, December 12, 2019, will be considered late and will not be accepted.

Three (3) unbound hardcopies of the application and any supporting documentation including KMZ files, must be submitted to OCTA by the application deadline, along with an electronic copy (USB, or Dropbox).

Hardcopy applications should be mailed to:

OCTA
Attention: Alfonso Hernandez
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584

Hardcopy applications may be hand delivered to:

600 S. Main Street
Orange, CA 92868

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



Resolutions

A resolution or minute action must be approved by the local agency's governing body. The mechanism selected shall serve as the local agency's formal request for Project V funds and must state that matching funds will be provided by the agency. All project requests must be included in this section.

At minimum, a draft resolution must be submitted with the application by the December 12th deadline. A final adopted resolution (or minute action) must be submitted to OCTA by Thursday, January 3, 2020. A sample resolution is included in Exhibit 6-2. Local agencies, at a minimum, must include items a-m in Exhibit 6-2.

Pre-Award Activities

Pre-Award Activities are allowable under Precept 6. A grantee may, at its own risk and without an executed OCTA Cooperative Agreement, obligate funds. Expenditures that are made prior to an executed OCTA Cooperative Agreement, but after July 1, of the programmed fiscal year must be identified in the grant application and must be submitted to OCTA for administrative approval prior to the implementation of the project.

Project Participation Categories

Transit needs may differ from one location to the next, and projects pursued under this program have significant latitude on how the challenge of delivering community-based transit will be delivered. However, emphasis upon program 2020 call objectives is highly encouraged. The program categories listed below identify key project elements that can be pursued through the Project V funding source. The program categories eligible for funding through Project V are:

Planning for new service - Up to \$~~6050~~,000 per agency

- Need for Community-Based Transit/Circulator Services meeting program call objectives
- Origin and Destination Studies
- Surveys and Marketing Research
- Development of Proposed Service Plans
- Transit Coordination Studies

Capital

- Bus and vehicle leases/purchases for the purposes of providing seasonal/special event shuttles and trolleys. If the purchase of vehicles is more cost efficient than a lease, justification and supporting documentation must be provided. Vehicle purchase requests will be evaluated by OCTA for approval on the basis of cost effectiveness.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



- Equipment for the deployment, implementation and use of Project V-funded services, including but not limited to:
 - Bike racks
 - Dispatch/routing software
 - Communications equipment
 - Fare collection equipment
 - Reasonable passenger amenities, generally consistent with Chapter 3 (Project W eligible items)
 - ADA equipment for vehicles
- Maintenance facilities and fueling stations required for new and/or substantially revised or modified transit service and directly related to Project V service
- Reasonable stop improvements and amenities (generally including signage, furniture and shelters and consistent with Chapter 3 Project W eligible items) for Project V funded service stops only).

Note: If capital purchases (bus/vehicles, equipment, facilities, bus stop amenities, etc.) are provided with Project V funds, there is an expectation that these capital items will be used for their entire useful life and/or through the termination of the service. If termination occurs prior to the completion of the capital item's useful life and/or grant term, the local agency shall repay OCTA the same percentage of the sale price (or estimated value of the asset(s) based on straight line depreciation of the asset[s]), consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.

Initial/Start-up Marketing Costs to Establish Service

- Initial/start-up marketing costs to establish and publicize new and/or expanded services will be capped at \$50,000 (total) Note: Initial/Start-up Marketing costs will not be subject to the Operations and Maintenance boarding subsidy limitations outlined below. However, it would still require a minimum local match of ten percent (10%).

Operations and Maintenance

All costs below are subject to OCTA subsidy limitations discussed in subsequent sections.

- Seasonal, special-event, fixed route, deviated fixed route, shared ride-hailing services, and shuttle services including administration and O&M of services.
- Transportation services provided must be non-OCTA service providers.
- Expansion of existing services will only be considered if the existing service has clearly met minimum performance standards and will expire within the current call period.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



- Existing OCTA-led services are eligible for expansion if an alternate service provider is identified.
- Temporary off-site parking for special events subject to agreement with the property owner and approved by OCTA.
- Parking leases needed in response to expanded transit services.
- Special event shuttle services for events that will create significant congestion.
- Other flexible and innovative transit services contingent on the proposed service plan, anticipated service performance, and consistency with 2020 call objectives.
- Regular and ongoing marketing efforts including expenditures related to seasonal or special event service schedules, marketing materials such as flyers and brochures and community outreach efforts will be capped at \$15,000 annually.

Agencies may be awarded, from all eligible project categories, no more than \$550,000 annually for a period of up to seven five-years per project. Funding will begin in FY 2020-212019.

For agencies proposing shared ride-hailing services, use of fares and/or user limiting options are encouraged to manage demand. Also, please note that some service providers for shared ride-hailing services have age restrictions for youth travel.

Ineligible Categories

Project V funds may not be used for the following:

- ROW acquisition
- To supplant existing transit services (subject to the Regional Transit definition identified in the Overview). In order to justify regional transit service is not being supplanted, local agencies must document and explain how their proposal will not compete with the regional transit service, including the price of service (fare), and facilitate connections with regional transit services. Final determination of proposal supplanting regional transit service will be determined by OCTA staff.
- Fare subsidies (Free shuttles are not considered subsidized fare for this program)
- Indirect costs
- OCTA-led services
- New expansion of existing fixed-route services

Project Requirements

All projects funded through Project V must comply with the CTFP Guidelines, unless specifically noted in the agreement with the local agency and must comply with applicable state and federal laws, including ADA requirements for transit services.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



Planning for New Service

Cities must provide a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed service. OCTA transit planning staff must be included in the development and finalization of any planning documents funded through the Project V planning category. Further, draft recommendations must be provided to OCTA transit planning staff for review prior to study completion. Planning documents must include specific recommendations for community-based transit/circulator services that can be implemented within the operating subsidy provided through Project V and must consider coordination with existing services. Plans may also consider ways to eliminate duplication of service or to improve service by combining resources. Progress on planning projects must be reported to OCTA through the semi-annual review process. Agencies will be required to submit all data and planning documents to OCTA in order to receive final payment.

Capital

Project V funding is available to offset the costs of purchasing or leasing vehicles, equipment and other appropriate and reasonable capital amenities as described in Chapter 3, under eligible costs. Progress on capital projects must be reported to OCTA through the semi-annual review process. Agencies must inspect vehicle(s) to ensure they meet specifications prior to final acceptance and withhold retention until warranty issues and/or final acceptance is met and approved by the local agency.

If capital purchases (bus/vehicles, equipment, facilities, bus stop amenities, etc.) are provided with Project V funds, there is an expectation that these capital items will be used for their entire useful life and/or through the termination of the service. If termination occurs prior to the completion of the capital item's useful life and/or grant term, the local agency shall repay OCTA the same percentage of the sale price (or estimated value of the asset(s) based on straight line depreciation of the asset[s]), consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.

Operations and Maintenance (O&M)

OCTA has established an operating reserve as part of this program that may be used to support the costs of O&M for fixed-route, community shuttles, and seasonal services. The operating reserve is subject to the following requirements:

- Service performance will be evaluated on a quarterly basis. The minimum performance standards for fixed-route, community shuttles, and seasonal services are calculated by dividing boardings (B) by the Revenue Vehicle Hour (B/RVH) as detailed below in the following table:

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



| Minimum Performance Standards: Fixed-Route, Community Shuttles, and Seasonal Services | | |
|--|---|---|
| Year 1 | Year 2 | Year 3+ |
| Meet or exceed 6 B/RVH by end of Year 1 ² | Maintain 6 B/RVH each reporting period and; Meet or exceed 10 B/RVH by end of Year 2 | Maintain 10 B/RVH each reporting period |

- Performance standards for shared ride-hailing services will be determined specifically for each service and may be based on a cost per user, cost per mile, or other applicable performance measure.
- After Year 1, services that perform below the minimum performance standard for two or more reporting periods will be evaluated for cancellation.
- As part of the Project V service, local agencies must develop strategies to measure ridership satisfaction and on-time performance and must achieve an 85% on-time performance on an ongoing basis, and rider satisfaction must be 90% satisfied based on customer surveys.
- Awarded agencies must submit O&M costs and ridership and fare performance data to OCTA on a quarterly basis. The OCTA Transit Committee will be provided with summarized information from these reports on a semi-annual basis.
- The OCTA subsidy allows awarded agencies to be reimbursed on a pro-rata basis, but not to exceed \$9 per boarding/user or 90 percent (90%) of net operating and maintenance costs³ (after deducting fares and non-OCTA subsidies), whichever is less. The \$9 per boarding/user may increase annually by an OCTA-approved inflationary factor⁴.
- Consistent with Federal law, ADA complementary paratransit or ADA comparable service is required for certain types of Project V funded services.
 - For Project V funded fixed-route services, paratransit services will be provided independently with Project V funds through OCTA Board policy.
 - For Project V funded non-fixed route services, including ride-hailing and any other services, the local agency will be required to provide ADA comparable services and include cost for service as part of the project application.
- Agencies receiving Project V funds may be required to adopt a paratransit plan prior to starting operations.

² One year from the first day of operating the Project V funded service

³ Net Operating Costs include Regular and ongoing marketing, but no longer include Initial Marketing Costs to Establish Service.

⁴ Note: Reimbursement for Planning for New Service, Capital, and Initial Marketing Costs to Establish Service are not subject to the passenger boarding/user requirements and can be reimbursed at up to 90% of total eligible capital costs, depending upon the local agencies' match commitment.

Agency Match Requirements

Local funds are required to provide a minimum 10% non-OCTA match for all Project V components. The match may be comprised of any combination of private contributions, advertising revenues, and local discretionary funds. The match must be a local agency contribution and may not be made up of in-kind services. Capital match funding commitments in excess of ten percent (10%) are eligible for additional points. The OCTA contribution for O&M will not exceed \$9 per boarding/user. Therefore, the actual match provided by the local agency may be greater than ten percent (10%) depending upon ridership. Agency match commitments will be incorporated into cooperative agreements.

Eligibility Requirements

Minimum eligibility and participation requirements must be considered before a project funding application should be submitted. Adherence to strict funding guidelines is required by the M2 Ordinance. Additional standards have been established to provide assurance that M2 funds are spent in the most prudent and effective manner. There is no guarantee that funding will be approved during a particular call for projects. If no acceptable project is identified during a funding cycle, a subsequent call for projects may be scheduled at an appropriate time.

- Applicant must be eligible to receive M2 funding (established on an annual basis) to participate in this program.
- Support recommendations from OC Transit Vision, local transit planning efforts and goals of the Sustainable Communities Strategy, and 2020 call objectives.
- Supplement rather than supplant existing transit services (and commitments) and emphasize service to areas not served by transit.
- Demonstrate availability of local share of O&M funding for the application's specific time horizon.
- Demonstration of cost reasonableness.
- Agency must have a financial plan outlining a funding strategy for ongoing O&M (maximum of seven years).
- Local agency will be required to enter into a cooperative funding agreement with OCTA.
- All projects must include meeting ADA requirements, and these costs must be included in the project application. However, fixed-route proposed services should not include the cost of complementary paratransit service, which will be provided independently with Project V funds through Board policy. For non-fixed-route services, including ride-hailing services, the local agency will be required to provide Americans with Disabilities Act (ADA) comparable services and include in project costs in the application.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



- Complete applications must be approved by the city council and partner jurisdictions, if applicable, prior to submittal to OCTA to demonstrate adequate community and elected official support for initial consideration.
- Local agencies will be required to submit appropriate National Transit Database data to OCTA, or local agency's operator must submit directly to the National Transit Database, if applicable.

Application Process

Project V allocations are determined through a competitive application process. Local agencies seeking funding must complete a formal application and provide supporting documentation that will be used to fully evaluate the project proposal. An application for any proposed service must include a detailed funding/operations plan.

The project application for capital and O&M shall include, at a minimum, the following information:

- Project need, goals and objectives
- Project development and implementation schedule
- Funding plan (funding needs, match funding availability, operations funding assurances, public-private partnership arrangements, and ADA considerations, if applicable)
- Proposed and/or ongoing service and operations plan
- O&M facility management
- KMZ file(s) of proposed service, sufficient to support OCTA geocoding efforts
- Any additional information deemed relevant by the applicant and/or OCTA
- Ridership Projections
- Coordination with existing services such as OCTA transit services, existing Project V services, Metrolink, I-Shuttle, Anaheim Transportation Network and/or Senior Mobility Program

The project application for planning for new projects shall include a scope of work for the proposed planning document requesting Project V funds. The scope must include project need and goals and objectives for the proposed or considered service.

Complete project applications must be submitted by the established due date to be eligible for consideration.

Applications will be reviewed by OCTA for consistency, accuracy, and concurrence. For applications completed in accordance with the program requirements, the projects will be scored, ranked, and submitted to the Transit Committee, and the Board for consideration and potential funding approval. The process is expected to be concluded by Spring 2020.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



The final approved application (including funding plan) will serve as the basis for any cooperative agreements required under the program. The approved projects will be subject to the CTFP Guidelines for project delivery requirements.

Application Guidelines

Project selection is based upon merit utilizing a series of qualitative and quantitative criteria. Candidate projects are required to submit a financial plan with sufficient data to enable adequate evaluation of the application. Each jurisdiction is provided broad latitude in formatting, content, and approach. However, key elements described below must be clearly and concisely presented to enable timely and accurate assessment of project applications.

Financial Details

Each candidate project application must include all phases through construction of facilities. The financial plan will include, at a minimum, the following information:

- Estimated project cost for each phase of development (Planning, if applicable, Initial/Startup Marketing Cost to Establish Service, Capital—including equipment and vehicle acquisition, construction, if applicable, O&M, Ongoing Marketing, and project oversight).
- Preliminary cost estimates for O&M should be coordinated with OCTA and be based upon realistic estimates provided by applicable potential vendors.
- Funding request phase of project implementation with match funding amounts and funding sources clearly identified
- Consideration of ADA costs, if applicable
- Demonstrated financial commitments for match funding and ongoing operations
- Discussion of contingency planning for revenue shortfalls
- Revenue projections and methodology where commercial activity is expected to support implementation and/or operations costs
- Project readiness status
- Realistic project schedule for each project phase

Scoring Criteria

Specific scoring criteria will be used to evaluate the competitive program project applications. Emphasis will be placed on projects with firm financial commitments, overall project readiness, and consistency 2020 call objectives. In addition, projects will be evaluated based upon ridership projections, areas served, cost effectiveness, and local/regional benefits.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



The formal application must include feasibility and efficacy components in order to demonstrate transportation benefits and to also ensure that selected project(s) meet the spirit and intent of M2.

Merit will be demonstrated through technical attributes and industry standard methodologies. The following data will be included and fully discussed in the application:

- Matching funds
- Level of commitment from non-applicant partners
- Operating cost per boarding
- Project readiness including initial operating period for seasonal services or special event readiness
- Projected daily boardings with projection methodology fully presented
- Community connections; connections to fixed route bus and rail
- Projected annual visitors served by seasonal route
- Community outreach
- Agency experience

Other Application Materials

Supporting documentation will be required to fully consider each project application. In addition to the information described above, local agencies will be required to submit the following materials:

Council Resolution: A council resolution authorizing request for funding consideration with a commitment of project match funding (local sources) and operating funds as shown in the funding plan.

Lease/Cost Sharing Agreements: Copies of leases, sponsorship, and/or advertising revenue documents. Confidential agreements may be included for reference when accompanied by affidavit from city treasurer or finance director.

Project Documentation: If the proposed project has completed initial planning activities evidence of approval should be included with the application. Satisfactory evidence includes project approval signature page, engineer-stamped site plan, or other summary information to demonstrate completion or planning phases. The applicant will be asked for detailed information only if necessary, to adequately evaluate the project application.

Operations Plan: In addition to the financial details indicated in this chapter, the operations plan submitted shall include the following technical data: a route map, draft time table, headways, stop location listing, summary of vehicle types and characteristics, speed profile, fleet size, and any other applicable supporting documentation.

Comprehensive Transportation Funding Programs Guidelines Excerpt, Proposed Revisions



Reimbursements

The planning, initial marketing costs to establish service, capital, and O&M phases will be administered on a reimbursement basis. Planning, initial marketing costs to establish service, capital, and O&M reimbursements will be disbursed upon review and approval of a complete expense report, performance report, and consistent with cooperative funding agreement requirements and specifications.

OCTA's operating subsidy for O&M will be no more than Nine Dollars (\$9.00) per boarding/user or Ninety Percent (90%) of net O&M costs, whichever is lower. Local agency matching commitment to OCTA for ongoing operating assistance will be in accordance with terms identified in the cooperative funding agreement.

Calculation of Payment

OCTA's operating subsidy will be no more than Nine Dollars (\$9.00) per boarding/user OR Ninety Percent (90%) of net O&M costs, whichever is lower. An example of a payment calculation to differentiate between the two scenarios is provided as follows:

| SAMPLE PAYMENT CALCULATION | |
|--|------------------------|
| <u>ASSUMPTIONS: 10% MATCH and 1,500 BOARDINGS</u> | |
| <u>Operating Cost</u> | <u>\$23,000</u> |
| <u>Fare Revenue (deduct)</u> | <u>-\$3,000</u> |
| <u>Net Operating Cost</u> | <u>\$20,000</u> |
| <u>Agency Match (10%)</u> | <u>\$2,000</u> |
| <u>Agency Reimbursement (90%)</u> | <u>\$18,000</u> |
| <u>or</u> | |
| <u>Operating Cost</u> | <u>\$23,000</u> |
| <u>Fare Revenue (deduct)</u> | <u>-\$3,000</u> |
| <u>Net Operating Cost</u> | <u>\$20,000</u> |
| <u>\$9 x Boardings (\$9 x 1,500)</u> | <u>\$13,500</u> |
| <u>Agency Match</u> | <u>\$6,500</u> |
| <u>Agency Reimbursement (\$9 per boarding/user)</u> | <u>\$13,500</u> |

Note: In this case, the local agency would be reimbursed for the lower \$9.00 per boarding/user amount.

Project Cancellation

Projects deemed infeasible during the planning process will be cancelled and further expenditures will be prohibited except where necessitated to bring the current phase to a logical conclusion.

For vehicles owned by local agencies that were funded through Project V, if the service is discontinued, agencies shall repay OCTA for vehicles at the same percentage of the sale price, or estimated value based on straight line depreciation of the asset(s) consistent with the Project V percentage of the initial purchase. Useful life shall be based upon OCTA's policy for service life, where applicable.

Cancelled projects will be eligible for re-application upon resolution of issues that led to original project termination.

Audits

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.

Project V Branding

Projects awarded Project V funding are required to place M2 (OCGO) decals in the vehicles used for fixed-route, community shuttles, and seasonal services. Local agencies will coordinate with OCTA in regard to the sizing, placement, and furnishing of decals.

For all awarded services, local agencies are required to place M2 logos on marketing and related service publication materials, including software applications.

An example of the M2 OCGO logo is shown as follows:



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Exhibit 6-1

Point Breakdown & Application Checklist for Community-Based Transit/Circulators (Project V)

| Scoring Criteria | |
|---|---|
| Financial Commitment Capital Match Rate ≥ 50% 40% - 49% 30% - 39% 20% - 29% 10% - 19% | 15 Points Max. <input type="checkbox"/> 15 <input type="checkbox"/> 12 <input type="checkbox"/> 10 <input type="checkbox"/> 8 <input type="checkbox"/> 4 |
| Cost Effectiveness Estimated Operating Cost per Boarding (\$) < \$6.00 \$6.01 - \$8.99 \$9.00 - \$11.99 \$12.00 - \$15.00 | 105 Points Max. <input type="checkbox"/> 15 <input type="checkbox"/> 10 <input type="checkbox"/> 8 <input type="checkbox"/> 4 |
| Project Readiness Project Implementation Schedule – Estimated Opening by Fiscal Year 2021 2048 Project Implementation Schedule – Estimated Opening by Fiscal Year By 2022 19 Project Implementation Schedule – Estimated Opening by Fiscal Year By 2023 0 Project Feasibility Study Complete Planning and Environmental Complete | 105 Points Max. <input type="checkbox"/> 55 <input type="checkbox"/> 33 <input type="checkbox"/> 1 <input type="checkbox"/> 53 <input type="checkbox"/> 52 |
| Operations Plan Draft Time Table & Headways and Stop Locations Identified Route Map w/ Existing Transit Service Stop Locations Identified Fleet Size & Summary of Vehicle Types Maintenance Facilities Identified Available & Service Plan Developed Average Service Speed by Time Period Paratransit Plan | 15 20 Points Max. <input type="checkbox"/> 4 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 12 <input type="checkbox"/> 1 |

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| | |
|--|--|
| Ridership Projection Projected Average Daily Boardings (Opening Year) >1,000 501 - 1,000 151 - 500 50 - 150 | 5 Points Max. <input type="checkbox"/> 5 <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1 |
| Funding Plan Specific Funding Needs (Per year and per phase) Funding Assurances Partnership Arrangements Service Coordination Plan Cost of ADA Service Considered/Addressed | 10 Points Max. <input type="checkbox"/> 3 <input type="checkbox"/> 3 <input type="checkbox"/> 4 2 <input type="checkbox"/> 3 2 <input type="checkbox"/> 3 |
| Service Type Project Time Period Extension of Previous Successful Project V Service New Special Event/Seasonal Services Shared Ride-Hailing Services | 15 Points Max. <input type="checkbox"/> 15 <input type="checkbox"/> 13 <input type="checkbox"/> 10 |
| Agency Experience Special Event/Seasonal Service Shuttle Trolley Community Circulator Shared Ride-Hailing/TNC Services Fixed Route Services Vanpool Years in Service ≥ 4 Years ≥ 3 Years ≥ 2 Years ≥ 1 Year | 10 Points Max. <input type="checkbox"/> 3 2 <input type="checkbox"/> 2 <input type="checkbox"/> 2 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 3 4 <input type="checkbox"/> 2 3 <input type="checkbox"/> 1 2 <input type="checkbox"/> 4 |
| Community Benefit Community Centers Activity Centers Tourist Attractions Other (i.e. Senior Center) Documented Community Support – Surveys Outreach Letters of Support Fixed-Route Bus/Rail Connections ≥ 3 ≥ 2 ≥ 1 | 10 Points Max. <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 1 <input type="checkbox"/> 3 <input type="checkbox"/> 2 <input type="checkbox"/> 1 |

Exhibit 6-2

Sample Resolution for Community-Based Transit/Circulators (Project V)

RESOLUTION NO. XXXX

A RESOLUTION OF THE (GOVERNING BODY) OF THE (ADMINISTERING AGENCY)
APPROVING THE SUBMITTAL OF THE (PROJECT NAME) APPLICATION TO THE ORANGE
COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE PROJECT V
COMMUNITY-BASED TRANSIT/CIRCULATORS PROGRAM

- (a) WHEREAS, the Community-Based Transit/Circulators program (Project V) establishes a competitive process to enable local jurisdictions to develop community-based local transit services that complement regional transit services and meets needs in areas not adequately serviced by regional transit.
- (b) WHEREAS, OCTA intends to allocate Project V funds within the incorporated cities and the County; and
- (c) WHEREAS, OCTA has established the procedures and criteria for reviewing applications as identified in the Project V Guidelines; and
- (d) WHEREAS, by formal action the (GOVERNING BODY) authorizes the nomination of (PROJECT NAME), including all understanding and assurances contained therein.
- (e) WHEREAS, the (ADMINISTERING AGENCY) has been declared by the Orange County Transportation Authority (OCTA) to meet the eligibility requirements to receive revenues as part of Measure M2; and
- (f) WHEREAS, the (ADMINISTERING AGENCY) must include all projects funded by Net Revenues in the seven-year Capital Improvement Program as part of the Renewed Measure M Ordinance eligibility requirement; and
- (g) WHEREAS, the (ADMINISTERING AGENCY) authorizes a formal amendment to the seven-year Capital Improvement Program to add projects approved for funding upon approval from the OCTA Board of Directors; and
- (h) WHEREAS, the (ADMINISTERING AGENCY's) Circulation Element is consistent with the County of Orange Master Plan of Arterial Highways; and
- (i) WHEREAS, the (ADMINISTERING AGENCY) will comply where applicable with provisions of the Americans with Disabilities Act, and any other federal, state, and/or local laws, rules and/or regulations; and
- (j) WHEREAS, the (ADMINISTERING AGENCY) will consult with OCTA regarding the need for a paratransit plan prior to starting operations; and

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(k) WHEREAS, the (ADMINISTERING AGENCY) will provide matching funds for the project as required by the Project V Guidelines and shall fund its share of the project costs and any additional costs over the identified programmed amount; and

(l) WHEREAS, the (ADMINISTERING AGENCY) will not use Measure M funds to supplant Developer Fees or other commitments; and

(m) WHEREAS, the (ADMINISTERING AGENCY) will give OCTA's representatives access to and the right to examine all records, books, papers or documents related to the Project; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The (GOVERNING BODY) hereby requests that the OCTA allocate Project V funds in the amounts specified in the (ADMINISTERING AGENCY's) application to said (ADMINISTERING AGENCY). Said funds shall be matched by funds from the (ADMINISTERING AGENCY) as required and shall be used as supplemental funding to aid the (ADMINISTERING AGENCY) in the implementation of the proposed transit service.

PASSED, APPROVED AND ADOPTED THIS [Insert Day] day of [Insert Month], [Insert Year].



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Programming Recommendation for the City of Laguna Niguel Project V Service

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is located in the upper right corner of the page.

Overview

In June 2018, the Orange County Transportation Authority Board of Directors approved a third Measure M2 Project V call for projects. At that time, the Board of Directors requested that staff work with the City of Laguna Niguel on refinements to its proposed Project V service application and return at a later date with programming recommendations, if applicable. These efforts are now complete, and recommendations are presented for Board of Directors' review and approval.

Recommendations

- A. Approve Project V funding in the amount of \$886,082 for the City of Laguna Niguel's Trolley.
- B. Authorize the Chief Executive Officer to negotiate and execute a cooperative funding agreement with the City of Laguna Niguel to support implementation of its proposed new Project V service.

Background

The Community-Based Transit Circulator Program (Project V) under Measure M2 (M2) provides funding to jurisdictions seeking to implement local transit services, which complement regional bus and rail service, while also meeting local needs in areas that may not be adequately served by regional transit. Project V provides funding opportunities for both capital, operations, and maintenance, and is subject to minimum performance requirements, which are reported semi-annually to the Orange County Transportation Authority (OCTA) Board of Directors (Board). To date, three M2 Project V calls for projects (call) have been issued, approximately \$42 million in M2 Project V funds have been awarded by the Board, and 19 services are currently active. After accounting for cancellations, approximately \$30 million in total funding allocations have been committed to Project V to date.

Discussion

On June 25, 2018, the OCTA Board awarded Project V funds to five local agency projects as part of a third M2 Project V call. At that time, the City of Laguna Niguel's (City) application was not recommended for funding, primarily due to the need to further develop and refine the proposed service's operating scope and funding assumptions. However, as part of its action, the Board directed staff continue working with the City on refinements to its proposal and to return at a later date with a programming recommendation, if ultimately appropriate.

Since that time, OCTA has met with the City to discuss and provide feedback on the proposed application. During each of these meetings, the City was receptive to OCTA's input and secured technical expertise to further refine the service concept and application.

In July, the City submitted a revised application to OCTA. After some initial clarifications, OCTA reviewed and scored the revised application and has now deemed the proposed service to be consistent with the overall objectives and intent of M2 Project V. Key revisions to the application included the following:

- Better defined scope of services (i.e. type of service, routing, and schedule),
- Better definition of proposed special event service types, parking lot availability (and capacity), and Americans with Disabilities Act considerations and proposed accommodations,
- More well-developed financial assumptions based upon typical costs and input from a potential vendor,
- Stronger coordination with currently active south Orange County Project V services, and
- Routing and level of service that considers previously successful Project V services.

Given these revisions, a programming recommendation of \$886,082 in M2 Project V funds to support capital (\$218,160) and operations and maintenance (\$667,992) is now recommended for Board approval.

Details on funding for the proposed service can be found in Attachment A, and for more details on proposed service components, see Attachment B.

Next Steps

Upon Board approval of the recommendations, staff will negotiate and execute a cooperative agreement with the City to determine roles and responsibilities with respect to service implementation, reimbursement, and payment processes. The City is anticipated to start the service in May 2020.

OCTA will continue to provide technical input on the service to the City, upon request. Staff will also monitor the service and report on overall performance as part of twice yearly M2 Project V ridership reporting to the OCTA Board.


Summary

In 2018, the OCTA Board directed staff to continue working with the City on revisions to its M2 Project V service proposal and application. These efforts are now complete, and staff is recommending that the Board award M2 Project V capital, operations, and maintenance funds to the City in order support implementation of its proposed M2 Project V service.

Attachments

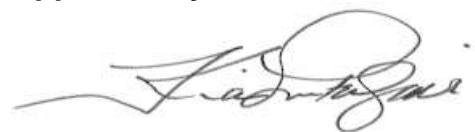
- A. Laguna Niguel Trolley Funding Table
- B. Laguna Niguel Trolley Proposed Service Description

Prepared by:



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Section Manager, Local Programs
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Approved by:



Kia Mortazavi
Executive Director, Planning
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Laguna Niguel Trolley Funding Table

| | Year 1* | Year 2 | Year 3 | Year 4 | Year 5 | Total |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| CAPITAL | | | | | | |
| OCTA Capital 90% ¹ | \$ 42,525 | \$ 42,525 | \$ 44,370 | \$ 44,370 | \$ 44,370 | \$ 218,160 |
| Local Match 10% ² | \$ 4,725 | \$ 4,725 | \$ 4,930 | \$ 4,930 | \$ 4,930 | \$ 24,240 |
| Total Capital | \$ 47,250 | \$ 47,250 | \$ 49,300 | \$ 49,300 | \$ 49,300 | \$ 242,400 |
| O&M | | | | | | |
| OCTA Operations 90% ¹ | \$ 136,922 | \$ 127,458 | \$ 129,960 | \$ 134,307 | \$ 139,275 | \$ 667,922 |
| Local Match 10% ² | \$ 15,214 | \$ 14,162 | \$ 14,440 | \$ 14,923 | \$ 15,475 | \$ 74,214 |
| Total O&M | \$ 152,135 | \$ 141,620 | \$ 144,400 | \$ 149,230 | \$ 154,750 | \$ 742,135 |
| OCTA 90% Share | \$ 179,447 | \$ 169,983 | \$ 174,330 | \$ 178,677 | \$ 183,645 | \$ 886,082 |
| City 10% Match | \$ 19,939 | \$ 18,887 | \$ 19,370 | \$ 19,853 | \$ 20,405 | \$ 98,454 |
| Project Total Cost | \$ 199,385 | \$ 188,870 | \$ 193,700 | \$ 198,530 | \$ 204,050 | \$ 984,535 |

*Service anticipated to start May 2020

¹ Award may be escalated based on need and Consumer Price Index for future years.

² City General Funds or Air Quality Management District allocations.

OCTA operating subsidy will be no more than \$9 per boarding, or 90% of net O&M costs, whichever is lower. There is no guarantee that OCTA will reimburse at 90% unless there is sufficient ridership to achieve a 90% reimbursement based on \$9 per passenger.

OCTA - Orange County Transportation Authority
O&M - Operations and Maintenance

Laguna Niguel Trolley Proposed Service Description

Service Description: The Laguna Niguel Trolley will be a summer fixed-route service going from the Library/Civic Center to Pacific Coast Highways, where it will connect with Dana Point and Laguna Beach Project V services. Laguna Niguel is also proposing to provide special event services during the year.

Service Type: Seasonal Fixed Route and Special Event Service

Service Details:

- **Start Date:** May 2020
- **Service Period:** Memorial Day - Labor Day
- **Service Frequency:** Every 20 minutes
- **Service Days:** Thursday - Sunday
- **Anticipated Special Events:** Annual Summer Concert Series, Fourth of July Celebrations, Annual Carnival, Annual Haunted Trails Halloween Event, and Annual Holiday Parade





October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Transit Administration Sections 5307, 5310, 5337, and 5339 Program of Projects for Federal Fiscal Year 2019-20

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure formula Federal Transit Administration grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2019-20 program, including amendments to prior programs, is presented for review and approval. The federal fiscal year 2019-20 program directs \$89.980 million in federal funds to transit projects, of which \$64.558 million is for bus projects and \$25.422 million is for rail projects.

Recommendations

- A. Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
- B. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
- C. Authorize the use of \$1.275 million in federal proceeds from the sale of the Santa Ana Transit Terminal for the Anaheim Canyon Station Project.
- D. Authorize the use of up to \$1.191 million in federal Congestion Mitigation and Air Quality Improvement Program funds from cost savings on the Orange Transportation Center Parking Structure Project for the following projects: \$0.719 million for the Anaheim Canyon Station; and up to \$0.472 million for the San Juan Creek Bridge replacement.

- E. Authorize the use of \$1.689 million in Federal Transit Administration Section 5337 for the San Juan Creek Bridge Replacement Project to provide a full funding plan for the project based upon current estimates.
- F. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- G. Authorize the Chief Executive Officer to submit the federal fiscal year 2019-20 Federal Transit Administration grant applications to the Federal Transit Administration.
- H. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

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

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

FTA publishes annual apportionments for these programs, and transit agencies submit grant applications for their respective funds. The Orange County Transportation Authority (OCTA) develops the funding levels for future apportionments based on prior year actual FTA apportionments. The full apportionment for FFY 2019-20 will be released at a later date, and OCTA's funding levels will be adjusted. The selection of projects for FTA funding is based on the current policies outlined in the Capital Programming Policies (CPP) (Attachment A), federal funding rules and regulations, and OCTA's adopted Comprehensive Business Plan. Project descriptions for the FTA program of projects (POP) are provided in Attachment B.

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

OCTA also receives annual apportionments from the Federal Highway Administration (FHWA) of federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. When these funds are provided for transit or rail projects, the funds are transferred from FHWA to the FTA and are included in FTA grants as FTA Section 5307 transfer funds.

The Santa Ana Transit Terminal (SATT) property was originally acquired using FTA funds. After OCTA bus service to the facility was discontinued in December 2008, the property was sold per FTA policy. OCTA is required to use the proceeds for a project that is or would be federally eligible. On May 23, 2016, the OCTA Board of Directors (Board) authorized SATT proceeds to go towards the Orange Transportation Center Parking Structure Project.

Discussion

FTA 5307

OCTA expects to receive approximately \$60.280 million in FTA 5307 funds for FFY 2019-20. The proposed projects are consistent with the prioritization of projects listed in the CPP and allow for the most immediate use of grant funds, thereby improving OCTA's cash flow. The proposed projects/programs for these funds are listed below (Attachment C):

- Preventive maintenance (\$20.768 million),
- Capital cost of contracting (\$18.956 million),
- Non-fixed-route paratransit operating assistance (\$12.056 million), and
- Southern California Regional Rail Authority (SCRRA) preventive maintenance (\$8.500 million).

Changes to prior year grants are also reflected in Attachment C.

The five-year programming plan for FTA 5307 projects is provided in Attachment D.

FTA 5310

OCTA expects to receive approximately \$2.224 million in FTA 5310 Enhanced Mobility of Seniors and People with Disabilities funds for FFY 2019-20. These funds are proposed to be used for the capital cost of contracting for ACCESS services (Attachment E), consistent with the CPP assumptions. Use of this funding for paratransit service operating costs helps OCTA support the federal mandate to provide complementary Americans with Disabilities Act service. The proposed use of funds also allows for the most immediate use of grant funds, thereby improving OCTA cash flow. In addition, changes to prior year grants and the five-year programming plan for FTA 5310 funds are provided in Attachment E. The plan continues the use for ACCESS services over the five-year period.

FTA 5337

OCTA expects to receive approximately \$20.736 million in FTA 5337 State of Good Repair funds for FFY 2019-20. The following projects are proposed for these funds (Attachment F):

- SCRRRA rehabilitation (\$16.922 million), and
- OCTA bus preventive maintenance (\$3.814 million).

Each year, OCTA, as a member agency of SCRRRA, is asked to fund rehabilitation projects that are required to maintain the system in a state of good repair. FTA 5337 can only be used for this type of work. Consistent with the CPP, funds are split between rail and bus based on the formula used to calculate the revenues.

A five-year programming plan for FTA 5337 projects, focusing on OCTA bus preventive maintenance and commuter rail rehabilitation projects, is provided in Attachment G. The five-year plan (Attachment E) includes \$1.689 million in FTA Section 5337 for the San Juan Creek Bridge Replacement Project to fully fund the project based upon current estimates. In addition, changes to prior year grants are reflected in Attachment F.

FTA 5339

OCTA expects to receive approximately \$6.740 million in FTA 5339 Bus and Bus Facilities funds for FFY 2019-20. The use of these funds is proposed for the Paratransit Vehicle Replacement Project (Attachment H). There are 116 paratransit vehicles that are due to be replaced in FY 2020-21.

These funds will support the replacement of aging vehicles that are nearing the end of their service life. The FFY 2019-20 funds will support the replacement of 50 vehicles, and a combination of local funds and future grants will fund the remaining vehicles.

- Paratransit Vehicle Replacement Project (\$6.740 million)

Changes to prior year grants are reflected in Attachment H. A five-year programming plan for FTA 5339 projects, focusing on completing the replacement of paratransit vehicles consistent with the bus replacement schedule in the Transit Asset Management Plan, and capital cost of contracting in FFY 2020-21 is provided in Attachment I.

FFY 2019-20 FTA POP

The following table summarizes the recommended programming for the FFY 2019-20 FTA POP.

| Formula Programs | Bus | Rail | Total |
|------------------|--------------|--------------|--------------|
| FTA 5307 | 51,780,087 | 8,500,000 | 60,280,087 |
| FTA 5310 | 2,223,572 | 0 | 2,223,572 |
| FTA 5337 | 3,814,170 | 16,922,245 | 20,736,415 |
| FTA 5339 | 6,739,788 | 0 | 6,739,788 |
| Total | \$64,557,617 | \$25,422,245 | \$89,979,862 |

Approximately \$6.740 million, or 10.4 percent, of the \$64.558 million in FTA formula funds that is programmed to bus will be used for capital expenses, and \$57.818 million or 89.6 percent will be used for operating expenses. Operating expenses allow for most immediate use of grant funds, thereby improving OCTA's cash flow.

Orange Transportation Center Parking Structure Cost Savings

The Orange Transportation Center Parking Structure Project was completed with a cost savings of up to \$2.875 million. The funding plan included \$1.275 million in SATT proceeds that were not needed, leaving a balance of up to \$1.600 million in CMAQ funds. On January 14, 2019, the Board approved the use of approximately \$0.409 million in CMAQ funds to meet the funding need for the Laguna Niguel to San Juan Capistrano Passing Siding Project.

Staff is proposing the remaining \$1.191 million in CMAQ funds be used for the following two rail projects that have funding need:

- \$0.719 million for the Anaheim Canyon Station, and
- up to \$0.472 million for the San Juan Creek Bridge Replacement Project.

Staff is also proposing the \$1.275 million in SATT proceeds be used for the Anaheim Canyon Station.

The changes to the funding plans for these projects are provided in Attachment B.

Next Steps

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

Summary

Board approval is necessary to program FTA formula funding for the FFY 2019-20 FTA POP, the five-year programming plan for FTA 5307, 5310, 5337, and 5339, and to make adjustments to prior year programming based on actual apportionments.

Attachments

- A. Excerpt from Capital Programming Policies by Fund Source, February 2019
- B. Orange County Transportation Authority, Federal Transit Administration Program of Projects Description
- C. Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2019-20)
- D. Proposed Five-Year Programming Plan for FTA Section 5307 Funds, Urbanized Area Formula Program (FFY 2019-20 through FFY 2023-24)
- E. Program of Projects for FTA Section 5310 Funds (FFY 2018-19 through FFY 2019-24)
- F. Program of Projects for FTA Section 5337 Funds (FFY 2016-17 through FFY 2019-20)
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds, State of Good Repair Program (FFY 2019-20 through FFY 2023-24)
- H. Program of Projects for FTA Section 5339 Funds (FFY 2018-19 through FFY 2019-20)
- I. Proposed Five-Year Programming Plan for FTA Section 5339 Funds, Bus and Bus Facilities Program (FFY 2019-20 through FFY 2023-24)
- J. Capital Funding Program Report

Prepared by:



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Formula Funding Programs
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Approved by:



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**Excerpt from Capital Programming Policies by Fund Source
February 2019**

| Funding Source/Agency | State and Federal Programming Policies |
|--|---|
| Federal | |
| Congestion Mitigation and Air Quality (CMAQ)/California Department of Transportation (Caltrans) for Federal Highways Administration (FHWA) | <p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Measure M2 (M2) fixed-guideway and/or M2 high-occupancy vehicle or high-occupancy toll operational improvements, • as match to leverage funding for OC Bridges grade separation projects, • vanpool program and rideshare services, • other rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded bus transit operations (three years of CMAQ funding may be used for the first five years). <p>Set-asides: Bicycle and pedestrian projects up to a ten percent set-aside and contingent on ready-to-go projects as submitted through competitive calls.</p> |
| Federal Transit Administration (FTA) Section 5307 Formula/FTA | <p>Use funds to support ongoing transit operations and State of Good Repair through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p> |
| FTA Section 5309 Fixed-Guideway Capital Investment Grants ("New Starts")/FTA | <p>Prioritize M2 fixed-guideway projects that are following project development requirements consistent with the "New Starts" and/or "Small Starts" process.</p> |
| FTA Section 5310 Formula Funds/FTA | <p>Use funds for eligible enhancements to paratransit capital and operations.</p> |
| FTA Section 5337 Formula Funds/FTA | <p>Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by bus transit for bus transit capital maintenance.</p> |

**Excerpt from Capital Programming Policies by Fund Source
February 2019**

| Funding Source/Agency | State and Federal Programming Policies (Adopted February 2019) |
|---|--|
| Federal | |
| FTA Section 5339 Formula Funds/FTA | <p>Use funds for:</p> <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan. |
| Highway Infrastructure Program/Caltrans for FHWA | Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan). |
| National Highway Freight Program/California Transportation Commission (CTC) for FHWA | Currently these funds are administered by the state through the Trade Corridors Enhancement Program (TCEP). See TCEP above. |
| Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA | Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and local streets and roads. Funds may also be used for countywide planning activities up to five percent annually. |
| Transportation Alternatives Program (TAP) – CTC/Southern California Association of Governments through Active Transportation Plan (ATP) | Use 100 percent of annual TAP apportionment for bicycle and pedestrian projects through a competitive call to local agencies. Currently these funds are administered by the state through the ATP. See ATP above. |

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

Preventive Maintenance

The OC Bus preventive maintenance costs include all maintenance costs related to maintaining buses, fixed-route infrastructure equipment and facilities, salaries and benefits of maintenance personnel, as well as building and vehicle repair. Preventive maintenance is funded through Federal Transit Administration (FTA) 5307 and FTA 5337 funds

Non Fixed-Route Paratransit Operations Assistance

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

Capital Cost of Contracting

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

Paratransit Vehicle Replacement Project

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

Southern California Regional Rail Authority (SCRRA) Rehabilitation/Renovation

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

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

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

\$33.147 million. Through FY 2017-18, SCRRA member agencies have paid/budgeted approximately \$26.931 million toward OCTA's share of SCRRA rehabilitation/renovation, and only the Los Angeles County Metropolitan Transportation Authority has a balance of approximately \$6.216 million to repay OCTA.

SCRRA Preventive Maintenance

The commuter rail preventive maintenance costs include all maintenance costs related to maintaining rolling stock, vehicles, rail infrastructure, equipment and facilities, salaries, and benefits of maintenance personnel for the commuter rail service. The proposed FTA 5307 funds will support OCTA's share of preventive maintenance costs for SCRRA.

SCRRA New Capital

SCRRA New Capital projects add new track, signal, communications, rolling stock, and other equipment and facilities to the Metrolink system. In most cases the projects are eligible for FTA Section 5337, if not, FTA 5307 funds are used for New Capital projects.

Tactile Tile

Tactile tile is placed on the edge of Metrolink Station platforms to warn riders they are at the edge of the platform. This project is to replace worn tactile tile at Orange County stations and is funded with FTA Section 5337.

Orange Transportation Center Parking Structure

The Orange Transportation Center is located at 130 N. Lemon Street. The station accommodates Metrolink commuter rail service and OCTA bus service. The construction of a 600-stall parking structure was recently completed to meet present and future parking demand for public transit users. Cost savings also resulted in \$1.600 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available to program to other rail projects with funding need. In addition, there was a savings of \$1.275 million in Santa Ana Transit Terminal (SATT) proceeds. The current and proposed funding plans are provided below.

| Current Funding in 000s | Total | CMAQ | SATT Proceeds ¹ | STIP | M1 M2 | City |
|-------------------------|------------------|-----------------|----------------------------|------------------|-----------------|-----------------|
| Engineering | \$ 2,757 | | | | \$ 1,850 | \$ 907 |
| Right-of-Way | \$ 4,100 | | | | | \$ 4,100 |
| Construction | \$ 26,939 | \$ 4,073 | \$ 3,919 | \$ 13,762 | \$ 420 | \$ 4,765 |
| TOTAL | \$ 33,796 | \$ 4,073 | \$ 3,919 | \$ 13,762 | \$ 2,270 | \$ 9,772 |

M1 / M2 – Measure M1 / Measure M2

¹ Actual SATT proceeds higher than original amount programmed and presented in the Capital Funding Program.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

| Proposed Funding in 000s | Total | CMAQ | SATT Proceeds | STIP | M1/M2 | City |
|--------------------------|------------------|-----------------|-----------------|------------------|-----------------|-----------------|
| Engineering | \$ 2,757 | | | | \$ 1,850 | \$ 907 |
| Right-of-Way | \$ 4,100 | | | | | \$ 4,100 |
| Construction | \$ 24,064 | \$ 2,473 | \$ 2,644 | \$ 13,762 | \$ 420 | \$ 4,765 |
| TOTAL | \$ 30,921 | \$ 2,473 | \$ 2,644 | \$ 13,762 | \$ 2,270 | \$ 9,772 |
| Increase/(Decrease) | (\$ 2,875) | (\$ 1,600) | (\$ 1,275) | \$ 0 | \$ 0 | \$ 0 |
| | | | | | | |

STIP – State Transportation Improvement Program

San Juan Creek Bridge Replacement

The San Juan Creek Bridge is a 100-year old bridge that crosses over San Juan Creek between Control Point (CP) Oso and CP Capistrano on the Orange Subdivision owned by OCTA, in the Los Angeles- San Diego Rail Corridor. This project will support the replacement and construction of a new bridge that will significantly reduce the amount of maintenance required and will meet current design standards and rail load capabilities. Construction was initially expected to begin in early 2019, but the project construction start has been delayed to May 2020, due to the federal environmental document approval process. Proposed FTA 5337 funds will support the replacement of the bridge. The current and proposed funding plans are provided below. Based on current estimates, there is a shortfall of \$2.315 million. It is proposed to fund this shortfall through use of FFY 2016-17 and FFY 2020-21 FTA Section 5337 funds and CMAQ funds from the Orange Transportation Center Parking Structure Project.

| Current Funding in 000s | Total | FTA Section 5337 | Demo | Proposition 1B TSSSDRA | M2 |
|-------------------------|------------------|------------------|---------------|------------------------|-----------------|
| Right-of-Way | \$ 1,234 | | | \$ 59 | \$ 1,175 |
| Construction | \$ 34,784 | \$ 33,871 | \$ 913 | | |
| TOTAL | \$ 36,018 | \$ 33,871 | \$ 913 | \$ 59 | \$ 1,175 |

Demo – Federal Demonstration funds

TSSSDRA - Transit System Safety, Security and Disaster Response Account

| Proposed Funding in 000s | Total | FTA Section 5337 | CMAQ | Demo | Proposition 1B TSSSDRA | M2 |
|--------------------------|------------------|------------------|---------------|---------------|------------------------|-----------------|
| Right-of-Way | \$ 1,234 | | | | \$ 59 | \$ 1,175 |
| Construction | \$ 37,099 | \$ 35,714 | \$ 472 | \$ 913 | | |
| TOTAL | \$ 38,333 | \$ 35,714 | \$ 472 | \$ 913 | \$ 59 | \$ 1,175 |
| Increase/(Decrease) | \$ 2,315 | \$ 1,843 | \$ 472 | \$ 0 | \$ 0 | \$ 0 |

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Anaheim Canyon Station Project

The Anaheim Canyon Station Project will construct a second station track and platform to allow more than one train to serve the station and/or pass through the station area at a time. The existing platform will be extended in order to be in conformance with the Metrolink standards for passenger platform length. The project also includes fully Americans with Disability Act compliant improvements to the pedestrian circulation elements at the station. The Orange Transportation Center Parking Structure Project needed only \$2.644 million in SATT proceeds and SATT proceeds ultimately increased so that there is now a balance of \$1.275 million. Consistent with FTA's requirement that the funds be applied to a commuter rail station, staff is proposing to apply this balance to the construction phase of the Anaheim Canyon Station Project in addition to \$0.719 million in CMAQ funds from cost savings on the Orange Transportation Center Parking Structure Project to meet the current funding need. The current and proposed funding plans are provided below.

| Current Funding in 000s | Total | CMAQ ² | CURE | M2 |
|-------------------------|------------------|-------------------|---------------|-----------------|
| Engineering | \$ 3,090 | \$ 3,090 | | |
| Right-of-Way | \$ 2,250 | \$ 250 | | \$ 2,000 |
| Construction | \$ 22,566 | \$ 22,073 | \$ 493 | |
| TOTAL | \$ 27,906 | \$ 25,413 | \$ 493 | \$ 2,000 |

CURE – Commuter and Urban Rail Endowment Fund

| Proposed Funding in 000s | Total | CMAQ | CURE | SATT Proceeds | M2 |
|--------------------------|------------------|------------------|---------------|-----------------|-----------------|
| Engineering | \$ 3,090 | \$ 3,090 | | | |
| Right-of-Way | \$ 2,250 | \$ 250 | | | \$ 2,000 |
| Construction | \$ 23,841 | \$ 22,792 | \$ 493 | \$ 1,275 | |
| TOTAL | \$ 29,900 | \$ 26,132 | \$ 493 | \$ 1,275 | \$ 2,000 |
| Increase/(Decrease) | \$ 1,994 | \$ 719 | \$ 0 | \$ 1,275 | \$ 0 |

Laguna Niguel to San Juan Capistrano Passing Siding Project

The Laguna Niguel to San Juan Capistrano Passing Siding Project includes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost (MP) 193.9 in the City of San Juan Capistrano (just south of the Laguna Niguel/Mission Viejo (LNMV) Metrolink Station) and MP 195.7 in the City of San Juan Capistrano (approximately 500 feet north of the Trabuco Creek crossing). A portion of the project from approximately MP 194.0 to MP 194.2 passes through the City of Laguna Niguel. The project will also relocate an existing spur track currently south of the LNMV Metrolink Station at around MP 194.6.

² CMAQ funds for right-of-way for Anaheim Canyon Station are for consultant support for the acquisition of easements needed to operate the improved service.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

On January 14, 2019, the Board of Directors approved the use of approximately \$0.409 million in CMAQ funds to meet the funding need for the project. These funds derive from cost savings on the Orange Transportation Center Parking Structure Project. The funding plan for the project is provided below.

| Funding in 000s | Total | STIP | CMAQ | Proposition 116 | Proposition 1B IRI | FTA Section 5309 | CURE |
|--------------------|------------------|-----------------|------------------|--------------------|-----------------------|------------------------|---------------|
| Engineering | \$ 4,177 | | \$ 3,792 | | | | \$ 385 |
| Right-of- Way | \$ 0 | | | | | | |
| Construction | \$ 29,883 | \$ 3,000 | \$ 18,964 | \$ 4,733 | \$ 2,000 | \$ 1,015 | \$ 171 |
| TOTAL | \$ 34,060 | \$ 3,000 | \$ 22,756 | \$ 4,733 | \$ 2,000 | \$ 1,015 | \$ 556 |

IRI - Intercity Rail Improvement

Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2019-20)

(Pending Board approval on October 14, 2019)

FFY 2019-20

| Line Item Description | Federal Amount | Local Match | Total | Federal Percentage Share | Statewide Match Credit ³ |
|--|----------------|---------------|----------------|--------------------------|-------------------------------------|
| Preventive Maintenance | 20,767,980 | - | 20,767,980 | 100% | 4,153,596 |
| Capital Cost of Contracting ¹ | 18,956,090 | - | 18,956,090 | 100% | 3,791,218 |
| Non Fixed-Route Paratransit Operations Assistance ² | 12,056,017 | 48,224,068 | 60,280,085 | 20% | - |
| SCRRA Preventive Maintenance | 8,500,000 | - | 8,500,000 | 100% | 1,700,000 |
| FFY 2019-20 Total (All Projects) | \$ 60,280,087 | \$ 48,224,068 | \$ 108,504,155 | | \$ 9,644,814 |

FFY 2018-19 Adjustments

| Line Item Description | FFY 2018-19 FTA 5307 Amount | Adjustment Increase (Decrease) ⁴ | Revised FTA 5307 Amount | Statewide Match Credit ³ |
|---|-----------------------------|---|-------------------------|-------------------------------------|
| Preventive Maintenance | 22,077,154 | (1,177,909) | 20,899,245 | 4,179,849 |
| Non Fixed-Route Paratransit Operations Assistance | 12,100,765 | (286,931) | 11,813,834 | - |
| Capital Cost of Contracting ¹ | 17,856,090 | - | 17,856,090 | 3,571,218 |
| SCRRA Preventive Maintenance | 8,500,000 | (20,974) | 8,479,026 | 1,695,805 |
| SCRRA New Capital ⁵ | - | 20,974 | 20,974 | |
| FFY 2018-19 Total (All Projects) | 60,534,009 | \$ (1,485,814) | \$ 59,069,169 | \$ 9,446,872 |

FFY 2017-18 Adjustments

| Line Item Description | FFY 2017-18 FTA 5307 Amount | Adjustment Increase (Decrease) ⁶ | Revised FTA 5307 Amount | Statewide Match Credit ³ |
|---|-----------------------------|---|-------------------------|-------------------------------------|
| Preventive Maintenance | 21,377,167 | (34,017) | 21,343,150 | 4,268,630 |
| Non Fixed-Route Paratransit Operations Assistance | 11,857,683 | (8,505) | 11,849,178 | - |
| Capital Cost of Contracting ¹ | 17,708,799 | - | 17,708,799 | 3,541,760 |
| SCRRA Preventive Maintenance | 8,374,341 | - | 8,374,341 | 1,674,868 |
| FFY 2017-18 Total (All Projects) | 59,317,990 | \$ (42,522) | \$ 59,275,468 | \$ 9,485,258 |

Notes:

- The project includes \$28.434 million in local OCTA funds in FFY 2019-20 and \$26.784 million in local OCTA funds in FFY 2018-19.
- The overall project cost requires local and state funds, which are already committed to the project. As a result, the match credit is not used on this project.
- The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
- Actual apportionments were less than Board-approved FTA 5307 funding.
- \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance. \$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.
- FTA returned \$548,661 in FTA 5307 to OCTA in FFY 2017-18 for FTA 5307 funds that lapsed due to an error by FTA. There is also a correction to the FY 2017-18 amount that was previously overstated by \$591,183.

Acronyms:

FTA - Federal Transit Administration
FFY - Federal fiscal year
Board - Board of Directors

SCRRA - Southern California Regional Rail Authority
OCTA - Orange County Transportation Authority

**Proposed Five-Year Programming Plan for FTA Section 5307 Funds
Urbanized Area Formula Program (FFY 2019-20 through FFY 2023-24)**

(Pending Board approval on October 14, 2019)

| Line Item Description | FFY 2019-20 ³ | FFY 2020-21 | FFY 2021-22 | FFY 2022-23 | FFY 2023-24 ⁴ |
|--|--------------------------|---------------|---------------|---------------|--------------------------|
| Preventive Maintenance ¹ | 20,767,980 | 20,767,980 | 17,667,980 | 17,667,980 | 17,667,980 |
| Capital Cost of Contracting ¹ | 18,956,090 | 18,956,090 | 22,056,090 | 22,056,090 | 22,056,090 |
| Non Fixed-Route Paratransit Operations Assistance | 12,056,017 | 12,056,017 | 12,056,017 | 12,056,017 | 12,056,017 |
| SCRRA Preventive Maintenance/Commuter Rail Projects ^{1,2} | 8,500,000 | 8,500,000 | 8,500,000 | 8,500,000 | 8,500,000 |
| FFY 2018-19 to 2022-23 Total (All Projects) | \$ 60,280,087 | \$ 60,280,087 | \$ 60,280,087 | \$ 60,280,087 | \$ 60,280,087 |

Notes:

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

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

SCRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5310 Funds (FFY 2018-19 through FFY 2019-24)

(Pending Board approval on October 14, 2019)

FFY 2019-20

| Line Item Description | Federal Amount | Local Match | Total | Federal Percentage Share | Statewide Match Credit ¹ |
|---|---------------------|-------------|---------------------|--------------------------|-------------------------------------|
| Capital Cost of Contracting for ACCESS Services | 2,223,572 | - | 2,223,572 | 100% | 444,714 |
| FFY 2019-20 Total (All Projects) | \$ 2,223,572 | \$ - | \$ 2,223,572 | | \$ 444,714 |

FFY 2018-19 Adjustments

| Line Item Description | FFY 2017-18 FTA 5310 Amount | Adjustment Increase (Decrease) ² | Revised FTA 5310 Amount | Statewide Match Credit ¹ |
|---|--------------------------------|--|----------------------------|--|
| Capital Cost of Contracting for ACCESS Services | 2,175,734 | 2,317 | 2,178,051 | 435,147 |
| FFY 2018-19 Total (All Projects) | \$ 2,175,734 | \$ 2,317 | \$ 2,178,051 | \$ 435,147 |

Notes:

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

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors

**Proposed Five-Year Programming Plan for FTA Section 5310 Funds
Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2019-20 through FFY 2023-24)**

(Pending Board approval on October 14, 2019)

| Line Item Description | FFY 2019-20 ² | FFY 2020-21 | FFY 2021-22 | FFY 2022-23 | FFY 2023-24 ³ |
|--|--------------------------|---------------------|---------------------|---------------------|--------------------------|
| Capital Cost of Contracting for ACCESS Services ¹ | 2,223,572 | 2,223,572 | 2,223,572 | 2,223,572 | 2,223,572 |
| FFY 2018-19 to 2022-23 Total (All Projects) | \$ 2,223,572 | \$ 2,223,572 | \$ 2,223,572 | \$ 2,223,572 | \$ 2,223,572 |

Notes:

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

Program of Projects for FTA Section 5337 Funds (FFY 2016-17 through FFY 2019-20)

(Pending Board approval on October 14, 2019)

FFY 2019-20

| Line Item Description | Federal Amount | Local Match | Total | Federal Percentage Share | Statewide Match Credit ² |
|--|----------------|-------------|---------------|--------------------------|-------------------------------------|
| SCRRA Rehabilitation/Renovation ¹ | 16,922,245 | - | 16,922,245 | 100% | 3,384,449 |
| OCTA Bus Preventive Maintenance ³ | 3,814,170 | - | 3,814,170 | 100% | 6,383,340 |
| FFY 2019-20 Total (All Projects) | \$ 20,736,415 | \$ - | \$ 20,736,415 | 100% | \$ 9,767,789 |

FFY 2018-19 Adjustments

| Line Item Description | FFY 2018-19 FTA 5337 Amount | Adjustment Increase (Decrease) ⁴ | Revised FTA 5337 Amount | Statewide Match Credit ² |
|--|-----------------------------|---|-------------------------|-------------------------------------|
| SCRRA Rehabilitation/Renovation ^{1,4} | 15,063,858 | (1,776,759) | 13,287,099 | 2,657,420 |
| SCRRA Preventive Maintenance ⁵ | - | 20,974 | 20,974 | |
| SCRRA New Capital ⁶ | - | 495,006 | 495,006 | |
| San Juan Creek Bridge Replacement | 2,833,025 | - | 2,833,025 | 566,605 |
| OCTA Bus Preventive Maintenance ^{3,4} | 3,831,387 | (81,711) | 3,749,676 | 749,935 |
| FFY 2018-19 Total (All Projects) | \$ 21,728,270 | \$ (1,342,490) | \$ 20,385,780 | \$ 3,973,960 |

FFY 2016-17 Adjustments

| Line Item Description | FFY 2016-17 FTA 5337 Amount | Adjustment Increase (Decrease) ⁷ | Revised FTA 5337 Amount | OCTA Match Credit ⁷ |
|--|-----------------------------|---|-------------------------|--------------------------------|
| SCRRA Rehabilitation/Renovation ^{1,7} | 1,780,245 | (987,000) | 793,245 | 158,649 |
| San Juan Creek Bridge Replacement ⁷ | 13,444,645 | 154,000 | 13,598,645 | 2,719,729 |
| Tactile Tile ⁷ | - | 833,000 | 833,000 | 166,600 |
| OCTA Bus Preventive Maintenance ³ | 3,137,729 | - | 3,137,729 | 627,546 |
| FFY 2016-17 Total (All Projects) | \$ 18,362,619 | \$ - | \$ 18,362,619 | \$ 3,672,524 |

Notes:

- The Rotem Rail Cars Settlement Plan provides OCTA with a total credit of \$33.147 million. SCRRA member agencies' rolling stock repayment contributions (METRO, SBCTA, and VCTC) reduced amount of funding required from OCTA's share of SCRRA rehabilitation and renovation.
- The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
- Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance. Other funds are FTA 5307.
- Actual apportionments were less than Board-approved FTA 5337 funding.
- \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance. \$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.
- SCRRA New Capital projects eligible for FTA Section 5337
- Tactile Tile added as a station rehabilitation project managed by OCTA and \$154,000 added to San Juan Creek Bridge from funds previously programmed to SCRRA rehabilitation

Acronyms:

FTA - Federal Transit Administration
 FFY - Federal fiscal year
 Board - Board of Directors
 SCRRA - Southern California Regional Rail Authority

OCTA - Orange County Transportation Authority
 METRO - Los Angeles County Metropolitan Transportation Authority
 SBCTA - San Bernardino County Transportation Authority
 VCTC - Ventura County Transportation Commission

Proposed Five-Year Programming Plan for FTA Section 5337 Funds
State of Good Repair Program (FFY 2019-20 through FFY 2023-24)

(Pending Board approval on October 14, 2019)

| Line Item Description | FFY 2019-20 ⁴ | FFY 2020-21 | FFY 2021-22 | FFY 2022-23 | FFY 2023-24 ⁵ |
|---|--------------------------|---------------|---------------|---------------|--------------------------|
| SCRRA Rehabilitation/Renovation FY 2020-21 ^{1,2} | 16,922,245 | - | - | - | - |
| SCRRA Rehabilitation/Renovation FY 2021-22 ^{1,2} | - | 15,233,245 | - | - | - |
| SCRRA Rehabilitation/Renovation FY 2022-23 ^{1,2} | - | - | 16,922,245 | - | - |
| SCRRA Rehabilitation/Renovation FY 2023-24 ^{1,2} | - | - | - | 16,922,245 | - |
| SCRRA Rehabilitation/Renovation FY 2024-25 ^{1,2} | - | - | - | - | 16,922,245 |
| San Juan Creek Bridge Replacement | - | 1,689,000 | - | - | - |
| OCTA Bus Preventive Maintenance ^{1,3} | 3,814,170 | 3,814,170 | 3,814,170 | 3,814,170 | 3,814,170 |
| Total (All Projects) | \$ 20,736,415 | \$ 20,736,415 | \$ 20,736,415 | \$ 20,736,415 | \$ 20,736,415 |

Notes:

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

Acronyms:

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

Program of Projects for FTA Section 5339 Funds (FFY 2018-19 through FFY 2019-20)

(Pending Board approval on October 14, 2019)

FFY 2019-20

| Line Item Description | Federal Amount | Local Match | Total | Federal Percentage Share | Statewide Match Credit ¹ |
|---|----------------|-------------|--------------|--------------------------|-------------------------------------|
| Capital Cost of Contracting | - | - | - | 100% | - |
| Paratransit Vehicle Replacement Project | 6,739,788 | - | 6,739,788 | 100% | 1,347,958 |
| FFY 2019-20 Total (All Projects) | \$ 6,739,788 | \$ - | \$ 6,739,788 | | \$ 1,347,958 |

FFY 2018-19 Adjustments

| Line Item Description | FFY 2018-19 FTA 5339 Amount | FTA 5339 Funding Increase (Decrease) ² | Revised FTA 5339 Amount | Statewide Match Credit ¹ |
|---|-----------------------------|---|-------------------------|-------------------------------------|
| Capital Cost of Contracting | 3,100,000 | (3,100,000) | - | - |
| Paratransit Vehicle Replacement Project | 4,315,685 | 2,160,521 | 6,476,206 | 1,295,241 |
| FFY 2018-19 Total (All Projects) | \$ 7,415,685 | \$ (939,479) | \$ 6,476,206 | \$ 1,295,241 |

Notes:

1. The project is utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Actual apportionments were less than Board-approved FTA 5339 funding. Funds were moved to paratransit vehicle replacement to ensure sufficient funds were available to replace vehicles reaching the end of their useful life.

Acronyms:

FTA - Federal Transit Administration
FFY - Federal fiscal year
Board - Board of Directors

Proposed Five-Year Programming Plan for FTA Section 5339 Funds
Bus and Bus Facilities Program (FFY 2019-20 through FFY 2023-24)

(Pending Board approval on October 14, 2019)

| Line Item Description | FFY 2019-20 ² | FFY 2020-21 | FFY 2021-22 | FFY 2022-23 | FFY 2023-24 ³ |
|--|--------------------------|--------------|--------------|--------------|--------------------------|
| Capital Cost of Contracting ¹ | - | 4,955,782 | - | - | - |
| Paratransit Vehicle Replacement Project ¹ | 6,739,788 | 1,784,006 | 6,739,788 | 6,739,788 | 6,739,788 |
| FFY 2018-19 to 2022-23 Total (All Projects) | \$ 6,739,788 | \$ 6,739,788 | \$ 6,739,788 | \$ 6,739,788 | \$ 6,739,788 |

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. FFY 2019-20 is the last year of the Fixing America's Surface Transportation Act.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.
4. This funding plan supports the procurement of 213 replacement vehicles: 50 in FFY 2019-20, 13 in FFY 2020-21, and 50 in each of FFY 2021-22, FFY 2022-23, and FFY 2023-24

Acronyms:

FTA - Federal Transit Administration

FFY - Federal fiscal year

Board - Board of Directors



Capital Funding Program Report

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

| Rail Project | | | | | | | | | | | |
|--|--------|--------------------|------------------|------------------|----------------|-----------------|-----|------------------|-----------------|------------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Fullerton Transportation Center parking expansion | M1/R | \$33,667 | | | | \$11,250 | | \$11,035 | \$9,718 | | \$1,664 |
| Orange Transportation Center parking structure ⁴ | M1/R | \$31,003 | \$2,555 | \$2,644 | | \$13,762 | | | \$1,850 | \$420 | \$9,772 |
| Sand Canyon Avenue grade separation | M1/R | \$62,050 | \$10,536 | | | | | \$28,192 | \$3,116 | \$5,352 | \$14,854 |
| OC Streetcar (New Starts) | M1/S | \$407,760 | \$54,465 | \$162,213 | | | | \$25,518 | | \$165,564 | |
| OC Streetcar preliminary studies and environmental | M1/S | \$7,014 | | \$341 | | | | | \$4,977 | \$554 | \$1,142 |
| Anaheim Canyon Station improvements ^{3,4} | R | \$29,900 | \$26,132 | | | | | | | \$2,000 | \$1,768 |
| Control Point at 4th Street | R | \$2,985 | | \$2,985 | | | | | | | |
| Future VSS | R | \$217 | | \$174 | | | | | | | \$43 |
| Laguna Niguel to San Juan Capistrano Passing Siding ⁶ | R | \$36,360 | \$25,056 | \$1,015 | | \$3,000 | | \$6,734 | | | \$555 |
| Metrolink new capital ¹ | R | \$516 | | \$516 | | | | | | | |
| Metrolink preventive maintenance capitalized operation - FY 2016-17 to FY 2023-24 ^{1,2} | R | \$65,374 | | \$65,374 | | | | | | | |
| Metrolink rehabilitation/renovation - FY 2011-12 to FY 2023-24 ^{1,2} | R | \$169,802 | | \$169,802 | | | | | | | |
| Metrolink station and track improvements, and rehabilitation ⁸ | R | \$3,063 | | \$2,617 | | | | | | | \$446 |
| Orange Olive Wye Connection ⁷ | R | \$16,000 | | | | \$16,000 | | | | | |
| Placentia Commuter Rail Station | R | \$34,825 | \$50 | | | \$2,500 | | \$400 | | \$8,000 | \$23,875 |
| Positive Train Control (Metrolink) | R | \$39,916 | | \$4,492 | \$1,234 | | | \$34,190 | | | |
| San Juan Creek Bridge replacement ^{2,4,5} | R | \$38,333 | \$472 | \$35,714 | \$913 | | | \$59 | | \$1,175 | |
| Slope stabilization Laguna Niguel-Lake Forest | R | \$5,168 | | \$4,834 | | | | | | \$334 | |
| State College grade separation (LOSSAN) | R | \$79,284 | | | | | | \$46,000 | | \$33,284 | |
| Ticket vending machines | R | \$6,857 | | | | | | | | | \$6,857 |
| VSS at Commuter Rail Stations | R | \$4,409 | | \$3,594 | | | | \$56 | | | \$759 |
| M2 Project S Transit extensions to Metrolink (Rubber Tire) | S | \$733 | | | | | | | | \$733 | |
| Rail Project Totals | | \$1,075,236 | \$119,266 | \$456,315 | \$2,147 | \$46,512 | | \$152,184 | \$19,661 | \$217,416 | \$61,735 |
| Federal Funding Total | | \$577,728 | | | | | | | | | |
| State Funding Total | | \$198,696 | | | | | | | | | |
| Local Funding Total | | \$298,812 | | | | | | | | | |
| Total Funding (000's) | | \$1,075,236 | | | | | | | | | |

| Rail Project Completed | | | | | | | | | | | |
|--|--------|---------------|---------------|----------|------------|-------------|-----|-------------|-------------|----------|-------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps) | M1/R | \$5,177 | \$2,800 | \$732 | | | | | \$1,645 | | |
| Metrolink Grade Crossing Safety Improvements (OCX) | M1/R | \$80,618 | | | | | | \$18,250 | \$7,600 | \$30,710 | \$24,058 |
| Metrolink rolling stock | M1/R | \$158,009 | \$42,230 | \$35,390 | | | | \$36,300 | \$44,089 | | |
| Metrolink Service Track Expansion | M1/R | \$119,957 | | | | | | \$51,399 | \$68,558 | | |
| M2 Project S Fixed-Guideway Anaheim Rapid Connection | M1/S | \$9,924 | | \$1,516 | | | | | \$6,000 | \$1,286 | \$1,122 |



Capital Funding Program Report

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

| Rail Project Completed | | | | | | | | | | | |
|---|--------|------------------|-----------------|-----------------|----------------|-----------------|-----|------------------|------------------|-----------------|-----------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Anaheim Regional Intermodal Transportation Center (ARTIC) construction | M1/T | \$184,164 | \$33,250 | \$37,253 | \$3,501 | \$29,219 | | | \$43,900 | \$35,291 | \$1,750 |
| Fullerton Transportation Station expansion planning, environmental PSR | M1/T | \$0 | \$0 | | | | | | \$0 | | |
| Santa Ana grade separation planning and environmental PSR | M1/T | \$1,333 | \$1,180 | | | | | | \$153 | | |
| Santa Ana Transportation Station planning and environmental PSR | M1/T | \$1,003 | \$888 | | | | | | \$115 | | |
| 17th Street grade separation environmental | R | \$2,476 | | | | | | | | \$2,476 | |
| Control Point Stadium Crossover | R | \$6,490 | | \$3,245 | | | | \$3,245 | | | |
| LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana | R | \$2,699 | | | | | | | | \$2,699 | |
| Metrolink grade crossing safety improvements ROW | R | \$3,025 | | | | | | | | \$3,025 | |
| North Beach crossings safety enhancements | R | \$348 | | | | | | \$166 | | \$182 | |
| Rail Crossing signal lights and pedestrian gates | R | \$252 | | | | | | \$252 | | | |
| Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin) | R | \$553 | | | | | | \$553 | | | |
| Safety repairs for San Clemente Pier Station | R | \$122 | | | | | | \$122 | | | |
| San Clemente Beach Trail Crossings safety enhancements | R | \$4,999 | | | | | | \$2,170 | | \$2,251 | \$578 |
| Transit Rail Security (monitors, fencing, video surveillance) | R | \$163 | | | | | | \$163 | | | |
| Go Local | S | \$7,730 | | | | | | | \$7,730 | | |
| ARTIC environmental, ROW, program management support, site plan | M1 | \$41,369 | | | | | | | \$8,869 | | \$32,500 |
| Fiber Optics installation (Metrolink) | M1 | \$23,183 | | \$10,903 | | | | \$10,479 | \$1,801 | | |
| Laguna Niguel-Mission Viejo Station parking expansion (south lot) | M1 | \$4,135 | | | | | | \$695 | \$3,440 | | |
| Tustin Rail Station parking expansion | M1 | \$15,390 | | | | \$1,100 | | \$7,181 | \$7,109 | | |
| Rail Project Completed Totals | | \$673,119 | \$80,348 | \$89,039 | \$3,501 | \$30,319 | | \$130,975 | \$201,009 | \$77,920 | \$60,008 |
| Federal Funding Total | | \$172,888 | | | | | | | | | |
| State Funding Total | | \$161,294 | | | | | | | | | |
| Local Funding Total | | \$338,937 | | | | | | | | | |
| Total Funding (000's) | | \$673,119 | | | | | | | | | |



Capital Funding Program Report

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

Board Action:

1. Federal Transit Administration (FTA) Sections 5307, 5310, 5337 and 5339 Program of Projects (POP) for Federal Fiscal Year (FFY) 2019-20: Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
3. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of \$1.275 million in federal proceeds from the sale of the Santa Ana Transit Terminal for the Anaheim Canyon Station Project.
4. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of up to \$1.191 million in federal Congestion Mitigation and Air Quality Improvement Program funds from cost savings on the Orange Transportation Center Parking Structure Project for the following projects: \$0.719 million for the Anaheim Canyon Station; and up to \$0.472 million for the San Juan Creek Bridge replacement.
5. FTA Sections 5307, 5310, 5337 and 5339 POP for FFY 2019-20: Authorize the use of \$1.689 million in FTA Section 5337 for the San Juan Creek Bridge Replacement Project to provide a full funding plan for the project based upon current estimates.
6. Contract Change Order for Additional Railroad Flagging Allowance for the Laguna Niguel to San Juan Capistrano Passing Siding Project: Authorize the use of \$2,300,000 in federal Congestion Mitigation and Air Quality Improvement Program funds.

Project Notes:

7. The Orange Olive Wye Connection was submitted for consideration of ITIP funding.
8. The Tactile Tile project funding, \$0.883 million in FTA Section 5337, is included in the "Metrolink station and track improvements, and rehabilitation" project in this report.

Acronyms:

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



Capital Funding Program Report

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

| Bus Transit Project | | | | | | | | | | | |
|---|--------|--------------------|------------------|------------------|--------------|--------------|-----------------|-----------------|----------------|-----------------|------------------|
| Project Title | M Code | Total Funding | Federal Funds | | | State Funds | | | Local Funds | | |
| | | | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Go Local - Step 1 | S | \$5,730 | | | | | | | \$5,730 | | |
| Mobile ticketing equipment | S | \$4,036 | | | | | | \$4,036 | | | |
| Project V Community Circulators | V | \$43,659 | | | | | | | | \$43,659 | |
| Project W Safe Transit Stops (City) | W | \$1,206 | | | | | | | | \$1,206 | |
| Project W Safe Transit Stops (OCTA) | W | \$370 | | | | | | | | \$370 | |
| 40-ft zero-emission replacement buses (six) ⁵ | | \$1,890 | | | | | \$1,890 | | | | |
| ACCESS and fixed-route radio systems upgrade | | \$22,465 | | \$4,434 | \$341 | | | \$16,239 | | | \$1,451 |
| Associated Transportation Improvements | | \$556 | | \$556 | | | | | | | |
| Bravo! 529 buses (six) | | \$3,595 | \$549 | | | | | \$3,046 | | | |
| Bus replacement - articulated alternative fuel buses (60') | | \$31,105 | \$22,250 | \$8,855 | | | | | | | |
| Bus replacement (40' and ACCESS) | | \$149,009 | \$29,198 | \$68,139 | | | | | | | \$51,672 |
| Capital cost of contracting FY2016-17 to FY2023-24 (ACCESS and contracted fixed-route contracts) ^{1,2} | | \$325,734 | | \$162,114 | | | | | | | \$163,620 |
| Engine rebuild | | \$16,294 | | \$14,824 | | | | \$1,470 | | | |
| FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities | | \$3,657 | | \$3,657 | | | | | | | |
| FTA Section 5316 Jobs Access and Reverse Commute | | \$13,962 | | \$13,962 | | | | | | | |
| FTA Section 5317 New Freedom | | \$6,388 | | \$6,388 | | | | | | | |
| Goldenwest Transportation Center parking structure | | \$4,000 | \$3,400 | | | | | | | | \$600 |
| Goldenwest Transportation Center surface lot | | \$2,000 | | | | | | \$1,200 | | | \$800 |
| Heating ventilation unit replacements | | \$448 | | \$381 | | | \$67 | | | | |
| iShuttle replacement buses (12) ⁴ | | \$6,803 | | | | | \$6,123 | | | | \$680 |
| iShuttle replacement buses (five) | | \$2,800 | | | | | \$2,520 | | | | \$280 |
| MSRC County Transportation Commission Partnership Program | | \$2,319 | | | | \$176 | | | | | \$2,143 |
| Non-fixed-route paratransit operations assistance - FY 2014-15 to FY 2023-24 ^{1,2,3} | | \$294,861 | | \$102,395 | | | | | | | \$192,466 |
| OCTA Transit Security & Operations Center | | \$5,914 | | | | | | \$5,914 | | | |
| Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{1,2} | | \$162,740 | | \$162,740 | | | | | | | |
| Purchase (201) 40-foot alternative fuel replacement buses (OCTA) | | \$229,384 | \$134,670 | \$47,696 | | | | | | | \$47,018 |
| Purchase replacement paratransit vans (through FY 2023-24) ^{1,2} | | \$64,290 | | \$50,524 | | | | | | | \$13,766 |
| Rideshare/vanpool | | \$6,732 | \$6,732 | | | | | | | | |
| Standby backup generators at Anaheim and IRCC bases | | \$800 | | | | | \$800 | | | | |
| Transit Security Program | | \$3,167 | | | | | | \$3,167 | | | |
| Vanpool Program - capital lease | | \$12,838 | \$12,838 | | | | | | | | |
| VSS upgrades at OCTA facilities | | \$1,159 | | \$960 | | | | \$199 | | | |
| Zero-emission Bravo! buses (five battery electric) and bus infrastructure | | \$6,852 | | | | | \$2,522 | \$4,330 | | | |
| Zero-emission hydrogen fuel cell buses (10) | | \$12,914 | | | | | \$5,607 | \$7,307 | | | |
| Bus Transit Project Totals | | \$1,449,677 | \$209,637 | \$647,625 | \$341 | \$176 | \$19,529 | \$46,908 | \$5,730 | \$45,235 | \$474,496 |



Capital Funding Program Report

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

| Bus Transit Project | | | | | | | | | | | |
|-----------------------|--------|---------------|---------------|-----|------------|-------------|-----|-------------|-------------|----|-------------|
| | | | Federal Funds | | | State Funds | | | Local Funds | | |
| Project Title | M Code | Total Funding | STBG/CMAQ | FTA | Other Fed. | STIP | SB1 | Other State | M1 | M2 | Other Local |
| Federal Funding Total | | \$857,603 | | | | | | | | | |
| State Funding Total | | \$66,613 | | | | | | | | | |
| Local Funding Total | | \$525,461 | | | | | | | | | |
| Total Funding (000's) | | \$1,449,677 | | | | | | | | | |



Capital Funding Program Report

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

Board Action:

1. Approve the federal fiscal year 2019-20 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.

Project Updates:

3. Project funding updated to reflect historical information.
4. Project funding was updated to reflect actual allocation amounts.

Project Notes:

5. Project has unfunded need of \$4.914 million.

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for the Purchase of Heavy-Duty Buses for iShuttle Service

Overview

On April 8, 2019, the Orange County Transportation Authority Board of Directors approved the release of a request for quotes for the purchase of 12, 30 to 32-foot compressed natural gas-powered heavy-duty buses to support iShuttle service in the City of Irvine. As a result, quotes from qualified vendors under the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative have been evaluated, and approval is requested to award an agreement for the purchase of these buses.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the Orange County Transportation Authority and Gillig LLC, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty compressed natural gas-powered buses, with an option to purchase five additional buses, for iShuttle service.

Discussion

The City of Irvine (City) began operating the iShuttle service in 2008. The City funds the service under a fund exchange agreement, through which the Orange County Transportation Authority (OCTA) provides annual funding to the City in return for a Proposition 116 grant that the City transferred to OCTA in 2011. OCTA used the Proposition 116 funds primarily for Metrolink service expansion projects in Orange County. Under the fund exchange agreement, OCTA reimburses the City over a 30-year period with other available funds. In 2016, the City transferred management and operation of the iShuttle service to OCTA, under a separate cooperative agreement. In addition to the day-to-day management and operation of the iShuttle service, OCTA also provides marketing, service scheduling, vehicle replacement services, fare and data

collection, and other activities in support of the ongoing provision of iShuttle service, resulting in a turn-key operation on the City's behalf. Under this cooperative agreement, the City maintains financial responsibility for the iShuttle program including, vehicle purchases for system expansion and the replacement of vehicles as they reach their useful life.

The current iShuttle fleet includes 24 cutaway buses; 12 of which are 2008 model year, five are 2011 model year, and seven are 2019 model year. The 12, 2008 model year cutaways have traveled an average of 161,000 total miles. The Federal Transit Administration (FTA) defines the minimum useful life of a cutaway bus as seven years, or 200,000 miles, which is consistent with OCTA's bus replacement policy. On April 8, 2019, the OCTA Board of Directors (Board) approved the release of Request for Quotes (RFQ) 9-1001 to replace 12, 2008 model year, iShuttle buses through the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative (CalACT/MBTA), with an option to purchase up to five additional buses in the future.

The CalACT/MBTA Purchasing Cooperative is a form of procurement that enables transit agencies that are identified as a participating agency at the time of procurement to select buses from a menu of choices from different vendors and manufacturers that best suit their requirements without having to initiate a full procurement. The CalACT/MBTA Purchasing Cooperative includes this class of vehicle offered by two vendors. OCTA was included as a participating agency for the CalACT/MBTA procurement, and as such, is eligible to purchase under this competitively procured purchasing cooperative.

The RFQ was submitted to qualified bus vendors meeting the scope of work requirements. The replacement vehicles are heavy-duty buses with larger passenger capacity and longer useful life compared to the current cutaway buses used for the iShuttle service. Two proposals were received as a result of the RFQ, one from Gillig LLC (Gillig) and one from El Dorado National-California (ENC), submitted by Creative Bus Sales, Inc. (CBS). Both were based on a 30-foot heavy-duty compressed natural gas (CNG) bus configuration.

The proposed Gillig bus offers various advantages over the ENC/CBS bus such as greater operating range and greater seated and standee capacity. The proposed Gillig bus also comes equipped with disc-brakes, a \$4,315 per bus option which is not offered on the proposed ENC/CBS bus, contributing to a better overall value when compared to the components included in the ENC/CBS bus proposal.

The proposed Gillig bus offers advantageous warranties for systems and components, as well as operational and technical benefits compared to the proposed ENC/CBS bus in the following areas:

| Components | Gillig | ENC/CBS |
|----------------------------------|----------------------------------|----------------------|
| Drive and non-drive axles | 5 years | 2 years |
| CNG fuel system | 3 year | 2 years |
| CNG cradles, mounting provisions | 5 years/100,000 miles | 2 years/50,000 miles |
| Complete exhaust system | 5 years/100,000 miles | 2 years/50,000 miles |
| Brake system | 2 years/100,000 miles | 2 years/50,000 miles |
| Exterior paint | 3 years/unlimited miles | 2 years/50,000 miles |
| Standee capacity | 23 passengers | 14 passengers |
| Total passenger capacity | 46 passengers | 41 passengers |
| Disc brakes | Available | Not available |
| Fuel capacity | 21,180 standard cubic feet (SCF) | 13,180 SCF |
| Operating Range | 540 miles | 250 miles |

Based on Gillig's proposed delivery schedule, the first article bus will arrive during the second half of 2020. The delivery of the remaining 11 production buses will be completed in September 2021, resulting in receipt of the new buses at approximately the same time the existing 2008 model year buses reach their useful life.

The new 30-foot heavy-duty CNG-powered buses are "Altoona tested" and have an FTA defined useful life of 12 years, or 500,000 miles. Altoona testing tests new transit bus models for safety, reliability, performance, maintainability, noise, fuel economy, and emissions. If transit agencies plan to use any FTA capital funds toward the purchase of transit buses, the vehicle must be Altoona tested. This testing is done at the Larson Transportation Institute's Bus Research and Testing Center, located in Altoona, Pennsylvania. The buses will be configured to carry 23 seated passengers and 23 standees, which was not possible on the cutaway buses due to gross vehicle weight rating limitations. In addition, the new buses will be equipped with two wheelchair stations, a fire suppression

system, OCTA's radio communication system, manufacturer's warranties, and iShuttle branding.

Based on the above, staff recommends award to Gillig for the purchase of 12, 30-foot heavy duty CNG-powered buses.

Procurement Approach

The OCTA Board-approved procurement policies and procedures allow for two options that can be used to purchase new buses. OCTA can issue a request for proposals (RFP) or partner with another public agency and use an existing vehicle agreement, as long as the agreement contains purchase options.

Using the first procurement option, OCTA issues an RFP containing detailed vehicle specifications. The advantage of this procurement method is that OCTA can specify exactly the type of vehicle desired. The disadvantage of this procurement option is the timeline, as the procurement requires additional time, adding to the time it takes to receive delivery of the first article and final delivery of the remaining buses.

Using the second option, OCTA identifies an existing contract for the type of vehicle desired containing exercisable options and issues a RFQ to the participating firms. The advantage of this procurement method is a shortened timeline, and OCTA can begin receiving the complete vehicle order in a shorter time period; in some cases, this could reduce the vehicle delivery for the entire order by as much as 12 months.

Based on the immediate and established service need, staff determined that the cooperative procurement option is the most advantageous due to the shortened procurement time. It was determined that CalACT/MBTA completed a cooperative procurement that specified a vehicle with similar specifications to OCTA's requirements. The procurement included a contract participant list, including OCTA as a participant, and as such, OCTA is eligible to utilize this cooperative agreement.

On April 11, 2019, OCTA issued RFQ 9-1001 to both CalACT/MBTA awarded participants, CBS and Gillig, to provide pricing for specific features that meet OCTA's bus requirements. On June 13, 2019, two quotes were received. Both quotes were reviewed by staff from the Contracts Administration and Materials Management, Transit Technical Services, Facilities Maintenance, and the Contract Transportation Services departments.

On July 3, 2019, OCTA requested a best and final offer from each firm to obtain more competitive pricing in addition to receiving clarification on some cost items submitted with the initial quote. Based on the submitted quote, the total cost to purchase 12, 30-foot CNG-powered buses is \$563,018 per bus, including all OCTA required equipment, disc brakes, and added value in warranties and fuel range.

Fiscal Impact

Funding was included in the OCTA Fiscal Year 2019-20 Budget, Operations Division, Account 2148-9024-D2140-F30, in the amount of \$6,756,221.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-9-1001 between the OCTA and Gillig, in the amount of \$6,756,221, for the purchase of 12, 30-foot heavy-duty CNG-powered buses, with an option for five additional buses, intended for iShuttle service.

Attachment

None.

Prepared by:



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Approved by:



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October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Federal Strategic Regulatory and Funding Consulting Services

A handwritten signature in blue ink, appearing to be "DEJ", is written over the "From:" and "Subject:" lines of the memo.

Overview

Consultant services are needed to provide high-level strategic advice and consultation to the Orange County Transportation Authority as the subject matter expert for a wide variety of federal transportation programs, regulatory processes, and funding sources at all levels in the Federal Executive branch of government. The procurement was handled in accordance with the Orange County Transportation Authority's procurement policies and procedures for professional and technical services. Approval is requested to negotiate and execute an agreement for these services.

Recommendations

- A. Approve the selection of Cardinal Infrastructure, LLC, as the firm to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1360 between the Orange County Transportation Authority and Cardinal Infrastructure, LLC, in the amount of \$318,000, for a two-year term, to provide strategic consultation to the Orange County Transportation Authority on federal transportation program development, regulatory, and funding processes.

Discussion

Since 2015, the Orange County Transportation Authority (OCTA) has benefitted from the guidance and consultation provided by a federal strategic consultant team. Notably, the services provided have helped further the OC Streetcar project through the Federal Transit Administration's (FTA) New Starts process, helped navigate FTA's design, engineering and construction phases, and

assisted in securing a full funding grant agreement in accordance with the New Starts Section 5309 Capital Investment Grant Program.

To broaden the benefits of this service to the agency, the scope of work for a federal strategic consultant was expanded in 2017 from an FTA-specific consulting service to one that can represent the agency's multimodal interests at all levels of the Federal Executive branch of government, including the Federal Highway Administration. The expanded scope has ensured OCTA's top initiatives are delivered efficiently and cost-effectively, and aided the effort to secure a loan made available through the Transportation Infrastructure Finance and Innovation Act (TIFIA) to support the construction of the Interstate 405 Improvement Project.

The federal strategic consultant will provide high-level strategic advice and consultation on a wide variety of federal transportation programs, regulatory processes, and funding sources. These services also include support on grant and credit assistance programs, such as TIFIA, Railroad Rehabilitation Improvement Financing programs, Better Utilizing Investments to Leverage Development, and Infrastructure for Rebuilding America funding programs. The federal strategic consultant team will allow OCTA to maximize opportunities available at the federal level and effectively address potential issues and events occurring in Washington, DC.

OCTA has an existing agreement with Cardinal Infrastructure, LLC, (Cardinal) to provide similar services, which expires on November 30, 2019.

Procurement Approach

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

On July 9, 2019, Request for Proposals (RFP) 9-1360 was issued electronically on CAMM NET. The project was advertised on July 8 and 15, 2019, in a newspaper of general circulation. A pre-proposal conference was held on July 15, 2019, with no attendees. Two addenda were issued to make available the pre-proposal presentation and to respond to written questions.

On August 7, 2019, only one proposal was received. The proposal was from Cardinal. The Government Relations and Contracts Administration and Materials Management (CAMM) departments reviewed the proposal received

from Cardinal and determined that it meets the qualifications, staffing needs, and requirements of the scope of work.

In accordance with OCTA's procurement policies and procedures, a single proposal received for a procurement over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a review to determine if there was adequate competition and if there were any elements in the procurement documents that may have restricted competition. Based on Internal Audit's review, the procurement was handled in a fair and competitive manner. In addition, CAMM contacted several firms who downloaded the RFP from OCTA's CAMM NET website to inquire why they did not submit proposals. Most of the firms contacted indicated that they did not propose because they either did not have the expertise to perform the scope of work or only downloaded the RFP for review.

Furthermore, CAMM conducted a price review of Cardinal's proposed monthly rate. The proposed monthly rate of \$13,000 is consistent with what OCTA has paid since 2017. Therefore, CAMM determined that the proposed fully-burdened monthly rate is deemed fair and reasonable.

Based on the above, it is recommended that the contract is awarded to Cardinal.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Government Relations Department, and Account 0017-7519-M0Z01-TYV.

Summary

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1360 between OCTA and Cardinal, in the amount of \$318,000, for a two-year term, to provide strategic consultation to OCTA on federal transportation program development, regulatory, and funding processes.

Attachment

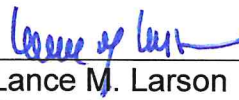
None.

Prepared by:

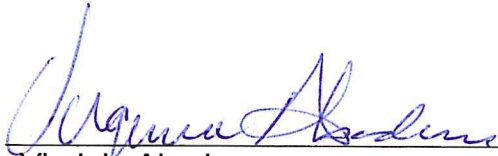


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Virginia Abadessa
Director, Contracts Administration and
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October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Bristol Street Transit Corridor Study – Draft Alternatives

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 staff report presents the six draft conceptual alternatives for Board of Directors' consideration.

Recommendations

- A. Direct staff to offer presentations of the draft conceptual alternatives to the cities and external agencies participating in the study, and conduct a second round of outreach to solicit input from stakeholders and the public.
- B. Direct staff to update the conceptual alternatives based on the input received, perform the technical evaluations, and return to the Board of Directors in spring 2020.

Discussion

The Bristol Street corridor is one of the Orange County Transportation Authority's (OCTA) highest ridership areas, 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 area. This corridor also provides connections to important east-west bus routes, and to Metrolink and Amtrak via a connection to the future OC Streetcar.

Progress to Date

During the initial study phase (Purpose and Need) the team analyzed the existing conditions, future planned growth, identified mobility needs, and developed goals and objectives. These were presented to the OCTA Transit Committee and Board of Directors (Board) in April.



Over the last several months the project development team (PDT) developed six draft conceptual alternatives and identified potential physical and regulatory constraints. During August and early September, the PDT held coordination meetings with staff from the following agencies to solicit input on the draft alternatives and potential constraints:

- City of Costa Mesa,
- City of Irvine,
- City of Santa Ana,
- The California Department of Transportation, and
- John Wayne Airport.

These meetings provided an opportunity for additional input beyond the monthly PDT meetings in which these agencies participate.

Draft Alternatives

Six draft conceptual transit alternatives have been developed to improve transit service in the Bristol Street corridor, as well as facilitate a transit connection to John Wayne Airport. A brief description is listed below.

- Alternative 1: enhanced bus – Fullerton to John Wayne Airport via Anton Boulevard,
- Alternative 2: enhanced bus – Fullerton to John Wayne Airport via Campus Drive,
- Alternative 3: bus rapid transit – Fullerton to John Wayne Airport via Anton Boulevard,
- Alternative 4: bus rapid transit – Fullerton to John Wayne Airport via Sunflower Avenue,

- Alternative 5: OC Streetcar – Santa Ana Regional Transportation Center (SARTC) to John Wayne Airport, and
- Alternative 6: OC Streetcar – SARTC to South Coast Plaza.

To address the study goals of enhanced transit performance and customer experience, the draft alternatives include features to improve passenger boarding and reduce travel times. The various modes being evaluated (enhanced bus, bus rapid transit, and rapid streetcar) employ these features to a different extent and require different levels of capital improvements. Maps of the draft alternatives and a summary of the features that each alternative includes is provided in Attachment A.

Assumptions

The draft alternatives were developed with the following assumptions:

- All six alternatives include the limited-stop spacing that is employed on OCTA's Bravo! service, off-board fare collection, all-door boarding, and transit signal priority in order to achieve more expedited travel times,
- For the four bus alternatives, it was assumed that the proposed routes would extend beyond the study area and serve the same area that Route 57X serves today (which operates between Fullerton and Costa Mesa),
- For the two streetcar alternatives, it was assumed that the alternatives would use the same technology as the OC Streetcar and would have a connection with the OC Streetcar alignment. Therefore, vehicles traveling on the Bristol Street portion of the alignment would be able to connect with the OC Streetcar and travel eastbound towards SARTC.

While it is assumed that the bus alternatives would extend beyond the study area, the scope of this study evaluates potential improvements within the study area boundary. In the event that any of the bus alternatives were to move towards implementation, then extending improvements beyond the study area would be considered in future studies.

Project Constraints and Issues

Some of the emerging issues that have been identified by the PDT are listed below.

Airport access: For the bus alternatives, there are two options being considered for connections to the airport: (1) using the dedicated bus stop within the terminal area (where OCTA Route 76 and the iShuttle stop today) or (2) stopping outside the airport terminal on MacArthur Boulevard, just south of Michelson Drive. While the in-terminal bus stop offers passengers a direct connection to the terminal, the buses do get delayed several minutes by the traffic congestion as they enter and depart the terminal. The alternative to stopping in the terminal is to stop just outside the airport entrance on MacArthur Boulevard. While this has operational benefits for the service, this requires passengers to walk to the terminal from the MacArthur Boulevard/ Michelson Drive intersection.

For the streetcar alternative, which connects to John Wayne Airport (Alternative 5), it is proposed that the streetcar would use an elevated structure to travel over Interstate 405, and then remain elevated and terminate at an elevated station near the airport entrance. The station would include pedestrian bridges to connect passengers with the airport terminal and the Irvine Business Complex.

Dedicated transit lanes: For each of the bus rapid transit and streetcar alternatives, dedicated transit lanes are proposed for approximately 50 percent of the alignment to improve speeds and reduce travel times. Due to limited right-of-way, implementation of dedicated lanes likely means repurposing existing general-purpose lanes or some other portion of the roadway such as landscaped medians, parkways, or active transportation facilities. The team has identified the Bristol Street Widening Project area (located between 17th Street and Warner Avenue in the City of Santa Ana) as a potential opportunity area for a dedicated lane while still maintaining sufficient roadway width for other priorities.

Traffic concerns: Staff from the cities of Costa Mesa and Irvine have noted concerns regarding potential impacts to traffic operations near South Coast Plaza or the Irvine Business Complex. For each of these cities, it is a priority to understand the traffic impacts that are presented by each of the alternatives.

The potential impacts of the enhanced bus alternatives (which share lanes with other vehicles for the entire alignment) are perceived as less of a concern than the potential impacts of the bus rapid transit or streetcar operations, which include dedicated transit lanes that may present changes to traffic signal timing.

Evaluation Criteria

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.

In response to the mobility needs, the following goals were identified. These goals were used to develop the draft evaluation criteria, which will be used to technically evaluate each alternative.

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 goals and draft evaluation criteria is provided in Attachment B.

Next Steps

Staff recommends offering presentations of the draft alternatives and draft evaluation criteria to the cities and participating agencies in the study area and initiating a second round of public and stakeholder outreach. Based on the input received from the OCTA Board, city councils, the public, and stakeholders, staff will finalize the six draft alternatives and start the technical evaluation. During this phase, staff will prepare ridership and cost estimates and quantify the benefits and impacts of each alternative. Staff will return to the Board in early spring with the evaluation results and a summary of the community input received to date.

Summary

OCTA initiated the Bristol Street Transit Corridor Study in October 2018. The PDT completed the corridor definition and identified a set of mobility needs and goals in the spring. Since then, the PDT has developed six draft conceptual alternatives to improve transit service in the Bristol Street corridor. The draft alternatives include a variety of alignments, termini, modes, and features. Pending the Board's approval, staff will offer presentations to each of the city councils and participating agencies in the study area and initiate a second round of outreach. Based on the comments received from the Board, city councils, the public, and stakeholders, staff will finalize the six draft alternatives and transition into the next study phase, the technical evaluation of alternatives.

Attachments

- A. Bristol Street Transit Corridor Study – Draft Alternatives
- B. Bristol Street Transit Corridor Study, Draft Evaluation Criteria

Prepared by:

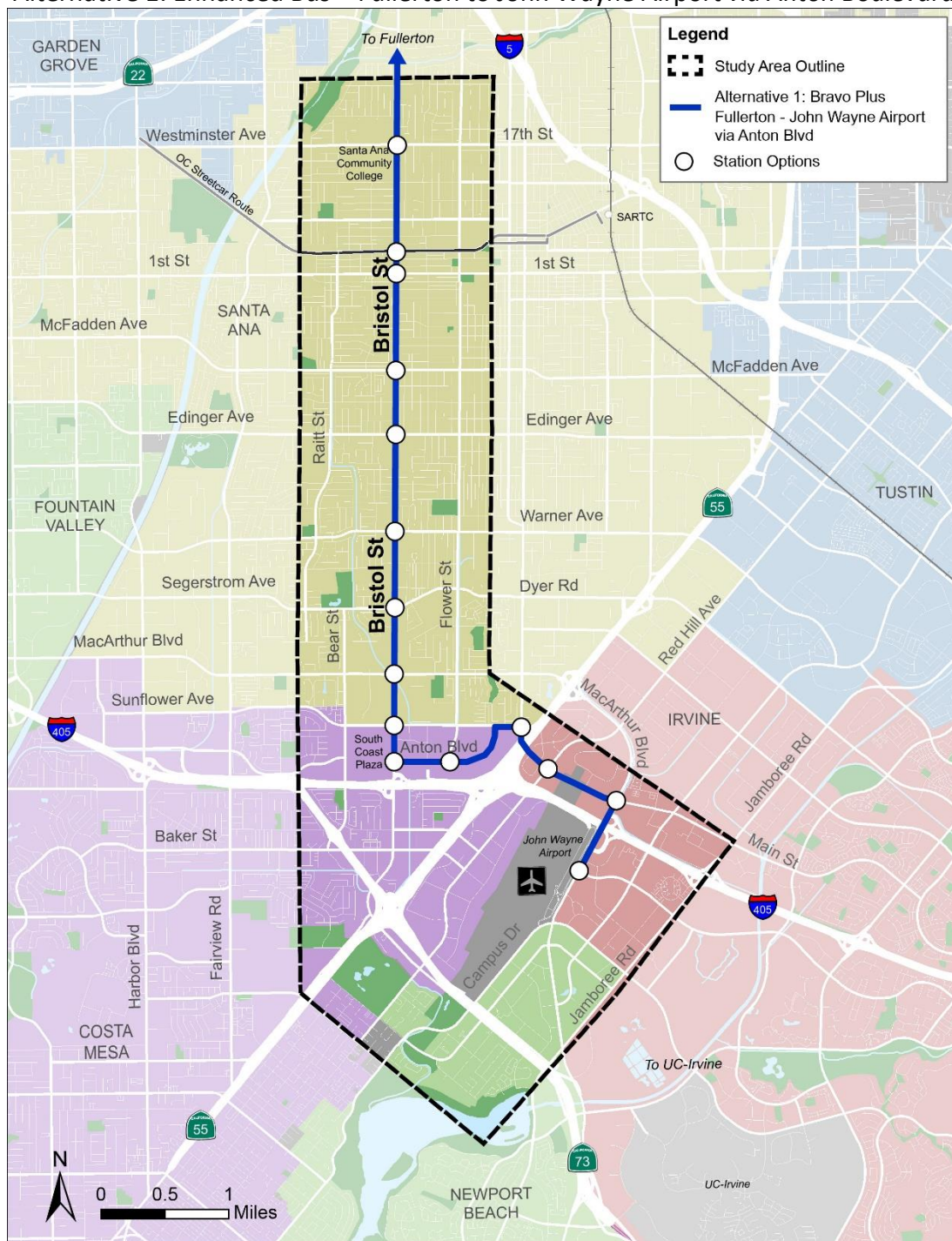
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Approved by:

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Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 1: Enhanced Bus – Fullerton to John Wayne Airport via Anton Boulevard

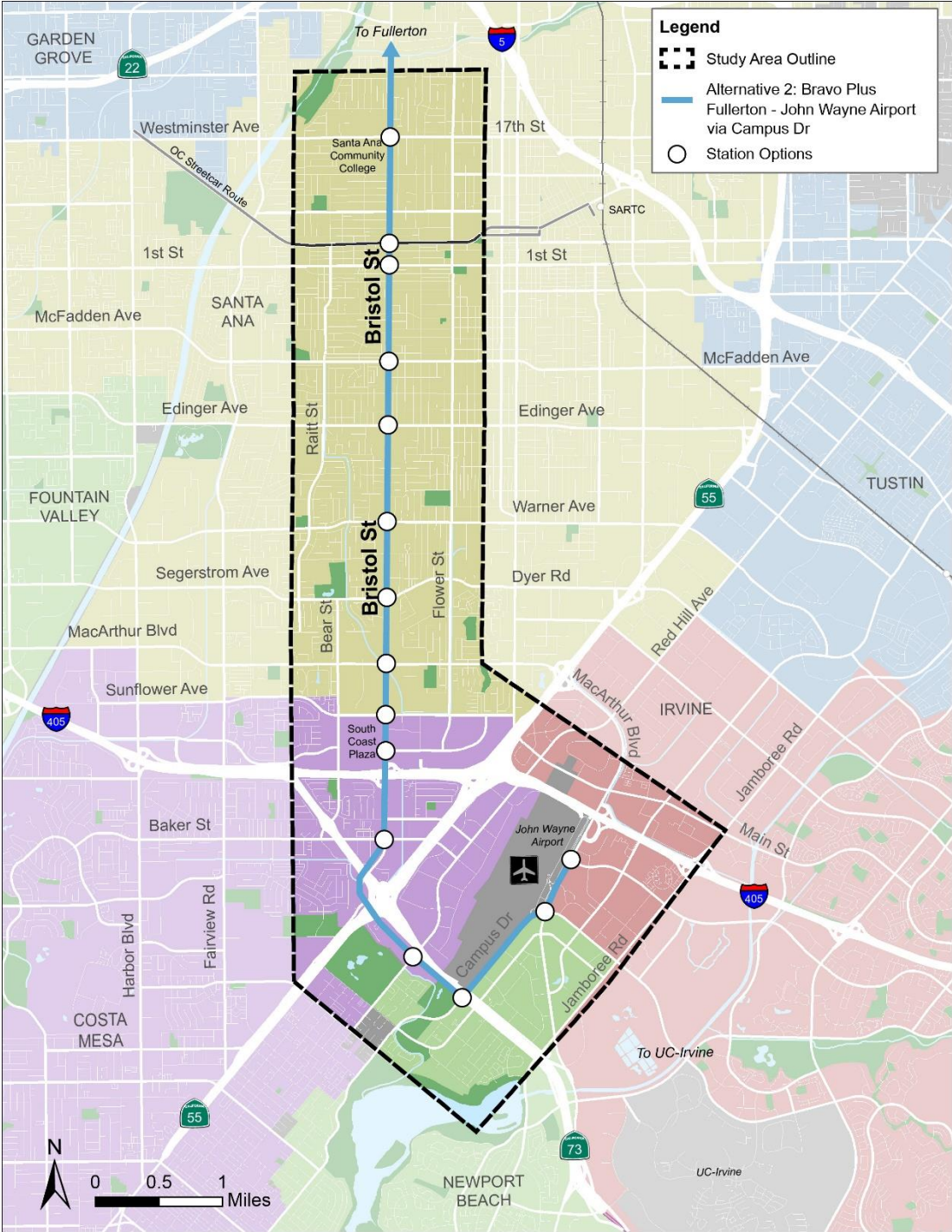


| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ○ | ● | ● | ◐ | ○ | ● | ● | ◐ | 50 Passenger | Outside Bus Stop | \$\$\$\$ |

Feature Implementation Scale (None to Full) - ○ ◐ ◑ ◒ ◓

Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 2: Enhanced Bus – Fullerton to John Wayne Airport via Campus Drive

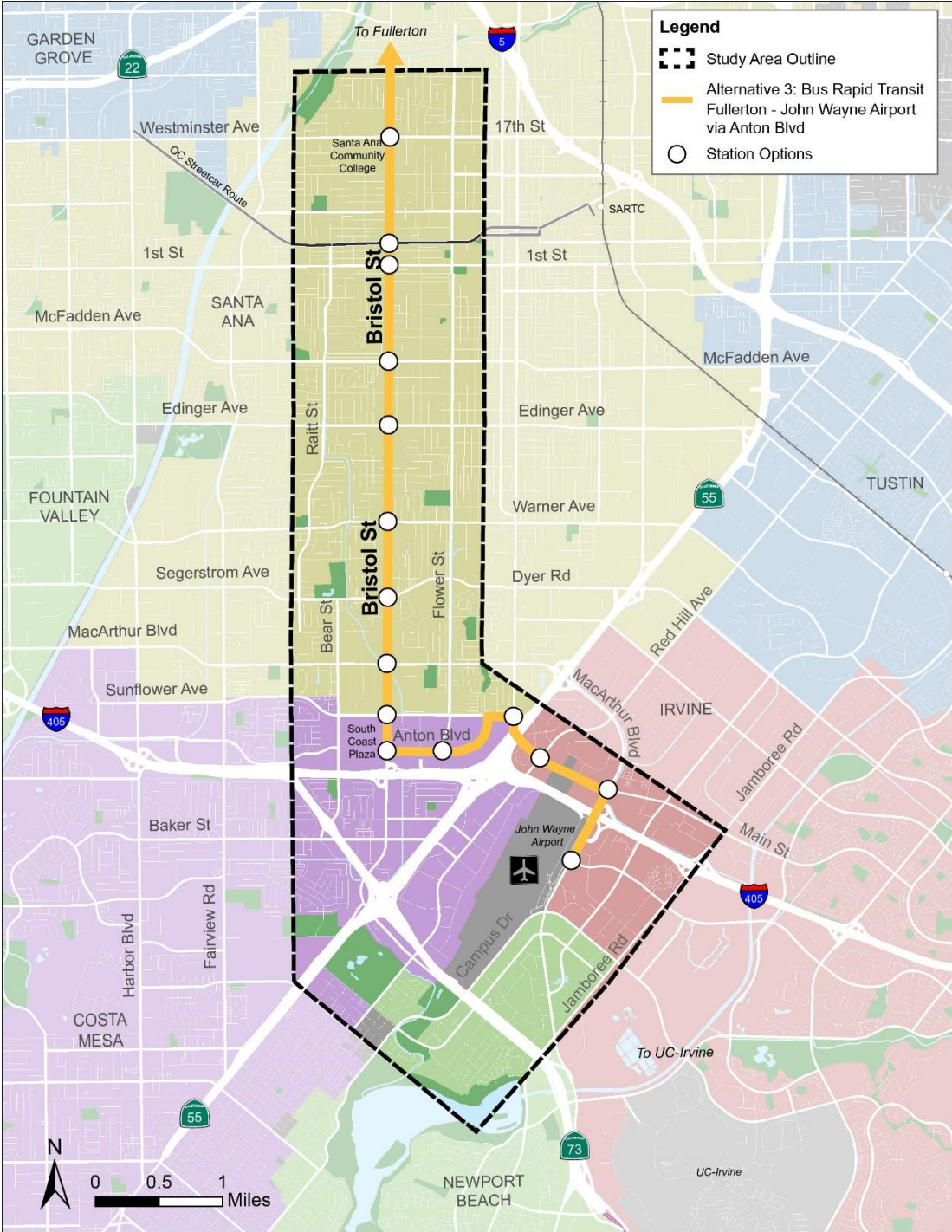


| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ○ | ● | ● | ◐ | ○ | ● | ● | ◐ | 50 Passenger | Inside Bus Stop | \$\$\$\$ |

Feature Implementation Scale (None to Full) - ○ ◐ ◑ ◒ ◓

Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 3: Bus Rapid Transit – Fullerton to John Wayne Airport via Anton Boulevard

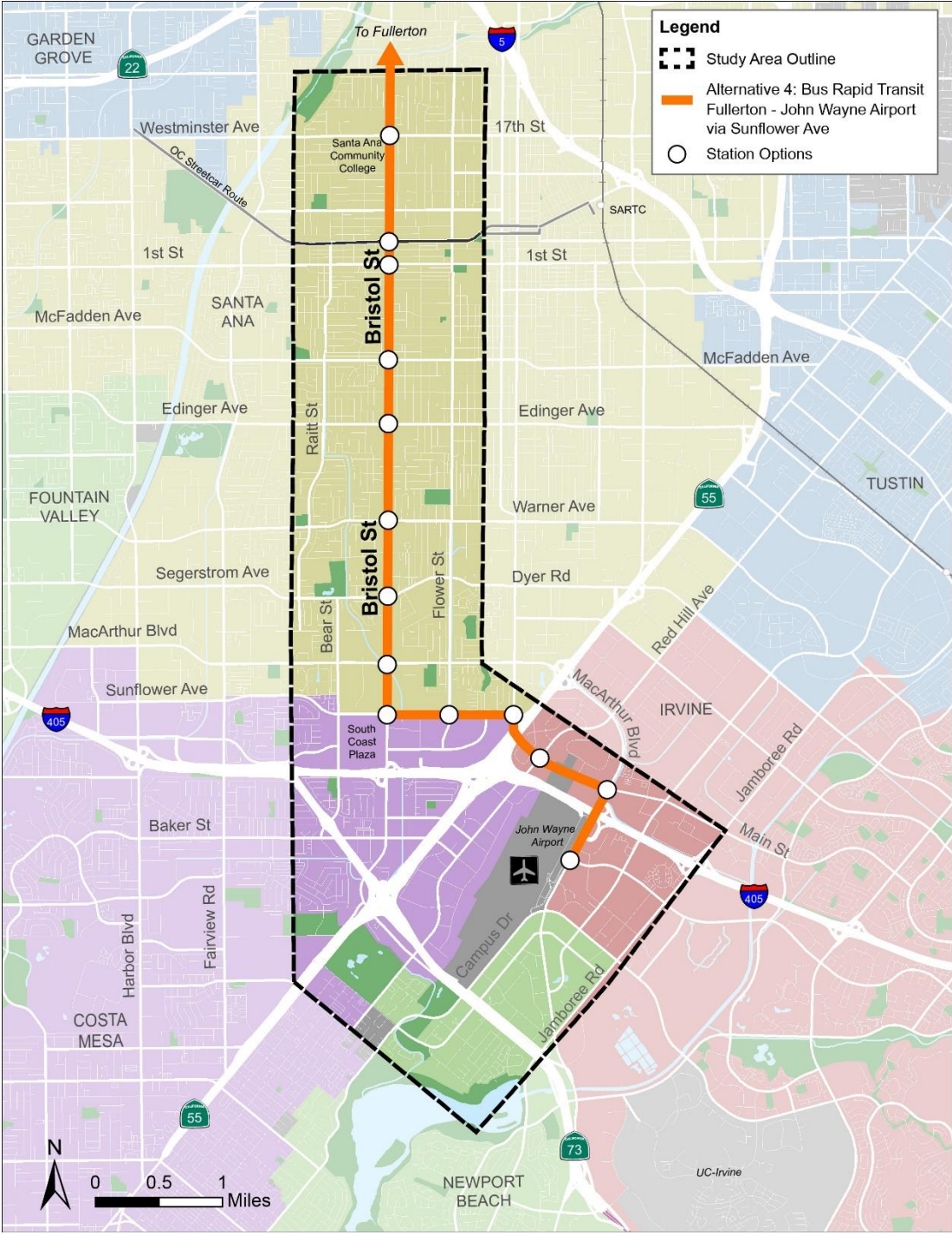


| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ◐ | ● | ● | ◐ | ◐ | ● | ● | ◐ | 75 Passenger | Inside Bus Stop | \$\$\$ |

Feature Implementation Scale (None to Full) - ◐ ◑ ◒ ◓ ◔

Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 4: Bus Rapid Transit – Fullerton to John Wayne Airport via Sunflower Avenue

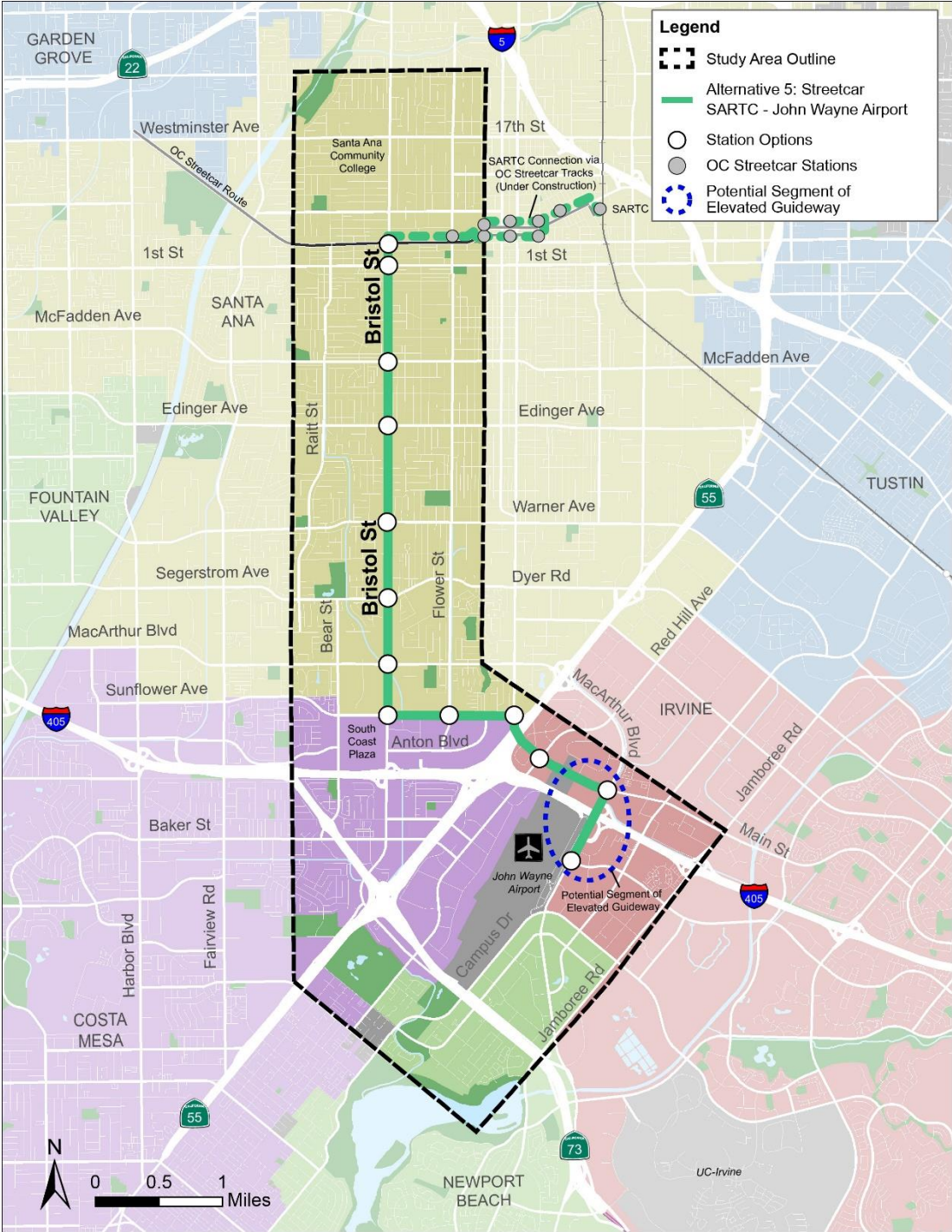


| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ◐ | ● | ● | ◐ | ◐ | ● | ● | ◐ | 75 Passenger | Outside Bus Stop | \$\$\$ |

Feature Implementation Scale (None to Full) - ◐ ◑ ◒ ◓ ◔

Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 5: Rapid Streetcar – Santa Ana Regional Transportation Center to John Wayne Airport

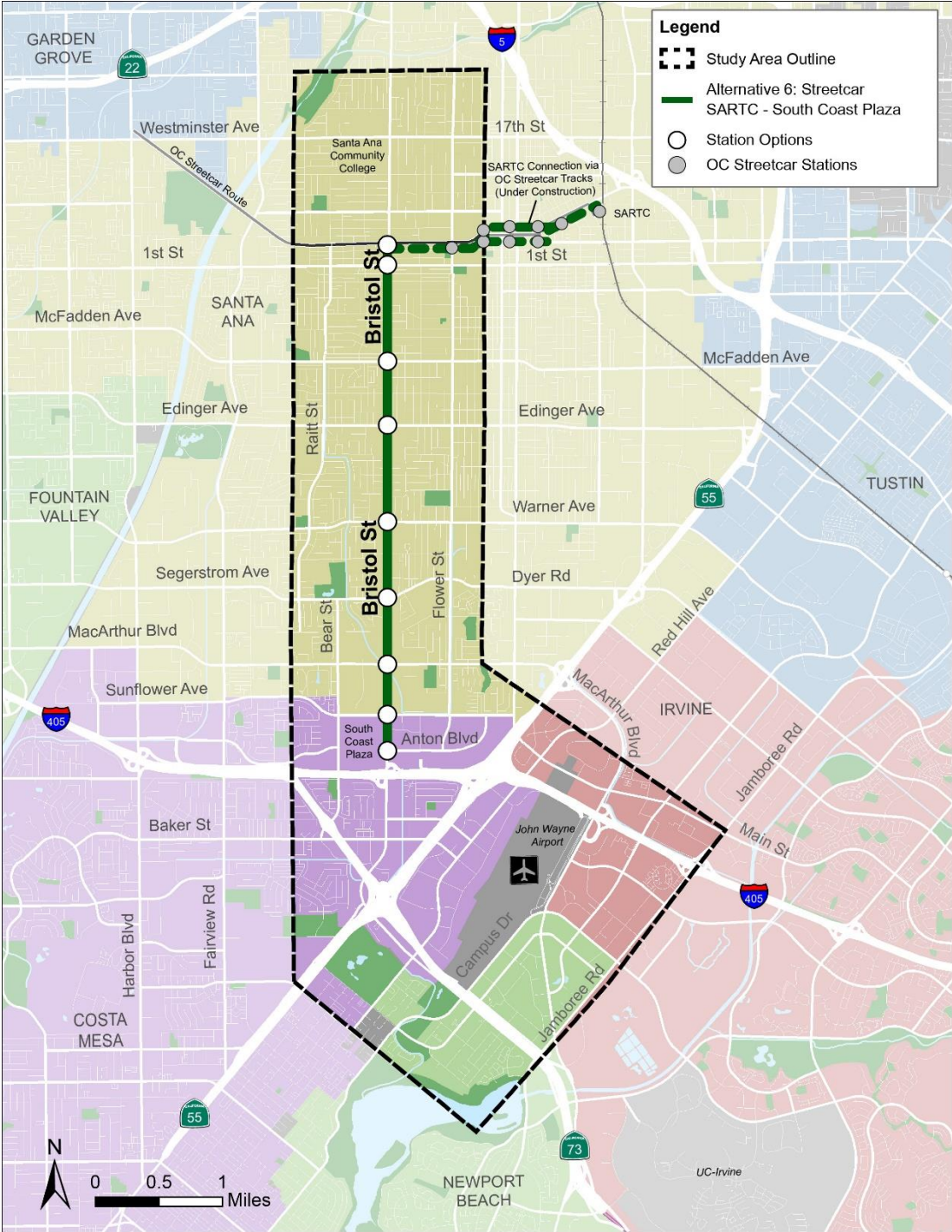


| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ☐ | ● | ● | ● | ● | ● | ☐ | ● | 150 Passenger | Outside Elevated | \$\$\$\$ |

Feature Implementation Scale (None to Full) - ☐ ☐ ☐ ● ● ●

Bristol Street Transit Corridor Study – Draft Alternatives

Alternative 6: Rapid Streetcar – Santa Ana Regional Transportation Center to South Coast Plaza



| Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | Stop Amenities | Vehicle Capacity | Airport Connection | Relative Cost |
|-----------------|----------------------|---------------------------|-------------------|----------------|-------------------------|-------------|----------------|------------------|--------------------|---------------|
| ◐ | ● | ● | ● | ● | ● | ◐ | ● | 150 Passenger | Requires Transfer | \$\$\$ |

Feature Implementation Scale (None to Full) - ◐ ◑ ◒ ◓ ◔

Bristol Street Transit Corridor Study

Draft Evaluation Criteria

| GOALS | OBJECTIVES | EVALUATION CRITERIA |
|---|---|---|
| 1. Enhance Transit Performance | 1.1 Improve travel speeds 1.2 Maximize connectivity with regional transit network | <ul style="list-style-type: none"> • Travel time improvement • Regional connections |
| 2. Support Local Land Use Plans and Policies | 2.1. Serve major employment centers, activity centers, and high-density residential* 2.2 Serve affordable housing developments* | <ul style="list-style-type: none"> • Population and employment densities • Affordable housing units |
| 3. Enhance Customer Experience and Improve Mode Choices | 3.1 Improve customer convenience 3.2 Support active transportation and first/last mile connections 3.3 Increase transit ridership | <ul style="list-style-type: none"> • Level of stop amenities • Transit ridership on project |
| 4. Support Air Quality Goals and Minimize Environmental Impacts | 4.1 Minimize impacts to overall transportation network 4.2 Minimize community impacts 4.3 Minimize adverse effects to environmental justice communities | <ul style="list-style-type: none"> • Potential reductions to greenhouse gases • Potential impacts to roadway operation and person throughput • Potential environmental impacts |
| 5. Ensure Cost-Effectiveness | 5.1 Capital costs are financially reasonable 5.2 Provide a cost-effective project | <ul style="list-style-type: none"> • Capital and operations and maintenance cost • Capital and operations and maintenance cost per new rider |
| 6. Incorporate Community Input | 6.1 Develop Project concepts that reflect community input | <ul style="list-style-type: none"> • Summary of outreach activities performed and input received |

* Federal Transit Administration New Starts Funding Evaluation Criterion

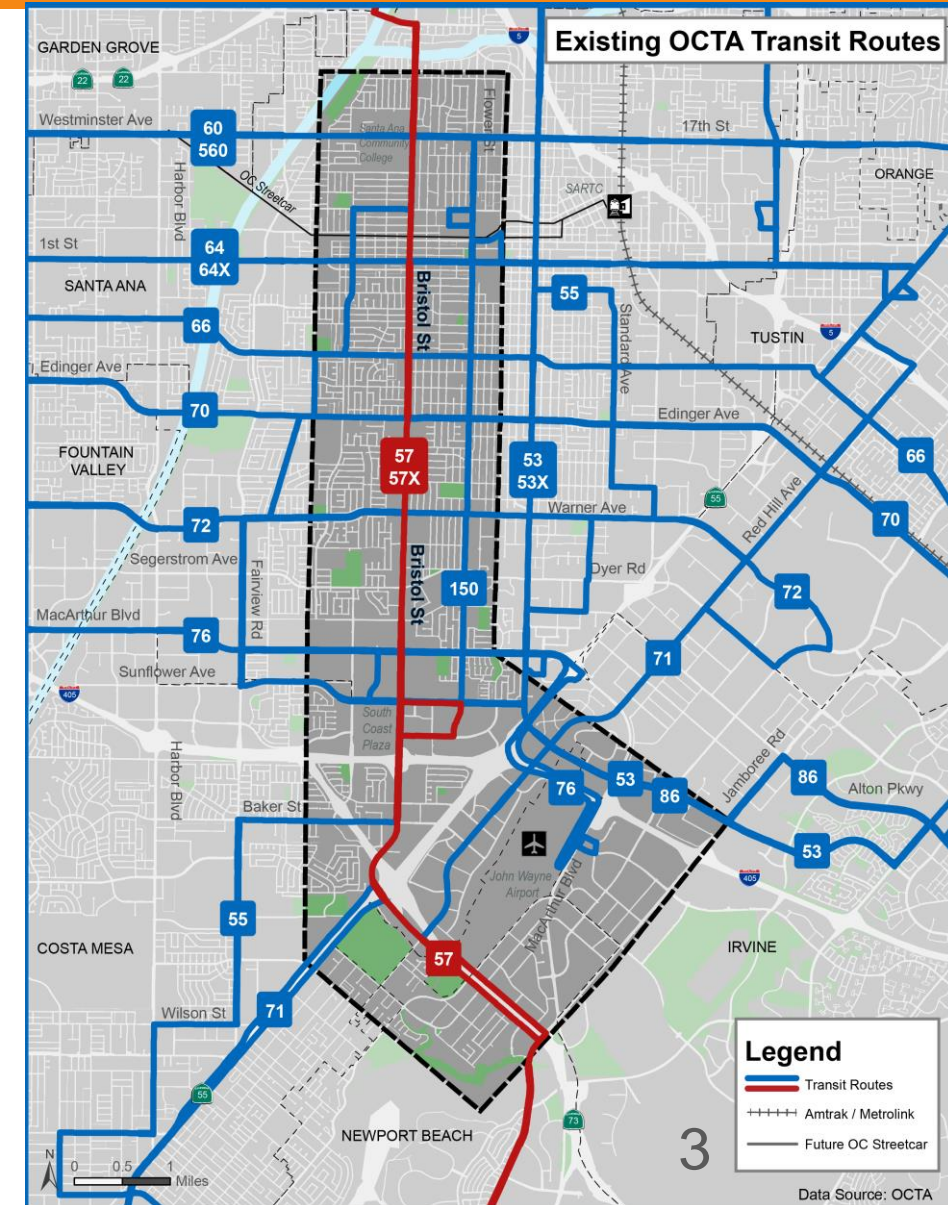
Bristol Street Transit Corridor Study - Draft Alternatives

Schedule and Progress

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

Developing the Draft Alternatives

- Existing conditions and future planned projects
- Mobility needs and goals
- Agency coordination
 - PDT meetings
 - Stakeholder and public outreach
 - Constraints analysis
 - Airport access (for bus and rail)
 - Project features (signal priority, dedicated lanes, etc.)
- Integration with existing transit services



Agency, Stakeholder, and Public Participation

- Agency coordination meetings
 - Santa Ana, Costa Mesa, Irvine, Caltrans, JWA
- Stakeholder workshop
 - Wednesday, July 31, 10:00 AM @ OCTA
- Open houses
 - Saturday, August 3, 10:00 AM @ Santa Ana Corporate Yard
 - Wednesday, August 7, 5:30 PM @ South Coast Medical Center
- Online survey: July 17 – September 13

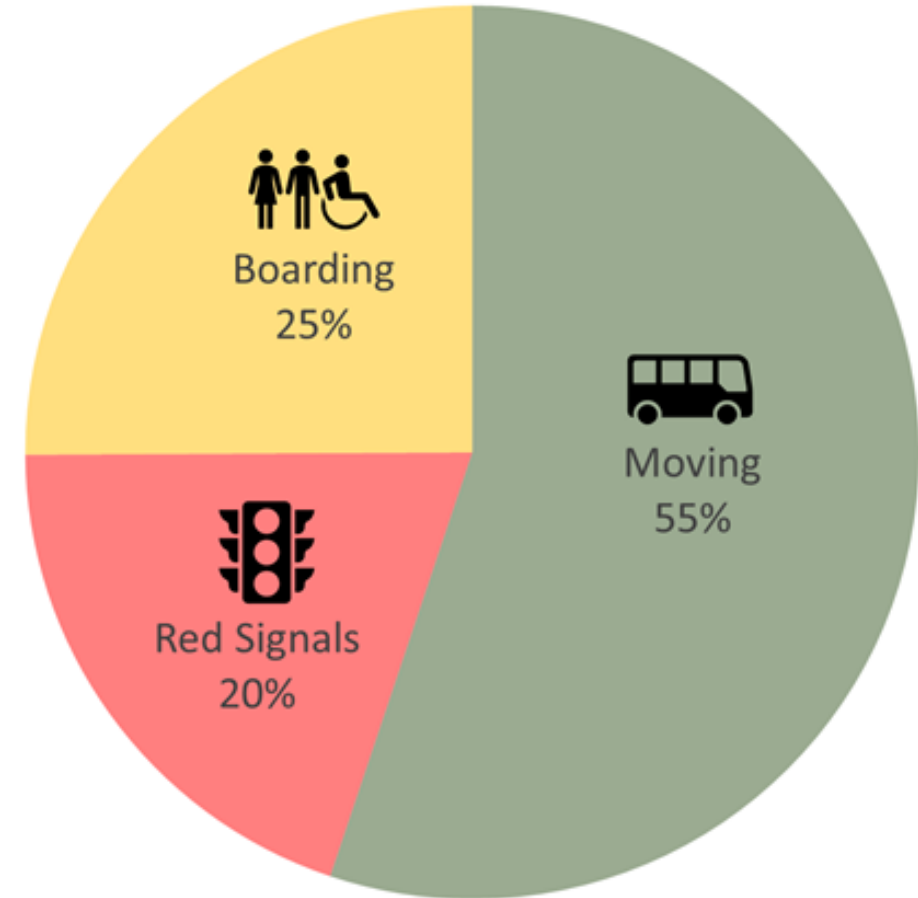
Caltrans – California Department of Transportation
JWA – John Wayne Airport
OCTA – Orange County Transportation Authority

Online Survey Results

- Offered to the stakeholder working group, social media, community/civic organizations, OCTA committees, and bus passengers
- 466 completed surveys
- Travel purposes include shopping, entertainment, work, and medical
- Most desired features:
 - Frequency of service
 - Connectivity to other transit
 - Travel time compared to other options
- Mode preference: modes with dedicated lanes scored the highest





Improving Transit

- Improving Travel Time
 - Moving
 - Boarding
 - Red signals
- Benefits
 - Increased ridership
 - Reduced costs or better frequency
 - Improved productivity
- Improving Stop Amenities
 - Shelter and seating
 - Signage and real-time information



Features By Mode

Feature Scale (None to Full) - ○ ◐ ◑ ◒ ◓

| | Mode | Moving Improvements (55% of Time) | | Boarding Improvements (25% of Time) | | | Red Signal Improvements (20% of Time) | | Stop Amenities | Vehicle Capacity |
|--|-------------------|--------------------------------------|----------------------|--|-------------------|----------------|--|-------------|----------------|------------------|
| | | Dedicated Lanes | Limited Stop Spacing | Off-Board Fare Collection | All-Door Boarding | Level Boarding | Transit Signal Priority | Queue Jumps | | |
|  | Enhanced Bus | ○ | ● | ● | ◐ | ○ | ● | ● | ◐ | 50 Passenger |
|  | Bus Rapid Transit | ◐ | ● | ● | ◑ | ◐ | ● | ● | ◐ | 75 Passenger |
|  | Streetcar | ○ | ● | ● | ● | ● | ● | ◐ | ● | 150 Passenger |
|  | Rapid Streetcar | ◐ | ● | ● | ● | ● | ● | ◐ | ● | 150 Passenger |

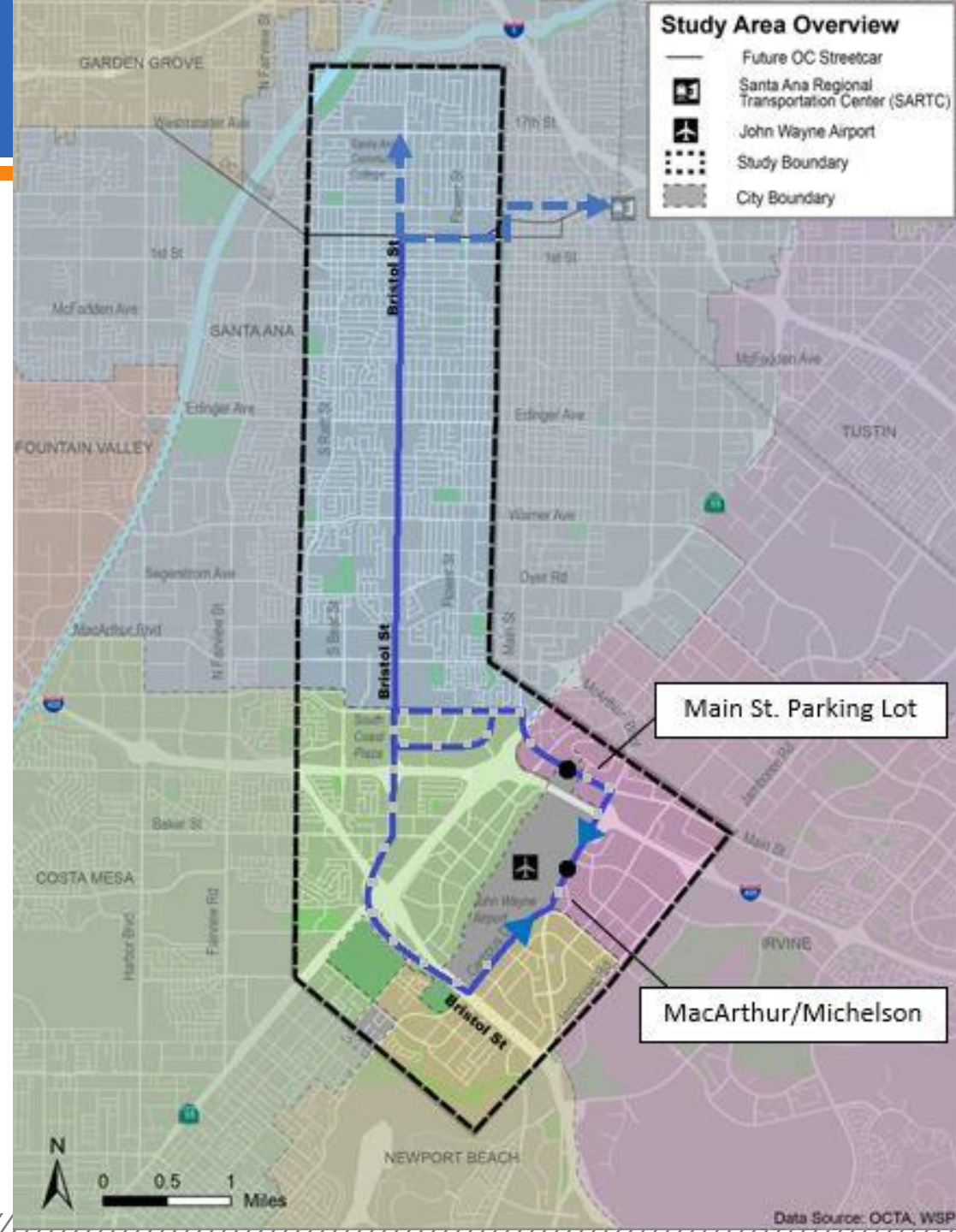
Draft Alternatives

Components

- Alignment
- Termini
- Stop locations
- Modes and features

Assumptions

- Limited stop spacing
- Bus alternatives to serve 57X service area
- Streetcar alternatives to use consistent technology



Alternative 1

Enhanced Bus

Fullerton – JWA via Anton Boulevard

- Shares lane with cars
- Transit signal priority
- Off-board fare collection
- Can carry up to 50 people
- Stops outside JWA
- \$\$\$\$



Alternative 2

Enhanced Bus

Fullerton – JWA via Campus Drive

- Shares lane with cars
- Transit signal priority
- Off-board fare collection
- Can carry up to 50 people
- Stops in JWA terminal
- \$\$\$\$



Alternative 3

Bus Rapid Transit

Fullerton – JWA via Anton Boulevard

- Dedicated bus-only lanes
- Transit signal priority
- Queue jumps
- Enhanced stop amenities
- Off-board fare collection
- Can carry up to 75 people on longer buses
- Stops in JWA terminal
- \$\$\$\$



Alternative 4

Bus Rapid Transit

Fullerton – JWA via Sunflower Avenue

- Dedicated bus-only lanes
- Transit signal priority
- Queue jumps
- Enhanced stop amenities
- Off-board fare collection
- Can carry up to 75 people on longer buses
- Stops outside JWA
- \$\$\$\$



Alternative 5

Rapid Streetcar SARTC – JWA

- Travels on its own tracks in shared or partially dedicated lanes
- Powered via overhead power system
- Enhanced stop amenities
- Off-board fare collections and multi-door boarding
- Can carry up to 150 people (3x as many as regular buses)
- Elevated station near the airport entrance
- May exceed vehicle capacity at existing maintenance facility
- \$\$\$\$

SARTC – Santa Ana Regional Transportation Center



Alternative 6

Rapid Streetcar SARTC – South Coast Plaza

- Travels on its own tracks in shared or partially dedicated lanes
- Powered via overhead power system
- Enhanced stop amenities
- Off-board fare collection and multi-door boarding
- Can carry up to 150 people (3x as much as regular buses)
- No direct airport connection
- \$\$\$\$



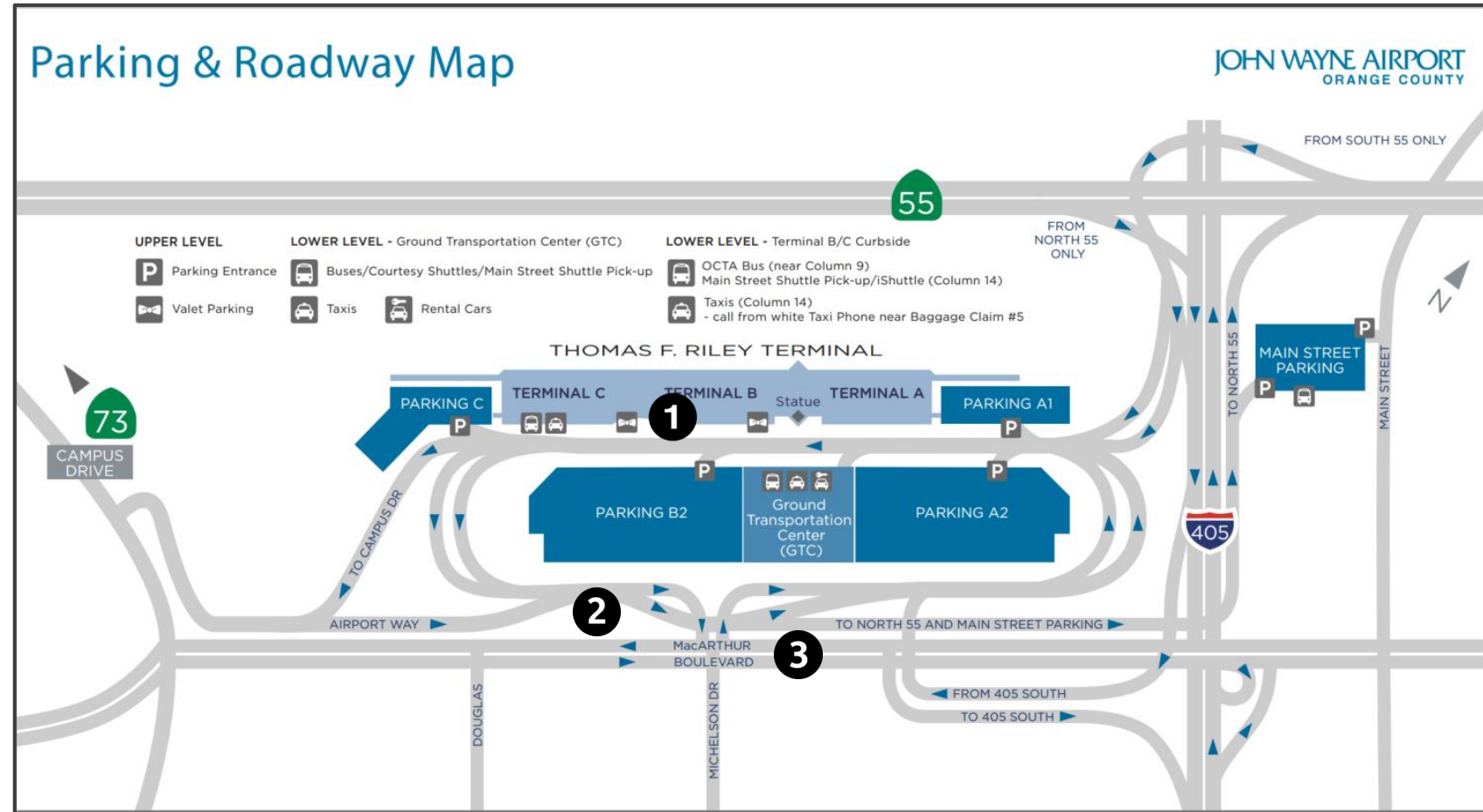
Airport Access - Bus and Rail

Bus Options

- 1 In Terminal
- 2 MacArthur Boulevard Turnout

Rail Option

- 3 MacArthur Boulevard Elevated



Draft Evaluation Criteria

| GOALS | DRAFT PERFORMANCE MEASURES |
|---|---|
| 1. Enhance Transit Performance | <ul style="list-style-type: none">• Travel time improvement• Regional connections |
| 2. Support Local Land Use Plans and Policies | <ul style="list-style-type: none">• Population and employment densities• Affordable housing units |
| 3. Enhance Customer Experience and Improve Mode Choices | <ul style="list-style-type: none">• Level of stop amenities• Transit ridership on project |
| 4. Support Air Quality Goals and Minimize Environmental Impacts | <ul style="list-style-type: none">• Potential reductions to greenhouse gases• Potential impacts to roadway operation and person throughput• Potential environmental impacts |
| 5. Ensure Cost-Effectiveness | <ul style="list-style-type: none">• Capital and O&M cost• Capital and O&M cost per new rider |
| 6. Incorporate Community Input | <ul style="list-style-type: none">• Summary of outreach activities performed and input received |

Next Steps

- Present draft alternatives to cities and external agencies
- Conduct a second round of outreach
- Finalize draft alternatives based on feedback from the Board, city councils, stakeholders and public
- Perform technical evaluation of alternatives
- Return to the Board in spring 2020 with evaluation results

Bristol Study webpage: www.octa.net/bristol



October 10, 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 six-month 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 bus service to improve efficiency and build ridership in 2016, 2017, 2018, and during the upcoming October 2019 and February 2020 service changes,
- 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,
- Extensive marketing, public outreach, and promotional campaigns.

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

Nationwide, bus ridership was down 1.70 percent, comparing the first quarter of calendar year 2019 to 2018. Regionally, ridership was down for most transit operators across modes. OCTA had the highest ridership decrease at 7.13 percent of local bus agencies except for Foothill Transit (down 7.49 percent). All adjacent transit agencies saw some ridership decrease during this period. A summary of ridership changes is shown in Attachment A.

OC Bus 360° Ridership Changes

In the first quarter of calendar year 2019, ridership and productivity were down in comparison to 2018. Higher than average rainfall and missed service operated by the contractor were key factors. Ridership on route changes under the OC Bus 360° Plan were also down, consistent with the systemwide trend. OCTA is working with adjacent transit operators through Southern California Association of Government's Regional Transit Technical Advisory Committee (RTTAC) to identify key external factors impacting regional bus ridership. The RTTAC includes representatives from California Department of Transportation, the region's county transportation commissions, and transit operators. More detailed ridership and productivity information is reported to the Board in the quarterly Transit Division Performance Measurements Report.

Fiscal Year 2019-20 Bus Service Plan

In July 2019, following an extensive outreach effort and public hearing, the Board approved changes to 18 bus routes and the addition of two new routes for the upcoming October 2019 and February 2020 service changes. The goal of the changes is to grow ridership, increase productivity, and implement routing changes during the OC Streetcar construction. The plan reallocates about 1.9 percent of the bus service, equivalent to 30,000 annual revenue hours, and is expected to grow ridership by 107,000 annual boardings.

Seasonal and Special Event Bus Service

Summer 2019 saw the return of Project V seasonal services in the cities of Dana Point, Laguna Beach, Newport Beach, San Clemente, and San Juan Capistrano. Special event services were also provided in the cities of Huntington Beach and La Habra. Ridership for these summer services will be presented to the Board in early 2020.

OCTA operated the OC Fair Express again this summer from nine locations throughout Orange County. This summer there were 83,010 boardings on the non-stop bus service to the OC Fair, which was up more than four percent compared to last year's 79,684 boardings. The last weekend of the fair set a record for a single weekend of the OC Fair Express, with 18,341 boardings. The service is funded in part by a grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC).

College Pass Program Update

In fall 2019, the College Pass Program was expanded to include Golden West and Fullerton colleges. The program allows full-time and part-time students enrolled at the colleges to ride free via the OC Bus app or use their student identification card to ride free on OC Bus fixed-routes. Working closely with colleges to identify funding opportunities, the program is supported by a combination of student fees, college funds, and grants from the state Low Carbon Transit Operations Program and the MSRC.

The new schools join Santa Ana College, Santiago Canyon College and the Continuing Education Program of Rancho Santiago Community College District in partnering with OCTA to provide a sustainable transportation option for their students. Since the start of the College Pass Program, in 2017 through August 2019, more than 2.34 million boardings have been counted and more than 14,600 unique students have ridden the bus.

Summer Fare Promotion

Based on feedback received from customers, OCTA offered a promotional 30-day Sun & Fun Bus Pass for adults during the months of June, July, and August. This was a similar seasonal promotion as the existing "Youth Summer Pass". The "Sun & Fun" passes were offered at a discounted price of \$49, which is 30 percent less than the regular 30-day pass price. The goals of the promotion included customer appreciation, mobile app and 30-day pass conversion, and new customer acquisition. More than 10,000 Sun & Fun passes were sold

(5,332 via mobile app and 4,993 through a physical pass), contributing to a seven percent increase in passes compared to the same period last year. As a result of this promotion, more than 1,000 new mobile ticketing accounts were opened. In addition, nearly 500 existing customers purchased a 30-day pass for the first time.

OC Bus Ridership Marketing

In June, to continue to increase awareness and ridership of OC Bus, the “Your City, Your Ride” campaign was developed to introduce OC Bus service to Orange County households that have higher propensity for transit ridership. Utilizing current market, service, and ridership data, 131,906 households were identified in 36 zip codes from 19 cities to receive a direct mail piece, which included how-to-ride information, a customized bus route map, and an offer for two free day passes. The direct mail piece was translated into Spanish, Vietnamese, and Korean. Online digital advertisements were also placed in the targeted areas to supplement the direct mail campaign. Through mid-September, a total of 5,659 individuals had responded to the campaign’s call to action by visiting the campaign website and completing a survey. The majority (4,078) of respondents indicated they had not used OC Bus in the past six months and were eligible to receive two free passes via the mobile ticketing app. As a result, 2,327 individuals opened a new OC Bus mobile app account.

Technology Integration

OCTA introduced real-time passenger information in early 2016. The Text4Next messaging service was updated with real-time arrival predictions and this information was also provided to third-party providers, such as Google Maps and the Transit App. Recently, OCTA upgraded the real-time passenger information by contracting with a technology company which provides more accurate predictions. As part of the upgrade, the real-time bus location updates have been improved from every 60 seconds to every ten seconds. The more accurate arrival predictions are being integrated into the Text4Next system and applications provided by third-party providers. OCTA recently worked with Lyft to add real-time OC Bus information into their application, providing their customers with another travel option when booking a ride.

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 fare promotions, targeting marketing, seasonal and special event services, and expansion of the College Pass Program. Upcoming OC Bus 360° efforts will include implementation of the Fiscal Year 2019-20 Bus Service Plan, evaluation of the OC Flex service, and additional marketing promotions.

Attachments

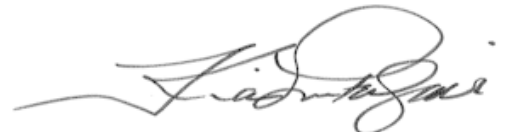
- A. National, State, and Regional Transit Operator Ridership Trends
- B. OC Bus 360° Update

Prepared by:



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Approved by:



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

| All Modes: United States and Canada | Calendar Quarter 1 (Q1) 2018 versus 2019 |
|--|---|
| Heavy Rail | ↓ -3.33 percent |
| Light Rail | ↓ -2.37 percent |
| Commuter Rail | ↑ 2.07 percent |
| Trolleybus | ↑ 1.17 percent |
| Bus: Population Total | ↓ -1.01 percent |
| Bus: Population 2,000,000+ | ↓ -0.39 percent |
| Bus: Population 500,000 to 1,999,999 | ↓ -2.73 percent |
| Bus: Population 100,000 to 499,999 | ↓ -2.89 percent |
| Bus: Population Below 100,000 | ↑ 0.54 percent |
| Demand Response | ↑ 2.63 percent |
| Other | ↓ -1.25 percent |
| United States Total | ↓ -1.70 percent |
| Canada Total | ↑ 4.42 percent |

| Bus: California Large Agencies | Calendar Q1 2018 versus 2019 |
|---|-------------------------------------|
| Long Beach Transit | ↓ -4.28 percent |
| Los Angeles County Metropolitan Transportation Authority (LA Metro) | ↓ -3.15 percent |
| Alameda-Contra Costa Transit District | ↑ 5.96 percent |
| Orange County Transportation Authority | ↓ -7.13 percent |
| San Diego Metropolitan Transit System (MTS) | ↓ -1.37 percent |
| San Francisco Muni | ↓ -1.14 percent |
| Santa Clara Valley Transportation Authority | ↓ -3.91 percent |
| Santa Monica Big Blue Bus | ↓ -3.90 percent |

| Bus: Other Local Connecting Agencies | Calendar Q1 2018 versus 2019 |
|---|-------------------------------------|
| Anaheim Resort Transit | ↓ -2.51 percent |
| Norwalk Transit | ↓ -2.71 percent |
| North County Transit District (NCTD) | ↓ -4.02 percent |
| Riverside Transit | ↓ -1.04 percent |
| Omnitrans (San Bernardino) | ↓ -6.24 percent |
| Foothill Transit (San Gabriel Valley) | ↓ -7.49 percent |

| Commuter Rail: Southern California | Calendar Q1 2018 versus 2019 |
|---|-------------------------------------|
| Metrolink | ↓ -0.85 percent |
| North County Transit District Coaster | ↓ -6.31 percent |

| Light/Heavy Rail: Southern California | Calendar Q1 2018 versus 2019 |
|--|-------------------------------------|
| LA Metro Heavy Rail | ↓ -0.38 percent |
| LA Metro Light Rail | ↓ -11.74 percent |
| NCTD Light Rail | ↓ -3.18 percent |
| San Diego MTS Light Rail | ↑ 0.11 percent |

Source: American Public Transportation Association Ridership Report: First Quarter 2019
(<https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>)



RIDERSHIP

✓ **7.1%**

Decrease in OC Bus Ridership
(Q1 2018 vs Q1 2019)*



✓ **2.95%**

decrease in bus ridership at other
large agencies in Southern California
(Q1 2018 vs. Q1 2019)*

*Calendar year

MOBILE TICKETING

153,668

Mobile app downloads
(June 2016 – June 2019)



10%

of fare revenue
(January 2019 – June 2019)

62,317

users have purchased passes
(June 2016 – June 2019)*

*Excludes OC Fair only users.

COLLEGE PASS PROGRAM

**2.34
Million**

Boardings

14,631

Unique student riders



2 New Colleges

Fullerton and Golden West College
(Fall 2019 Semester)

RIDERSHIP MARKETING CAMPAIGN

57,101

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



31,645

respondents have not ridden bus in past
6 months

11,821

respondents continue to ride the bus

SEASONAL & SPECIAL EVENT SERVICE

^ **4%**

OC Fair Express Ridership
(2018 vs 2019)



Project V

5 Seasonal Trolleys:

Balboa Peninsula (Newport Beach), Dana Point,
Laguna Beach, San Clemente, San Juan Capistrano

2 Special Event Services:

Huntington Beach, La Habra



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

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

Recommendation

Receive and file as an information item.

Background

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

Discussion

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

Safety – OC Bus service continues to exhibit strong performance in this area, exceeding the accident frequency standard of no more than one accident per 100,000 miles traveled. The number of preventable accidents recorded for OC ACCESS exceeded the one preventable accident allowed per 100,000 service miles. The attached report provides information on actions being taken to improve this area.

Customer Service – Customer service is measured by evaluating the number of valid customer complaints received. During this quarter and for the year, DOFR and OC ACCESS services both performed above the standards of no more than one complaint per 20,000 riders and for every 667 riders carried, respectively. CFR service met the standard for the quarter (April to June), but fell slightly below the standard for the year. The rise in valid complaints on CFR service is directly attributed to the loss of service (driver shortage) related to the implementation of the February 2019 Service Bid.

Reliability – On-time performance (OTP) for OC Bus and OC ACCESS services was below target. Fixed-route OTP rates can be attributed to several factors including vehicle reliability, driver behavior, dwell times at high activity bus stops, construction, and dynamic traffic conditions. Each service change provides staff with an opportunity to address changes in traffic patterns and impacts to service created by long-term construction projects through the scheduling process. To address other elements impacting OTP, corrective actions implemented to date include conducting route-level analyses to identify specific trouble points and trips, conducting on-board evaluations, conducting on-site timepoint observations, communicating with drivers on problem routes, and coordinating with the various construction project teams as needed to identify impacts to OTP and minimize those impacts during construction. The OTP for OC ACCESS continued to be impacted by an operator shortage. Recent ratification of the contractor's collective bargaining agreement is expected to support resolution of the operator shortage issue.

MBRC for DOFR and OC ACCESS service exceeded the standard while CFR service came in below standard. The completion of the 98 near-zero engine repowers at the end of the second quarter of FY 2018-19 helped vehicle reliability for both DOFR and CFR. The MBRC for CFR OC Bus service improved through the quarter and is expected to continue trending favorably toward the standard with the continued focus on performance in this area.

The report also includes:

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

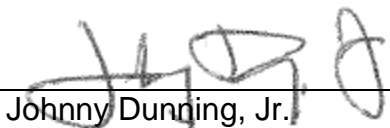
Summary

Through the fourth quarter of FY 2018-19, the performance of the OC ACCESS program exceeded the performance in the areas of courtesy and reliability, but was below the standard for safety and OTP. The performance of OC Bus service exceeded the safety standard, but fell below the performance standard for courtesy and reliability. OCTA staff continue to focus on continuous quality improvement in courtesy and reliability as detailed in the report. Service efficiency and route performance remain stable as OC Bus 360° implementation continues. In addition to tracking the established key performance indicators, staff will continue to manage the service contracts pursuant to contract requirements, and work to identify other strategies to improve overall system performance.

Attachment

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

Prepared by:

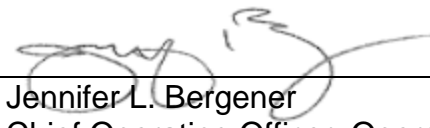


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Bus Operations Performance Measurements Report



Fourth Quarter
Fiscal Year 2018-19

About This Report

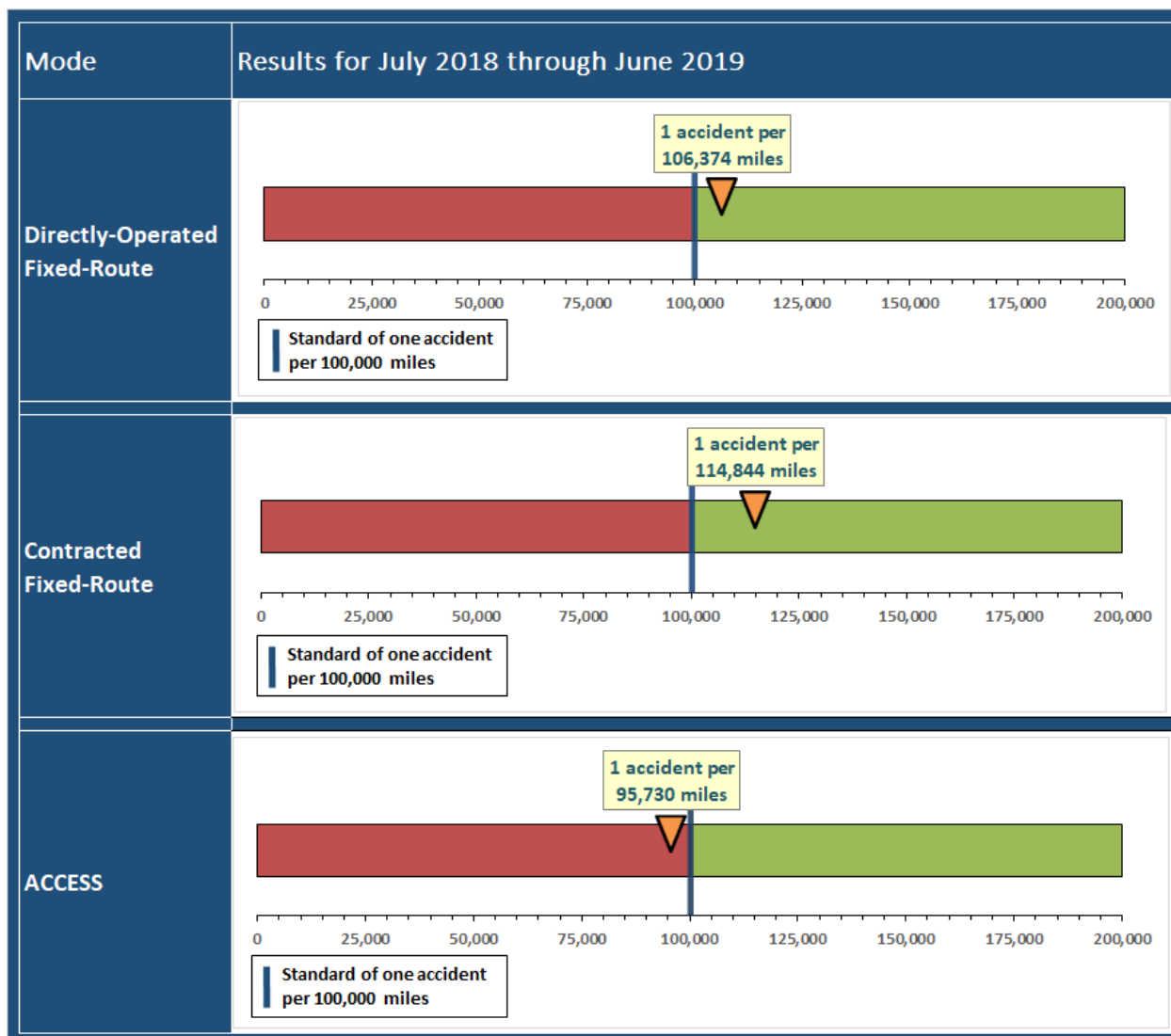
The Orange County Transportation Authority (OCTA) operates a countywide network of 60 routes including local, community, rail connector, and express bus routes serving over 5,000 bus stops known as OC Bus. OCTA also operates paratransit service (OC ACCESS), a shared-ride program available for people unable to use the standard OC Bus service because of functional limitations. OC Bus service is provided through both direct operations by OCTA referred to as directly-operated fixed-route (DOFR) and contracted operations referred to as contracted fixed-route (CFR). The OC ACCESS service is a contract-operated demand-response service required by the Americans with Disabilities Act that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These three services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

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

Safety: Preventable Vehicle Accidents

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

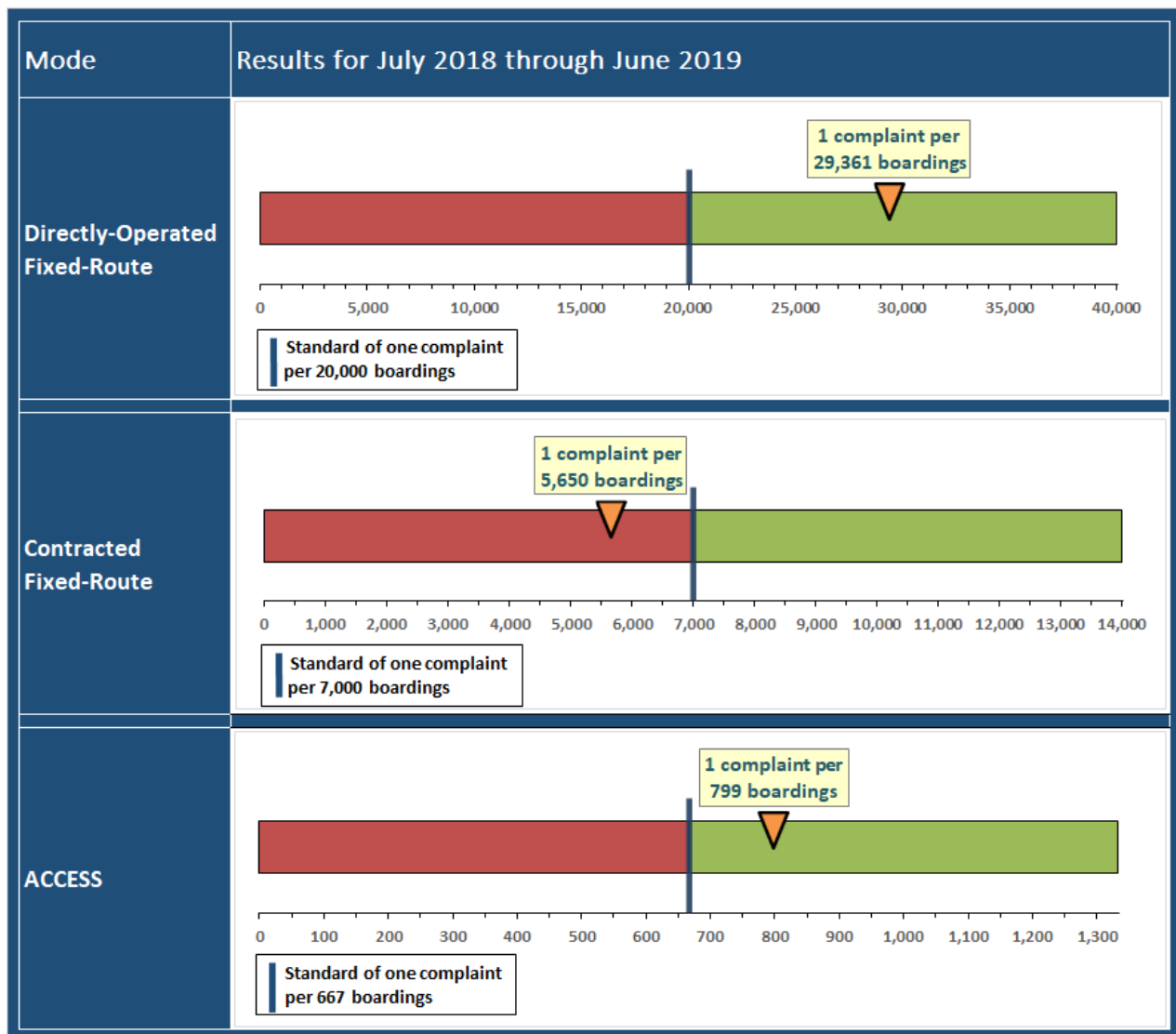
Through the fourth quarter of fiscal year (FY) 2018-19, the DOFR and CFR modes of service exceeded the safety standard with less than one accident per 100,000 miles. During the fourth quarter, OC ACCESS experienced an increase in preventable fixed object-related collisions and failed to meet the performance standard. During this same time period, the contract operator saw the departure of three key staff, the Safety Manager, Operations Manager, and Lead Road Supervisor, all of whom are responsible for safety oversight. As a result, OCTA staff met with the MV Transportation, Inc. (MV) General Manager and the Vice President of Safety Operations in August 2019 to review and discuss MV's Safety Training and Initiatives. In addition, by the end of the fourth quarter, the Safety and Operations Manager positions were filled, and rather than hire a Lead Road Supervisor, three additional Road Supervisors were added to the team. OCTA staff will monitor service delivery to ensure that the initiatives instituted by the contractor result in achieving this important performance standard.



Courtesy: Customer Complaints

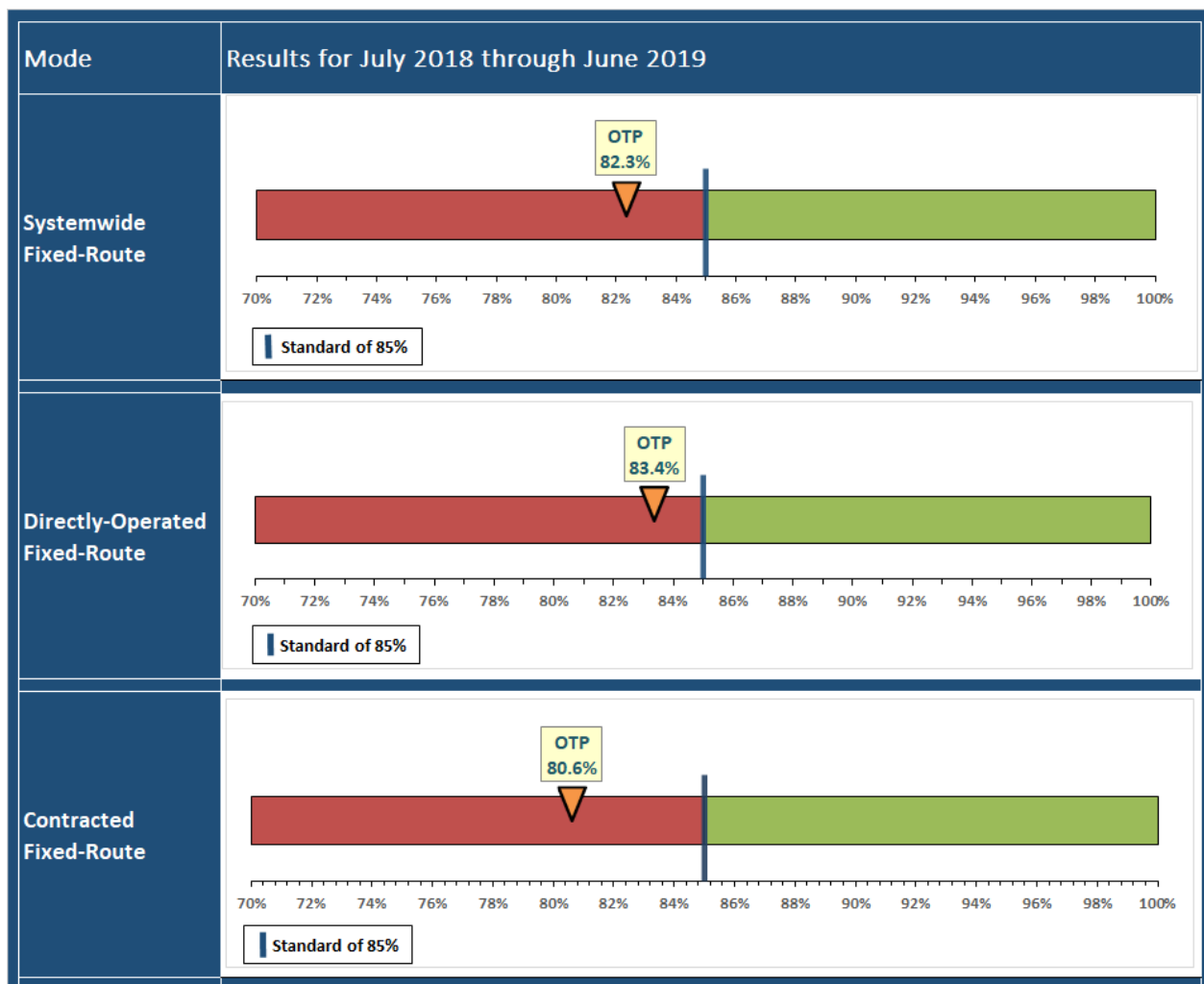
OCTA strives to achieve the highest level of customer satisfaction in the delivery of OC Bus services. The performance standard for customer satisfaction is courtesy as measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction with the service. The standard adopted by OCTA for DOFR OC Bus is no more than one customer complaint per 20,000 boardings; the standard for CFR OC Bus service is no more than one complaint per 7,000 boardings; and the contractual standard for OC ACCESS is no more than one complaint per 667 boardings.

Through the fourth quarter of FY 2018-19, DOFR OC Bus and OC ACCESS service modes exceeded the courtesy standard with less than one complaint per 20,000, and 667 boardings, respectively. The number of valid complaints received for CFR OC Bus service exceeded the one complaint allowed per 7,000 boardings for the entire year. The rise in valid complaints is directly attributed to the loss of service (driver shortage) related to the implementation of the February 2019 Service Bid. Performance in the last quarter showed improvement, with the average number of CFR complaints for the quarter reaching one for every 7,047 passengers carried, just over the performance standard. Staff will continue to monitor this performance standard and work with the contractor toward continued improvement in this area.



Reliability: On-Time Performance

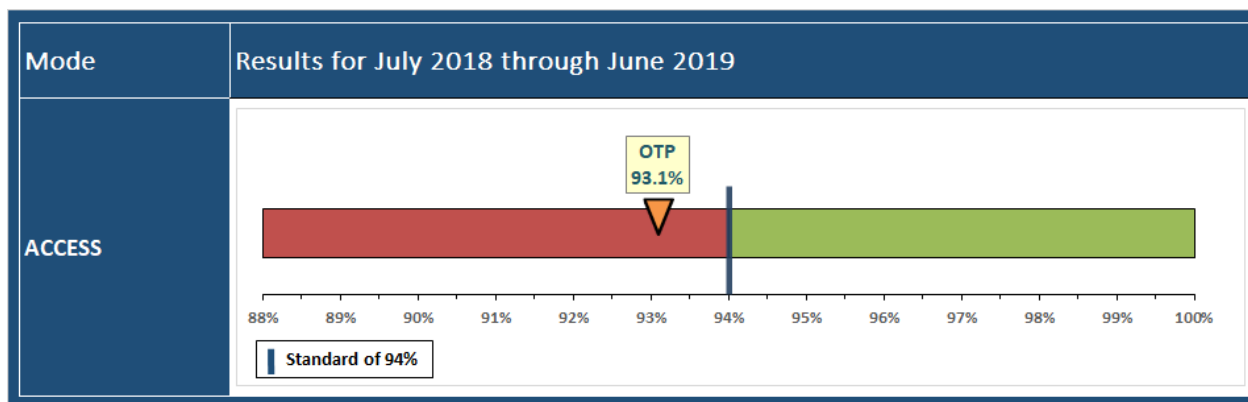
Reliability is vital to a successful transportation network. Reliability for OCTA is measured in part by OTP. OTP is a measure of performance which evaluates the schedule adherence of a bus operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the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



Through the fourth quarter of FY 2018-19, systemwide fixed-route OTP was 82.3 percent, 2.7 percent below the standard. This marks a 0.1 percent improvement from the previous quarter and a 2.3 percent decline compared to the same quarter last year. Overall, multiple construction projects throughout the county have impacted the OTP for OC Bus. Many of these projects have required the use of short- and long-term detours.

OTP for the DOFR OC Bus service completed the fiscal year at 83.4 percent, 0.1 percent higher than last quarter and 1.9 percent lower than the same time last year.

The OTP for the CFR OC Bus service did not change compared to third quarter performance, but compared to the same time last year, OTP was 2.9 percent lower. During the fourth quarter of FY 2018-19, OTP for CFR improved month over month, from 79.3 percent in April to 82.1 percent in June.



OTP for OC ACCESS service ended the fiscal year at 93.1 percent, 0.9 percent below the standard, the same as the previous quarter, and 1.3 percent lower than the 94.4 percent reported during the same period last year.

During the fourth quarter, the contract operator continued to struggle with an operator shortage (averaging about 20 drivers short), which resulted in reduced capacity and the need to send additional trips to the supplemental taxi service. Three things have been implemented and are anticipated to help improve OTP going forward:

- MV has two new key staff, both a Safety Manager and Operations Manager.
- Three additional Road Supervisors were added to the team.
- The recent collective bargaining agreement ratification for drivers went into effect on July 12, 2019, increasing the starting wage from \$13 per hour to \$15 per hour has increased the applicant flow and number of trainees being released into revenue service.
- MV introduced the “Pending List” function in the OC ACCESS scheduling software, Trapeze, allowing reservationists to view the number of trips booked each 15-minute interval, which is expected to improve trip negotiating practices.

OCTA staff will continue to monitor service delivery to ensure contractor efforts are working to attain performance standards.

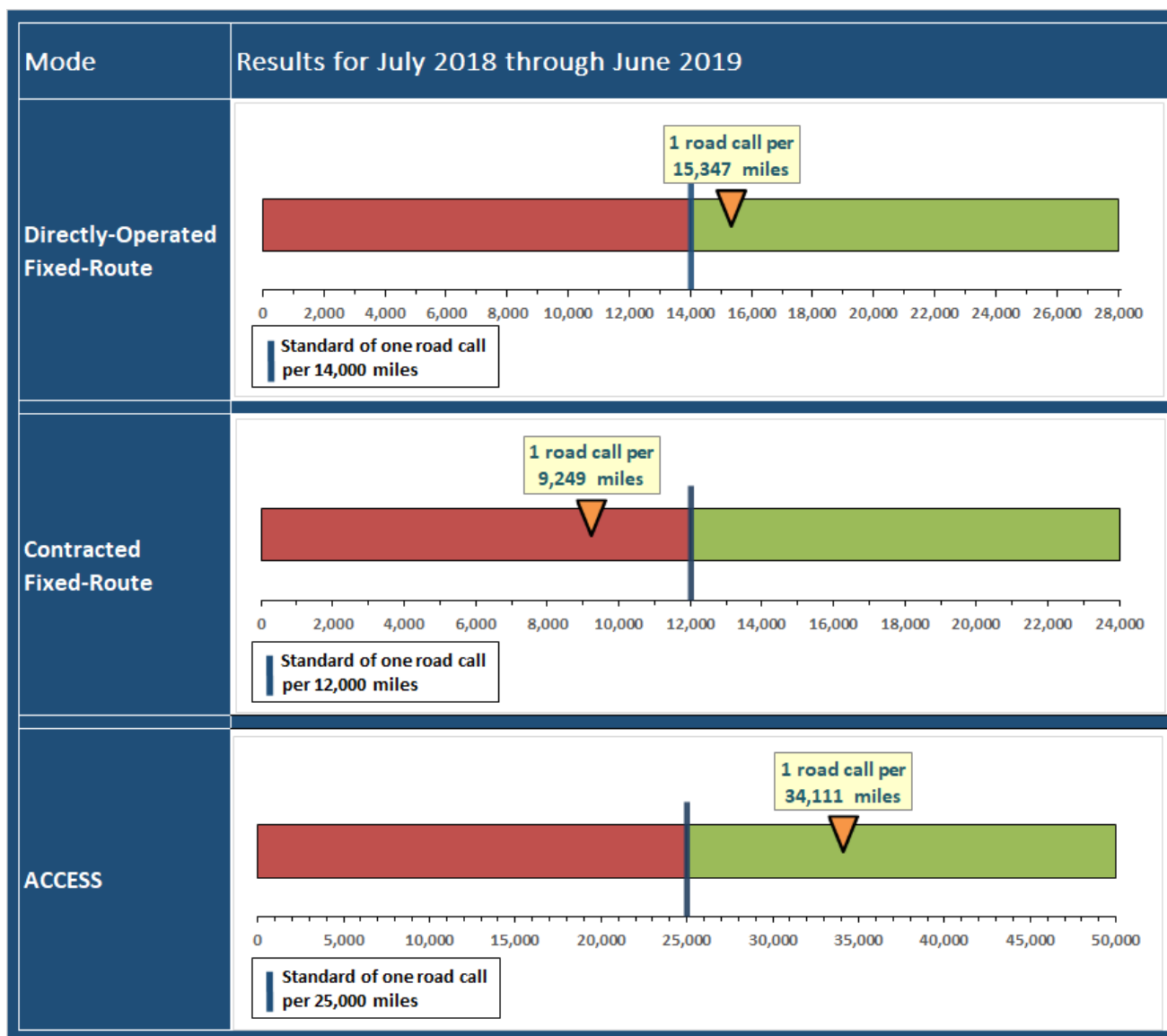
Reliability: Miles Between Road Calls

MBRC is a vehicle reliability performance indicator that measures the average distance in miles that a transit vehicle travels before failure of a vital component forces removal of the vehicle from service. Valid mechanical road calls usually cause a delay or cancellation in service. OCTA has adopted standards for the MBRC for DOFR, CFR, and OC ACCESS services. These standards vary to align with the specific type of service being provided and account for the variability inherent to each of these services including the vehicles assigned. The specific standards as adopted by OCTA are 14,000 MBRC for DOFR OC Bus service; 12,000 MBRC for CFR OC Bus service; and 25,000 MBRC for OC ACCESS

Through the fourth quarter of FY 2018-19, OC Bus services showed steady performance in this measure. DOFR OC Bus service performed above standard, averaging 15,347 vehicle MBRC, a drop of 4.6 percent from last quarter, but an 8.5 percent increase from the same quarter of last year. The recent reduction in the miles between road calls is in part due to an increase in premature piston and cylinder head failures that have become common in the Cummins ISLG engines. Cummins, the original equipment manufacturer, issued a new steel piston (the current pistons are aluminum) to address the issue. Engines under warranty at failure are being retrofitted with steel pistons by Cummins. Engines not under warranty are being overhauled by OCTA's Rebuild section.

MBRC for the CFR OC Bus service was below standard at 9,249 MBRC through the fourth quarter of FY 2018-19. However, this is a 1.6 percent improvement compared to the 9,100 MBRC reported last quarter, and it is 6.2 percent higher than the same quarter last year. The positive trend for MBRC for CFR OC Bus service continued through the fourth quarter with continued corporate staff presence and support in the maintenance shop, and the recent hire of a maintenance director responsible for oversight at both CFR facilities.

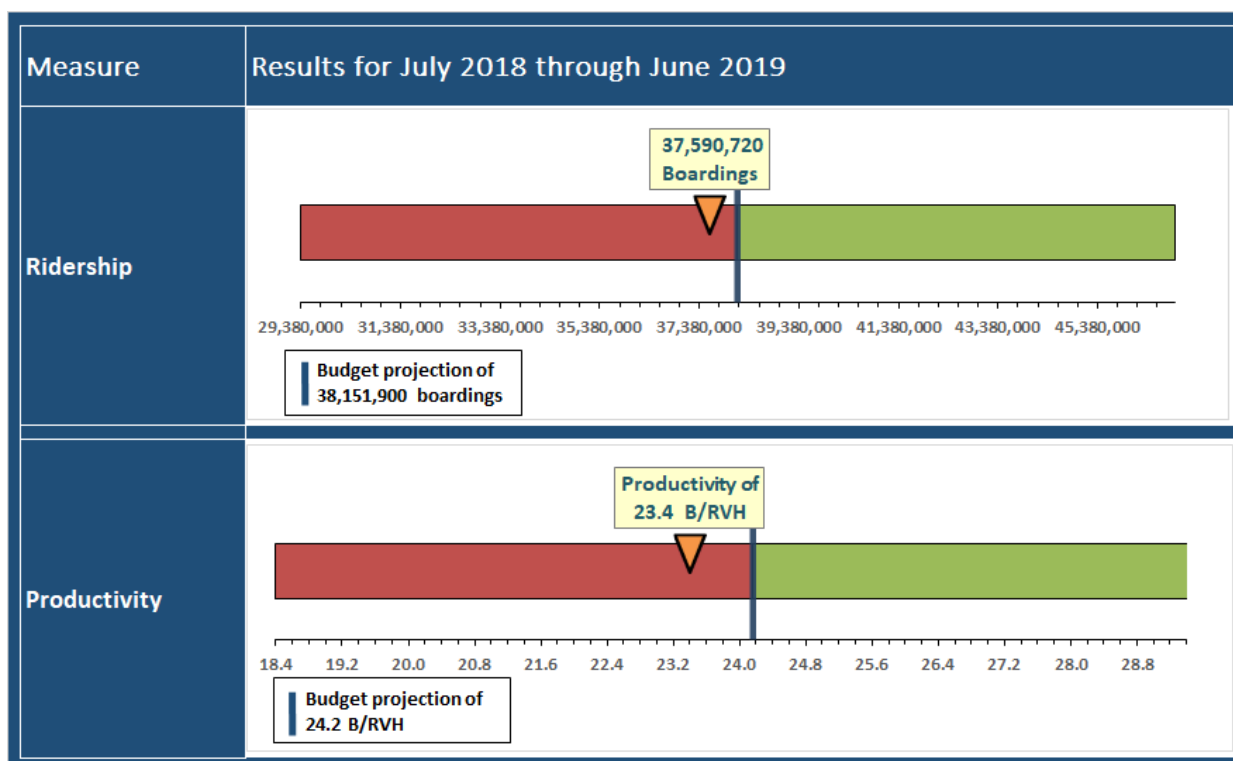
The MBRC for OC ACCESS service exceeded the standard, with 34,111 miles between road calls.



Ridership and Productivity – OC Bus

Ridership (or boardings) is the number of rides taken by passengers using public transit and is influenced by level of service provided, weather, economy, and seasonal variations in demand. Productivity is an industry measure that counts the average number of boardings for each RVH that is operated. RVH is any 60-minute increment of time that a vehicle is available for passengers within the scheduled hours of service, excluding deadhead (a non-revenue movement of a transit vehicle to position it for service). Boardings per RVH (B/RVH) is calculated by taking the boardings and dividing it by the number of RVH operated.

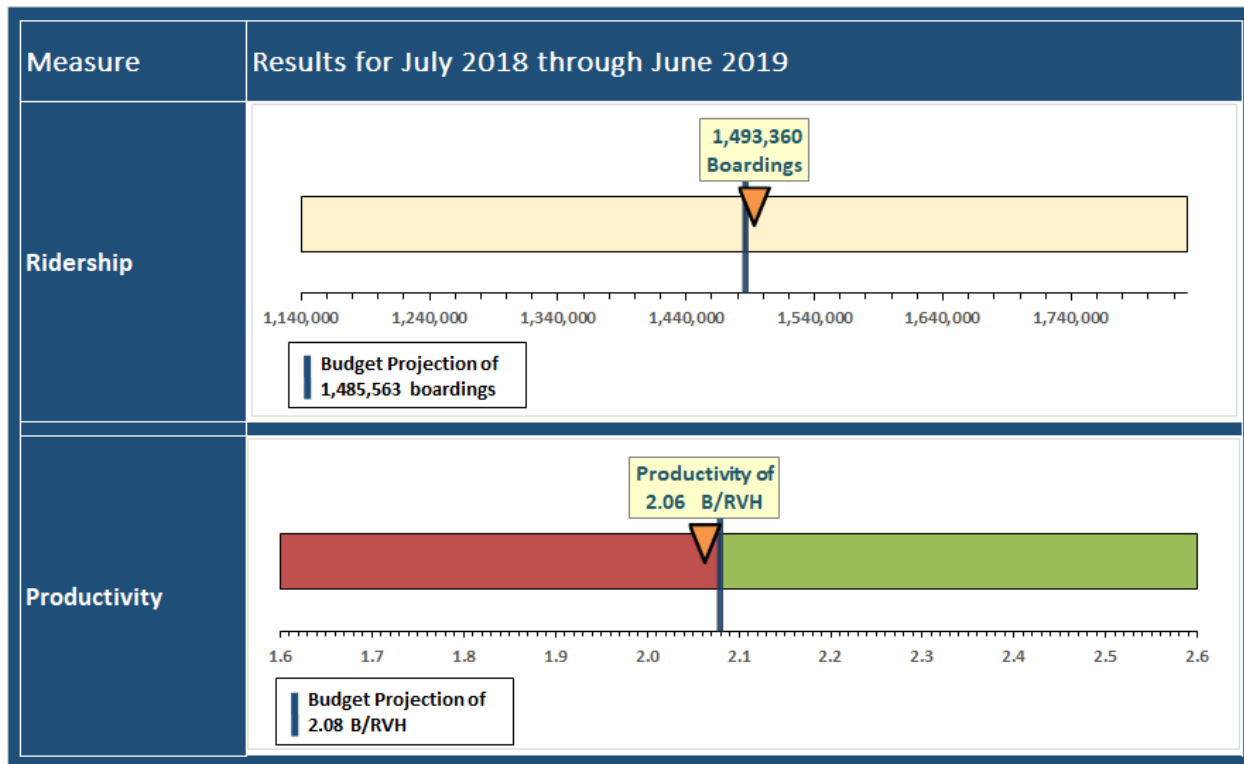
The FY 2018-19 approved budget was developed with the assumption that boardings would decrease by 2.3 percent from FY 2017-18 actuals. Through the fourth quarter of FY 2018-19, both ridership and productivity for OC Bus service were lower than expected. Compared to the same time last year, ridership was down by 3.6 percent. The annual drop beyond the forecast is largely attributed to amount of rain during the year compared to the previous year and the lost service associated with the implementation of the February 2019 Service Change.



Ridership and Productivity – OC ACCESS

(Primary Service Provider and Supplemental Taxi)

Through the fourth quarter of FY 2018-19, the ridership and productivity trends for OC ACCESS continue to indicate increasing demand for this service. Ridership for the quarter exceeded budgeted projections by one half of a percent. Productivity is one percent below the budgeted projection, which is consistent with the rate reported last quarter.



Contractor Performance: Fixed-Route

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

Through the fourth quarter of FY 2018-19, the overall performance of the contracted OC Bus service as determined by the performance categories outlined in the contract was below standard for all measures, including accident reporting, safety, courtesy, and reliability.

Table 1 provides the penalties and incentives assessed to the contractor by quarter for FY 2018-19. The incentives paid in the fourth quarter total \$3,200. The total penalties assessed to the contractor during the FY total \$3,275,661, of which \$727,472 was assessed from April through June. These assessed penalties, particularly for the missed trips, were largely due to the changes implemented by First Transit for the February 2019 Service Change.

| Table 1: | Performance Categories | FY19 Q1 | FY19 Q2 | FY19 Q3 | FY19 Q4 | FYTD 19 |
|---------------------------------|---------------------------------------|---------------------|---------------------|-----------------------|---------------------|-----------------------|
| Penalties | On-Time Performance | \$ (7,000) | \$ (9,000) | \$ (9,000) | \$ (7,000) | \$ (32,000) |
| | Valid Complaints: Per 7,000 boardings | \$ (2,900) | \$ - | \$ (54,400) | \$ (2,400) | \$ (59,700) |
| | Unreported Accident | \$ (20,000) | \$ (20,000) | \$ (110,000) | \$ (90,000) | \$ (240,000) |
| | Accident Frequency Ratio | \$ - | \$ - | \$ (5,000) | \$ (5,000) | \$ (10,000) |
| | Key Positions | \$ - | \$ (29,000) | \$ - | \$ - | \$ (29,000) |
| | CHP Terminal Inspections | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Reports | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Preventive Maintenance | \$ (137,841) | \$ (36,683) | \$ (16,766) | \$ (22,372) | \$ (213,661) |
| | Road Calls | \$ (14,300) | \$ (7,000) | \$ (300) | \$ (4,700) | \$ (26,300) |
| | Vehicle Damage: Per vehicle per day | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Missed Trips | \$ (80,000) | \$ (67,000) | \$ (1,922,000) | \$ (596,000) | \$ (2,665,000) |
| | Total | \$ (262,041) | \$ (168,683) | \$ (2,117,466) | \$ (727,472) | \$ (3,275,661) |
| Incentives | On-Time Performance | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Valid Complaints: Per 7,000 boardings | \$ 3,200 | \$ 9,000 | \$ 4,300 | \$ 3,200 | \$ 19,700 |
| | Accident Frequency Ratio | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | \$ 3,200 | \$ 9,000 | \$ 4,300 | \$ 3,200 | \$ 19,700 |
| Prior Periods Adjustment | Road Calls | \$ (100) | \$ - | \$ - | \$ - | \$ (100) |
| | Key Position | \$ - | \$ 25,182 | \$ - | \$ - | \$ 25,182 |
| | Total | \$ (100) | \$ 25,182 | \$ - | \$ - | \$ 25,082 |
| All | Total | \$ (258,941) | \$ (134,501) | \$ (2,113,166) | \$ (724,272) | \$ (3,230,879) |

Contractor Performance: OC ACCESS

(Primary Service Provider and Supplemental Taxi)

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

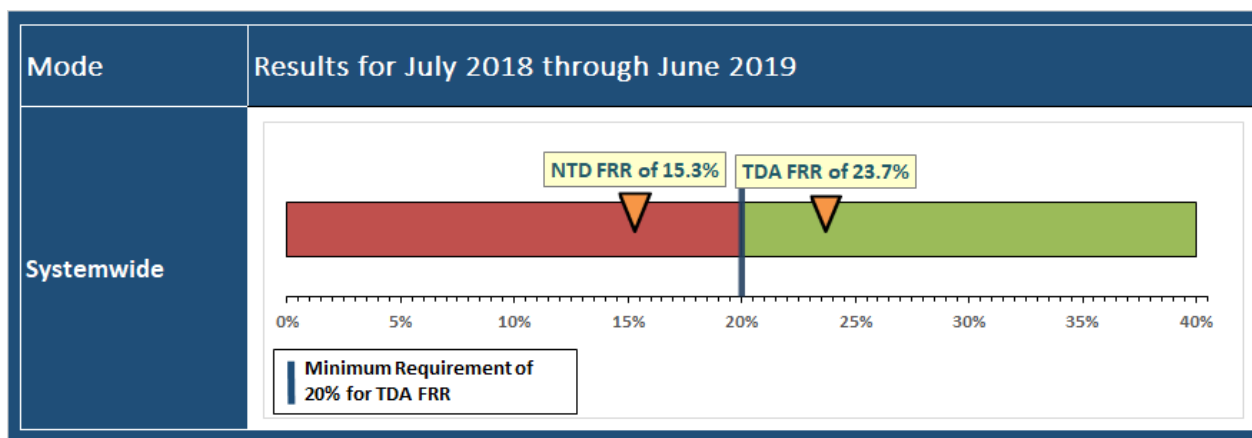
As presented in this report, the overall performance of the contractor providing OC ACCESS service through the fourth quarter of FY 2018-19 mirrors previous reporting periods. Table 2 below lists, by quarter, the penalties and incentives assessed to the OC ACCESS contractor as established in the agreement. Through the fourth quarter, there were no incentives awarded to the contractor, but \$335,174 in penalties were assessed. Since the last reporting period, \$73,349 in penalties were assessed for OTP, call center hold times, excessively late trips, unreported accident, and late preventive maintenance inspections.

| Table 2: Performance Categories | | FY19 Q1 | FY19 Q2 | FY19 Q3 | FY19 Q4 | FYTD 19 |
|---------------------------------|--------------------------|--------------------|---------------------|--------------------|--------------------|---------------------|
| Penalties | Passenger Productivity | \$ - | \$ (10,000) | \$ - | \$ - | \$ (10,000) |
| | On-Time Performance | \$ (10,000) | \$ (20,000) | \$ (10,000) | \$ (5,000) | \$ (45,000) |
| | Customer Comments | \$ - | \$ (3,800) | \$ (300) | \$ - | \$ (4,100) |
| | Call Center Hold Times | \$ (33,000) | \$ (33,000) | \$ (33,000) | \$ (28,000) | \$ (127,000) |
| | Excessively Late Trips | \$ (10,000) | \$ (30,000) | \$ (30,000) | \$ (30,000) | \$ (100,000) |
| | Missed Trips | \$ (5,000) | \$ (10,000) | \$ (5,000) | \$ - | \$ (20,000) |
| | Unreported Accident | \$ - | \$ (5,000) | \$ - | \$ (10,000) | \$ (15,000) |
| | Preventive Maintenance | \$ (13,725) | \$ - | \$ - | \$ (349) | \$ (14,074) |
| | Road calls | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Reports | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Key Positions | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CHP Terminal Inspections | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Vehicle Damage | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | \$ (71,725) | \$ (111,800) | \$ (78,300) | \$ (73,349) | \$ (335,174) |
| Incentives | Passenger Productivity | \$ - | \$ - | \$ - | \$ - | \$ - |
| | On-Time Performance | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Excessively Late Trips | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Missed Trips | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Total | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prior Periods | Customer Comments | \$ 1,100 | \$ - | \$ - | \$ - | \$ 1,100 |
| Adjustment | Total | \$ 1,100 | \$ - | \$ - | \$ - | \$ 1,100 |
| All | Total | \$ (70,625) | \$ (111,800) | \$ (78,300) | \$ (73,349) | \$ (334,074) |

Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all service is required by the Transportation Development Act in order for transit agencies to receive the state sales tax available for public transit purposes. In an effort to normalize seasonal fluctuations, data shown below reflects actuals over the last 12 months from July 2018 through June 2019 post accounting close for FY 2018-19.

FRR, based on the National Transit Database definition in which only passenger fares are included under revenue, did not meet the 20 percent goal. However, as a result of the passage of Senate Bill No. 508 (SB 508), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 23.7 percent, an increase of 0.1 percent from the previous quarter and a 1.5 percent drop from the same quarter last year.



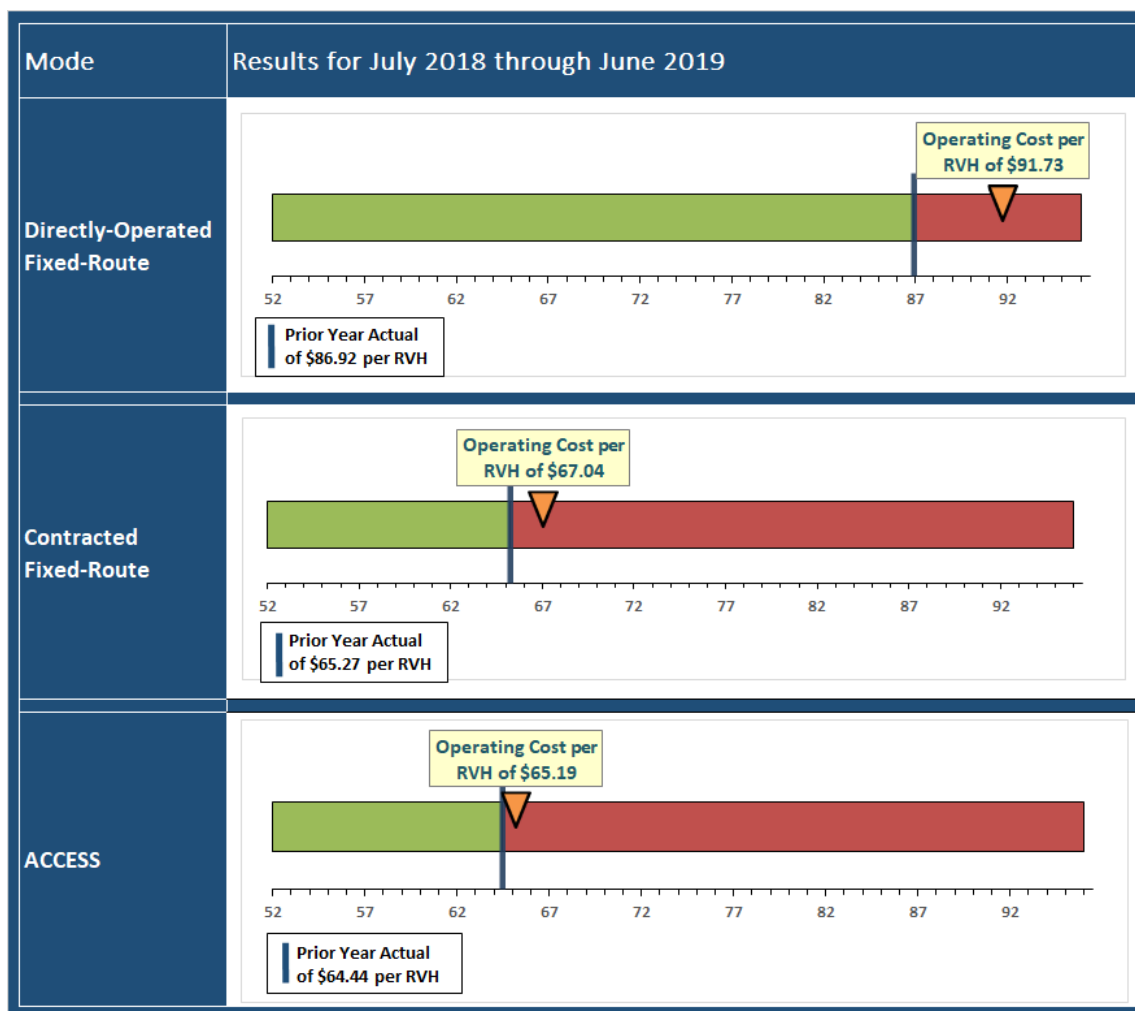
Note:

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

Operating Cost per Revenue Vehicle Hour

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

Similar to the FRR, the statistics below depict actuals over the last 12 months post accounting close for FY 2018-19. All modes operated at a higher cost per RVH than the same 12-month period of the prior year, with 5.5 percent increase in DOFR, 2.7 percent increase in CFR, and 1.2 percent increase in OC ACCESS. The increase in DOFR was primarily due to the execution of a new labor agreement for Coach Operators with a wage increase each year. In addition, DOFR and CFR costs were both increased due to a higher than expected compressed natural gas rate since July 2018. Also contributing to the higher cost per hour was the Alternative Fuel Tax Credit that was received in March 2018, but not received in March 2019. This reduced costs by 2.1 percent in FY 2017-18. For OC ACCESS, the increase in cost per hour was within an expected range due to the increase in the contracted rates as included in the agreement with MV and an increase in gasoline prices.



Performance Evaluation by Route

Continuing efforts are underway to better understand, evaluate, and improve route performance. Performance evaluation is important because it provides:

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

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

A route guide listing all of the routes and their points of origins and destinations is provided after the route-level performance tables. Route types are grouped by route numbers as follows:

- **Routes 1 to 99:** Local Routes include two sub categories:
 - **Major:** These routes operate as frequent as every 15 minutes during peak times. Major routes operate seven days a week throughout the day. Together, the Major routes form a grid on arterial streets throughout the highest transit propensity portions of the OC Bus service area, primarily in northern parts of the county.
 - **Local:** These routes operate on arterials within the grid created by the Major routes, but at lower frequencies. Local routes also operate in parts of Orange County with lower transit demand. Most Local routes operate seven days per week, however some operate on weekdays only.
- **Routes 100 to 199:** Community routes to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes, serving neighborhoods and destinations off the arterial grid. Approximately half of Community routes operate seven days per week.
- **Routes 200 to 299:** Intra-county express routes that operates on weekdays only at peak times and connect riders over long distances to destinations within Orange County, using freeways to access destinations.
- **Routes 400 to 499:** Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. These routes have relatively short alignments, with schedules tied to Metrolink arrivals and departures. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.
- **Routes 500 to 599:** Bravo! routes are limited-stop services operated with branded vehicles.
- **Routes 600 to 699:** Seasonal routes (*these are not included on the following charts*) such as OC Fair Express.
 - **Routes 700 to 799:** Inter-county Express bus service that operates on weekdays only at peak times and connects riders over long distances to destinations outside of Orange County, often using freeways to access destinations.



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|---------|----------|--------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 021 | N | 7.4% | \$ 14.27 | \$ 8.07 | \$ 4.95 | \$ 1.25 | \$ 1.04 | 62,946 | \$ 117.50 | \$ 66.80 | \$ 8.91 | 8.36 | 7,531 | 1 | 2 | - |
| 529 | C | 7.3% | 14.07 | 7.98 | 5.08 | 1.01 | 1.02 | 121,571 | 174.37 | 97.14 | 15.19 | 12.38 | 9,820 | 6 | 4 | - |
| 085 | S | 8.6% | 12.86 | 7.36 | 4.52 | 0.98 | 1.12 | 68,017 | 108.88 | 64.83 | 8.87 | 8.38 | 8,118 | 2 | - | - |
| 001 | S | 7.6% | 11.89 | 6.99 | 4.44 | 0.46 | 0.94 | 558,491 | 159.46 | 96.57 | 9.75 | 12.89 | 43,331 | 6 | - | - |
| 087 | S | 8.7% | 11.60 | 6.66 | 4.09 | 0.85 | 1.03 | 67,172 | 115.05 | 66.62 | 7.67 | 9.76 | 6,879 | - | 2 | - |
| 076 | C | 9.3% | 10.81 | 6.14 | 3.90 | 0.77 | 1.03 | 86,502 | 145.95 | 87.37 | 12.43 | 13.17 | 6,570 | 2 | - | - |
| 153 | N | 10.0% | 10.69 | 6.31 | 3.79 | 0.59 | 1.12 | 112,865 | 107.79 | 8.83 | 9.61 | 11,746 | 2 | - | - | - |
| 178 | C | 10.7% | 10.11 | 5.84 | 3.51 | 0.76 | 1.12 | 87,439 | 107.89 | 64.61 | 8.68 | 10.31 | 8,481 | 2 | - | - |
| 177 | S | 13.0% | 8.53 | 4.92 | 2.95 | 0.66 | 1.18 | 86,223 | 107.96 | 64.71 | 8.37 | 11.93 | 7,228 | - | 2 | - |
| 083 | C | 11.5% | 8.17 | 4.66 | 2.96 | 0.55 | 0.99 | 617,939 | 154.68 | 93.60 | 8.56 | 17.98 | 34,374 | 10 | - | - |
| 086 | C | 13.1% | 7.83 | 4.42 | 2.71 | 0.70 | 1.07 | 143,398 | 107.96 | 64.71 | 8.34 | 13.16 | 10,892 | 3 | - | - |
| 081 | S | 14.2% | 7.66 | 4.35 | 2.67 | 0.64 | 1.16 | 390,773 | 110.24 | 65.51 | 7.65 | 13.46 | 29,029 | 8 | - | - |
| 167 | C | 14.1% | 7.37 | 4.19 | 2.52 | 0.66 | 1.10 | 202,283 | 108.06 | 64.55 | 9.05 | 13.85 | 14,607 | 4 | - | - |
| 024 | N | 14.9% | 7.34 | 4.05 | 2.48 | 0.81 | 1.14 | 123,619 | 108.87 | 64.93 | 8.49 | 14.19 | 8,710 | 3 | - | - |
| 090 | S | 15.5% | 7.00 | 3.89 | 2.39 | 0.72 | 1.15 | 325,438 | 113.48 | 66.22 | 7.56 | 15.27 | 21,310 | 6 | - | - |
| 129 | N | 15.1% | 6.77 | 3.93 | 2.36 | 0.48 | 1.12 | 191,789 | 110.13 | 65.20 | 9.19 | 14.87 | 12,900 | 2 | - | - |
| 066 | N | 12.9% | 6.58 | 3.84 | 2.44 | 0.30 | 0.93 | 417,674 | 150.06 | 89.80 | 14.18 | 20.81 | 20,070 | 4 | - | - |
| 143 | N | 14.9% | 6.53 | 3.85 | 2.31 | 0.37 | 1.08 | 182,401 | 107.99 | 64.67 | 9.55 | 14.91 | 12,237 | 2 | - | - |
| 060 | N | 12.7% | 6.52 | 3.76 | 2.39 | 0.37 | 0.90 | 1,219,499 | 159.17 | 95.63 | 13.78 | 22.60 | 53,965 | 11 | - | - |
| 079 | C | 15.4% | 6.40 | 3.68 | 2.26 | 0.46 | 1.08 | 438,354 | 108.03 | 64.61 | 9.52 | 15.40 | 28,466 | 6 | - | - |
| 560 | C | 14.3% | 6.40 | 3.58 | 2.28 | 0.54 | 0.98 | 772,805 | 156.18 | 93.69 | 13.50 | 22.87 | 33,793 | 6 | 7 | - |
| 082 | S | 18.9% | 6.34 | 3.17 | 1.95 | 1.22 | 1.19 | 82,003 | 123.46 | 68.41 | 8.72 | 19.57 | 4,191 | 3 | - | - |
| 089 | S | 15.7% | 6.21 | 3.54 | 2.17 | 0.50 | 1.06 | 347,150 | 108.47 | 64.85 | 8.71 | 16.03 | 21,688 | 5 | - | - |
| 059 | C | 16.0% | 6.20 | 3.46 | 2.12 | 0.62 | 1.12 | 551,857 | 112.53 | 65.66 | 10.04 | 10.7 | 32,592 | 11 | - | - |
| 065 | C | 16.1% | 6.17 | 3.51 | 2.23 | 0.43 | 1.11 | 1,288,216 | 152.53 | 91.31 | 13.63 | 22.27 | 57,853 | 18 | - | - |
| 072 | C | 15.3% | 6.01 | 3.43 | 2.18 | 0.40 | 1.02 | 498,965 | 146.63 | 87.94 | 11.84 | 22.11 | 22,568 | 6 | - | - |
| 150 | C | 17.9% | 5.98 | 3.26 | 1.96 | 0.76 | 1.14 | 174,724 | 112.20 | 65.25 | 11.07 | 17.63 | 9,911 | 4 | - | - |
| 064 | N | 15.2% | 5.98 | 3.37 | 2.14 | 0.47 | 0.99 | 1,204,423 | 152.05 | 91.08 | 13.69 | 23.41 | 51,446 | 17 | - | - |
| 025 | N | 16.6% | 5.84 | 3.31 | 2.03 | 0.50 | 1.07 | 366,601 | 109.48 | 65.08 | 9.11 | 17.07 | 21,473 | 5 | - | - |
| 037 | N | 15.3% | 5.80 | 3.30 | 2.10 | 0.40 | 0.98 | 1,090,725 | 155.32 | 92.95 | 12.62 | 24.37 | 44,752 | 14 | - | - |
| 071 | N | 16.7% | 5.59 | 3.23 | 1.98 | 0.38 | 1.05 | 693,541 | 109.12 | 65.01 | 8.72 | 17.43 | 39,781 | 8 | - | - |
| 026 | N | 16.6% | 5.47 | 3.19 | 1.96 | 0.32 | 1.02 | 436,160 | 109.78 | 64.83 | 10.87 | 17.77 | 24,544 | 4 | - | - |
| 029 | N | 16.1% | 5.32 | 3.08 | 1.96 | 0.28 | 0.97 | 1,852,018 | 152.00 | 91.19 | 13.05 | 25.27 | 73,286 | 5 | - | 7 |
| 047 | C | 19.0% | 4.87 | 2.79 | 1.77 | 0.31 | 1.07 | 2,084,732 | 151.57 | 90.68 | 13.53 | 26.91 | 77,461 | 20 | - | - |
| 030 | N | 17.8% | 4.72 | 2.72 | 1.67 | 0.33 | 0.95 | 649,329 | 107.93 | 64.79 | 8.34 | 20.21 | 32,134 | 6 | - | - |
| 543 | N | 18.5% | 4.69 | 2.66 | 1.69 | 0.34 | 0.99 | 953,471 | 153.76 | 92.09 | 13.90 | 28.81 | 33,100 | 6 | 4 | - |
| 035 | N | 18.6% | 4.64 | 2.56 | 1.57 | 0.51 | 0.94 | 800,787 | 111.91 | 65.48 | 9.79 | 22.04 | 36,334 | 12 | - | - |
| 057 | C | 19.2% | 4.57 | 2.61 | 1.66 | 0.30 | 1.02 | 1,961,526 | 161.30 | 96.22 | 15.16 | 30.55 | 64,211 | 8 | - | 4 |
| 070 | C | 20.1% | 4.56 | 2.55 | 1.57 | 0.44 | 1.04 | 917,393 | 114.04 | 66.20 | 9.38 | 22.12 | 41,479 | 12 | - | - |
| 033 | N | 18.6% | 4.40 | 2.52 | 1.55 | 0.33 | 0.93 | 380,214 | 108.19 | 64.72 | 8.78 | 21.63 | 17,579 | 4 | - | - |
| 060 | C | 19.0% | 4.32 | 2.49 | 1.58 | 0.25 | 0.95 | 1,902,206 | 152.51 | 91.34 | 13.19 | 30.35 | 62,675 | 16 | - | - |
| 053X | C | 21.0% | 4.10 | 2.33 | 1.48 | 0.29 | 1.01 | 663,354 | 137.90 | 82.39 | 13.39 | 28.56 | 23,228 | 6 | - | - |
| 053 | C | 20.3% | 4.08 | 2.34 | 1.49 | 0.25 | 0.98 | 1,403,386 | 156.65 | 93.36 | 16.74 | 32.55 | 43,119 | 10 | - | - |
| 046 | N | 21.9% | 4.04 | 2.27 | 1.39 | 0.38 | 1.03 | 639,251 | 108.99 | 64.92 | 9.45 | 23.27 | 27,470 | 7 | - | - |
| 038 | N | 20.7% | 3.99 | 2.22 | 1.36 | 0.41 | 0.94 | 1,065,887 | 111.83 | 65.73 | 9.16 | 24.78 | 43,020 | 14 | - | - |
| 043 | N | 21.4% | 3.99 | 2.30 | 1.46 | 0.23 | 1.02 | 2,095,510 | 148.87 | 88.85 | 14.87 | 31.08 | 67,414 | 13 | - | - |
| 057X | C | 23.7% | 3.70 | 2.08 | 1.32 | 0.30 | 1.05 | 1,105,807 | 137.84 | 82.48 | 13.04 | 30.98 | 35,697 | 5 | - | 2 |
| 066 | C | 23.6% | 3.52 | 2.03 | 1.29 | 0.20 | 1.03 | 2,025,989 | 149.88 | 89.49 | 14.90 | 34.44 | 58,823 | 12 | - | - |
| 042 | N | 22.7% | 3.38 | 1.92 | 1.18 | 0.28 | 0.91 | 1,521,160 | 110.07 | 65.16 | 9.90 | 27.41 | 55,490 | 13 | - | - |
| 064 | C | 23.9% | 3.16 | 1.83 | 1.16 | 0.17 | 0.94 | 1,539,228 | 151.80 | 90.54 | 15.66 | 38.67 | 39,800 | 7 | - | - |
| 064X | C | 26.0% | 2.74 | 1.65 | 1.05 | 0.04 | 0.95 | 619,337 | 138.07 | 82.49 | 13.11 | 37.95 | 16,321 | 3 | - | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.

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

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



OCTA Operating Statistics By Route for Express Service (Sorted by Subsidy per Boarding)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|---------|----------|-------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 211 | C | 1.9% | \$ 65.05 | \$ 31.93 | \$ 25.06 | \$ 8.06 | \$ 1.09 | 14,173 | \$ 144.90 | \$ 91.05 | \$ 8.54 | 2.49 | 5,681 | - | 4 | - |
| 213 | N | 2.5% | 47.23 | 22.08 | 17.32 | 7.83 | 1.03 | 14,588 | 167.30 | 97.10 | 9.76 | 4.14 | 3,525 | - | 4 | - |
| 721 | N | 4.5% | 44.17 | 24.72 | 14.90 | 4.55 | 1.85 | 21,967 | 239.08 | 147.05 | 9.29 | 5.77 | 3,810 | 3 | - | - |
| 701 | C | 7.0% | 32.00 | 17.30 | 10.43 | 4.27 | 2.08 | 23,396 | 275.05 | 168.85 | 11.47 | 9.23 | 2,536 | 3 | - | - |
| 206 | C | 4.4% | 29.32 | 12.74 | 10.00 | 6.58 | 1.05 | 13,025 | 178.14 | 106.00 | 9.34 | 7.49 | 1,740 | - | 3 | - |
| 794 | C | 20.7% | 26.82 | 12.62 | 9.90 | 4.30 | 5.87 | 31,034 | 220.67 | 143.47 | 8.26 | 7.77 | 3,992 | 4 | - | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.
(2) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for StationLink Service (Sorted by Subsidy per Boarding)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|-------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 463 | C | 3.8% | \$ 30.07 | \$ 12.69 | \$ 11.18 | \$ 6.20 | \$ 0.95 | 21,503 | \$ 175.12 | \$ 104.38 | \$ 16.90 | 7.06 | 3,048 | 4 | - | - |
| 480 | C | 8.2% | 12.90 | 5.53 | 4.87 | 2.50 | 0.93 | 26,719 | 176.70 | 105.13 | 15.21 | 15.60 | 1,713 | 2 | - | - |
| 453 | N | 7.9% | 11.65 | 4.99 | 4.40 | 2.26 | 0.81 | 29,472 | 180.48 | 105.60 | 27.45 | 17.68 | 1,667 | 2 | - | - |
| 472 | C | 10.1% | 11.51 | 4.46 | 3.93 | 3.12 | 0.94 | 34,759 | 166.39 | 102.37 | 14.10 | 17.82 | 1,951 | 3 | - | - |
| 473 | C | 13.1% | 8.41 | 3.59 | 3.17 | 1.65 | 1.02 | 45,493 | 184.43 | 105.84 | 16.23 | 23.71 | 1,918 | 2 | - | - |
| 462 | C | 12.6% | 7.68 | 3.61 | 3.18 | 0.89 | 0.98 | 37,363 | 162.03 | 101.15 | 22.89 | 20.85 | 1,792 | 1 | - | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.
(2) C under Zone is Central County, N is North County and S is South County.



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|--------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 043 | N | 21.4% | \$ 3.99 | \$ 2.30 | \$ 1.46 | \$ 0.23 | \$ 1.02 | 2,095,510 | \$ 148.87 | \$ 88.85 | \$ 14.87 | 31.08 | 67,414 | 13 | - | - |
| 047 | C | 19.0% | 4.87 | 2.79 | 1.77 | 0.31 | 1.03 | 2,084,732 | 151.57 | 90.68 | 13.53 | 26.91 | 77,461 | 20 | - | - |
| 066 | C | 23.6% | 3.52 | 2.03 | 1.29 | 0.20 | 1.07 | 2,025,989 | 149.88 | 89.49 | 14.90 | 34.44 | 58,823 | 12 | - | - |
| 057 | C | 19.2% | 4.57 | 2.61 | 1.66 | 0.30 | 1.02 | 1,961,526 | 161.30 | 96.22 | 15.16 | 30.55 | 64,211 | 8 | - | 4 |
| 060 | C | 19.0% | 4.32 | 2.49 | 1.58 | 0.25 | 0.95 | 1,902,206 | 152.51 | 91.34 | 13.19 | 30.35 | 62,675 | 16 | - | - |
| 029 | N | 16.1% | 5.32 | 3.08 | 1.96 | 0.28 | 0.97 | 1,852,018 | 152.00 | 91.19 | 13.05 | 25.27 | 73,286 | 5 | - | 7 |
| 064 | C | 23.9% | 3.16 | 1.83 | 1.16 | 0.17 | 0.94 | 1,539,228 | 151.80 | 90.54 | 15.66 | 38.67 | 39,800 | 7 | - | - |
| 042 | N | 22.7% | 3.38 | 1.92 | 1.18 | 0.28 | 0.91 | 1,521,160 | 110.07 | 65.16 | 9.90 | 27.41 | 55,490 | 13 | - | - |
| 053 | C | 20.3% | 4.08 | 2.34 | 1.49 | 0.25 | 0.98 | 1,403,386 | 156.65 | 93.36 | 16.74 | 32.55 | 43,119 | 10 | - | - |
| 065 | C | 16.1% | 6.17 | 3.51 | 2.23 | 0.43 | 1.11 | 1,288,216 | 152.53 | 91.31 | 13.63 | 22.27 | 57,853 | 18 | - | - |
| 050 | N | 12.7% | 6.52 | 3.76 | 2.39 | 0.37 | 0.90 | 1,219,499 | 159.17 | 95.63 | 13.78 | 22.60 | 53,965 | 11 | - | - |
| 054 | N | 15.2% | 5.98 | 3.37 | 2.14 | 0.47 | 0.89 | 1,204,423 | 152.05 | 91.08 | 13.69 | 23.41 | 51,446 | 17 | - | - |
| 057X | C | 23.7% | 3.70 | 2.08 | 1.32 | 0.30 | 1.05 | 1,105,807 | 137.84 | 82.48 | 13.04 | 30.98 | 35,697 | 5 | - | 2 |
| 037 | N | 15.3% | 5.80 | 3.30 | 2.10 | 0.40 | 0.98 | 1,090,725 | 155.32 | 92.95 | 12.62 | 24.37 | 44,752 | 14 | - | - |
| 038 | N | 20.7% | 3.99 | 2.22 | 1.36 | 0.41 | 0.94 | 1,065,887 | 111.83 | 65.73 | 9.16 | 24.78 | 43,020 | 14 | - | - |
| 543 | N | 18.5% | 4.69 | 2.66 | 1.69 | 0.34 | 0.99 | 953,471 | 153.76 | 92.09 | 13.90 | 28.81 | 33,100 | 6 | 4 | - |
| 070 | C | 20.1% | 4.56 | 2.55 | 1.57 | 0.44 | 1.04 | 917,393 | 114.04 | 66.20 | 9.38 | 22.12 | 41,479 | 12 | - | - |
| 035 | N | 18.6% | 4.64 | 2.56 | 1.57 | 0.51 | 0.94 | 800,787 | 111.91 | 65.48 | 9.79 | 22.04 | 36,334 | 12 | - | - |
| 560 | C | 14.3% | 6.40 | 3.58 | 2.28 | 0.54 | 0.98 | 772,905 | 156.18 | 93.69 | 13.50 | 22.87 | 33,793 | 6 | 7 | - |
| 071 | N | 16.7% | 5.59 | 3.23 | 1.98 | 0.38 | 1.05 | 693,541 | 109.12 | 65.01 | 8.72 | 17.43 | 39,781 | 8 | - | - |
| 053X | C | 21.0% | 4.10 | 2.33 | 1.48 | 0.29 | 1.01 | 663,354 | 137.90 | 82.39 | 13.39 | 28.56 | 23,228 | 6 | - | - |
| 030 | N | 17.8% | 4.72 | 2.72 | 1.67 | 0.33 | 0.95 | 649,329 | 107.93 | 64.79 | 8.34 | 20.21 | 32,134 | 6 | - | - |
| 046 | N | 21.9% | 4.04 | 2.27 | 1.39 | 0.38 | 1.03 | 639,251 | 108.99 | 64.92 | 9.45 | 23.27 | 27,470 | 7 | - | - |
| 064X | C | 26.0% | 2.74 | 1.65 | 1.05 | 0.04 | 0.95 | 619,337 | 138.07 | 82.49 | 13.11 | 37.95 | 16,321 | 3 | - | - |
| 083 | C | 11.5% | 8.17 | 4.66 | 2.96 | 0.55 | 0.99 | 617,939 | 154.68 | 93.60 | 8.56 | 17.98 | 34,374 | 10 | - | - |
| 001 | S | 7.6% | 11.89 | 6.99 | 4.44 | 0.46 | 0.94 | 558,491 | 159.46 | 96.57 | 9.75 | 12.89 | 43,331 | 6 | - | - |
| 059 | C | 16.0% | 6.20 | 3.46 | 2.12 | 0.62 | 1.07 | 551,857 | 112.53 | 65.66 | 10.04 | 10.73 | 32,592 | 11 | - | - |
| 072 | C | 15.3% | 6.01 | 3.43 | 2.18 | 0.40 | 1.02 | 498,965 | 146.63 | 87.94 | 11.84 | 22.11 | 22,568 | 6 | - | - |
| 079 | C | 15.4% | 6.40 | 3.68 | 2.26 | 0.46 | 1.08 | 438,354 | 108.03 | 64.61 | 9.52 | 15.40 | 28,466 | 6 | - | - |
| 026 | N | 16.6% | 5.47 | 3.19 | 1.96 | 0.32 | 1.02 | 436,160 | 109.78 | 64.83 | 10.87 | 17.77 | 24,544 | 4 | - | - |
| 066 | N | 12.9% | 6.58 | 3.84 | 2.44 | 0.30 | 0.93 | 417,674 | 150.06 | 89.80 | 14.18 | 20.81 | 20,070 | 4 | - | - |
| 091 | S | 14.2% | 7.66 | 4.35 | 2.67 | 0.64 | 1.16 | 390,773 | 110.24 | 65.51 | 7.65 | 13.46 | 29,029 | 8 | - | - |
| 033 | N | 18.6% | 4.40 | 2.52 | 1.55 | 0.33 | 0.93 | 380,214 | 108.19 | 64.72 | 8.78 | 21.63 | 17,579 | 4 | - | - |
| 025 | N | 16.6% | 5.84 | 3.31 | 2.03 | 0.50 | 1.07 | 366,601 | 109.48 | 65.08 | 9.11 | 17.07 | 21,473 | 5 | - | - |
| 089 | S | 15.7% | 6.21 | 3.54 | 2.17 | 0.50 | 1.06 | 347,150 | 108.47 | 64.85 | 8.71 | 16.03 | 21,658 | 5 | - | - |
| 090 | S | 15.5% | 7.00 | 3.89 | 2.39 | 0.72 | 1.15 | 325,438 | 113.48 | 66.22 | 7.56 | 15.27 | 21,310 | 6 | - | - |
| 167 | C | 14.1% | 7.37 | 4.19 | 2.52 | 0.66 | 1.10 | 202,283 | 108.06 | 64.55 | 9.05 | 13.85 | 14,607 | 4 | - | - |
| 129 | N | 15.1% | 6.77 | 3.93 | 2.36 | 0.48 | 1.12 | 191,789 | 110.13 | 65.20 | 9.19 | 14.87 | 12,900 | 2 | - | - |
| 143 | N | 14.9% | 6.53 | 3.85 | 2.31 | 0.37 | 1.08 | 182,401 | 107.99 | 64.67 | 9.55 | 14.91 | 12,237 | 2 | - | - |
| 150 | C | 17.9% | 5.98 | 3.26 | 1.96 | 0.76 | 1.14 | 174,724 | 112.20 | 65.25 | 11.07 | 17.63 | 9,911 | 4 | - | - |
| 086 | C | 13.1% | 7.83 | 4.42 | 2.71 | 0.70 | 1.07 | 143,398 | 107.96 | 64.71 | 8.34 | 13.16 | 10,892 | 3 | - | - |
| 024 | N | 14.9% | 7.34 | 4.05 | 2.48 | 0.81 | 1.14 | 123,619 | 108.87 | 64.93 | 8.49 | 14.19 | 8,710 | 3 | - | - |
| 529 | C | 7.3% | 14.07 | 7.98 | 5.08 | 1.01 | 1.02 | 121,571 | 174.37 | 97.14 | 15.19 | 12.38 | 9,820 | 6 | 4 | - |
| 153 | N | 10.0% | 10.69 | 6.31 | 3.79 | 0.59 | 1.12 | 112,865 | 107.79 | 64.71 | 8.83 | 9.61 | 11,746 | 2 | - | - |
| 178 | C | 10.7% | 10.11 | 5.84 | 3.51 | 0.76 | 1.12 | 87,439 | 107.89 | 64.61 | 8.68 | 10.31 | 8,481 | 2 | - | - |
| 076 | C | 9.3% | 10.81 | 6.14 | 3.90 | 0.77 | 1.03 | 86,502 | 145.85 | 87.37 | 12.43 | 13.17 | 6,570 | 2 | - | - |
| 177 | S | 13.0% | 8.53 | 4.92 | 2.95 | 0.66 | 1.18 | 86,223 | 107.96 | 64.71 | 8.37 | 11.93 | 7,228 | - | 2 | - |
| 082 | S | 18.9% | 6.34 | 3.17 | 1.95 | 1.22 | 1.19 | 82,003 | 123.46 | 68.41 | 8.72 | 19.57 | 4,191 | 3 | - | - |
| 085 | S | 8.6% | 12.86 | 7.36 | 4.52 | 0.98 | 1.12 | 68,017 | 108.88 | 64.83 | 8.87 | 8.38 | 8,118 | 2 | - | - |
| 087 | S | 8.7% | 11.60 | 6.66 | 4.09 | 0.85 | 1.03 | 67,172 | 115.05 | 66.62 | 7.67 | 9.76 | 6,879 | - | 2 | - |
| 021 | N | 7.4% | 14.27 | 8.07 | 4.95 | 1.25 | 1.04 | 62,946 | 117.50 | 66.80 | 8.91 | 8.36 | 7,531 | 1 | 2 | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.

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

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



OCTA Operating Statistics By Route for Express Service (Sorted by Boardings)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|---------|----------|-------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 794 | C | 20.7% | \$ 26.82 | \$ 12.62 | \$ 9.90 | \$ 4.30 | \$ 5.87 | 31,034 | \$ 220.67 | \$ 143.47 | \$ 8.26 | 7.77 | 3,992 | 4 | - | - |
| 701 | C | 7.0% | 32.00 | 17.30 | 10.43 | 4.27 | 2.08 | 23,396 | 275.05 | 168.85 | 11.47 | 9.23 | 2,536 | 3 | - | - |
| 721 | N | 4.5% | 44.17 | 24.72 | 14.90 | 4.55 | 1.85 | 21,967 | 239.08 | 147.05 | 9.29 | 5.77 | 3,810 | 3 | - | - |
| 213 | N | 2.5% | 47.23 | 22.08 | 17.32 | 7.83 | 1.03 | 14,588 | 167.30 | 97.10 | 9.76 | 4.14 | 3,525 | - | 4 | - |
| 211 | C | 1.9% | 65.05 | 31.93 | 25.06 | 8.06 | 1.09 | 14,173 | 144.90 | 91.05 | 8.54 | 2.49 | 5,681 | - | 4 | - |
| 206 | C | 4.4% | 29.32 | 12.74 | 10.00 | 6.58 | 1.05 | 13,025 | 178.14 | 106.00 | 9.34 | 7.49 | 1,740 | - | 3 | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for StationLink Service (Sorted by Boardings)
Fiscal Year 2018-19 Through Q4

| Route | Zone | Farebox | Subsidy per Boarding | Direct Subsidy | Indirect Subsidy | "Capital Subsidy" Per Boarding | Revenue per Boarding | Boardings | CostVSH | Direct CostVSH | CostVSM | BoardVSH | VSH | Bus Count | | |
|-------|------|---------|----------------------|----------------|------------------|--------------------------------|----------------------|-----------|-----------|----------------|----------|----------|-------|-----------|-------|-------|
| | | | | | | | | | | | | | | 40 FT | 32 FT | 60 FT |
| 473 | C | 13.1% | \$ 8.41 | \$ 3.59 | \$ 3.17 | \$ 1.65 | \$ 1.02 | 45,493 | \$ 184.43 | \$ 105.84 | \$ 16.23 | 23.71 | 1,918 | 2 | - | - |
| 462 | C | 12.6% | 7.68 | 3.61 | 3.18 | 0.89 | 0.98 | 37,363 | 162.03 | 101.15 | 22.89 | 20.85 | 1,792 | 1 | - | - |
| 472 | C | 10.1% | 11.51 | 4.46 | 3.93 | 3.12 | 0.94 | 34,759 | 166.39 | 102.37 | 14.10 | 17.82 | 1,951 | 3 | - | - |
| 453 | N | 7.9% | 11.65 | 4.99 | 4.40 | 2.26 | 0.81 | 29,472 | 180.48 | 105.60 | 27.45 | 17.68 | 1,667 | 2 | - | - |
| 480 | C | 8.2% | 12.90 | 5.53 | 4.87 | 2.50 | 0.93 | 26,719 | 176.70 | 105.13 | 15.21 | 15.60 | 1,713 | 2 | - | - |
| 463 | C | 3.8% | 30.07 | 12.69 | 11.18 | 6.20 | 0.95 | 21,503 | 175.12 | 104.38 | 16.90 | 7.06 | 3,048 | 4 | - | - |

(1) Total bus count (429) is based on PM weekday equipment requirements.

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

Route Reference Table

| Route | Route Description | Main Street | Route Category |
|--------|--|--|----------------|
| 1 | Long Beach - San Clemente | via Pacific Coast Hwy | LOCAL |
| 21 | Buena Park - Sunset Beach | via Valley View St/ Bolsa Chica Rd | LOCAL |
| 24 | Buena Park - Orange | via Malvern Ave/ Chapman Ave/ Tustin Ave | LOCAL |
| 25 | Fullerton - Huntington Beach | via Knott Ave/ Goldenwest St | LOCAL |
| 26 | Fullerton - Placentia | via Commonwealth Ave/ Yorba Linda Blvd | LOCAL |
| 29 | La Habra - Huntington Beach | via Beach Blvd | LOCAL |
| 30 | Cerritos - Anaheim | via Orangethorpe Ave | LOCAL |
| 33 | Fullerton - Huntington Beach | via Magnolia St | LOCAL |
| 35 | Fullerton - Costa Mesa | via Brookhurst St | LOCAL |
| 37 | La Habra - Fountain Valley | via Euclid St | LOCAL |
| 38 | Lakewood - Anaheim Hills | via Del Amo Blvd/ La Palma Ave | LOCAL |
| 42 | Seal Beach - Orange | via Seal Beach Blvd/ Los Alamitos Blvd/ Lincoln Ave | LOCAL |
| 43 | Fullerton - Costa Mesa | via Harbor Blvd | LOCAL |
| 46 | Long Beach - Orange | via Ball Road/ Taft Ave | LOCAL |
| 47 | Fullerton - Balboa | via Anaheim Blvd/ Fairview St | LOCAL |
| 50 | Long Beach - Orange | via Katella Ave | LOCAL |
| 53/53X | Anaheim - Irvine | via Main St | LOCAL |
| 54 | Garden Grove - Orange | via Chapman Ave | LOCAL |
| 55 | Santa Ana - Newport Beach | via Standard Ave/ Bristol St/ Fairview St/ 17th St | LOCAL |
| 56 | Garden Grove - Orange | via Garden Grove Blvd | LOCAL |
| 57/57X | Brea - Newport Beach | via State College Blvd/ Bristol St | LOCAL |
| 59 | Anaheim - Irvine | via Kraemer Blvd/ Glassell St/ Grand Ave/ Von Karman Ave | LOCAL |
| 60 | Long Beach - Tustin | via Westminster Ave/ 17th St | LOCAL |
| 64/64X | Huntington Beach - Tustin | via Bolsa Ave/ 1st St | LOCAL |
| 66 | Huntington Beach - Irvine | via McFadden Ave/ Walnut Ave | LOCAL |
| 70 | Sunset Beach - Tustin | via Edinger Ave | LOCAL |
| 71 | Yorba Linda - Newport Beach | via Tustin Ave/ Red Hill Ave/ Newport Blvd | LOCAL |
| 72 | Sunset Beach - Tustin | via Warner Ave | LOCAL |
| 76 | Huntington Beach - John Wayne Airport | via Talbert Ave/ MacArthur Blvd | LOCAL |
| 79 | Tustin - Newport Beach | via Bryan Ave/ Culver Dr/ University Ave | LOCAL |
| 82 | Foothill Ranch - Rancho Santa Margarita | via Portola Pkwy/ Santa Margarita Pkwy | LOCAL |
| 83 | Anaheim - Laguna Hills | via 5 Fwy/ Main St | LOCAL |
| 85 | Mission Viejo - Laguna Niguel | via Marguerite Pkwy/ Crown Valley Pkwy | LOCAL |
| 86 | Costa Mesa - Mission Viejo | via Alton Pkwy/ Jeronimo Rd | LOCAL |
| 87 | Rancho Santa Margarita - Laguna Niguel | via Alicia Pkwy | LOCAL |
| 89 | Mission Viejo - Laguna Beach | via El Toro Rd/ Laguna Canyon Rd | LOCAL |
| 90 | Tustin - Dana Point | via Irvine Center Dr/ Moulton Pkwy/ Golden Lantern St | LOCAL |
| 91 | Laguna Hills - San Clemente | via Paseo de Valencia/ Camino Capistrano/ Del Obispo St | LOCAL |
| 129 | La Habra - Anaheim | via La Habra Blvd/ Brea Blvd/ Birch St/ Kraemer Blvd | COMMUNITY |
| 143 | La Habra - Brea | via Whittier Blvd/ Harbor Blvd/ Brea Blvd/ Birch St | COMMUNITY |
| 150 | Santa Ana - Costa Mesa | via Fairview St/ Flower St | COMMUNITY |
| 153 | Brea - Anaheim | via Placentia Ave | COMMUNITY |
| 167 | Orange - Irvine | via Irvine Ave/ Hewes St/ Jeffrey Rd | COMMUNITY |
| 177 | Foothill Ranch - Laguna Hills | via Lake Forest Dr/ Muirlands Blvd/ Los Alisos Blvd | COMMUNITY |
| 178 | Huntington Beach - Irvine | via Adams Ave/ Birch St/ Campus Dr | COMMUNITY |
| 206 | Santa Ana - Lake Forest Express | via 5 Fwy | EXPRESS BUS |
| 211 | Huntington Beach - Irvine Express | via 405 Fwy | EXPRESS BUS |
| 213 | Brea - Irvine Express | via 55 Fwy | EXPRESS BUS |
| 453 | Orange Transportation Center - St. Joseph's Hospital | via Chapman Ave/ Main St/ La Veta Ave | STATIONLINK |
| 462 | Santa Ana Regional transportation Center - Civic Center | via Santa Ana Blvd/ Civic Center Dr | STATIONLINK |
| 463 | Santa Ana Regional transportation Center - Hutton Centre | via Grand Ave | STATIONLINK |
| 472 | Tustin Metrolink Station - Irvine Business Complex | via Edinger Ave/ Red Hill Ave/ Campus Dr/ Jamboree Rd | STATIONLINK |
| 473 | Tustin Metrolink Station - U.C.I. | via Edinger Ave/ Harvard Ave | STATIONLINK |
| 480 | Irvine Metrolink Station - Lake Forest | via Alton Pkwy/ Bake Pkwy/ Lake Forest Dr | STATIONLINK |
| 529 | Fullerton - Huntington Beach | via Beach Blvd | BRAVO |
| 543 | Fullerton Transportation Center - Santa Ana | via Harbor Blvd | BRAVO |
| 560 | Santa Ana - Long Beach | via 17th St/ Westminster Blvd | BRAVO |
| 701 | Huntington Beach - Los Angeles Express | via 405 Fwy/ 605 Fwy/ 105 Fwy/ 110 Fwy | EXPRESS BUS |
| 721 | Fullerton - Los Angeles Express | via 110 Fwy/ 91 Fwy | EXPRESS BUS |
| 794 | Riverside / Corona - South Coast Metro Express | via 91 Fwy/ 55 Fwy | EXPRESS BUS |

OC Bus 360° Plan: Performance to Date

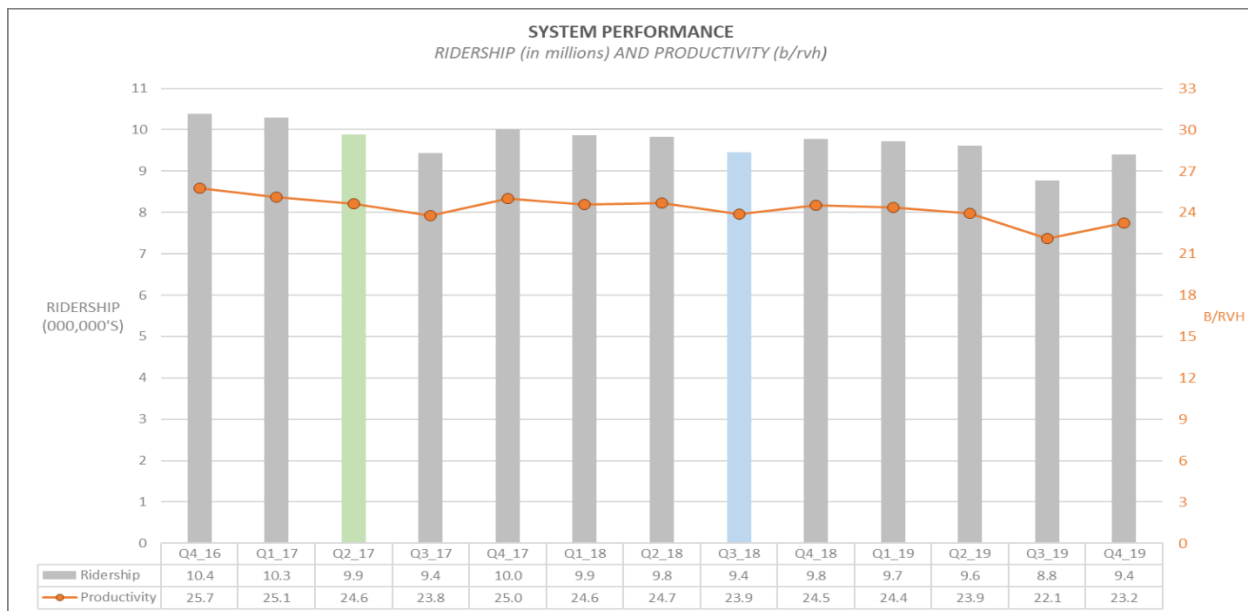
To address declining bus ridership, the OCTA Board of Directors (Board) endorsed a comprehensive action plan known as OC Bus 360° plan in 2015. This effort included a comprehensive review of current and former rider perceptions, a peer review panel that reviewed OCTA's performance and plans, new branding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

Extensive work was invested by OCTA divisions to implement the OC Bus 360° plan. These efforts included:

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

Impact of the Service Changes

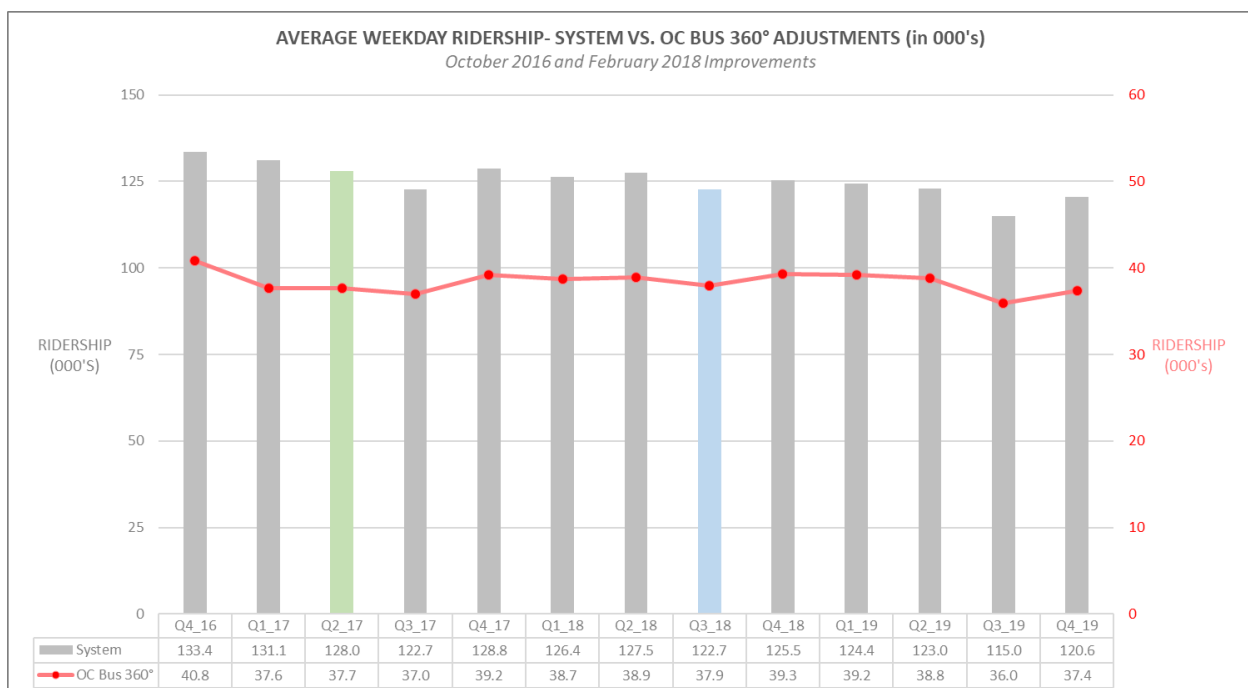
Of the series of approved bus service changes under the OC Bus 360° plan, the changes implemented in October 2016 and February 2018 were the most significant and tracked for overall OC Bus 360° plan impact. Provided below is a series of charts that show overall system performance over the last 13 quarters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



Through the fourth quarter of FY 2018-19, ridership and productivity increased compared to last quarter.

- Ridership was 7.1 percent higher than the previous quarter, but 3.8 percent lower than the same quarter last year.
- Productivity through the fourth quarter increased by 5.0 percent from last quarter but decreased by 5.4 percent from the same quarter last year.

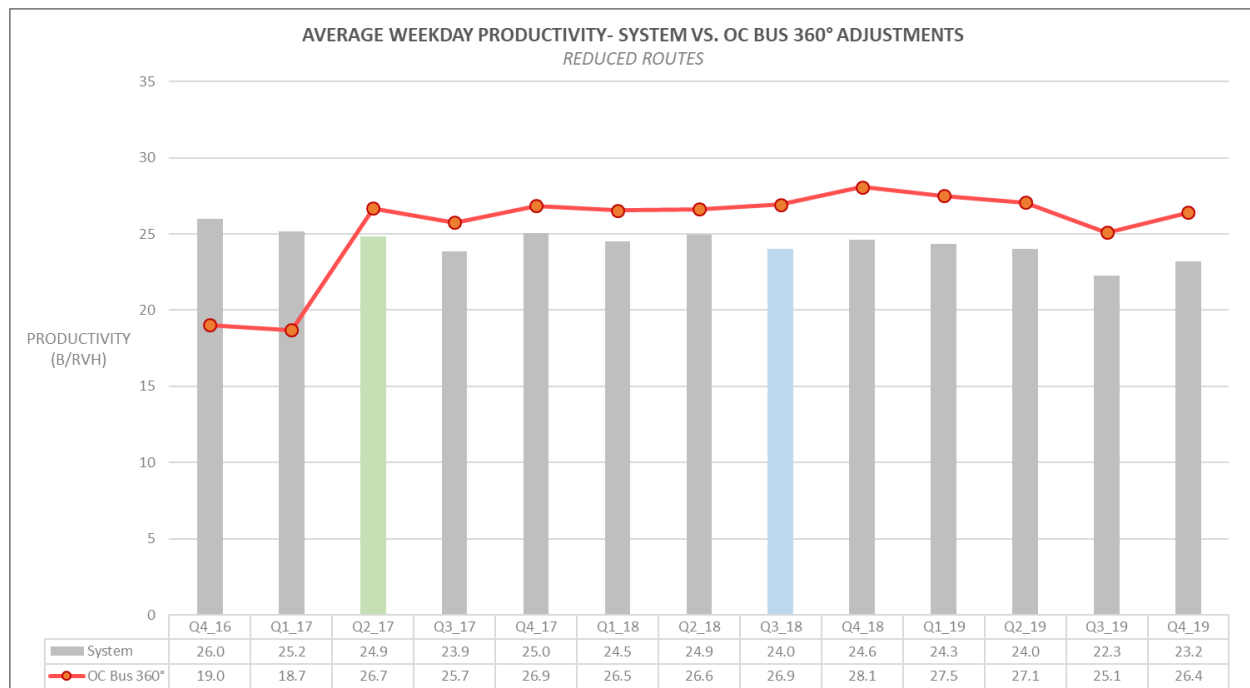
The impacts of the adjustments implemented under the OC Bus 360° plan are consistent with the systemwide trend. The following chart compares the system trend against the group of routes improved under the OC Bus 360° plan. Overall, the average weekday ridership systemwide and for the improved routes increased above last quarter by 4.9 percent and 4.0 percent, respectively.



Comparing the results of the fourth quarter of FY 2018-19 with the fourth quarter of FY 2017-18, systemwide average weekday ridership decreased 3.9 percent, while the average weekday ridership on the improved routes fell by five percent.

Improved system and route productivity are the goals for services that are *reduced* or *eliminated* under the OC Bus 360° plan – making low performing routes more productive.

The following chart compares the system productivity trend against the productivity of the group of routes that were reduced/eliminated in October 2016 and February 2018.



During the fourth quarter of FY 2018-19, productivity for the collective reductions remain above the system average, by 13.8 percent, but is trending similarly, increasing by 5.3 percent compared to last quarter. The productivity for these routes fell by 5.9 percent compared to the same quarter last year.

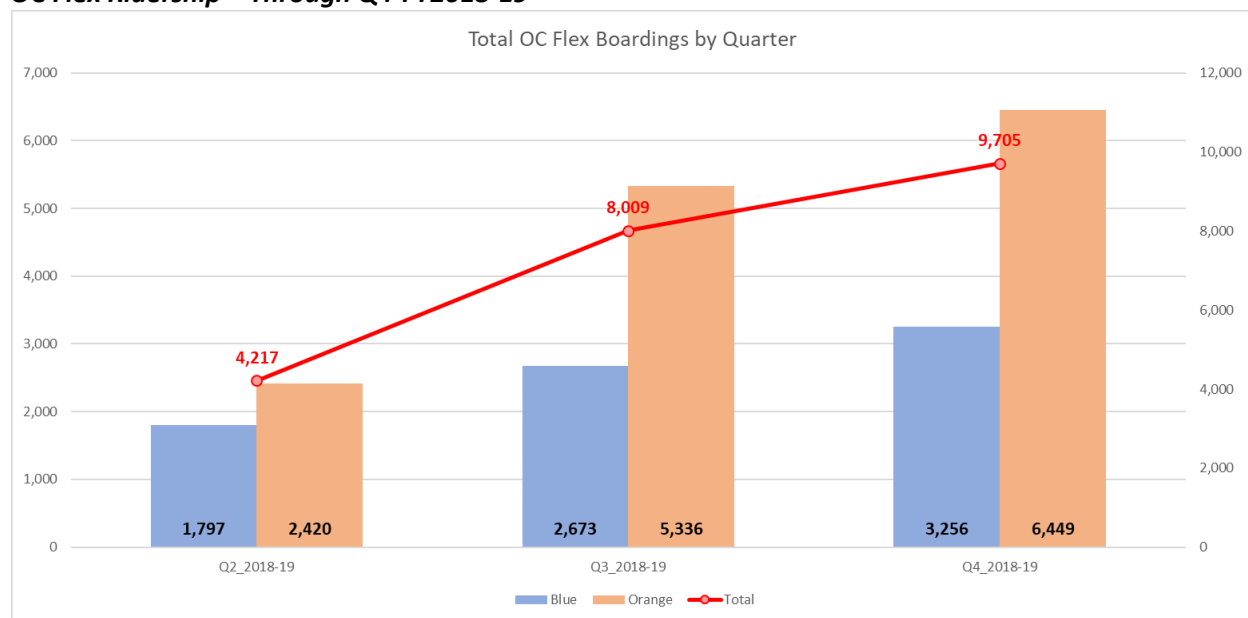
Other OC Bus 360° Initiatives

OC Flex Pilot Program

OC Flex began service in October 2018 in two zones under a one-year pilot program. The OCTA Board approved five primary goals and performance metrics to evaluate the pilot program. Upon approval of the pilot program, the Board directed staff to provide updates of the performance metrics as part of quarterly Bus Operations Performance Measurements Report.

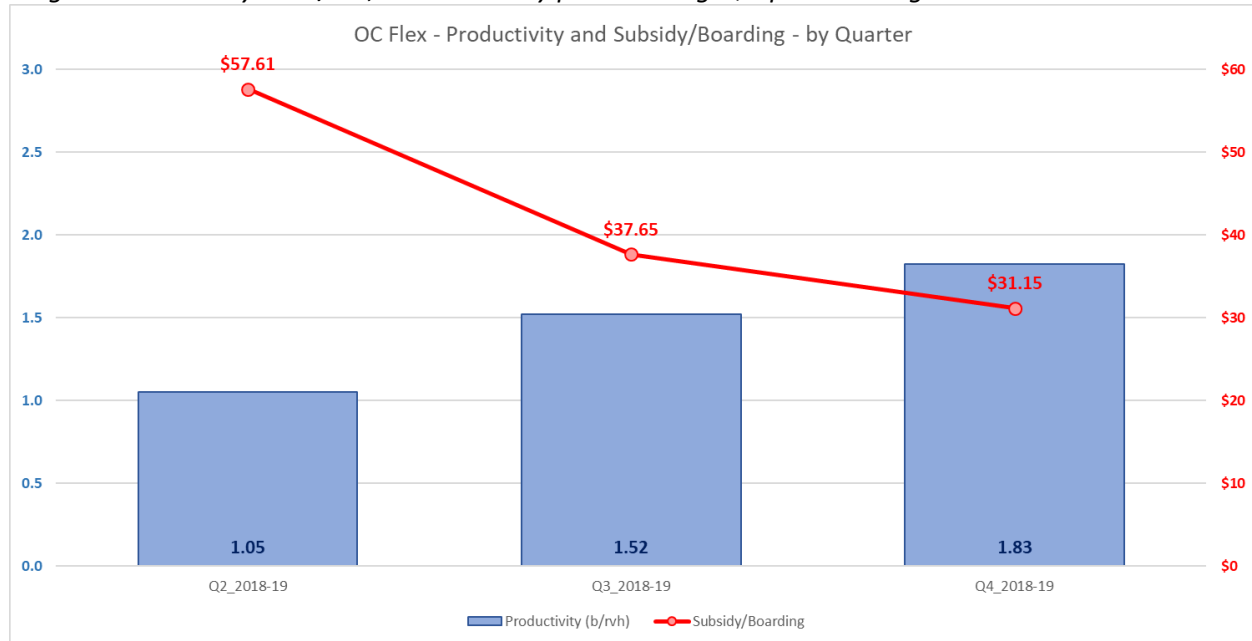
Through the fourth quarter of FY2018-19, ridership was steady entering the summer season. Three of the five performance metrics, shared trips, connecting trips and customer satisfaction have reached the respective targets. The remaining two measures, productivity and subsidy per boarding, are trending below their respective targets but continue to trend favorably (see charts below). The OC Flex team continues to monitor and adjust the service as needed to meet the established performance targets while maintaining service quality. Though the pilot evaluation period is scheduled to end in October 2019, OC Flex service will continue to operate while staff analyzes performance data and prepares the final report and recommendations to be presented to the Board for consideration in February 2020.

OC Flex Ridership – Through Q4-FY2018-19



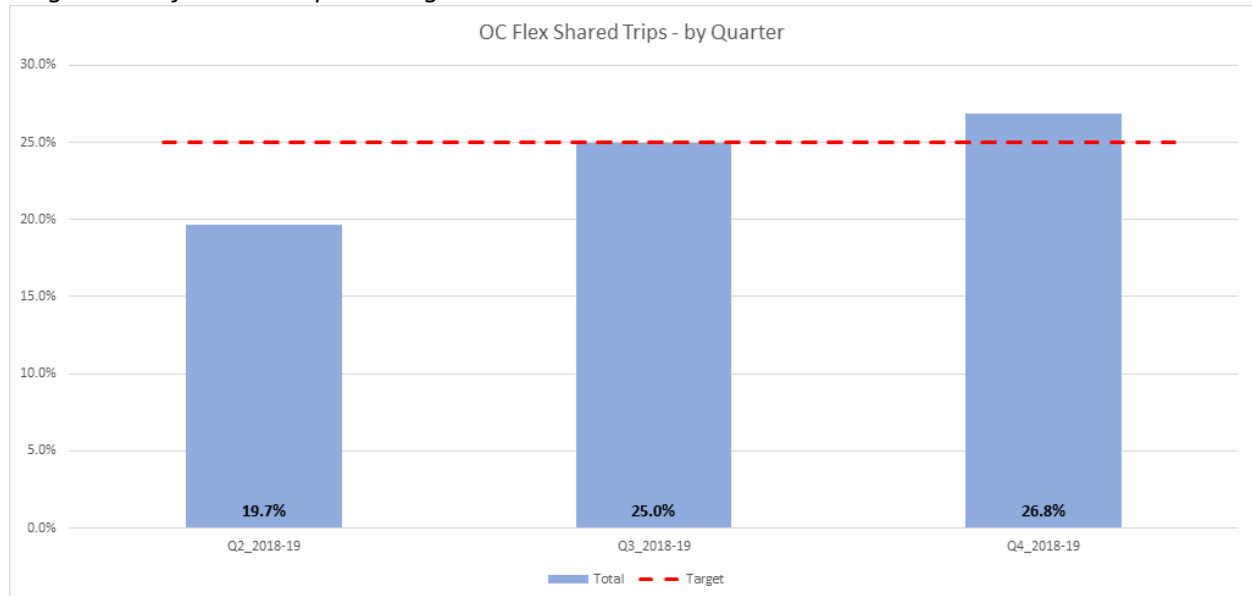
OC Flex Productivity (B/RVH) and Direct Subsidy per Boarding – Through Q4-FY2018-19

Targets: Productivity – 6 b/rvh; Direct Subsidy per Boarding - \$9 per Boarding



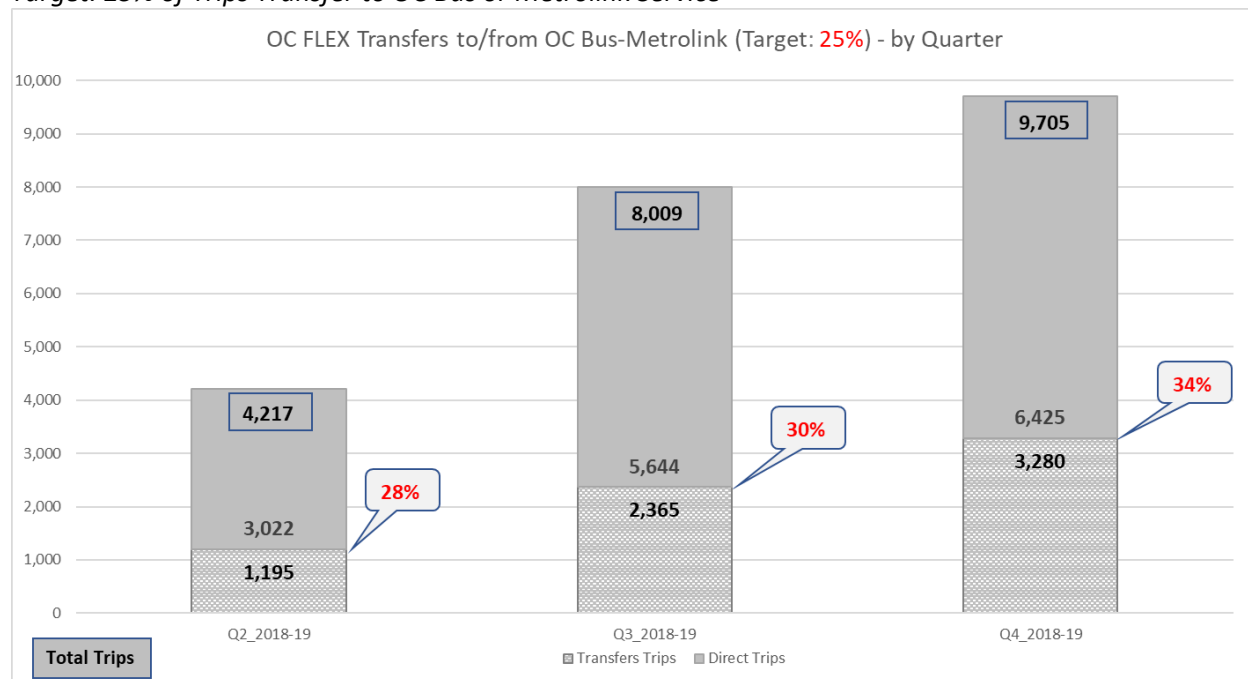
OC Flex Shared Trips – Through Q4-FY2018-19

Target: 25% of Booked Trips Sharing a Vehicle



OC Flex Connecting Trips (Transfers) – Through Q4-FY2018-19

Target: 25% of Trips Transfer to OC Bus or Metrolink Service



College Pass Program

The College Pass Program started in August 2017, with students from Santa Ana College and continuing education students from Santa Ana College and Santiago Canyon College. In August 2018, the program expanded to include all students from Santiago Canyon College. The college pass program has been very successful and popular among students and colleges. OCTA continues to work with other colleges to expand the College Pass program using available Low Carbon Transit Operations Program and Mobile Source Air Pollution Reduction grant funds, along with college-provided funding or student fees.

As of June 30, 2019, nearly two years since starting, the College Pass Program has reported 2.2 million boardings with 11,470 unique participating students among participating colleges since August 2017. Compared to the same period in 2018, ridership in the second quarter increased by 3 percent, from 289,233 boardings to 297,801 boardings.

Staff has been working closely with Golden West and Fullerton colleges, which are joining the program in Fall 2019, on technical and logistical preparations to ensure the success of the launch. Marketing and outreach efforts, including posters, brochures, digital information, and a fully wrapped bus, have started to build awareness and ridership. Discussions continue with other interested colleges, including Saddleback and Irvine Valley colleges, among others, for future College Pass programs.

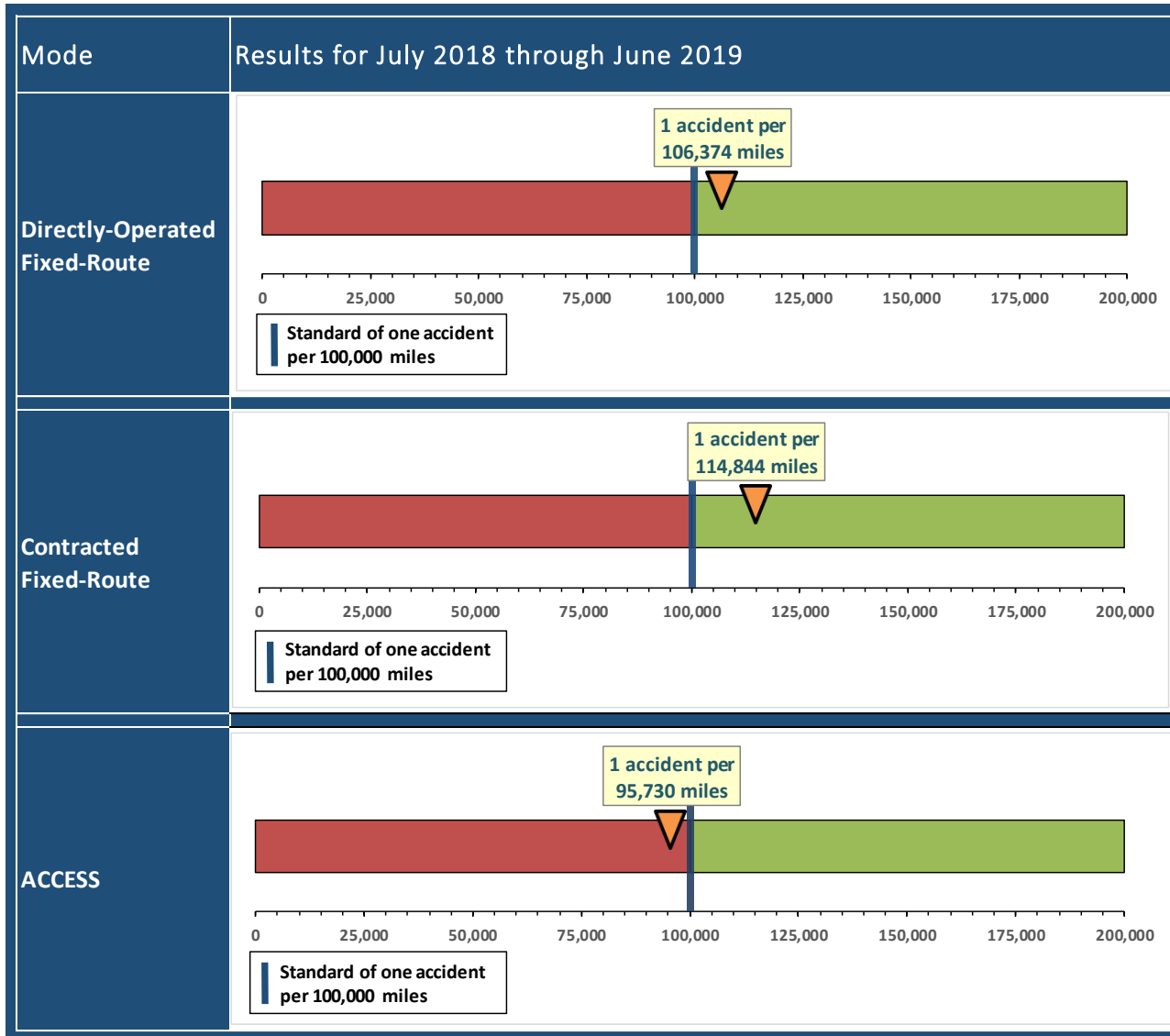
BUS OPERATIONS PERFORMANCE MEASUREMENTS REPORT

**For the Fourth Quarter of
Fiscal Year 2018-19**

Performance Measurements

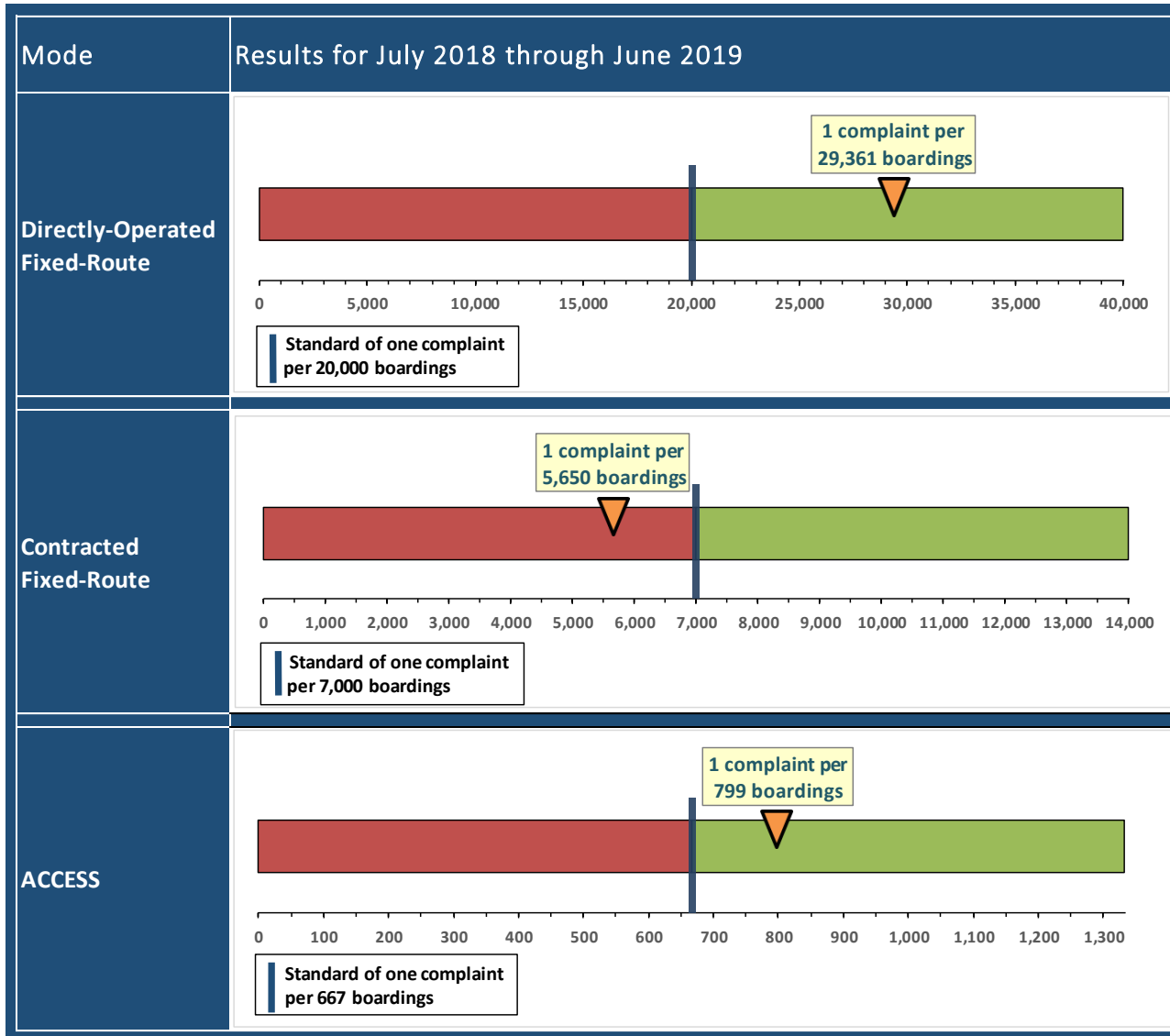
- Safety – Preventable Vehicle Accidents
- Courtesy – Customer Complaints
- Reliability – On-Time Performance (OTP) and Miles Between Road Calls (MBRC)
- Ridership and Productivity
- Farebox Recovery Ratio (FRR)
- Operating Cost per Revenue Vehicle Hour (RVH)
- Performance by Route

Safety



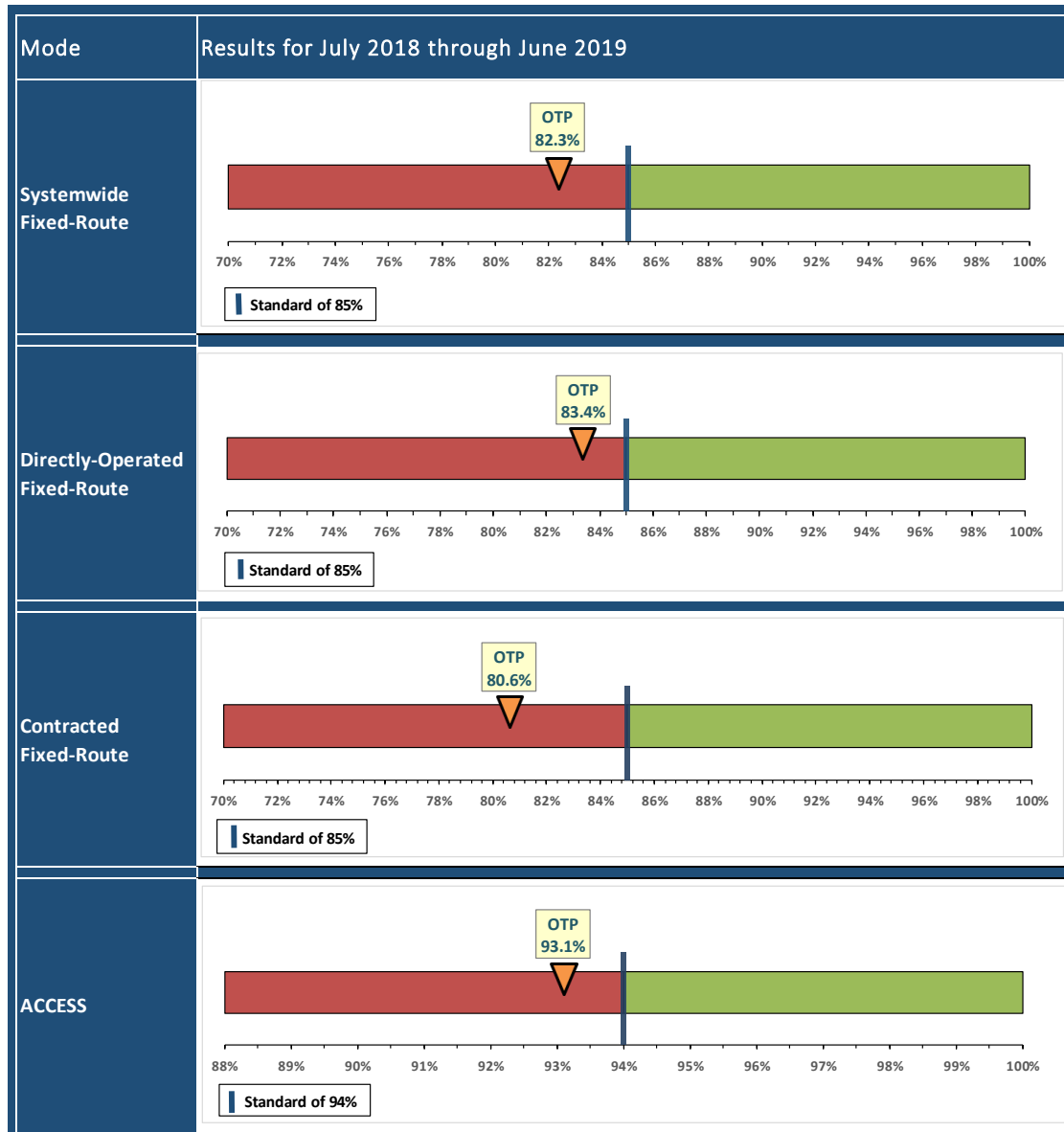
- Directly-operated fixed-route (DOFR) and contracted fixed-route (CFR) exceeded the safety standard
- OC ACCESS fell slightly below the standard

Courtesy



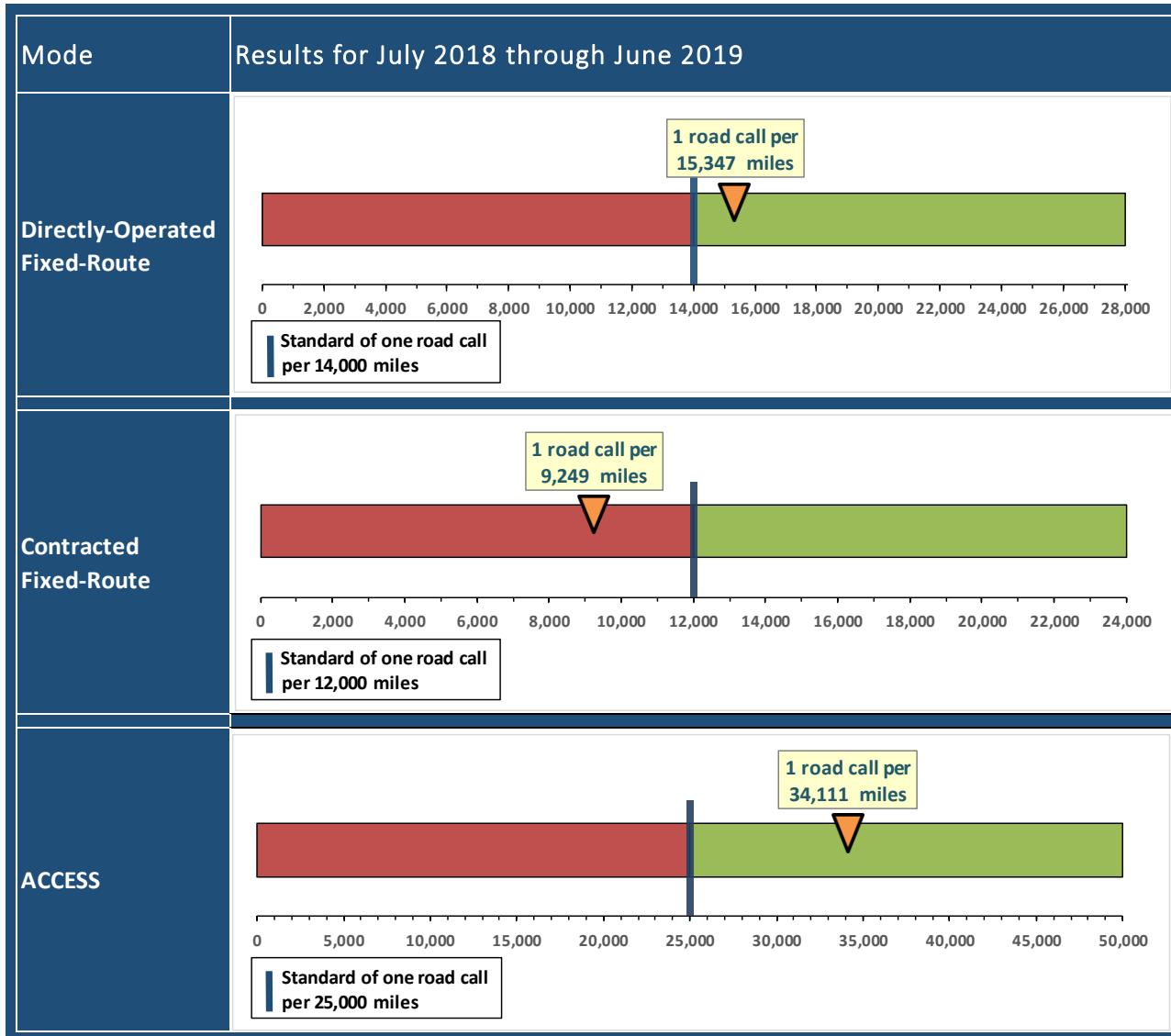
- DOFR and OC ACCESS exceeded the courtesy standard
- CFR was below the standard.

Reliability - OTP



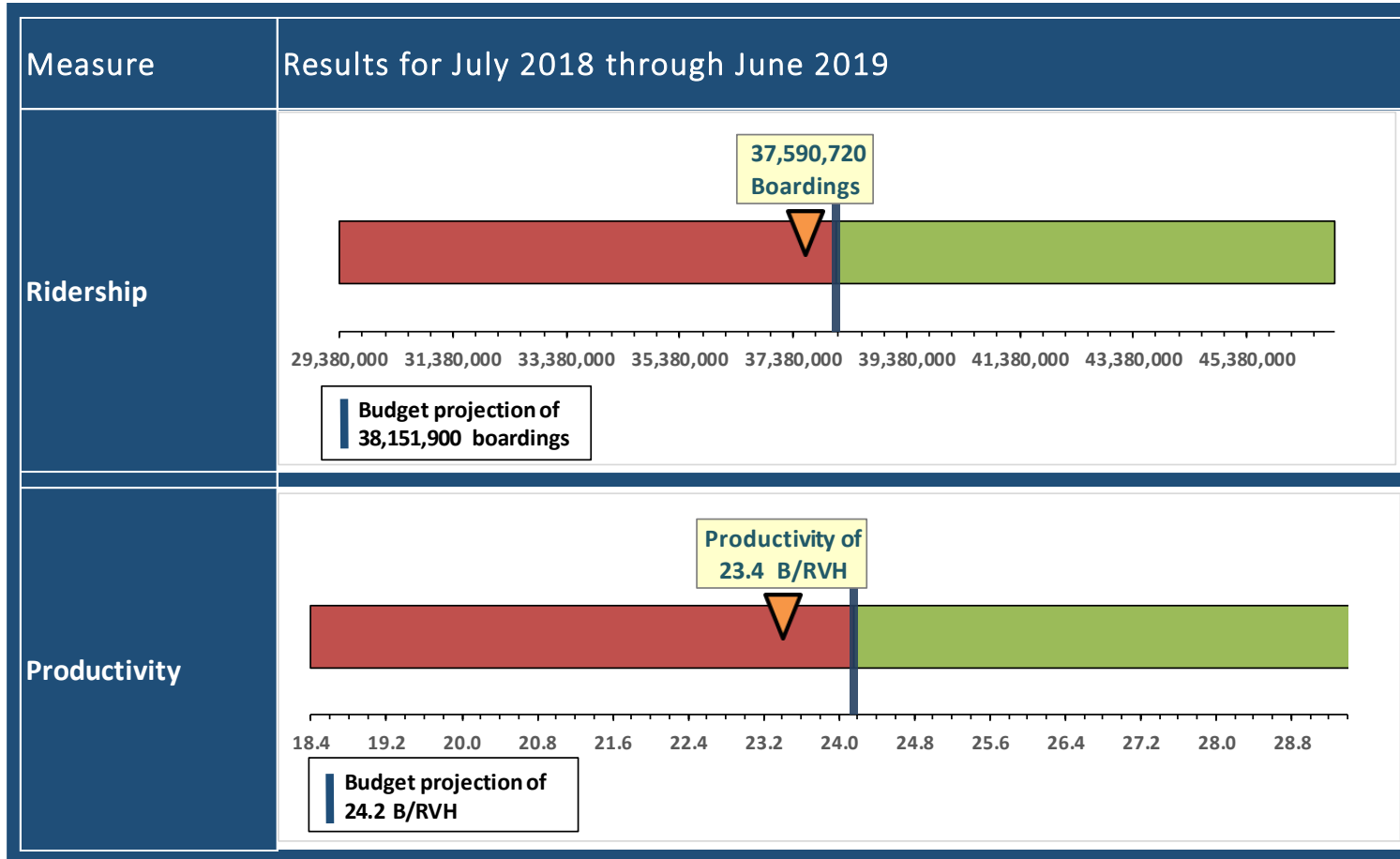
- Systemwide fixed-route service was 2.7 percent below the standard
- DOFR service was 1.6 percent below the standard
- CFR service was within 4.4 percent below the standard
- OC ACCESS service was 0.9 percent below the standard

Reliability - MBRC



- DOFR and OC ACCESS services exceeded the MBRC standard
- CFR did not meet the standard

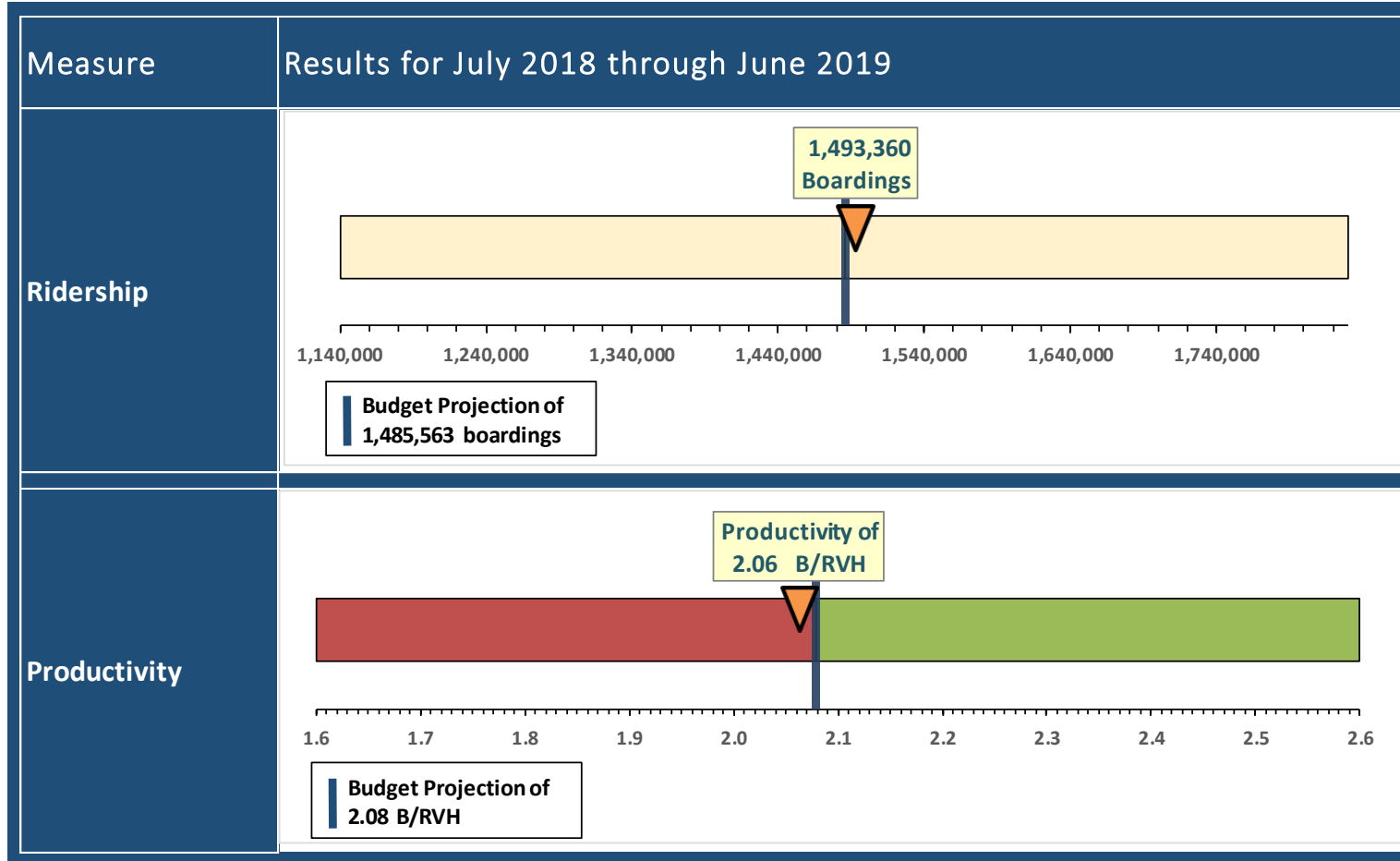
Fixed-Route - Ridership and Productivity



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

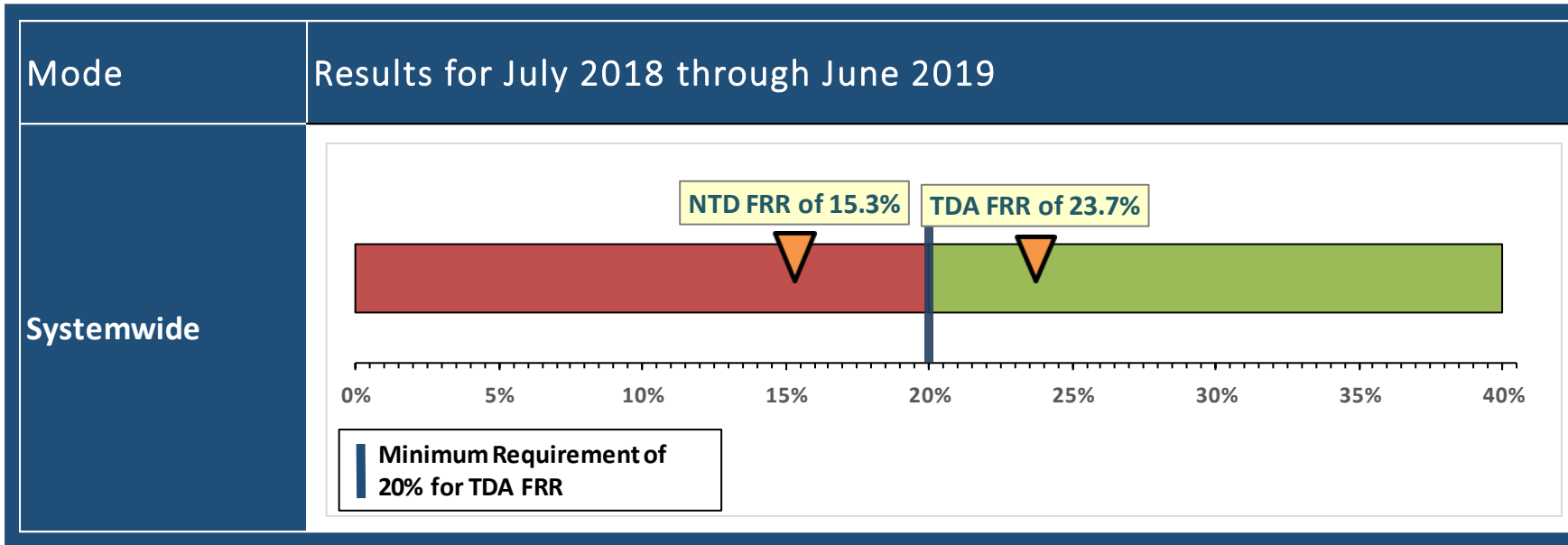
B/RVH - boardings per revenue vehicle hour

OC ACCESS - Ridership and Productivity



- OC ACCESS service exceeded budget projection for ridership.
- Productivity is one percent below the budgeted projections.

Farebox Recovery Ratio

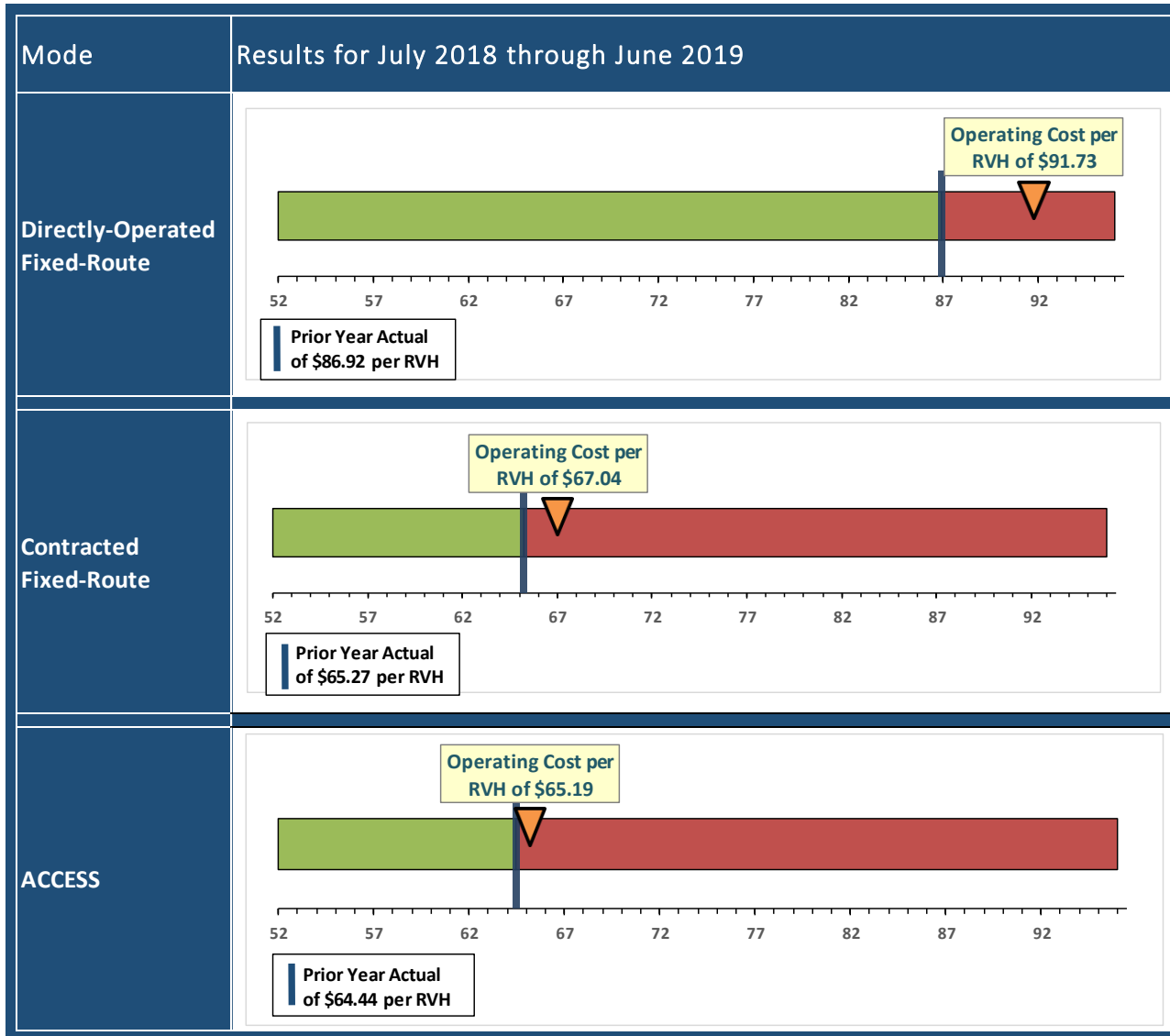


Note:

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

- NTD FRR was 4.7 percent under the standard, and
- TDA FRR exceeded the standard by 3.7 percent

Cost per RVH



- DOFR operating cost increased 5.5 percent from the prior year actuals
- CFR operating cost increased 2.7 percent from the prior year actuals
- OC ACCESS operating cost increased 1.2 percent from the prior year actuals

Performance: Local Routes

| Route | Farebox | Subsidy per Boarding | Boardings | BoardVSH | VSH | 40 FT | 32 FT | 60 FT |
|-------|---------|----------------------|-----------|----------|--------|-------|-------|-------|
| 021 | 7.4% | \$ 14.27 | 62,946 | 8.36 | 7,531 | 1 | 2 | - |
| 529 | 7.3% | 14.07 | 121,571 | 12.38 | 9,820 | 6 | 4 | - |
| 085 | 8.6% | 12.86 | 68,017 | 8.38 | 8,118 | 2 | - | - |
| 001 | 7.6% | 11.89 | 558,491 | 12.89 | 43,331 | 6 | - | - |
| 087 | 8.7% | 11.60 | 67,172 | 9.76 | 6,879 | - | 2 | - |
| 076 | 9.3% | 10.81 | 86,502 | 13.17 | 6,570 | 2 | - | - |
| 083 | 11.5% | 8.17 | 617,939 | 17.98 | 34,374 | 10 | - | - |
| 086 | 13.1% | 7.83 | 143,398 | 13.16 | 10,892 | 3 | - | - |
| 091 | 14.2% | 7.66 | 390,773 | 13.46 | 29,029 | 8 | - | - |
| 024 | 14.9% | 7.34 | 123,619 | 14.19 | 8,710 | 3 | - | - |
| 090 | 15.5% | 7.00 | 325,438 | 15.27 | 21,310 | 6 | - | - |
| 056 | 12.9% | 6.58 | 417,674 | 20.81 | 20,070 | 4 | - | - |
| 050 | 12.7% | 6.52 | 1,219,499 | 22.60 | 53,965 | 11 | - | - |
| 079 | 15.4% | 6.40 | 438,354 | 15.40 | 28,466 | 6 | - | - |
| 560 | 14.3% | 6.40 | 772,805 | 22.87 | 33,793 | 6 | 7 | - |
| 082 | 18.9% | 6.34 | 82,003 | 19.57 | 4,191 | 3 | - | - |
| 089 | 15.7% | 6.21 | 347,150 | 16.03 | 21,658 | 5 | - | - |
| 059 | 16.0% | 6.20 | 551,857 | 16.93 | 32,592 | 11 | - | - |
| 055 | 16.1% | 6.17 | 1,288,216 | 22.27 | 57,853 | 18 | - | - |
| 072 | 15.3% | 6.01 | 498,965 | 22.11 | 22,568 | 6 | - | - |
| 054 | 15.2% | 5.98 | 1,204,423 | 23.41 | 51,446 | 17 | - | - |
| 025 | 16.6% | 5.84 | 366,601 | 17.07 | 21,473 | 5 | - | - |

| Route | Farebox | Subsidy per Boarding | Boardings | BoardVSH | VSH | 40 FT | 32 FT | 60 FT |
|-------|---------|----------------------|-----------|----------|--------|-------|-------|-------|
| 037 | 15.3% | \$ 5.80 | 1,090,725 | 24.37 | 44,752 | 14 | - | - |
| 071 | 16.7% | \$ 5.59 | 693,541 | 17.43 | 39,781 | 8 | - | - |
| 026 | 16.6% | \$ 5.47 | 436,160 | 17.77 | 24,544 | 4 | - | - |
| 029 | 16.1% | \$ 5.32 | 1,852,018 | 25.27 | 73,286 | 5 | - | 7 |
| 047 | 19.0% | \$ 4.87 | 2,084,732 | 26.91 | 77,461 | 20 | - | - |
| 030 | 17.8% | \$ 4.72 | 649,329 | 20.21 | 32,134 | 6 | - | - |
| 543 | 18.5% | \$ 4.69 | 953,471 | 28.81 | 33,100 | 6 | 4 | - |
| 035 | 18.6% | \$ 4.64 | 800,787 | 22.04 | 36,334 | 12 | - | - |
| 057 | 19.2% | \$ 4.57 | 1,961,526 | 30.55 | 64,211 | 8 | - | 4 |
| 070 | 20.1% | \$ 4.56 | 917,393 | 22.12 | 41,479 | 12 | - | - |
| 033 | 18.6% | \$ 4.40 | 380,214 | 21.63 | 17,579 | 4 | - | - |
| 060 | 19.0% | \$ 4.32 | 1,902,206 | 30.35 | 62,675 | 16 | - | - |
| 053X | 21.0% | \$ 4.10 | 663,354 | 28.56 | 23,228 | 6 | - | - |
| 053 | 20.3% | \$ 4.08 | 1,403,386 | 32.55 | 43,119 | 10 | - | - |
| 046 | 21.9% | \$ 4.04 | 639,251 | 23.27 | 27,470 | 7 | - | - |
| 038 | 20.7% | \$ 3.99 | 1,065,887 | 24.78 | 43,020 | 14 | - | - |
| 043 | 21.4% | \$ 3.99 | 2,095,510 | 31.08 | 67,414 | 13 | - | - |
| 057X | 23.7% | \$ 3.70 | 1,105,807 | 30.98 | 35,697 | 5 | - | 2 |
| 066 | 23.6% | \$ 3.52 | 2,025,989 | 34.44 | 58,823 | 12 | - | - |
| 042 | 22.7% | \$ 3.38 | 1,521,160 | 27.41 | 55,490 | 13 | - | - |
| 064 | 23.9% | \$ 3.16 | 1,539,228 | 38.67 | 39,800 | 7 | - | - |
| 064X | 26.0% | \$ 2.74 | 619,337 | 37.95 | 16,321 | 3 | - | - |

VSH - vehicle service hour

BoardVSH - boardings per vehicle service hour

Performance: Community Routes

| Route | Farebox | Subsidy per Boarding | Boardings | BoardVSH | VSH | 40 FT | 32 FT | 60 FT |
|-------|---------|----------------------|-----------|----------|--------|-------|-------|-------|
| 153 | 10.0% | \$ 10.69 | 112,865 | 9.61 | 11,746 | 2 | - | - |
| 178 | 10.7% | 10.11 | 87,439 | 10.31 | 8,481 | 2 | - | - |
| 177 | 13.0% | 8.53 | 86,223 | 11.93 | 7,228 | - | 2 | - |
| 167 | 14.1% | 7.37 | 202,283 | 13.85 | 14,607 | 4 | - | - |
| 129 | 15.1% | 6.77 | 191,789 | 14.87 | 12,900 | 2 | - | - |
| 143 | 14.9% | 6.53 | 182,401 | 14.91 | 12,237 | 2 | - | - |
| 150 | 17.9% | 5.98 | 174,724 | 17.63 | 9,911 | 4 | - | - |

Performance: Express/Stationlink Routes

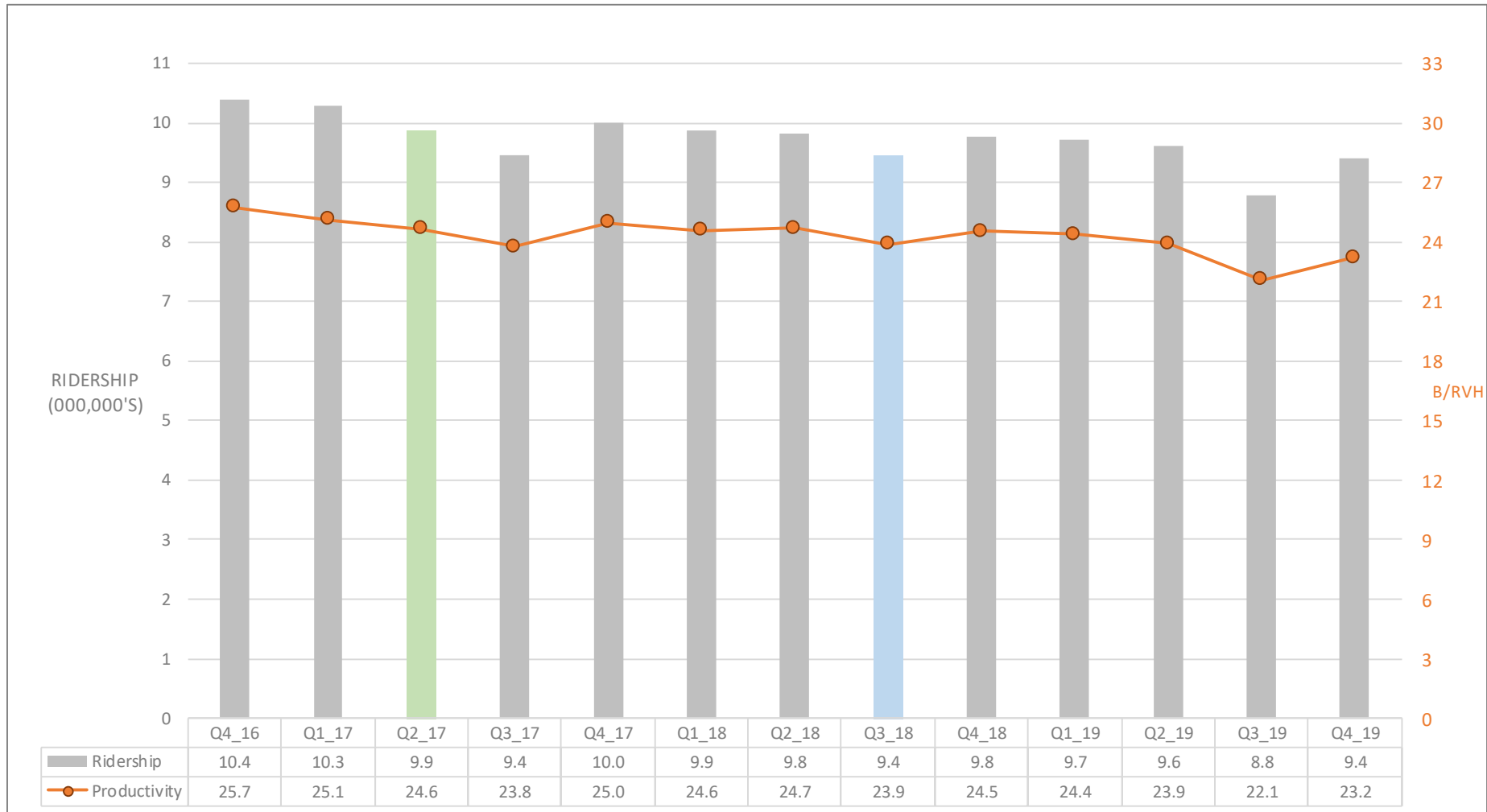
| Route | Zone | Farebox | Subsidy per Boarding | Boardings | BoardVSH | VSH | 40 FT | 32 FT | 60 FT |
|-------|------|---------|----------------------|-----------|----------|-------|-------|-------|-------|
| 211 | C | 1.9% | \$ 65.05 | 14,173 | 2.49 | 5,681 | - | 4 | - |
| 213 | N | 2.5% | 47.23 | 14,588 | 4.14 | 3,525 | - | 4 | - |
| 721 | N | 4.5% | 44.17 | 21,967 | 5.77 | 3,810 | 3 | - | - |
| 701 | C | 7.0% | 32.00 | 23,396 | 9.23 | 2,536 | 3 | - | - |
| 206 | C | 4.4% | 29.32 | 13,025 | 7.49 | 1,740 | - | 3 | - |
| 794 | C | 20.7% | 26.82 | 31,034 | 7.77 | 3,992 | 4 | - | - |

| Route | Zone | Farebox | Subsidy per Boarding | Boardings | BoardVSH | VSH | 40 FT | 32 FT | 60 FT |
|-------|------|---------|----------------------|-----------|----------|-------|-------|-------|-------|
| 463 | C | 3.8% | \$ 30.07 | 21,503 | 7.06 | 3,048 | 4 | - | - |
| 480 | C | 8.2% | 12.90 | 26,719 | 15.60 | 1,713 | 2 | - | - |
| 453 | N | 7.9% | 11.65 | 29,472 | 17.68 | 1,667 | 2 | - | - |
| 472 | C | 10.1% | 11.51 | 34,759 | 17.82 | 1,951 | 3 | - | - |
| 473 | C | 13.1% | 8.41 | 45,493 | 23.71 | 1,918 | 2 | - | - |
| 462 | C | 12.6% | 7.68 | 37,363 | 20.85 | 1,792 | 1 | - | - |

BUS OPERATIONS PERFORMANCE AND OC BUS 360°

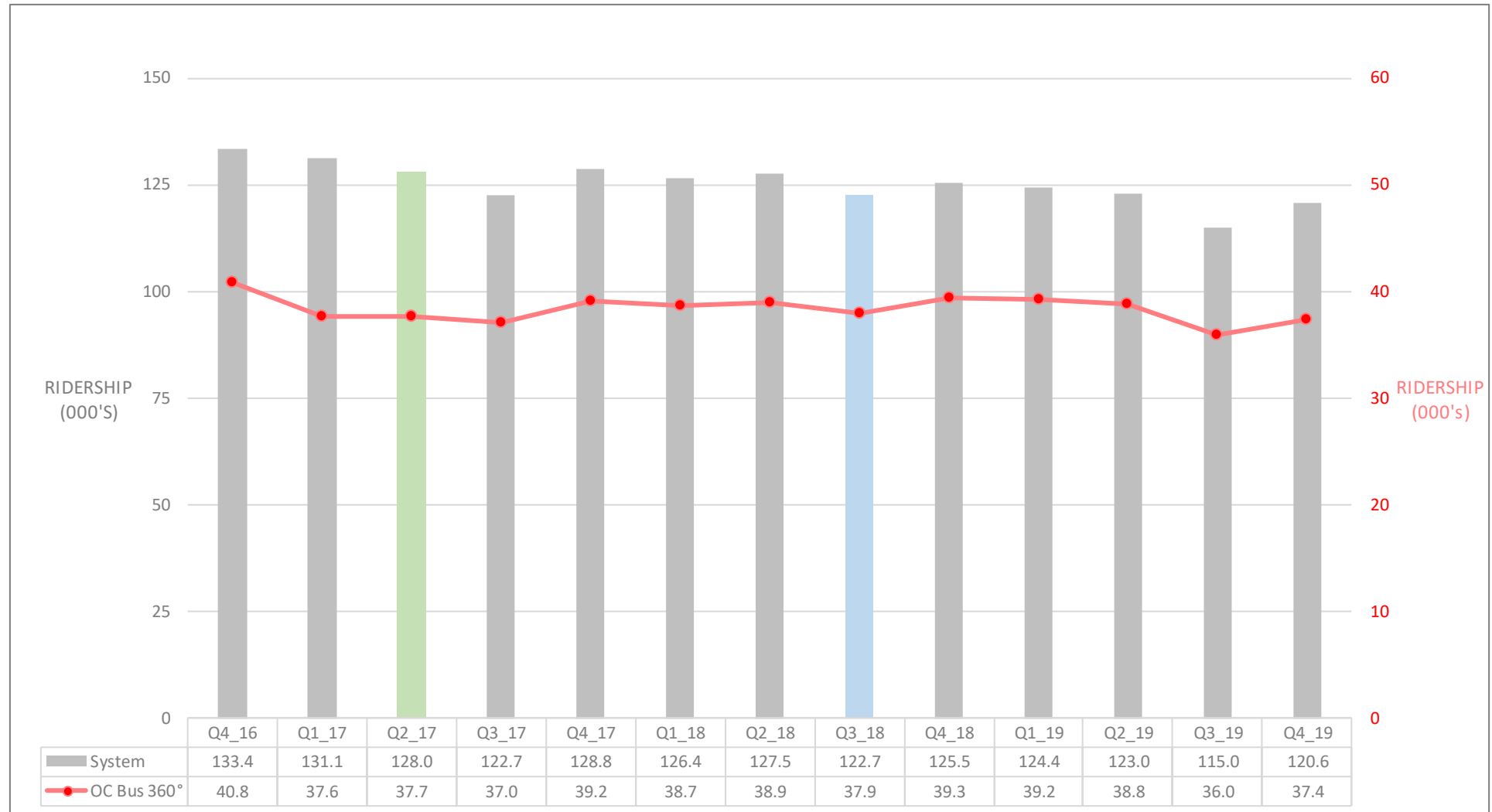
Performance: Systemwide Trends

RIDERSHIP and PRODUCTIVITY: 13-Quarter Trend



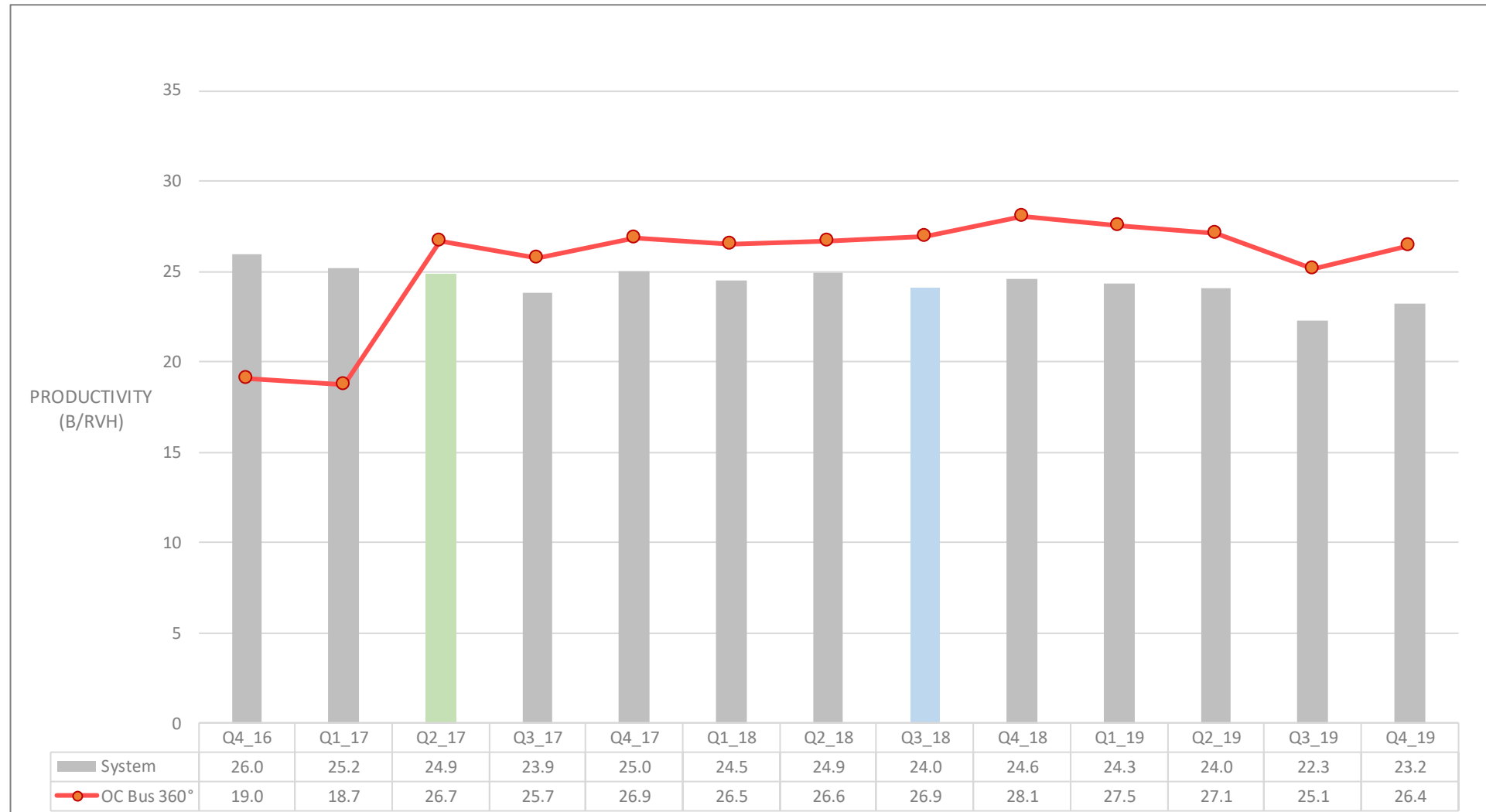
Performance: OC Bus 360° Improvements

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



Performance: OC Bus 360° Reductions

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



Future Reports

January 9, 2020, Transit Committee

- First Quarter FY 2019-20 Bus Operations Performance Measurements Report

February 13, 2020, Transit Committee

- OC Flex Pilot Program Findings and Recommendations



October 10, 2019

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Metrolink Fiscal Year 2018-19 Performance Report

Overview

The Southern California Regional Rail Authority is a five-member joint powers authority that operates the 400-mile commuter rail service known as Metrolink. A report on Metrolink ridership, revenue, and on-time performance for service in Orange County covering fiscal year 2018-19 is provided for consideration by the Board of Directors.

Recommendation

Receive and file as an information item.

Background

The Southern California Regional Rail Authority's (Metrolink) membership includes the Los Angeles County Metropolitan Transportation Authority (LA Metro), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), the San Bernardino County Transportation Authority, and the Ventura County Transportation Commission (VCTC). Metrolink operates 173 weekday trains on seven lines, serving 62 stations, and carries approximately 44,000 riders each weekday.

In addition to fare revenue, Metrolink is funded by its member agencies, with formulas based upon several factors covering each aspect of operations, maintenance, rehabilitation, and capital. OCTA staff aims to continue to strengthen regional partnerships by actively participating in Metrolink decision making and performance improvements.

The three Metrolink lines that serve Orange County (OC) are outlined as follows:

- OC Line:
 - Oceanside to Los Angeles
 - Established in 1994
 - 29 daily trains (ten intracounty trains between Fullerton and Laguna Niguel/Mission Viejo)
- Inland Empire – Orange County (IEOC) Line:
 - San Bernardino to Oceanside via Orange
 - Established in 1995
 - 16 daily trains
- 91/Perris Valley (91/PV) Line:
 - Perris to Los Angeles via Fullerton
 - Established in 2002
 - Nine daily trains

Metrolink trains serve 11 OC stations daily and carry an average of 18,550 daily passengers on the three lines serving OC. Weekend service is offered on all three lines, with 16 trips on Saturday and Sunday.

The 22-mile 91/PV Line extension opened in June 2016, with four new stations: Riverside-Hunter Park/University of California, Riverside, Moreno Valley/March Field, Perris-Downtown, and Perris-South, resulting in increased ridership on this line. In fiscal year (FY) 2018-19, there was no regular weekend service on the extension. Weekend service on the 91/PV extension will begin in FY 2019-20.

Metrolink service along portions of each line in OC shares a corridor with the state-supported intercity passenger rail service known as the Amtrak Pacific Surfliner, managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The Rail 2 Rail (R2R) Program, which began in 2003, allows Metrolink monthly passholders the option of riding Amtrak Pacific Surfliner trains at no additional charge to the rider, if they travel within the stations identified on their monthly pass. Amtrak Pacific Surfliner monthly pass holders may also ride any Metrolink train within the station pairs of their monthly pass. The R2R Program is fully funded by the three member agencies that benefit from the program: LA Metro, VCTC, and OCTA, with OCTA contributing 66 percent. In OC, a valid Metrolink ticket or monthly pass also permits transfers to local OCTA bus routes that directly serve a Metrolink station, including StationLink routes, at no charge to the passenger.

Discussion

This report provides an update on Metrolink weekday and weekend ridership, revenue and on-time performance (OTP) for FY 2018-19. All performance data is obtained directly from Metrolink, unless otherwise noted. Metrolink performance: ridership, revenue, and on-time performance are detailed in Attachment A.

Ridership and Revenue

Total Ridership

Systemwide Metrolink ridership totaled 11.9 million riders for FY 2018-19, which represents a 2.1 percent increase from the previous FY. Combined FY 2018-19 ridership (weekday and weekend) for the three Metrolink lines serving OC, including R2R passengers, was 5.1 million, virtually unchanged from FY 2017-18.

| Metrolink Total Ridership | | | |
|---------------------------|------------|------------|----------|
| | FY 2017-18 | FY 2018-19 | % Change |
| OC Line | 2,816,916 | 2,864,777 | 1.7% |
| IEOC Line | 1,368,651 | 1,315,621 | -3.9% |
| 91/PV Line | 888,190 | 893,079 | 0.6% |
| OC Metrolink | 5,073,757 | 5,073,477 | 0.0% |
| Systemwide | 11,688,794 | 11,935,362 | 2.1% |

In FY 2018-19, OC Line ridership increased by 1.7 percent compared to the previous FY, and 91/PV Line ridership increased by 0.6 percent, though IEOC Line ridership declined by 3.9 percent.

The decrease on the IEOC Line may be attributed to OTP delays on the freight dispatched portion of the route outside of Orange County. Metrolink staff is working to resolve the issues through BNSF Railway right-of-way.

The increase of 91/PV Line ridership may be due to the Perris Valley extension that opened in June 2016 and related fare discounts offered to incentivize riders. Ridership on the OC Line reached a record high, increasing by 1,652 percent since inception in 1994.

Average Weekday Ridership

As Southern California's commuter rail system, the weekday work commuters are Metrolink's key market, and schedules are optimized to serve that market.

In FY 2018-19, there were 18,550 combined average weekday boardings on the OC, IEOC, and 91/PV lines, including R2R passengers. Average weekday ridership declined on the IEOC Line compared to FY 2017-18, though it increased on the OC and 91/PV lines, as depicted in the following table.

| Metrolink Average Weekday Ridership | | | |
|-------------------------------------|------------|------------|----------|
| | FY 2017-18 | FY 2018-19 | % Change |
| OC Line | 10,431 | 10,600 | 1.6% |
| IEOC Line | 4,844 | 4,656 | -3.9% |
| 91/PV Line | 3,263 | 3,293 | 0.9% |
| OC Metrolink | 18,537 | 18,550 | 0.1% |
| Systemwide | 42,876 | 43,833 | 2.2% |

The OC Metrolink lines, stations, and boardings are geographically portrayed in Attachment B to the staff report. The table below shows the change in average weekday station boardings in FY 2017-18, compared to FY 2018-19.

| Metrolink Average Weekday Station Boardings | | | | |
|---|------------|------------|----------|----------|
| Orange County Stations | FY 2017-18 | FY 2018-19 | Variance | % Change |
| 1 Anaheim | 501 | 542 | 40 | 8.0% |
| 2 Anaheim Canyon | 322 | 307 | (15) | -4.8% |
| 3 Buena Park | 576 | 594 | 17 | 3.0% |
| 4 Fullerton | 1,603 | 1,651 | 48 | 3.0% |
| 5 Irvine | 1,453 | 1,431 | (22) | -1.5% |
| 6 Laguna Niguel/Mission Viejo | 324 | 327 | 3 | 0.8% |
| 7 Orange | 693 | 639 | (54) | -7.8% |
| 8 San Clemente | 113 | 102 | (11) | -10.2% |
| 9 San Juan Capistrano | 140 | 143 | 3 | 2.4% |
| 10 Santa Ana | 848 | 817 | (31) | -3.6% |
| 11 Tustin | 1,182 | 1,198 | 17 | 1.4% |

In addition to local OC Bus routes that connect to rail stations, OCTA operates 12 StationLink and iShuttle routes that are designed to meet certain trains. These rail feeder buses provide a commuter link to major employment centers, with nearly 1,700 average weekday boardings. OCTA also provides the OC Flex on-demand shuttle service that serves the Laguna Niguel/Mission Viejo station in one of its zones. Like most connections to OC Bus service, Metrolink passholders may transfer to OC Flex at no additional cost.

Weekend Ridership

Metrolink weekend service began in 2006 with two roundtrips on the OC Line. There are currently four weekend roundtrips on the OC Line, two on the IEOC Line, and two on the 91/PV Line (excluding the Perris Valley extension). Weekend service on the 91/PV Line extension will begin in FY 2019-20.

Combined weekend ridership on the OC, IEOC, and 91/PV lines during FY 2018-19 exceeded 456,000 boardings, including R2R passengers. This represents a decrease of 1.5 percent compared to FY 2017-18. OCTA continues to promote Metrolink weekend service through Metrolink weekend campaigns, which feature exclusive deals and travel itineraries.

| Metrolink Total Weekend Ridership | | | |
|-----------------------------------|------------|------------|----------|
| | FY 2017-18 | FY 2018-19 | % Change |
| OC Line | 222,313 | 227,147 | 2.2% |
| IEOC Line | 164,146 | 155,367 | -5.3% |
| 91/PV Line | 76,848 | 73,794 | -4.0% |
| OC Metrolink | 463,307 | 456,308 | -1.5% |
| Systemwide | 1,027,389 | 1,028,937 | 0.2% |

Revenue

Systemwide revenue for FY 2018-19 was \$79 million, a 4.3 percent decrease from FY 2017-18. Annual revenue for the three lines serving OC totaled \$35.7 million, which is virtually equal to the previous FY. Revenue increased slightly on the OC and 91/PV lines compared to last year, but decreased on the IEOC Line. The IEOC revenue decline is largely attributed to the ridership decline due to low OTP, but also reflects more riders buying tickets for short trips, and riders traveling on discounted fare media, such as the student and youth passes. Metrolink revenue for the three lines serving OC was 45 percent of the systemwide total of \$79 million.

Passenger fare revenue covers roughly half of Metrolink operating expenses, with the remainder covered by other revenues and member agency subsidies. The OC Line consistently has the highest farebox recovery rate, currently 67.6 percent, exceeding the systemwide average of 35.5 percent. A summary of Metrolink revenue is depicted in the following table.

| Metrolink Total Revenue | | | |
|-------------------------|---------------|---------------|----------|
| | FY 2017-18 | FY 2018-19 | % Change |
| OC Line | \$ 22,139,666 | \$ 22,495,173 | 1.6% |
| IEOC Line | \$ 7,786,709 | \$ 7,443,678 | -4.4% |
| 91/PV Line | \$ 5,753,676 | \$ 5,758,327 | 0.1% |
| OC Metrolink | \$ 35,680,051 | \$ 35,697,178 | 0.0% |
| Systemwide | \$ 82,537,713 | \$ 79,007,225 | -4.3% |

OTP

Trains can be delayed for a variety of reasons, including equipment issues, unscheduled delays (or meets) with other trains, delays from other operators utilizing the same tracks, construction or track maintenance, and incidents. Metrolink's OTP goal is 95 percent. A train is defined as on-time if it arrives at its final destination within five minutes of its scheduled arrival time. In FY 2018-19, Metrolink operated at a 92.9 percent systemwide on-time performance, a 0.9 percentage point decrease from the prior year. The OC, IEOC, and 91/PV lines averaged 90.6, 89.7, and 94.1 percent OTP, respectively, for FY 2018-19.

Key Initiatives FY 2018-19

Metrolink undertook several efforts to enhance service during the year. The list below highlights some of these efforts:

- In coordination with member agencies, Metrolink operated special train service on the OC and 91/PV lines to five 2018 regular season Los Angeles Rams football home games at the Los Angeles Coliseum, and one special return train on the OC Line for a playoff game in January 2019. On average during the regular season, boardings on game days tripled compared to boardings on a typical Sunday. Following the success of the past three years of Football Train service, OCTA staff is coordinating with Metrolink to serve four home games this fall, starting

Sunday, September 15, 2019.

- The Metrolink Angels Express service is in its ninth year of providing baseball fans with a rail option to select weekday home games. One pre-season game and 48 regular season games are part of the 2019 program. Regular service was promoted for all games, and on Fridays, Metrolink operates special service funded by OCTA, RCTC, and LA Metro. Through game 44, 28,000 boardings have been recorded, a decrease of 14 percent compared to the prior year.
- In 2013, Metrolink ordered 40 new Tier 4 clean diesel locomotives and currently has 23 in service, with a goal of full implementation in summer 2020.
- In August 2019, Metrolink announced it has achieved the highest annual ridership in the almost 27-year history of the agency with 11,935,362 boardings in FY 2018-2019. The new record is an increase of 247,000 from the prior year and eclipses the previous record of 11,796,086 set in FY 2008-2009.
- To enhance the on-board customer service experience, Metrolink has invited elected officials, local celebrities, and other well-known individuals to serve as guest conductors to record new onboard train announcements. The announcements are played on trains to create a unique guest experience. Guest conductors representing Orange County include Assemblywoman Sharon Quirk-Silva and former Angels player Tim Salmon.
- Metrolink's 538-route mile network achieved Federal Railroad Administration-certified interoperability after North County Transit District's Positive Train Control (PTC) system was also fully implemented by the federally mandated deadline. Metrolink had already completed interoperability with operating partners BNSF Railway, Union Pacific Railroad, and Amtrak. Metrolink is one of four railroads in the country that reported full implementation of PTC in advance of the federal deadline of December 31, 2018.
- In February 2019, Metrolink announced installation of automated external defibrillators on all trains following the Board of Director's authorization to purchase the devices, and prior to the state deadline.
- As part of its commitment to safety, Metrolink recently introduced a new way for riders to contact the security operations center: via text. For passenger concerns on the train, platforms, or in parking lots, the text feature allows a direct connection with security personnel 24 hours a day.

Summary

This report provides an update on OC Metrolink commuter rail ridership, revenue, and OTP for FY 2018-19. Total ridership in OC is virtually unchanged at 5.1 million boardings, while weekend ridership has decreased by a slight 1.5 percent, compared to the previous year.

Attachments

- A. Metrolink Performance
- B. Metrolink Average Weekday Station Boardings (FY 2018-19)

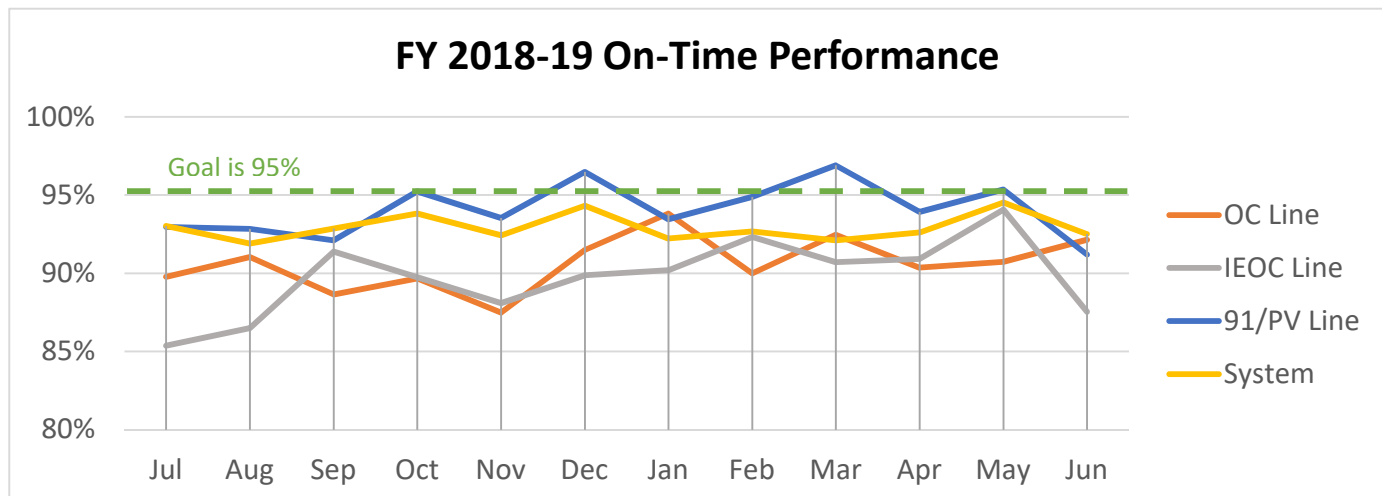
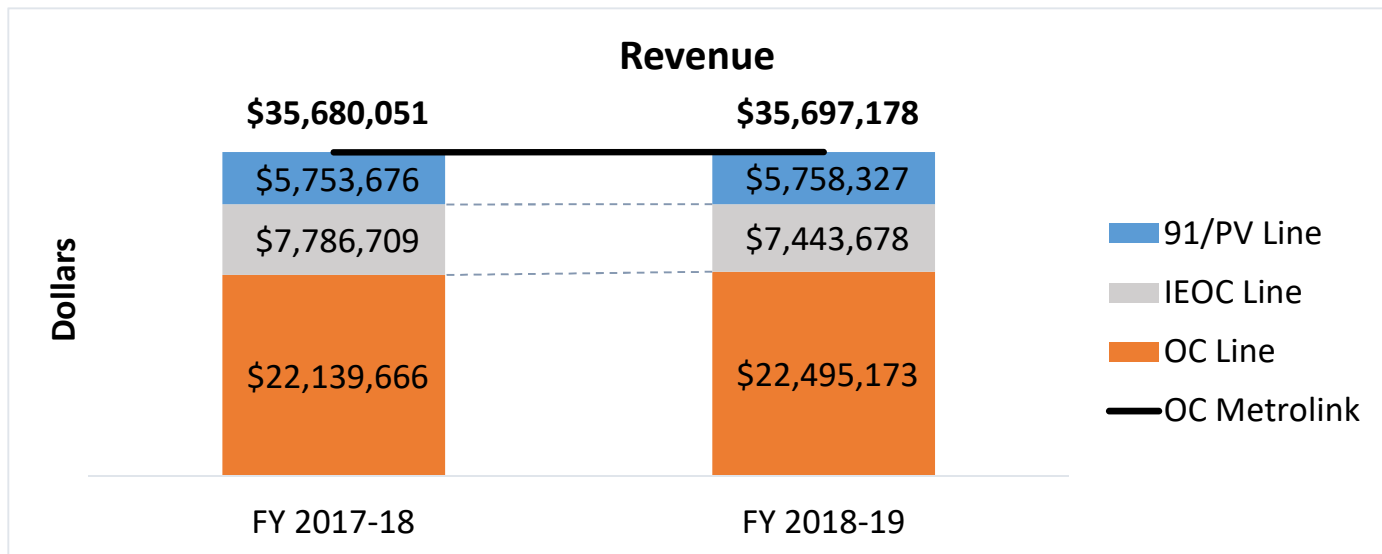
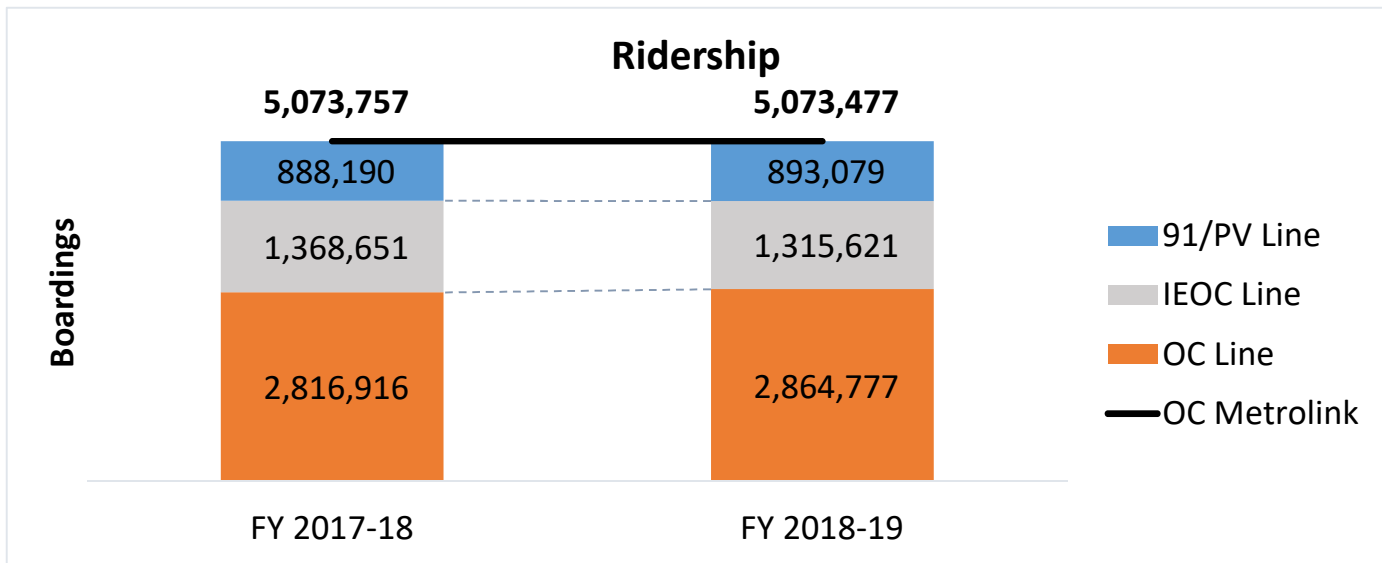
Prepared by:

Megan LeMaster
Senior Transportation Analyst
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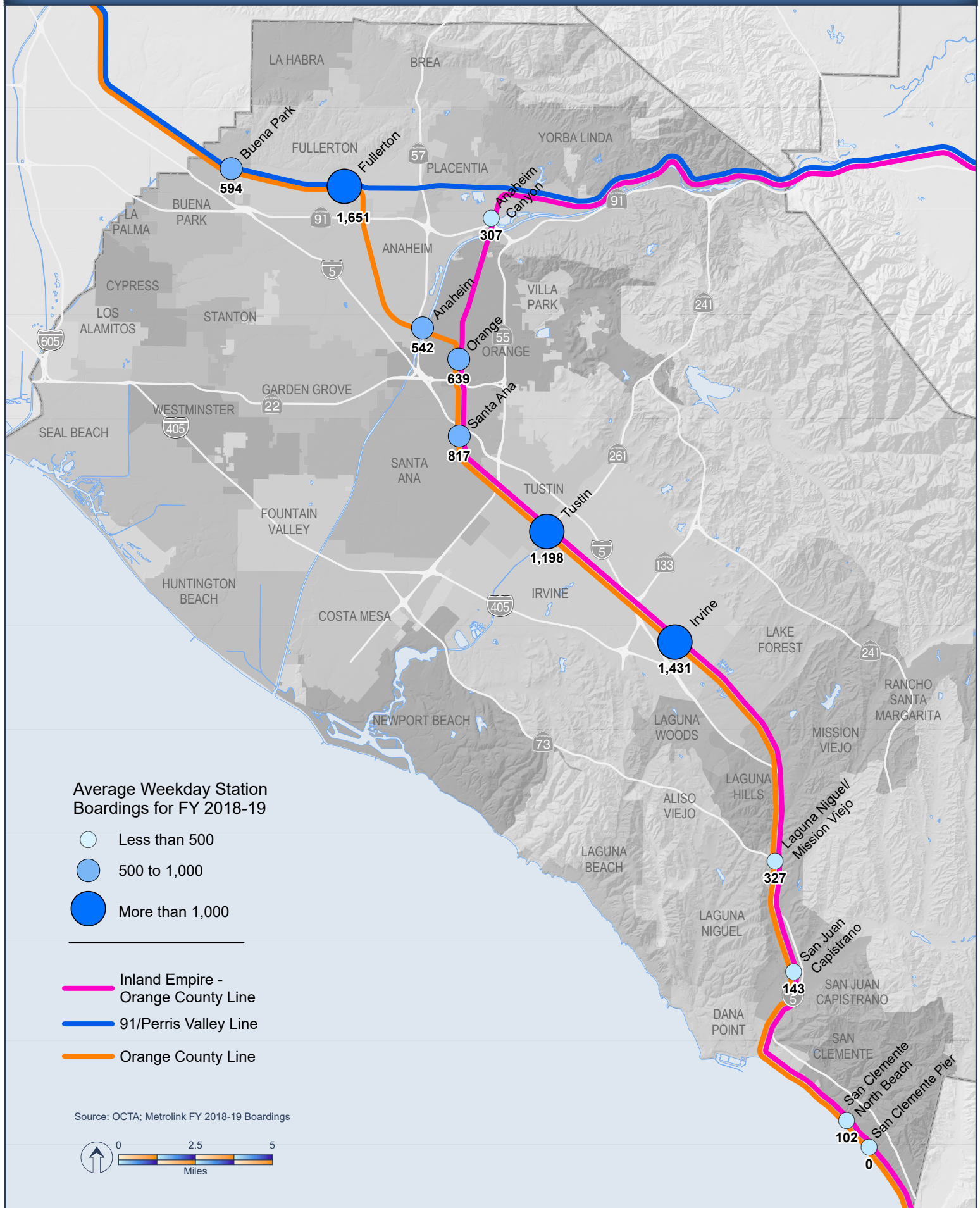
Approved by:

Jennifer L. Bergener
Chief Operating Officer, Operations
(714) 560-5462

Metrolink Performance



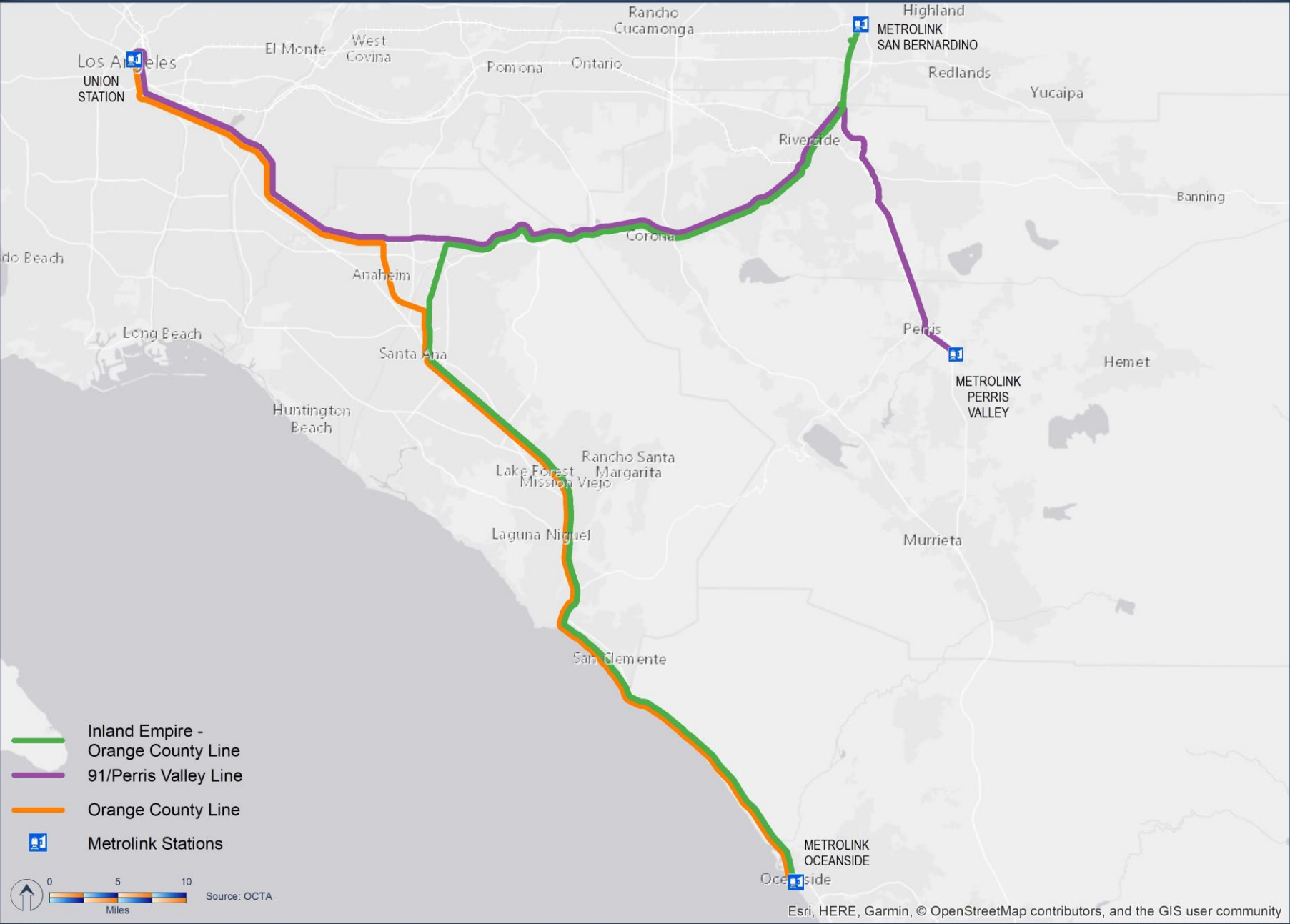
Metrolink Average Weekday Station Boardings (FY 2018-19)



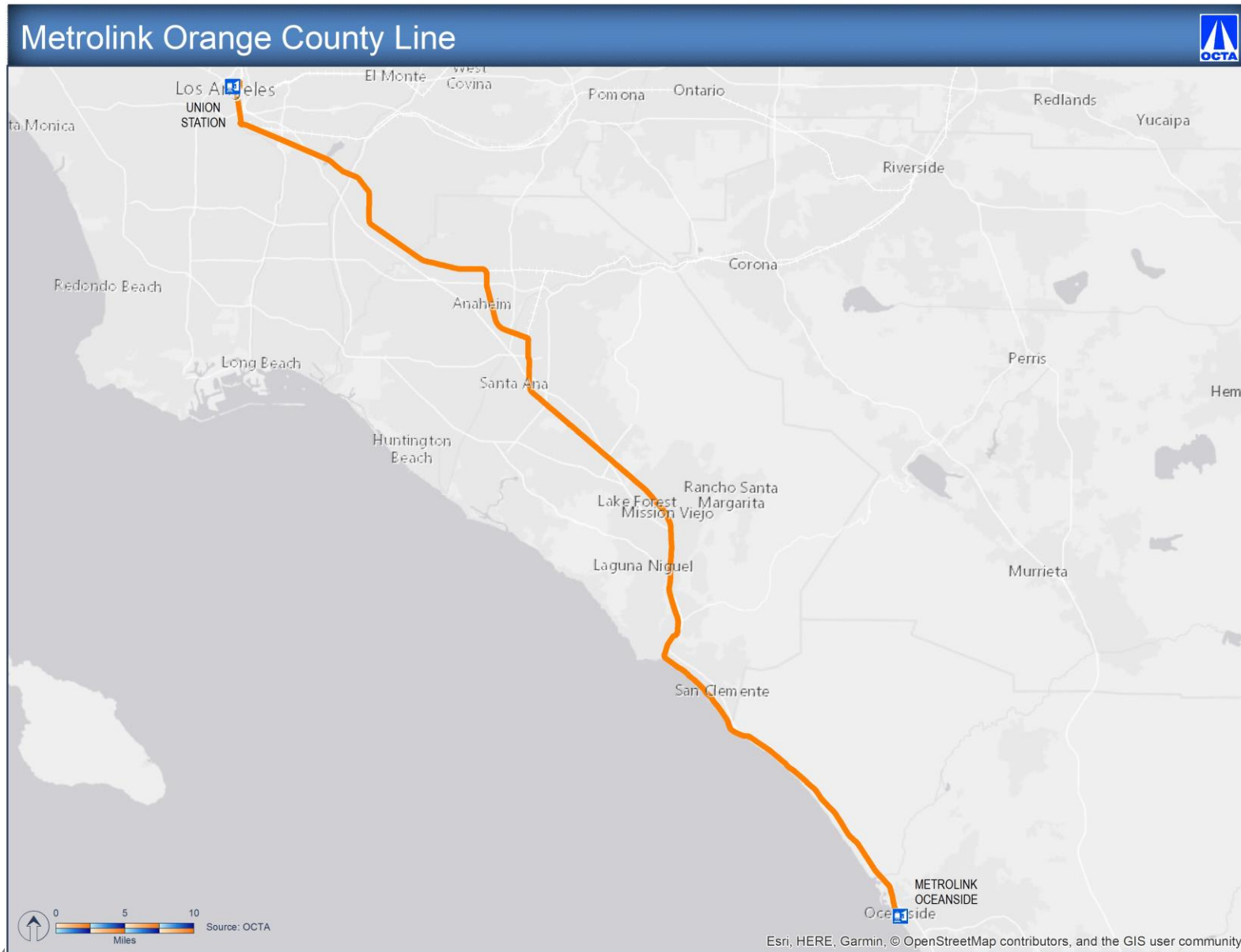
Metrolink Fiscal Year 2018-19 Performance Report



MetroLink Lines Serving Orange County

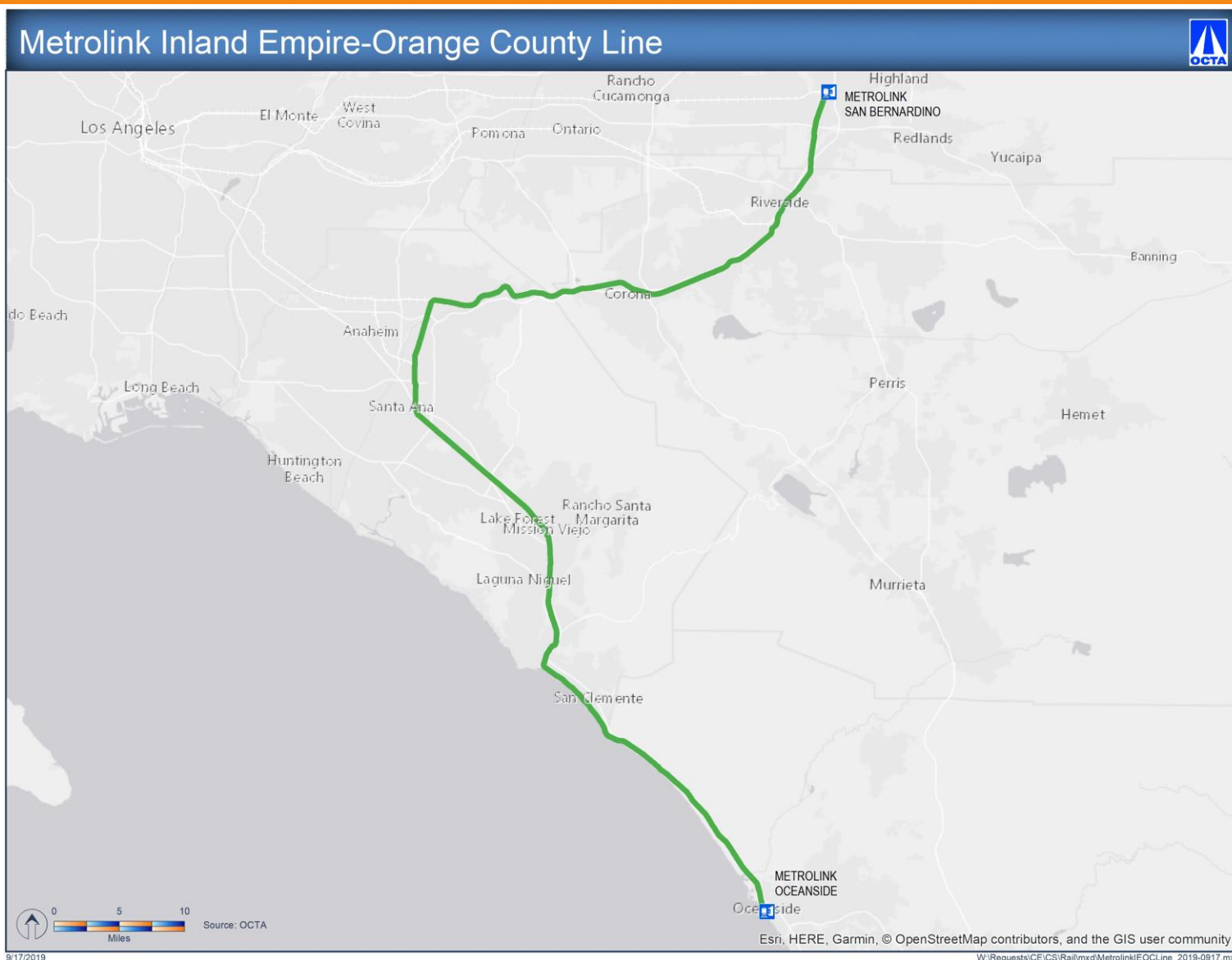


Orange County (OC) Line



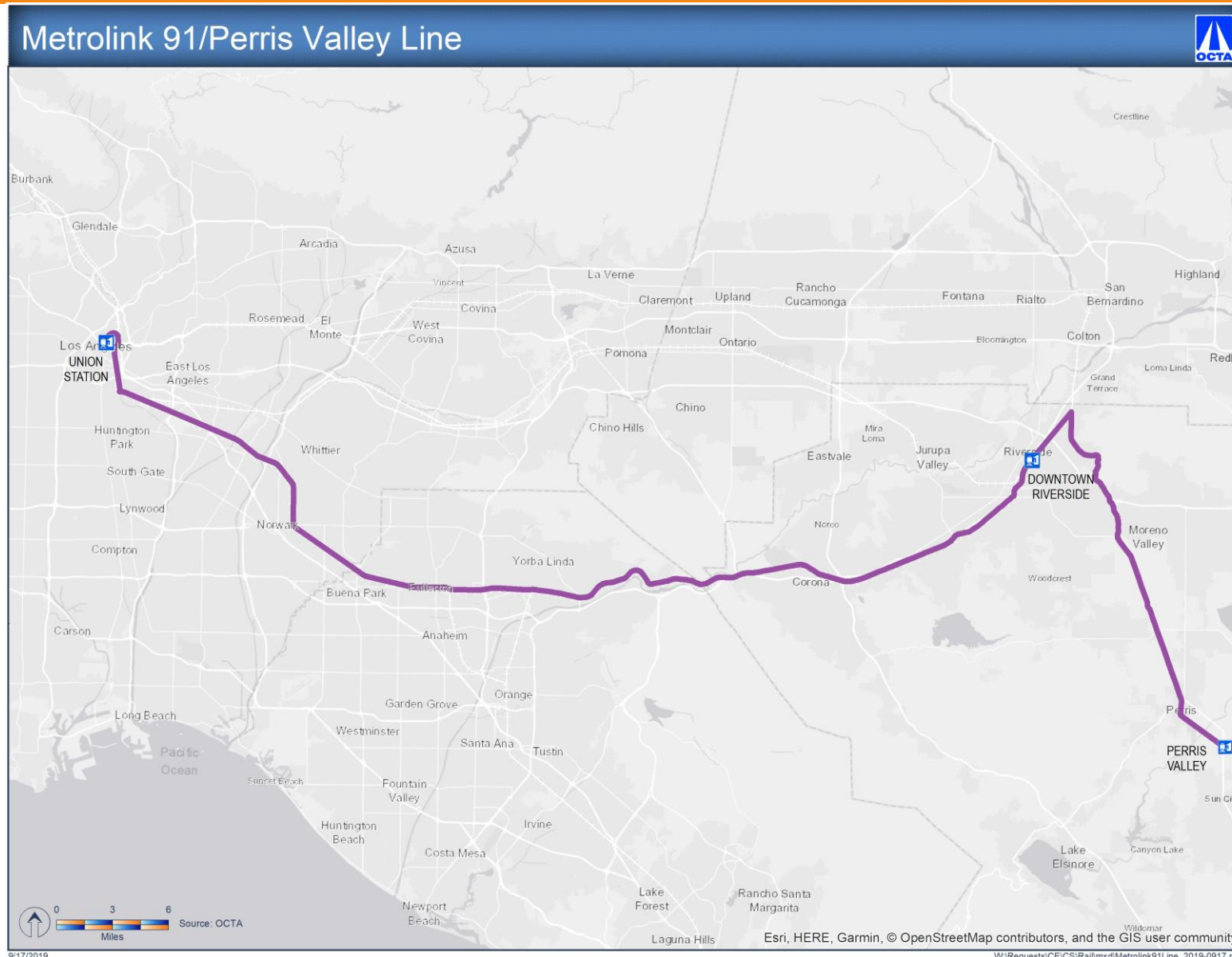
- 29 daily trains
- Total ridership up 1.7%
- Weekend ridership up 2.2%
- Revenue up 1.6%
- On-time performance (OTP) 90.9%

Inland Empire-Orange County (IEOC) Line



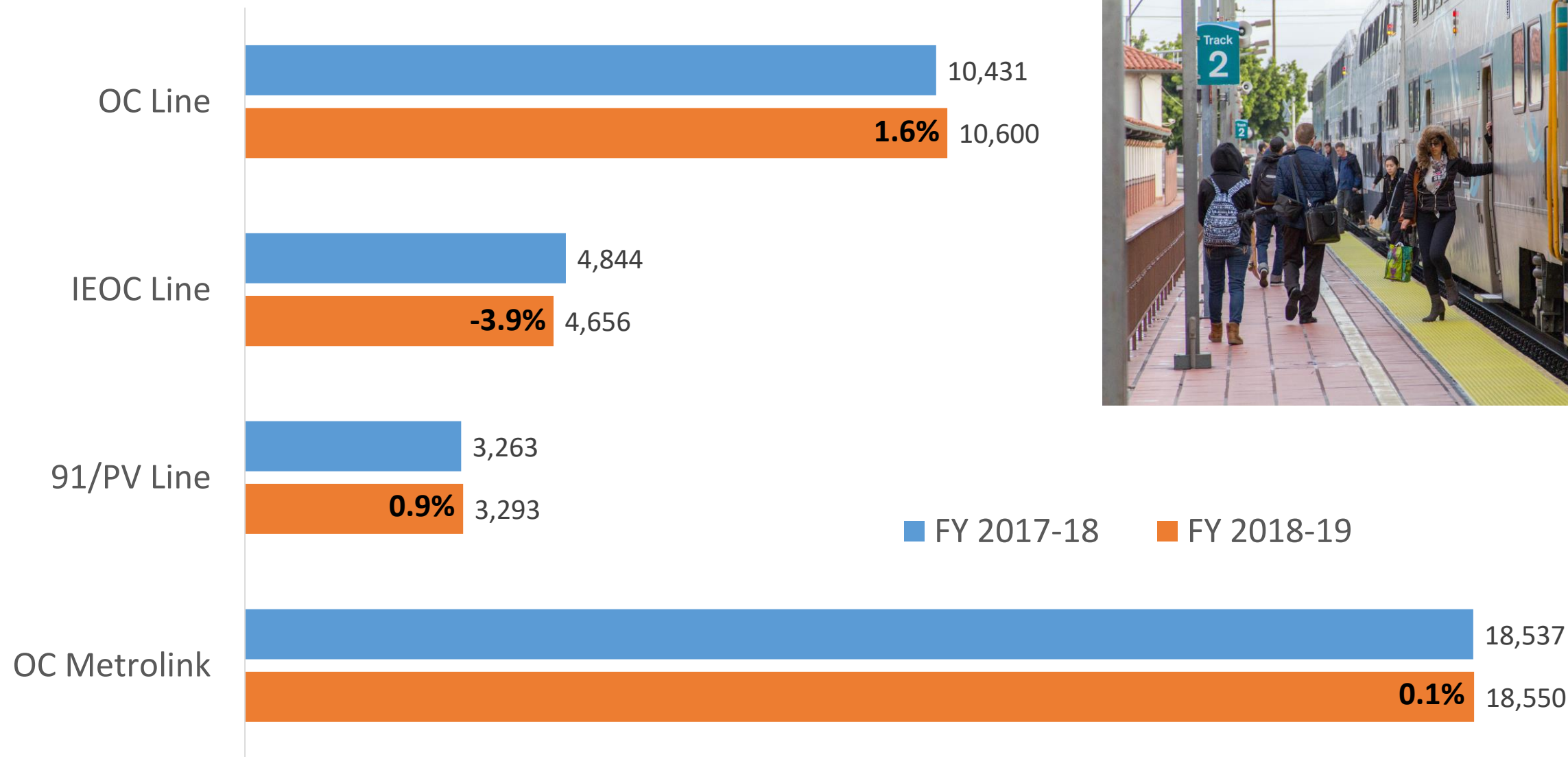
- 16 daily trains
- Total ridership down 3.9%
- Weekend ridership down 5.3%
- Revenue down 4.4%
- OTP 89.7%

91/Perris Valley (91/PV) Line

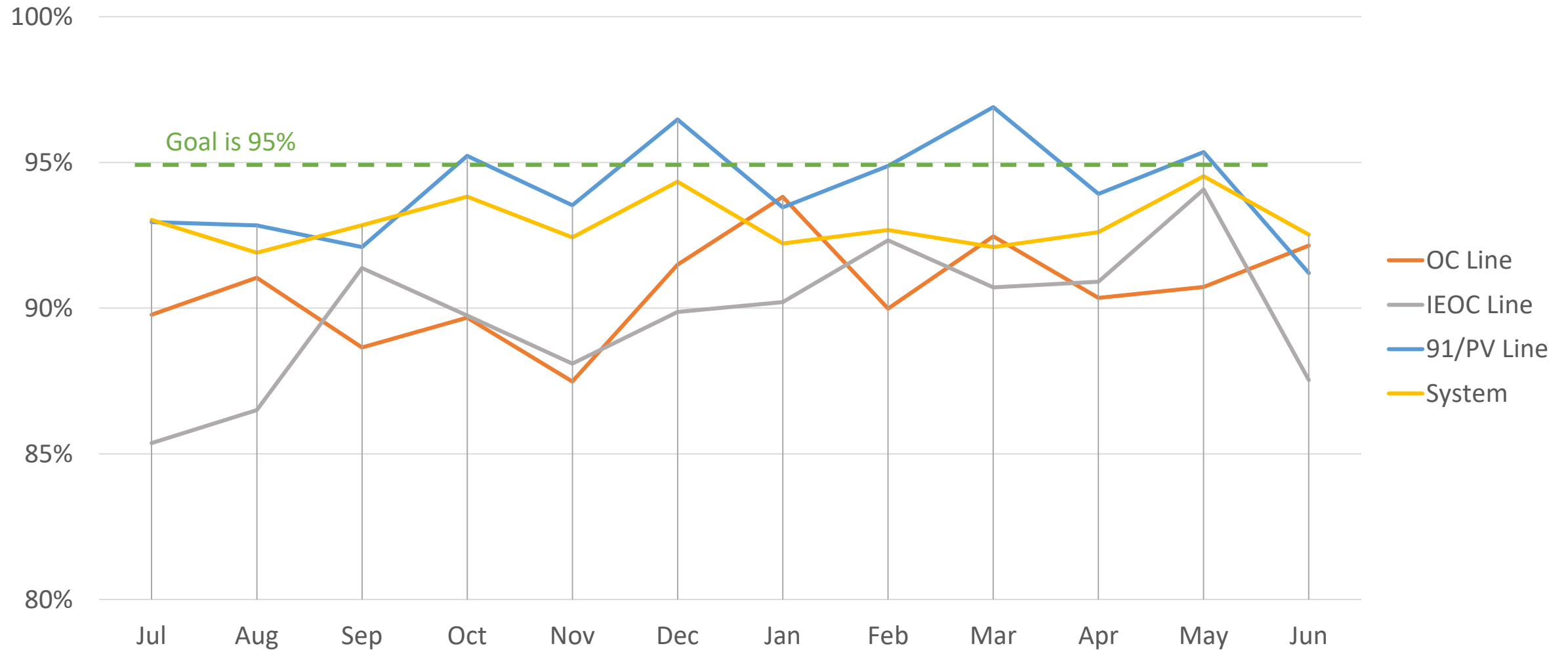


- Nine daily trains
- Total ridership up 0.6%
- Weekend ridership down 4%
- Revenue up 0.1%
- OTP 94.1%

Average Weekday Ridership



On-Time Performance



Initiatives

- Record System Ridership in FY19
- Tier 4 Locomotives – 23/40 in service
- Bundled Contract
- Guest Conductor Program
- Full Positive Train Control Implementation
- Safety – Automated External Defibrillators and Text Feature



Special Trains

- Angels Express
- Lunar New Year
- Rams Football Trains

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Saturday, February 9, 2019

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Metrolink Weekends - Daycations

