



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

Andrew Do, Chairman  
Gregory T. Winterbottom, Vice Chairman  
Laurie Davies  
Steve Jones  
Miguel Pulido  
Tim Shaw  
Harry S. Sidhu

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

**Thursday, February 13, 2020 at 9:00 a.m.**

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

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

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

## **Call to Order**

### **Pledge of Allegiance**

Director Davies

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

## **Special Calendar**

#### **2. Committee Meeting 2020 Schedule** Committee Chairman Do

##### **Overview**

Committee Chairman Do will lead a discussion regarding the 2020 meeting schedule for the Transit Committee. The proposed 2020 dates and time for this Committee is provided in Attachment A.



**2. (Continued)**

**Recommendation**

Approve the 2020 Transit Committee meeting dates and time schedule.

**3. Roles and Responsibilities of the Transit Committee**

Darrell E. Johnson

**Overview**

Roles and Responsibilities for the Transit Committee are reviewed periodically for any appropriate changes or additions. These roles and responsibilities are presented in Attachment A for discussion.

**Recommendation**

Approve the 2020 Transit Committee Roles and Responsibilities.

**Consent Calendar (Items 4 through 6)**

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.

**4. Approval of Minutes**

Approval of the minutes of the Transit Committee meeting of January 9, 2020.

**5. Agreement for Maintenance Shop Floor Restoration at the Garden Grove Bus Base**

George Olivo/James G. Beil

**Overview**

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved restoration of the maintenance shop floor at the Garden Grove Bus Base. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Approval from the Board of Directors is requested to execute the agreement.



**5. (Continued)**

**Recommendations**

- A. Find Pacific Coast Contracting Services, Inc., the apparent low bidder, as non-responsive for failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1589 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$420,000, for the maintenance shop floor restoration at the Garden Grove Bus Base.

**6. Agreement for the Purchase of Transit Police Services Vehicles**

Cliff Thorne/Jennifer L. Bergener

**Overview**

The Orange County Transportation Authority provides non-revenue vehicles to Transit Police Services for bus operations support and security. Seven vehicles used in this capacity have reached their useful life and are recommended for replacement in accordance with Orange County Transportation Authority's non-revenue vehicle fleet policy.

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Blanket Purchase Order No. C-9-1732 between the Orange County Transportation Authority and FFBH Motors, LLC, doing business as Frontier Ford, in the amount of \$274,280, for the purchase of six Police Responder Full-Size Crew Cab Pick-Up Trucks and one Full-Size Police Interceptor Utility Hybrid Sports Utility Vehicle.



## **Regular Calendar**

- 7. Amendment to Agreement for Project Management Consultant Services for the OC Streetcar Project**  
Mary Shavaliel/James G. Beil

### **Overview**

On February 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HDR Engineering, Inc., to provide project management consultant services for the OC Streetcar project, for a term of five years, with two, two-year option terms. An amendment to the existing agreement for execution of the first option term is requested for continued project management consultant services.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., to exercise the first two-year option term for project management consultant services for the OC Streetcar project, in the amount of \$8,064,286, and extend the term of the agreement through March 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$29,026,291.

- 8. OC Streetcar Business Association Support Agreements**  
Tresa Oliveri/Maggie McJilton

### **Overview**

The OC Streetcar project is entering into the next phase of construction when trackwork, station platforms, and catenary system infrastructure will be built on the Pacific-Electric Right-of-Way and city streets. Businesses in downtown Santa Ana along Fourth Street have unique challenges related to reduced street parking, narrowed sidewalks, street closures, and driving detours. In order to provide support to the business community, staff proposes to partner with two local downtown business associations to provide additional resources for events and marketing efforts to draw visitors during construction and OC Streetcar testing.



**8. (Continued)**

**Recommendations**

- A. Authorize the Chief Executive Officer to enter into agreement C-0-2051 with Downtown Inc., in the amount of \$100,000 per year, for a term of two years, for a total of \$200,000, beginning April 1, 2020, and ending on March 31, 2022, to provide funding to support events and expand marketing efforts in downtown Santa Ana.
- B. Authorize the Chief Executive Officer to enter into agreement C-0-2052 with the Santa Ana Business Council, in the amount of \$100,000 per year, for a term of two years, for a total of \$200,000, beginning April 1, 2020, and ending on March 31, 2022, to provide funding to support events and expand marketing efforts in downtown Santa Ana.
- C. Authorize the use of \$400,000 in Measure M2 Project S funds to support the above recommendations.
- D. 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.

**9. Zero-Emission Bus Rollout Plan Update**

Gary Hewitt/Kia Mortazavi

**Overview**

The Orange County Transportation Authority is developing a plan to comply with the California Air Resources Board's Innovative Clean Transit regulation. The regulation requires transit agencies to begin purchasing zero-emission buses in 2023, with the goal of transitioning all transit buses to zero-emission technology by 2040. The regulation also requires transit agencies to adopt a plan to meet the requirements. The plan must be submitted to the state by July 1, 2020.

**Recommendation**

Receive and file as an information item.



## **Discussion Items**

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

**11. Committee Members' Reports**

**12. Closed Session**

There are no Closed Session items scheduled.

**13. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, March 12, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.



# ORANGE COUNTY TRANSPORTATION AUTHORITY

## 2020 Transit Committee Meetings

JANUARY						
SUN	MON	TUE	WED	THU	FRI	SAT
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FEBRUARY						
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MARCH						
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JUNE						
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JULY						
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AUGUST						
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OCTOBER						
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NOVEMBER						
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DECEMBER						
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OCTA, OCTD, OCLTA, and OCSAFE regular Board meeting  
9:00 a.m., OCTA Headquarters  
550 South Main Street, Board Room - Conf. Room 07-08, Orange CA

Transit  
9:00 a.m.

OCTA Holidays

**2020 OCTA Proposed Committee Meeting Calendar  
Transit Committee**

<b>Month</b>	<b>2020 Proposed Changes - Comparison with 2019 Calendar</b>
January	No change
February	No change
March	No change
April	No change
May	No change
June	No change
July	No change
August	No change
September	No change
October	No change
November	No change
December	No change



**Proposed  
Roles and Responsibilities  
of the Board Committees for 2020  
(02.13.20)**

**Transit Committee**

- Develops, reviews, and provides policy recommendations to the Board of Directors on matters related to the operation of ~~bus and rail services, including but not limited to, bus, rail, and paratransit services~~ fixed-route bus services, express route bus service, bus rapid transit service, ACCESS service, other paratransit service, and Metrolink service;
- Reviews and provides recommendations to the Board of Directors on matters pertaining to the planning of bus, ~~and rail, transit services~~ and paratransit services;
- Reviews and provides recommendations to the Board of Directors on transit ridership, schedules, and service policies;
- Reviews and provides recommendations to the Board of Directors on bus, ~~and rail, and paratransit transit~~ transit projects, including OCTA revenue vehicles, support equipment, operations facilities, and Metrolink facilities and stations;
- Makes recommendations to the Board of Directors on use and procurement of professional services and contractors to support planning and delivery of OCTA projects, programs, and services;
- Reviews and provides recommendations to the Board of Directors on future transit programs, ~~such as the Senior Mobility Program, Go Local projects, community circulators, and high-speed rail~~;
- Reviews and provides recommendations to the Board of Directors on matters related to transit technology and innovation, such as mobile ticketing applications and other on-demand service delivery models; and
- Reviews and provides recommendations to the Board of Directors on the role of transit services in attainment of air quality goals.



**Committee Members Present**

Andrew Do, Chairman  
Laurie Davies  
Steve Jones  
Miguel Pulido  
Tim Shaw

**Staff Present**

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

**Committee Members Absent**

Gregory T. Winterbottom, Vice Chairman

**Call to Order**

The January 9, 2020 regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:01 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 November 14, 2019.

Director Pulido was not present to vote on this item.

**3. Request to Exercise Option Term for Project Management Consultant Services for the OC Streetcar Project**

This item was pulled by staff and continued to the February 13, 2020 Transit Committee meeting.



**4. Agreement for Lease and Full Service of Bus Tires**

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 Agreement No. C-9-1354 between the Orange County Transportation Authority and Bridgestone Americas Tire Operations, LLC, in the amount of \$10,245,764, for the lease and full service of bus tires for a five-year term.

Director Pulido was not present to vote on this item.

**5. February 2020 Bus Service Change**

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.

**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:

- A. Receive and file Project V Ridership Report as an information item.
- B. Authorize amendments to the City of Irvine's iShuttle Project V-funded services to enhance route productivity, and also authorize a six-month delay in achieving minimum required performance standard for year one of service.

Director Pulido was not present to vote on this item.

**Regular Calendar**

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

Jim Biel, Executive Director of Capital Programs, reported on the following:

- Background on the 4.15-mile OC Streetcar route and the construction occurring on the 1.8-miles of Orange County Transportation Authority (OCTA)-owned Pacific Electric Right of Way (PEROW), which OCTA acquired in 1983.

**7. (Continued)**

- The signification amounts of soil contamination most likely generated from the past usage of the Pacific Electric “Redcar” railroad usage.
- Some of the soil contamination includes arsenic, lead, petroleum hydrocarbons, and treated wood waste (creosote and railroads).
- Highlighted the August 2019 Board of Directors-approved Contract Change Order (CCO) No. 3 for \$1.6 million.
- Explanation of this item’s estimated \$7.2 million CCO for increased costs of quantities, handling, and disposal of additional encountered contaminated materials and how the subsequent requirements for removal was unanticipated.
- Referenced the Handout titled “OC Streetcar Project Contingency and Usage.”
- Construction is 17 percent completed and the subterranean excavation risks will be completed within the next two months.
- Most of the costs in the CCO varies between hauling of contaminated non-hazardous or contaminated per California’s hazardous materials regulations.

A lengthy discussion ensued regarding:

- How the levels of contamination were difficult to identify and this would not have been known in the original bidding process.
- The contract was set up with a contingency.
- The CCO covers the PEROW and the public way in the city street.
- The entire PEROW that OCTA owns from Santa Ana to the Los Angeles county line is likely to have the same type of contamination issues, and OCTA will anticipate this in future projects.
- At the request of the Federal Transit Administration (FTA), OCTA staff will meet with the Los Angeles County Metropolitan Transportation Authority to solicit their feedback on its PEROW issues.
- The subterranean risks of the underground should be retired within the next two months.
- Committee Chairman Do requested a breakdown of the contaminated area along the PEROW.
- Included in the contract was an allowance of about \$200,000, and to remove and dispose contaminated materials from the top one foot of soil within the PEROW.
- On the Handout provide to the Committee, the \$7.2 million is included in the “Committed” area of the pie chart.
- A challenge for OCTA is the hauling dumpsites requirements to disclose where the soil came from, the dumpsites not accepting the soil, and OCTA hauling it to a farther location (e.g. Arizona).
- There are risks with excavations for an overhead catenary (power system poles).

**7. (Continued)**

- OCTA reports to the FTA on a monthly and quarterly basis on the contingency usage.
- Future projects in the older parts of Orange County, OCTA will have to be more aware of what the costs are going to be.
- OCTA has owned the PEROW for approximately 30 years, and the contractor is doing exactly what is in the contract scope of work. There was a series of unknowns.
- This new information will help OCTA to approach things differently in the future.
- Completed is 95 percent removal and disposal of the contaminated materials.
- Director Pulido requested information on the quantity of excavation generated from the overhead catenary system pole foundations located in the city public way, and what percentage is that quantity relative to the whole projects excavation.

A motion was made by Director Jones, seconded by Director Pulido, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$7,278,795, for the removal and disposal of contaminated materials within the Orange County Transit District-owned Pacific Electric Right of Way and other project areas for the construction of the OC Streetcar project.

**8. OC Flex Microtransit Pilot Project: 12-Month Update**

Darrell E. Johnson, Chief Executive Officer (CEO), provided opening comments and introduced Johnny Dunning, Jr., Manager of Scheduling and Bus Operations Support, who provided a PowerPoint presentation on the following:

- Boardings;
- Performance Criteria;
- Productivity (boarding/per revenue vehicle hour);
- Subsidy Per Boarding;
- Subsidy Per Boarding – All Modes (Quarter 1 Fiscal Year 2019-20);
- Shared Rides;
- Connected Trips;
- Staff Recommendations;
- Expanded Service Areas;
- Huntington Beach/Westminster Zone;
- Aliso Viejo/Laguna Niguel; Mission Viejo Zone;
- Streamlined Operations;

**8. (Continued)**

- Pass Considerations; and
- Targeted Marketing.

A discussion ensued regarding:

- The OC Flex's contract is a one-year pilot through October of 2020.
- Riders are informed of the expanded areas of service through marketing outreach.
- The difference in the subsidies for Huntington Beach/Westminster area (blue zone) is \$27.60 and Aliso Viejo/Laguna Niguel/Mission Viejo area (orange zone) is \$17.69.
- Staff has not yet completed the analysis of adding vehicles in order to diminish wait times.
- A 30-day pass is only available for OC Bus service.
- Director Davies offered to go to senior centers to promote the service. She stated since Uber drivers can deny rides, this service benefits OCTA since no ride would be denied.
- Mr. Dunning, Jr. thanked Director Davies for her continued support of the service.
- Highlighted were the differences between Uber drivers and OCTA drivers, service fees, and the waiting time is longer for OC Flex.
- The objective of the OC Flex pilot program is finding a middle ground between traditional bus service and single ridership (i.e., Uber and Lyft).
- SOKA University will eventually be an added trip area in the Orange zone.
- Committee Chairman Do requested review if OC Flex ridership will cause an increase in ridership with Metrolink by October of this year.
- Opportunities to do surveys, ask questions, and make recommendations to modify or delete based on service results.
- During the second six months of the service, the Customer Satisfaction rate had a two percent increase from 89 percent to 91 percent.

A motion was made by Director Davies, seconded by Director Pulido, and declared passed by those present, to direct staff to extend the Board of Directors-approved one-year pilot of the OC Flex pilot project to October 2020.

**9. Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2019-20**

Johnny Dunning, Jr., Manager of Scheduling and Bus Operations Support, provided a PowerPoint presentation on the following:

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

A discussion ensued regarding:

- The manpower for drivers should increase with the new effective contract.
- Slide 11 of the PowerPoint notes what Route 21 currently serves, and how Route 21 will be eliminated and replaced with a new route (Route 123), which will be implemented in February of 2020.
- An indicator to make possible changes to a route is anything over \$10 subsidy per boarding.
- The recruitment of coach operators for the contracted fixed-routes and how First Transit has made improvements on the number of missed trips was highlighted.
- The unemployment rate nationally and in Orange County is low.

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



## **Discussion Items**

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

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

- This is the first Transit Committee of year and everyone was wished a Happy New Year.
- OCTA closed out 2019 by hosting the 27<sup>th</sup> annual Stuff-A-Bus Toy Drive at the Great Park in Irvine. It was a new location this year and 12 buses were stuffed with toys.
- For the 18<sup>th</sup> year in a row, OCTA continued the tradition of offering free bus rides on New Year's Eve. OCTA recorded more than 7,700 free rides this year which is up nearly 24 percent compared to last year.
- On Friday, January 31<sup>st</sup> at 10:30 a.m., OCTA will host an event at the Santa Ana Base to celebrate the beginning of a zero-emission bus fleet and completion of the hydrogen fueling station.

### **11. Committee Members' Reports**

There were no Committee Members' Reports.

### **12. Closed Session**

There were no Closed Session items scheduled.

### **13. Adjournment**

The meeting adjourned at 10:09 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, February 13, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST

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Andrew Do  
Committee Chairman

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Sahara Meisenheimer  
Deputy Clerk of the Board





**February 13, 2020**

**To:** Transit Committee

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

**Subject:** Agreement for Maintenance Shop Floor Restoration at the Garden Grove Bus Base

### **Overview**

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved restoration of the maintenance shop floor at the Garden Grove Bus Base. Bids were received in accordance with the Orange County Transportation Authority's public works procurement procedures. Approval from the Board of Directors is requested to execute the agreement.

### **Recommendations**

- A. Find Pacific Coast Contracting Services, Inc., the apparent low bidder, as non-responsive for failure to meet the federal requirement for Disadvantaged Business Enterprise participation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1589 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$420,000, for the maintenance shop floor restoration at the Garden Grove Bus Base.

### **Discussion**

The Orange County Transportation Authority (OCTA) completed construction of the Garden Grove Bus Base in 1976, including installation of the existing bus maintenance shop floor. The floor is now deteriorated and requires replacement for worker safety and state of good repair compliance. The project consists of removal of the existing floor coating, placing a new layered synthetic coating, and related phasing of the work while normal vehicle maintenance activities continue in the shop.

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***Procurement Approach***

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

Invitation for Bids (IFB) No. 9-1589 was released on November 18, 2019, through OCTA's CAMM NET system. The project was advertised on November 18 and 25, 2019, in a newspaper of general circulation. A pre-bid conference and job walk was held on November 25, 2019, and was attended by seven firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On December 19, 2019, two bids were received and publicly opened.

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

<u>Firm and Location</u>	<u>Bid Amount</u>
Pacific Coast Contracting Services, Inc. Stanton, California	\$330,400
Golden Gate Steel, Inc., dba Golden Gate Construction Norwalk, California	\$420,000

The recommended firm's bid is 29 percent above the engineer's estimate of \$325,000, due in part to the need for project management and coordination for phasing of removals and installation of the new layered synthetic floor system while normal vehicle maintenance activities continue in the shop. The cost analysis conducted by staff revealed that the total bid amount is competitive considering overall market conditions, the specialized nature of the work, added cost for risk associated with synthetic products subcontractor availability, and pricing commitments. The analysis showed costs for synthetic products subcontracted work and the subcontracted onsite safety representative were underestimated for the job, along with costs for bonds and insurance. Golden Gate Construction met the requirements of the IFB, as well as all federal and state requirements.

The apparent low bidder was deemed non-responsive for failure to meet the federal requirement for Disadvantaged Business Enterprise participation or demonstrate sufficient good faith efforts as required by the United States Department of Transportation, which is providing funding for the project.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$420,000, for the maintenance shop floor restoration at the Garden Grove Bus Base.

#### **Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs, Account 1722-7611-D3122-15E, and is funded by Federal Transit Administration Section 5337 State of Good Repair Grant Funds, accounts 0030-6049-D3122-MJK and 0030-6041-D3122-MJR.

#### ***Summary***

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1589 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$420,000, for the maintenance shop floor restoration at the Garden Grove Bus Base.

***Attachment***

None.

**Prepared by:**



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

**Approved by:**



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



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



**February 13, 2020**

**To:** Transit Committee

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

**Subject:** Agreement for the Purchase of Transit Police Services Vehicles

### **Overview**

The Orange County Transportation Authority provides non-revenue vehicles to Transit Police Services for bus operations support and security. Seven vehicles used in this capacity have reached their useful life and are recommended for replacement in accordance with Orange County Transportation Authority's non-revenue vehicle fleet policy.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Blanket Purchase Order No. C-9-1732 between the Orange County Transportation Authority and FFBH Motors, LLC, doing business as Frontier Ford, in the amount of \$274,280, for the purchase of six Police Responder Full-Size Crew Cab Pick-Up Trucks and one Full-Size Police Interceptor Utility Hybrid Sports Utility Vehicle.

### **Discussion**

The Orange County Transportation Authority (OCTA) currently owns, operates, and maintains a fleet of vehicles used to support bus operations, transit police services, administrative staff pool vehicles, and department-assigned vehicles. These vehicles are referred to as non-revenue vehicles.

Fifteen of these non-revenue vehicles are assigned to Transit Police Services (TPS), seven of which have reached or will soon reach their useful life and are recommended for replacement. TPS vehicles are used to patrol and respond to disturbances and crimes within the OCTA transportation system, including supporting local law enforcement and incident response on OCTA-provided bus service, Pacific Electric/OC Streetcar rights-of-way, and all OCTA-owned properties. Six of the 15 TPS vehicles have already exceeded their useful life of 80,000 miles, the highest at 107,000 miles, and one vehicle will reach its useful life within the time frame of this procurement. TPS vehicles can operate

up to 22 hours per weekday, with multiple drivers per day. These vehicles are purpose-built police vehicles designed for this type of heavy-duty cycle. The proposed replacement vehicles include six Police Responder Full-Size Crew Cab Pick-Up Trucks and one Full-Size Police Interceptor Utility Hybrid Sports Utility Vehicle.

***Procurement Approach***

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved procedures for materials and equipment greater than \$50,000. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bid process.

On November 13, 2019, Invitation for Bids (IFB) 9-1732 was issued electronically on CAMM NET. The project was advertised on November 13 and 20, 2019, in a newspaper of general circulation. There were no requests for clarification to the IFB. On December 5, 2019, one bid was received and publicly opened.

The bid was reviewed by staff from Contracts Administration and Materials Management (CMM) and the Maintenance and Motorist Services departments to ensure compliance with the bid, legal requirements, and technical specifications. The bidder and bid amount are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
FFBH Motors, LLC doing business as Frontier Ford Santa Clara, California	\$274,280

In accordance with OCTA procurement policies and procedures, a single bid received for a procurement over \$50,000 requires the OCTA Internal Audit Department conduct a review to determine if there was adequate competition. In addition, CMM contacted several vendors from the bid list to inquire why no bid was submitted. One firm did not submit a bid because they felt the solicitation process was too cumbersome. Another firm chose not to bid. Two firms were contacted by both email and voicemail and did not respond.

Frontier Ford has proposed a fair and reasonable price, based on a pricing comparison of the State of California Department of General Services' contract in which Frontier Ford's vehicle bid submission was 20 percent lower in cost than the State contract.

The IFB requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Frontier Ford, in the amount of \$274,280.

**Fiscal Impact**

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Maintenance Resource Management, Account 2159-9025-D2113-0PS.

**Summary**

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Blanket Purchase Order No. C-9-1732 with Frontier Ford in the amount of \$274,280, for the purchase of six Police Responder Full-Size Crew Cab Pick-Up Trucks and one Full-Size Police Interceptor Utility Hybrid Sports Utility Vehicle.

**Attachment**

None.

**Prepared by:**



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**Approved by:**



Jennifer L. Bergener  
Chief Operating Officer, Operations  
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Virginia Abadessa  
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**February 13, 2020**

**To:** Transit Committee

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

**Subject:** Amendment to Agreement for Project Management Consultant Services for the OC Streetcar Project

### **Overview**

On February 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with HDR Engineering, Inc., to provide project management consultant services for the OC Streetcar project, for a term of five years, with two, two-year option terms. An amendment to the existing agreement for execution of the first option term is requested for continued project management consultant services.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., to exercise the first two-year option term for project management consultant services for the OC Streetcar project, in the amount of \$8,064,286, and extend the term of the agreement through March 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$29,026,291.

### **Discussion**

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar that will operate between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) and the Harbor Boulevard/Westminster Boulevard intersection in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 (M2) Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.



As of December 2019, the construction contractor is approximately 15 percent complete with construction, vehicle production has commenced, third-party utility relocations are near completion, and the operations and maintenance service contract is being procured. Key tasks required for the implementation of the Project include:

- Coordination between the Project designer and the construction management (CM) consultant
- Management oversight of the CM consultant in the review of requests for information, submittals, and processing of construction change orders
- Third-party utility coordination
- Performing quality assurance activities related to design, construction, and vehicle manufacturing
- Risk analysis and management
- Safety and environmental compliance activities
- Project controls, including management of the Project schedule and budget
- Coordination with the Federal Transit Administration (FTA), including reporting requirements and monthly/quarterly meetings with FTA and its project management oversight consultant
- Vehicle design/manufacturing oversight and on-site vehicle inspection
- Operations planning, including Start-Up and Testing
- Public outreach
- Coordination with other third-party stakeholders (the City, City of Garden Grove, County of Orange, US Army Corps of Engineers, Orange County Fire Authority)
- Day-to-day project management activities, including invoice review, permits, document control

HDR Engineering, Inc., (HDR) has been providing technical expertise and staff augmentation to assist in the delivery of the Project since 2015. HDR also provides specialized support in delivering an FTA New Starts project with extensive oversight by FTA. Continued support is required from HDR over the next two-year period.

### ***Procurement Approach***

The original procurement was handled in accordance with the OCTA Board of Directors (Board)-approved procedures for architectural and engineering services that conform to both state and federal laws. On February 23, 2015, the Board approved an agreement with HDR for an initial term of five years with two, two-year option terms. The total maximum obligation of the initial five-year term is \$20,962,005 and has been previously amended in accordance with Attachment A.

At the time of the contract execution, it was assumed that the Project Revenue Service Date (RSD) would occur within the initial base term. Delays in FTA's approval of the Full Funding Grant Agreement (FFGA), requests from the construction industry for an extended bidding period, and a longer construction duration extended the RSD beyond the base term of the contract. While the Project RSD was delayed, work activities continued to progress in a variety of areas that required HDR's ongoing support, including vehicle procurement, updates to FTA-required readiness plans and documentation, responding to questions from potential bidders during the extended construction invitation for bids period, as well as revisions to the environmental re-evaluation report required by FTA. Additionally, during the base term, a greater level of effort was needed from HDR than was originally anticipated for certain activities, such as the initial pursuit of alternative vehicle procurement strategies as directed by the Board in April 2016, vehicle inspection support, FTA coordination, and construction management oversight.

Board approval is required to exercise the first two-year option term. Exercising this option term will add funding of \$8,064,286 and extend the term of the agreement through March 31, 2022. With the approval of this amendment, the total contract value will be \$29,026,291. Staff requested a cost proposal from HDR for the level of effort required. The cost proposal was reviewed by OCTA project staff and found it to be fair and reasonable for the tasks to be performed.

#### **Fiscal Impact**

Funding for the Project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs Division, accounts 0051-7519-TS010-Z83 and 0051-7519-TS010-Z71, and is funded with Federal Transit Administration Section 5309 New Starts and local M2 funds.

Project contingency is being used to fund a portion of the option term services given that the required project management services extend beyond the RSD that was assumed in the FFGA. The amendment exercising the option term will not result in an increase to the Project cost of \$407,700,000, as defined in the FFGA.

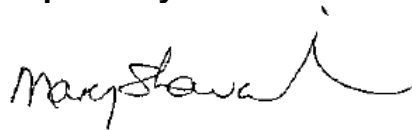
#### **Summary**

Staff is recommending the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-4-1854 between the Orange County Transportation Authority and HDR Engineering, Inc., to exercise the first two-year option term for project management consultant services for the OC Streetcar project, in the amount of \$8,064,286, and to extend the term of the agreement through March 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$29,026,291.

***Attachment***

A. HDR Engineering, Inc., Agreement No. C-4-1854 Fact Sheet

**Prepared by:**



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Program Manager  
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Virginia Abadessa  
Director, Contracts Administration and  
Materials Management  
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**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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**HDR Engineering, Inc.  
Agreement No. C-4-1854 Fact Sheet**

1. February 23, 2015, Agreement No. C-4-1854, in the amount of \$21,557,909, approved by the Board of Directors (Board).
  - The agreement was executed on June 1, 2015, to provide project management services for the OC Streetcar project. A limited notice to proceed was issued on February 25, 2015, to initiate development of the draft scope of work (SOW) for design services and related work to support the vehicle procurement process and interim utility work.
2. June 11, 2015, Amendment No. 1 to Agreement No. C-4-1854, \$0, approved by the Contracts Administration and Materials Management (CAMM) Department.
  - Modify hourly rate schedule for subconsultants Arellano Associates, LLC (Arellano), Civil Source, Inc., (Civil Source), Interfleet Technology, Inc. (Interfleet), and Maintenance Design Group, LLC.
3. April 6, 2016, Amendment No. 2 to Agreement No. C-4-1854, (\$595,904) approved by the CAMM Department.
  - Decrease maximum obligation as a result of adjustments to subconsultants Civil Source and Interfleet indirect cost rates; modify hourly rate schedules for subconsultants Hatch Mott MacDonald, LLC, IBI Group, Intueor Consulting Inc., Safework, Inc., and Shiels Obletz Johnsen, Inc.
4. September 13, 2016, Amendment No. 3 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify subconsultant name Interfleet to SNC-Lavalin Rail & Transit, Inc. (SNC) and update key personnel.
5. December 8, 2016, Amendment No. 4 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify subconsultant name Hatch Mott MacDonald, LLC, to Mott MacDonald, LLC (Mott MacDonald)
  - Modify other direct costs schedule for subconsultant Arellano
  - Modify hourly rate schedules for SNC
6. April 4, 2017, Amendment No. 5 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify hourly rate schedule for subconsultant Mott MacDonald

7. August 22, 2017, Amendment No. 6 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - At the request of subconsultant, release subconsultant Safework, Inc., from the agreement as construction safety support portion of the SOW has shifted to the construction management contract.
8. December 26, 2017, Amendment No. 7 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify hourly rate schedules for HDR Engineering, Inc. (HDR) and subconsultant Shiels Obletz Johnsen, Inc.
  - Modify schedule and other direct costs schedule for subconsultant Mott MacDonald
9. January 8, 2019, Amendment No. 8 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify hourly rate schedule for subconsultant Arellano
10. April 16, 2019, Amendment No. 9 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Amend SOW to include quality assurance activities related to consultants and contractors in field or offsite locations
  - Modify hourly rate schedule for subconsultants Arellano, IBI Group, and Mott MacDonald
  - Modify other direct costs schedule for subconsultant IBI Group
11. August 21, 2019, Amendment No. 10 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Modify hourly rate schedule for prime consultant HDR and subconsultant SNC
12. February 23, 2020, Amendment No. 11 to Agreement No. C-4-1854, \$0, approved by the CAMM Department.
  - Extend term of agreement through March 31, 2020, with no change to the terms of the agreement.
13. February 24, 2020, Amendment No. 12 to Agreement No. C-4-1854, \$8,064,286, pending Board approval.
  - Exercise the first two-year option term for continued project management consultant services and extend the term of the agreement through March 31, 2022.

Total committed to HDR Engineering, Inc., after approval of Amendment No. 12 to Agreement No. C-4-1854: \$29,026,291.



**February 13, 2020**

**To:** Transit Committee   
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Streetcar Business Association Support Agreements

**Overview**

The OC Streetcar project is entering into the next phase of construction when trackwork, station platforms, and catenary system infrastructure will be built on the Pacific-Electric Right-of-Way and city streets. Businesses in downtown Santa Ana along Fourth Street have unique challenges related to reduced street parking, narrowed sidewalks, street closures, and driving detours. In order to provide support to the business community, staff proposes to partner with two local downtown business associations to provide additional resources for events and marketing efforts to draw visitors during construction and OC Streetcar testing.

**Recommendations**

- A. Authorize the Chief Executive Officer to enter into agreement C-0-2051 with Downtown Inc., in the amount of \$100,000 per year, for a term of two years, for a total of \$200,000, beginning April 1, 2020, and ending on March 31, 2022, to provide funding to support events and expand marketing efforts in downtown Santa Ana.
- B. Authorize the Chief Executive Officer to enter into agreement C-0-2052 with the Santa Ana Business Council, in the amount of \$100,000 per year, for a term of two years, for a total of \$200,000, beginning April 1, 2020, and ending on March 31, 2022, to provide funding to support events and expand marketing efforts in downtown Santa Ana.
- C. Authorize the use of \$400,000 in Measure M2 Project S funds to support the above recommendations.
- D. 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***

At the November 14, 2019, Orange County Transportation Authority (OCTA) Transit Committee meeting, staff received direction to provide information on the Los Angeles Metropolitan Transportation Authority's (LA Metro) Business Interruption Fund (BIF) for rail construction projects and research how similar benefits can be provided to mitigate construction impacts to local businesses from the construction of OCTA's OC Streetcar (OCS) project. Attachment A outlines the parameters of LA Metro's BIF program.

LA Metro's BIF, which is funded by revenues from LA Metro's various local sales tax measures, provides local businesses a grant of up to \$50,000 per year to mitigate actual revenue loss due to the construction impacts of designated LA Metro rail transit projects. Eligible businesses are limited to those with 25 or less employees which are located immediately adjacent to the corridors of identified projects. A business must also meet several additional criteria to be eligible, including the ability to produce financial records demonstrating loss of business revenue directly related to the period of construction disruption. Eligibility for two of the projects included in the BIF program is based on full street closures with a duration greater than six continuous months.

While it is anticipated that the longest a street segment will be closed as part of the OCS project will be three months, there are actions OCTA can take to help mitigate construction impacts to local businesses in addition to the outreach activities already planned. This includes partnering with local business associations to allow for increased marketing and promotions, which may assist the businesses in drawing additional customers for the duration of OCS construction.

***Discussion***

Residents, business owners, and visitors to Santa Ana began to see construction activities for the OCS in March 2019. This initial phase of work included relocation of the wet utilities, such as sewer, water, and storm services. These efforts followed utility relocations performed by Southern California Edison, Southern California Gas, and a variety of telecom companies. Valuable lessons were learned during 2019 utility relocation activities related to what businesses and visitors might expect when construction returns to this area to install the tracks, platforms, catenary power poles, and lines during the next two years.

Some of the oldest infrastructure in the City of Santa Ana can be found under the streets throughout the OCS alignment, with construction often only a few feet



from business entrances. There are also one-way streets on adjacent streets that may create confusion for drivers unfamiliar with the downtown area.

To address these impacts to area residents, business owners, and visitors, the Santa Ana City Council recently adopted a first two-hours free parking policy for city parking structures to increase accessibility to businesses. There are four parking structures; however, they blend into the surrounding areas and may not be obvious to drivers. OCTA has created signs and materials with parking structure location information for businesses to share with customers.

OCTA's outreach efforts are also being enhanced as construction activities ramp up in 2020. Beginning in early 2019, a Business Resource Guide (BRG) was developed and distributed to every business along the alignment. During the past year, outreach staff has met with businesses, encouraging them to utilize free services available through the BRG program. Services include a business spotlight program featuring professional video and photography services, signage for their location, a coupon program, digital media listings, targeted social media advertisements, and a list of generic resources to assist them with marketing and other business-related support programs. Businesses that participate in the BRG program will also be highlighted on materials available at pop-up and community events. Countertop and stand-alone lobby displays with shop and dine local messaging are under development and will be available at numerous public locations.

Signage has been enhanced with large-format banners installed at several of the parking structures. Businesses have also been provided signage for their windows with "Businesses Open During Construction" messaging. Sandwich boards promoting the first two-hours free parking policy will be placed near the entrance of the parking structures and throughout Downtown Santa Ana.

In an effort to increase OCTA's support for local businesses during construction, staff is seeking approval to partner with the two business associations that directly support the City of Santa Ana's Business Improvement District: Downtown Inc. and the Santa Ana Business Council. These associations have long-standing relationships with local businesses. Between the two associations, their Boards of Directors include representation from small businesses to corporate entities (Attachment B). The associations' efforts support more than 700 businesses in the district and share the goal of bringing more awareness and customers to the downtown area. By offering financial assistance to the two downtown associations, OCTA will be able to provide support to a broad number of businesses through their work. The City of Santa Ana currently provides financial support to these associations through several revenue sources, including parking revenue and a business assessment.



The associations host events and create marketing materials to draw attention to the businesses, in addition to working with the local businesses that provide services to ensure the downtown and adjacent areas are clean and welcoming to patrons. These associations have a long history of supporting the local businesses, the growing artist community, and sponsoring events that bring the community together.

Staff recommends OCTA match the City of Santa Ana's annual contribution of \$100,000 to each association during the next two years of construction. OCTA's investment to provide supplemental financial support will allow the associations to hold more events and assist in communicating construction information to a broader audience beyond the local limits of Santa Ana.

The proposed agreements mirror the City of Santa Ana's arrangement with a notable exception. The OCTA agreement cannot be used to supplement or offset administrative costs. All OCTA funds must be spent on direct costs to support events and marketing efforts.

The OCS will bring many benefits to the businesses and residents along the alignment, provide a very convenient connection for commuters on the Metrolink and Los Angeles – San Diego – San Luis Obispo systems, and satisfy our commitment to the taxpayers of Orange County by implementing the voter-approved Measure M2, Project S: Transit Extensions to Metrolink.

**Fiscal Impact:**

The agreements can be funded with local M2, Project S: Transit Extensions to Metrolink funds and will be accommodated in OCTA's Fiscal Year 2019-20 Budget, Acct no. 0017-7679-TS010-999. The use of these funds for the OC Streetcar project is consistent with OCTA's Board-approved Capital Programming Policies.

**Summary**

Proposed agreements with two local business associations will enhance OCTA outreach efforts and create a partnership with the organizations best positioned to attract patrons to the downtown area during the difficult period of construction for the OCS.

**Attachments**

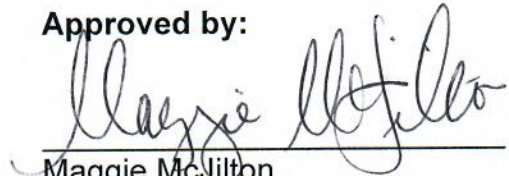
- A. Overview of LA Metro Business Interruption Fund
- B. Business Associations Board Member Rosters

**Prepared by:**



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**Approved by:**



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## Overview of LA Metro Business Interruption Fund

PURPOSE	LA Metro's Business Interruption Fund (BIF) provides financial assistance to small "mom and pop" businesses located along alignments of several rail transit projects.
FUNDING	<ul style="list-style-type: none"> <li>Revenue Source: Measure R, Prop A and Prop C</li> <li>LA Metro's Board authorized \$10M annually. This amount includes the grants to businesses and the contracted cost of administering the program</li> <li>Grant Distribution (information current as of August 2019): <ol style="list-style-type: none"> <li>\$23,315,418 in grants have been distributed</li> <li>1220 BIF Applications Submitted</li> <li>971 Grants Awarded</li> <li>365 Grantees</li> <li>Maximum amount of \$50K per impact per year based on business revenue loss</li> </ol> </li> </ul>
ELIGIBILITY CRITERIA	<p>Businesses eligible to receive assistance from the BIF must meet the following criteria:</p> <ul style="list-style-type: none"> <li>Continuous operating history for at least two years along the corridor</li> <li>Able to produce financial records demonstrating loss of business revenue directly related to the period of construction disruption</li> <li>Business must be solvent</li> <li>Business must be in good standing with all local, state and federal taxing and licensing authorities</li> <li>Business must be able to meet the technical qualifications of the program</li> <li>Less than 25 full-time employees</li> </ul> <p>Commercial property owners may file, however; property owners may only file a claim for mortgage, utilities, insurance, and other expenses as determined by the program administrator</p> <p>For Crenshaw &amp; Purple Line projects the business must be on the alignment and be able to demonstrate loss of business. What the work was, or how long it was in front of the business or block will not affect the decision. They must demonstrate loss of revenue/business.</p> <p><b>Note:</b> Residential property owners are not eligible to apply.</p>

REIMBURSEMENT CRITERIA	<p>Businesses may file multiple requests for financial assistance through the BIF; but in no event will the amount paid exceed the lesser total amount of \$50,000, or 60% of annual business revenue losses per business. The financial assistance covers fixed operating expenses such as:</p> <ul style="list-style-type: none"> <li>• Utilities</li> <li>• Insurance</li> <li>• Rent or Mortgage</li> <li>• Payroll</li> <li>• Other types of eligible documented business-related expenses may be considered by the program administrator</li> </ul>
CORRIDOR DEFINITIONS	<p>Crenshaw/ LAX Transit Project Purple Line Extension – Section 1 &amp; 2 Regional Connector</p> <ul style="list-style-type: none"> <li>• Little Tokyo area</li> <li>• 2<sup>nd</sup> &amp; Broadway Segment*</li> </ul> <p>*Segment eligibility based on full street closure with duration greater than six continuous months.</p> <p>For Crenshaw &amp; Purple Line projects the business must be on the alignment and be able to demonstrate loss of business. What the work was, or how long it was in front of the business or block will not affect the decision. They must demonstrate loss of revenue / business.</p>
SUPPLEMENTAL SERVICES (Also funded from BIF resources)	<p>In addition to the grant program LA Metro also provides financial support for a Crenshaw-specific program: Business Solution Center.</p> <p>Provides a physical resource center with referrals for accounting management, access to financial capital, brand development, marketing, social media and specialized business service areas. Program is administered through financial support to Del Richardson &amp; Associates, Slauson Economic Development Corporation and the Los Angeles Urban League.</p>

**Business Associations Board Member Rosters**

**Santa Ana Business Council, 2019 Board Members**

1. Amerzcua, Alfredo
2. Arellanes, Arturo
3. Arellanes, Blanca Claudia
4. Cerpas, Lila
5. Cha, Won
6. Garary, Sonya
7. Lomeli, Arturo
8. Macnair, Robyn
9. Romero, Sam
10. Rooker, Barbara
11. Tapfer, Kim
12. Yanez, Raul – President

**Downtown Inc., 2019 Board Members**

1. Aguirre, Noel
2. Chase, Ryan – President
3. Che, John
4. Correa, Nestor
5. Eberly, Cheryl (ex-officio)
6. Flores, Yvonne
7. Gothold, Jon
8. Jimenez, Gene
9. Jimenez, Oscar
10. Leon, Tish
11. McCann, Michael
12. Nguyen, Lamson
13. Pozzobon, Vanessa
14. Quillares, Eddie
15. Schroeder, Bill



**February 13, 2020**

**To:** Transit Committee

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

**Subject:** Zero-Emission Bus Rollout Plan Update

### **Overview**

The Orange County Transportation Authority is developing a plan to comply with the California Air Resources Board's Innovative Clean Transit regulation. The regulation requires transit agencies to begin purchasing zero-emission buses in 2023, with the goal of transitioning all transit buses to zero-emission technology by 2040. The regulation also requires transit agencies to adopt a plan to meet the requirements. The plan must be submitted to the state by July 1, 2020.

### **Recommendation**

Receive and file as an information item.

### **Background**

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation in December 2018, as part of a long-term goal of transitioning the transportation sector to zero-emission technologies. Under the ICT regulation, a zero-emission bus (ZEB) is defined as a bus without any tailpipe emissions and is either a battery electric or a hydrogen fuel-cell electric bus. The regulation applies to all revenue vehicles operated by a transit agency with a gross vehicle weight rating over 14,000 lbs. This impacts the entire Orange County Transportation Authority (OCTA) fixed-route and paratransit fleet. OCTA and the California Transit Association expressed concerns to CARB during the rule development that the increased cost of ZEB vehicles, fuel, and infrastructure will impact the ability of transit agencies to provide current levels of service without the addition of new funding. At the present, OCTA is seeking grants to offset a portion of the costs and the state is processing back orders of ZEBs to reduce per vehicle costs.

The main provisions of the regulation include:

- Transit agencies which operate a fleet larger than 65 buses must submit a ZEB Rollout Plan (Rollout Plan) by July 1, 2020,

- Transit agencies must purchase a minimum number of ZEBs during future procurements, according to the following schedule:
  - Starting in 2023, 25 percent of new bus purchases must be ZEBs (applies to 40-foot buses only),
  - Starting in 2026, 50 percent of all new bus purchases must be ZEBs (40-foot, 60-foot, and smaller “cutaway” buses),
  - Starting in 2029, 100 percent of all new bus purchases must be ZEBs.
- Transit agencies can earn credits to offset the 2023 and 2026 ZEB purchase requirements by providing zero-emission vehicles not covered by the ICT regulation, and
- The minimum ZEB purchase requirement may be delayed if a certain number of ZEBs are purchased statewide by the end of 2020 and 2021.

OCTA’s current transit service fleet consists of 520 buses for OC Bus (fixed-route) and 248 cutaway buses for ACCESS (paratransit) for a total of 768 buses. The fleet mix is comprised of the following vehicle types:

- 40-foot compressed natural gas (CNG) fixed-route buses = 462 (subject to requirement in 2023),
- 40-foot hydrogen fuel-cell electric fixed-route buses = ten (early ZEB purchase credit),
- 60-foot CNG fixed-route buses = 36 (subject to requirement in 2026),
- 32-foot CNG fixed-route buses = 12 (subject to requirement in 2026), and
- 23-foot gasoline paratransit buses = 248 (subject to requirement in 2026).

The OCTA Fiscal Year 2019-20 Budget includes two procurements for vehicle types which will have met their minimum federal useful life and are not subject to the ICT regulation because they are being purchased prior to 2023. This includes portions of the CNG fixed-route bus fleet and gasoline paratransit bus fleet.

### ***Discussion***

Transitioning to ZEBs will take careful planning and require additional financial resources to implement. OCTA is taking a measured approach to meet the regulation, while prioritizing transit service to our customers.

### **OCTA ZEB Pilots**

OCTA will be testing both types of ZEBs over the next few years. Ten hydrogen fuel-cell electric buses were purchased and put into service in late 2019.



A hydrogen fueling station was also constructed at the Santa Ana Bus Base to fuel the new buses. OCTA received “Early Action Credits” for purchasing fuel-cell buses prior to 2023, which can be used to partially offset future ZEB purchase requirements. Staff will also start procuring ten battery electric buses in 2020. Infrastructure necessary for electric charging will be installed at the Garden Grove Bus Base. External funding from state and federal grants has helped offset the cost differential between the new technologies when compared to the standard CNG bus, which can be 50 percent to 100 percent higher per bus. With a combination of 20 hydrogen fuel-cell electric and battery electric buses, OCTA will gain valuable experience with ZEB technology, which will support an informed decision about a long-term fueling strategy, as well as position OCTA to meet the ICT regulation during each stage.

#### Rollout Plan Development

To successfully transition to an all zero-emission bus fleet by 2040, each transit agency must submit a Rollout Plan demonstrating how it will purchase ZEBs, build all the necessary fueling infrastructure, as well as train coach operators and mechanics to operate and/or maintain the buses. CARB allows transit agencies to update the Rollout Plan as necessary. The Rollout Plan must be approved by the OCTA Board of Directors (Board) prior to submittal to CARB. The Rollout Plan must include the following information to be considered a complete plan:

- Type(s) of ZEB technologies a transit agency is planning to deploy,
- Schedule for all ZEB and conventional bus purchases,
- Schedule for infrastructure upgrades and modifications,
- Identification of costs and potential funding sources,
- Training plan for operators and maintenance staff,
- Plan to deploy ZEBs in disadvantaged communities, and
- Goal of full transition to ZEBs by 2040.

Development of the initial plan requires professional consultant assistance including expertise in vehicle technology, fueling infrastructure, and transit operations. OCTA has procured the necessary expert assistance to develop the Rollout Plan and perform specialized analysis. The consultant team has gathered extensive data from OCTA, ZEB manufacturers, and energy companies to use as input to their sophisticated modeling tool, which simulates bus route operation by ZEB type. Vehicle range and cost are key factors in determining the most appropriate fuel technology. Research indicates that while hydrogen fuel-cell electric buses offer a longer range and better match OCTA’s current operation parameters, they have a higher vehicle and fuel cost than battery electric buses. On the other hand, while battery electric buses may have



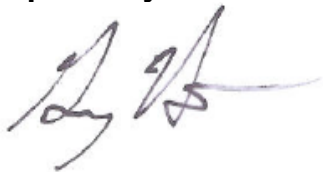
a lower vehicle cost, their limited range may require more vehicles to meet current service levels. The consultant will also assess infrastructure needs by energy type and how feasible it would be to implement at each OCTA bus base. The operational impacts, cost, and feasibility will be considered in determining the preferred path for Board consideration.

***Summary***

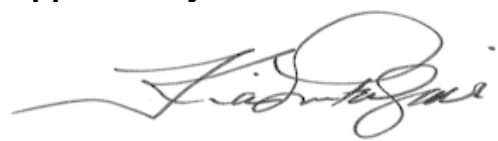
OCTA is planning how to best comply with the CARB ICT regulation. Pilot projects will help inform the decision on which type of ZEBs will work best for our agency. A consultant effort is underway, which will help OCTA develop a Rollout Plan to guide implementation. Staff will return to the Board in May 2020 with a draft plan for consideration, prior to submitting to CARB by July 1, 2020.

***Attachment***

None.

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# ZERO-EMISSION BUS ROLLOUT PLAN UPDATE

# Innovative Clean Transit Regulation

- Adopted in October 2019
- ZEBs have no tailpipe emissions
- Minimum ZEB purchase requirement starting in 2023:
  - *25 percent requirement starting in 2023 for 40-foot buses*
  - *50 percent requirement starting in 2026 for 40-foot, 60-foot and cutaway buses (paratransit buses)*
  - *100 percent requirement starting in 2029*
- Submit ZEB Rollout Plan to CARB by July 1, 2020
- Credits for zero-emission mobility option
- Delay in ZEB purchase requirement if a certain number of ZEBs are purchased statewide by the end of 2020 and 2021

CARB – California Air Resources Board  
ZEB – Zero-emission bus

# OCTA ZEB Pilots

- **Hydrogen Fuel-Cell Electric Buses**
  - Commissioned hydrogen fueling station
  - Ten buses now in service
  - Funded with state grant
  - Credits for reduced future purchase requirements
- **Battery Electric Buses**
  - Procuring ten battery electric buses starting in 2020
  - Conducting assessment of power and charging equipment requirements at the Garden Grove Bus Base
  - Working with electric utility to assess electric charger locations and necessary upgrades
  - Pursuing grant funding for vehicles and infrastructure








*40-foot Hydrogen Fuel-Cell Electric Bus*



*Hydrogen Fueling Station*

# Existing OCTA Fleet

	Bus Type	Fuel Type	Fleet Size	Year Subject to ICT
	40-foot Fixed-Route	CNG	462	2023
	40-foot Fixed-Route	Hydrogen	10	Early ZEB Purchase
	60-foot Fixed-Route	CNG	36	2026
	32-foot Fixed-Route	CNG	12	2026
	23-foot Paratransit	Gasoline	248	2026

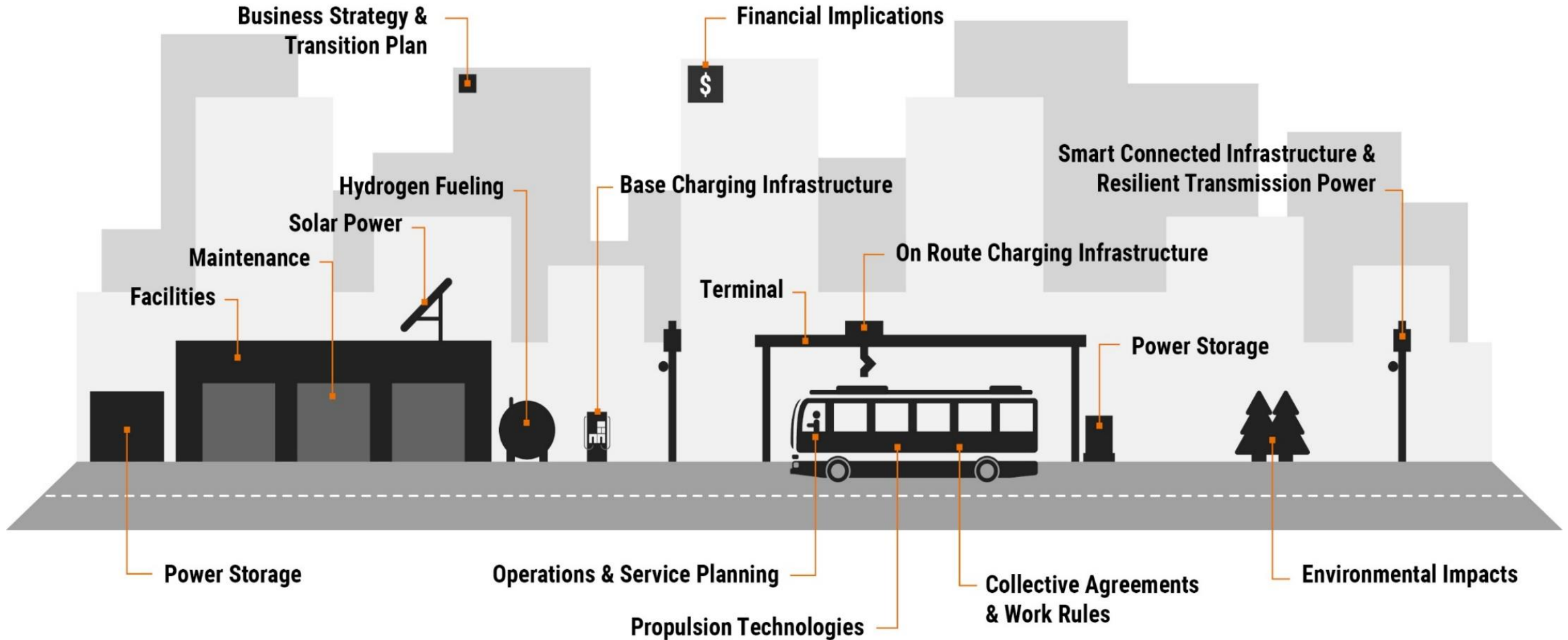
CNG – Compressed Natural Gas  
ICT – Innovative Clean Transit

# What is a ZEB Rollout Plan?

- Type(s) of ZEB technologies a transit agency is planning to deploy
- Schedule for all ZEB and conventional bus purchases
- Schedule for infrastructure upgrades and modifications
- Identification of costs and potential funding sources
- Training plan for operators and maintenance staff
- Plan to deploy ZEBs in disadvantaged communities
- Goal of full transition to ZEBs by 2040
- Plan can be amended

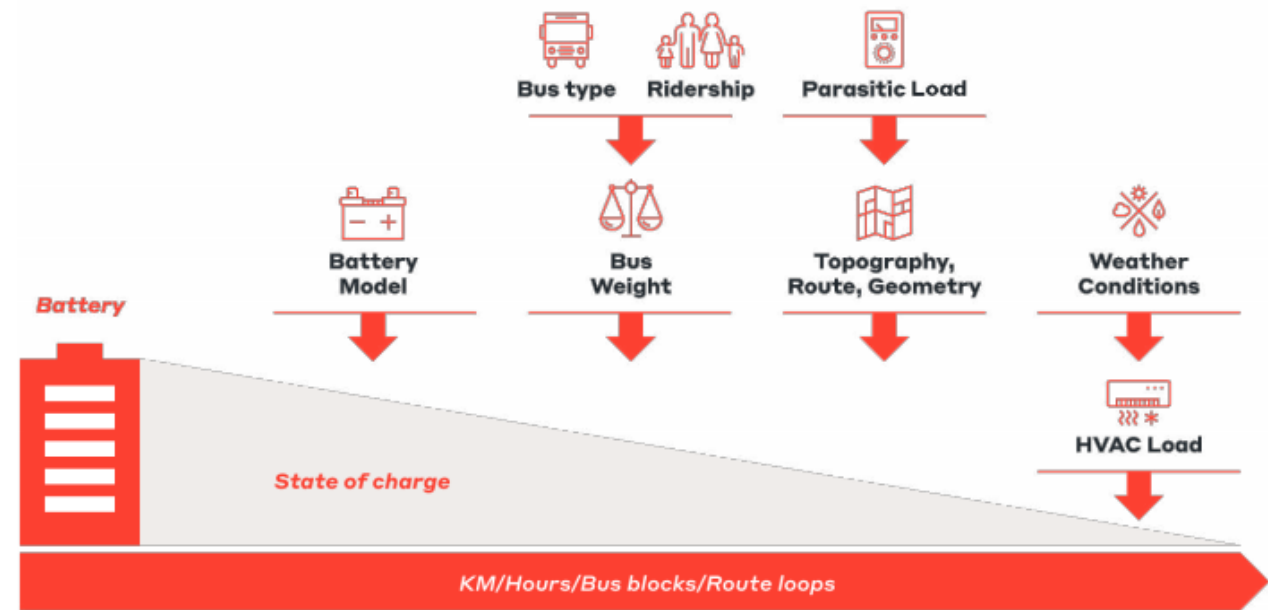


# Elements of ZEB Deployment



# Consultant Assistance

- **Assess Vehicle and Fueling Technology**
  - Evaluate ZEB technologies
  - Route modeling
  - Zero-emission mobility options
  - Fueling infrastructure
- **ZEB Rollout Plan**
  - Implementation Phasing Plan
  - Financial investment required
  - Final report preparation





# Vehicle Fueling Technology Comparison

Bus Type	CNG	Hydrogen Fuel-Cell Electric	Battery Electric
Vehicle Range	Longest	Middle	Shortest
Vehicle Cost	\$580,000	\$1,000,000 to \$1,200,000	\$750,000 to \$1,000,000
Fuel Cost	Lowest	Highest	Middle
Maintenance Cost	Highest	Middle	Lowest
Infrastructure Required	Existing Fueling Stations	New Hydrogen Fueling Stations and Facility Upgrades	Extensive Charging Infrastructure and Utility Upgrades

# Next Steps

- Identify technology path
- Develop draft ZEB Rollout Plan
- Upcoming procurements of CNG and battery electric buses
- Return to Transit Committee and Board for approval of Rollout Plan in May 2020
- Submit Rollout Plan to CARB by July 1, 2020



Board – Board of Directors