



REVISED AGENDA

Transit Committee Meeting

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
Conference Room 07
550 South Main Street
Orange, California
Thursday, May 14, 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 or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Guidance for Public Access to the Board of Directors/Committee Meeting

On March 12, 2020 and March 18, 2020, Governor Gavin Newsom enacted Executive Orders N-25-20 and N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and make public meetings accessible telephonically or electronically to all members of the public to promote social distancing due to the state and local State of Emergency resulting from the threat of Novel Coronavirus (COVID-19).

In accordance with Executive Order N-29-20, and in order to ensure the safety of the Orange County Transportation Authority (OCTA) Board of Directors (Board) and staff and for the purposes of limiting the risk of COVID-19, in-person public participation at public meetings of the OCTA will not be allowed during the time period covered by the above-referenced Executive Orders.

Instead, members of the public can listen to AUDIO live streaming of the Board and Committee meetings by clicking the below link:

<http://www.octa.net/About-OCTA/Who-We-Are/Board-of-Directors/Live-and-Archived-Audio/>



REVISED AGENDA

Transit Committee Meeting

Guidance for Public Access to the Board of Directors/Committee Meeting (continued)

Public comments may be submitted for the upcoming Board and Committee meetings by emailing them to boardofdirectors@octa.net.

If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

In order to ensure that staff has the ability to provide comments to the Board Members in a timely manner, please submit your public comments **30 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Committee Chairman Do

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 13)

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

Approve the minutes of the Transit Committee meeting of April 9, 2020.



REVISED AGENDA

Transit Committee Meeting

3. Agreement for Power Generator Replacement at the Anaheim and Irvine Construction Circle Bus Bases

George Olivo/James G. Beil

Overview

On February 24, 2020, the Orange County Transportation Authority Board of Directors approved release of Invitation for Bids 0-2074 for power generator replacement at the Anaheim and Irvine Construction Circle bus bases. 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 RT Contractor Corp., the apparent low bidder, as non-responsive for failure to sign and submit the Disclosure of Lobbying Activities form as required by the bid instructions, and for failure to submit Iran Contracting Act exemption documentation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2074 between the Orange County Transportation Authority and Global Power Group, Inc., the lowest responsive, responsible bidder, in the amount of \$1,374,200, for power generator replacement at the Anaheim and Irvine Construction Circle bus bases.
- C. Authorize the use of \$574,200, in additional Senate Bill 1, Chapter 5, Statutes of 2017, State of Good Repair funds for a total of \$1,374,200, 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.



4. Agreement for Electric Vehicle Charging Stations at the Garden Grove and Santa Ana Bus Bases

George Olivo/James G. Beil

Overview

On February 24, 2020, the Orange County Transportation Authority Board of Directors approved release of Invitation for Bids 0-2071 for electric vehicle charging stations at the Garden Grove and Santa Ana bus bases. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2071 between the Orange County Transportation Authority and Caliba, Inc., the lowest responsive, responsible bidder, in the amount of \$1,348,000, for electric vehicle charging stations at the Garden Grove and Santa Ana bus bases.

5. Agreement for Replacement of Heating and Ventilation Units at the Anaheim Bus Base Maintenance Building

George Olivo/James G. Beil

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved replacement of heating and ventilation units at the Anaheim Bus Base maintenance building. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2083 between the Orange County Transportation Authority and F.M. Thomas Air Conditioning, Inc., the lowest responsive, responsible bidder, in the amount of \$482,033, for replacement of heating and ventilation units at the Anaheim Bus Base maintenance building.



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Transit Committee Meeting

6. Agreement for Bus Hoist Replacement at the Garden Grove and Irvine Construction Circle Bus Bases

George Olivo/James G. Beil

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved replacement of the bus hoists at the Garden Grove and Irvine Construction Circle bus bases. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1814 between the Orange County Transportation Authority and Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$314,810, for bus hoist replacement at the Garden Grove and Irvine Construction Circle bus bases.

7. Agreement for Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines

Sam Kaur/Andrew Oftelie

Overview

The Orange County Transportation Authority is seeking a consultant to provide technical consulting services to support the development and implementation of a next generation fare collection system and ticket vending machines for the OC Streetcar. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Jacobs Engineering Group, Inc., as the firm to provide technical consulting services for the next generation fare collection system.



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Transit Committee Meeting

7. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc., in the amount of \$870,000, for a three-year initial term with two, one-year option terms, to provide technical consulting services for the next generation fare collection system.

8. Amendment to Cooperative Agreements with Special Agencies for the Provision of Special Transportation Services

Joanne Jacobsen/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts with special agencies to assist in providing and managing the demand for OC ACCESS service. The special agencies provide services to OC ACCESS eligible seniors, people with dementia, and people with intellectual and physical disabilities. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1917 between the Orange County Transportation Authority and Acacia Adult Day Services, for continued services in the amount of \$626,620, and to adjust the per trip rate to \$16.49, effective July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$1,302,621.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No.1 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Service Center, for continued services in the amount of \$610,130, and to adjust the per trip rate to \$16.49, effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$ 1,343,599.



8. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County, for continued services in the amount of \$206,125, and to adjust the per trip rate to \$16.49 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$ 566,323.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, for continued services in the amount of \$593,640, and to adjust the per trip rate to \$16.49 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$1,362,793.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and My Day Counts, for continued services in the amount of \$1,406,007, and to adjust the per trip rate to \$16.07, and the Regional Center of Orange County pass-through per trip rate to \$6.14 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$3,111,668.

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

Joanne Jacobsen/Jennifer L. Bergener

Overview

The Senior Mobility Program is designed to offer transportation alternatives to seniors in addition to local fixed-route and paratransit service. There are currently three non-profit agencies that participate in the Senior Mobility Program and receive funding from local sources other than Measure M2 to support the services. The current funding agreements with these three agencies require amendments to include fiscal year 2020-21 funding in order to continue the service.



9. (Continued)

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-1-2490 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$91,989, to provide funding through June 30, 2021.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-1-2491 between the Orange County Transportation Authority and Korean American Senior Association, in the amount of \$113,092, to provide funding through June 30, 2021.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-2492 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$99,441, to provide funding through June 30, 2021.

10. Sole Source Agreement for the Purchase of HASTUS Operations Scheduling Software Upgrade Version 2020

Sergio Hernandez/Jennifer L. Bergener

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved funds to upgrade the HASTUS operations scheduling software from version 2013 to version 2020. A proposal was solicited and received from GIRO, Inc., as a sole source procurement for this upgrade. Board of Directors' approval is requested to award an agreement for the HASTUS software upgrade.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2001 between the Orange County Transportation Authority and GIRO, Inc., in the amount of \$1,360,799, for the upgrade of the HASTUS operations scheduling software from version 2013 to version 2020.



11. Sole Source Agreements for the Purchase of Trapeze Software Group, Inc., Software Modules

Jack Garate/Jennifer L. Bergener

Overview

The Orange County Transportation Authority utilizes software from Trapeze Software Group, Inc., to schedule trip requests for the OC ACCESS paratransit service. Staff is recommending the purchase of three additional software modules from Trapeze Software Group, Inc., to enhance customer service, system monitoring, and operational efficiency.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2125 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$104,356, for the sole source purchase and installation of the Trapeze DriverMate software module.
- B. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2126 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$93,388, for the sole source purchase and installation of the Trapeze Eligibility Management and the Trapeze Service Infractions software modules.

12. Amendment to Cooperative Agreement with the Regional Center of Orange County

Jack Garate/Jennifer L. Bergener

Overview

On June 25, 2018, the Board of Directors approved a cooperative agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to Regional Center of Orange County consumers for a two-year initial term with two, two-year option terms. The initial term of the current agreement expires June 30, 2020, and an amendment is required to exercise the first option term and extend the term of the agreement.



12. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1735 between the Orange County Transportation Authority and the Regional Center of Orange County to exercise the first option term to share in the cost of paratransit services provided to Regional Center of Orange County consumers through June 30, 2022.

13. Amendment to Agreement for Mobility Management Services

Gracie A. Davis/Jennifer L. Bergener

Overview

On July 22, 2019, the Board of Directors approved an agreement with Mobility Management Partners, Inc., to provide travel training services for the mobility management program. An amendment is necessary to exercise the option term of the agreement. The initial term of the agreement expires July 31, 2020. In order to continue services, an amendment to exercise the two-year option term is necessary.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1244 between the Orange County Transportation Authority and Mobility Management Partners, Inc., in the amount of \$735,084, to exercise the option term of the agreement and include additional travel training services, from August 1, 2020 to July 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$983,995.



Regular Calendar

14. Agreement for Operations and Maintenance Services for the OC Streetcar Project

Cleve Cleveland/Jennifer L. Bergener

Overview

The Orange County Transportation Authority is underway with construction of the OC Streetcar, and services are required to operate and maintain the system. A competitive procurement has been conducted, and offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for operations and maintenance services for the OC Streetcar.

Recommendations

- A. Approve the selection of Herzog Transit Services, Inc. as the firm to provide operations and maintenance services for the OC Streetcar Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of \$45,065,590, for operations and maintenance services for the OC Streetcar Project for an initial start-up and pre-revenue period, and a five-year revenue term, with two, two-year option terms.

15. June 2020 Bus Service Change

Gary Hewitt/Kia Mortazavi

Overview

The June 2020 bus service change consists of adjustments to bus service levels that account for the novel coronavirus pandemic effects. The changes include increases in frequency on higher ridership routes and restoration of service on some routes that were suspended in March 2020. The June service change strikes a balance between anticipated increased customer demand, social distancing, and coach operator availability. The primary strategy is to transition the current service to Saturday service levels.

Recommendation

Receive and file as an information item.



Discussion Items

16. Fiscal Year 2020-21 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 11, 2020.

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, June 11, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Transit Committee Meeting

Committee Members Present Via

Teleconference:

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

Staff Present

Darrell E. Johnson, Chief Executive Officer
Laurena Weinert, Clerk of the Board
Sara Meisenheimer, Deputy Clerk of the Board
James Donich, General Counsel (teleconference)

Committee Members Absent

None

Call to Order

The April 9, 2020, regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:03 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was a quorum of the Transit Committee.

Pledge of Allegiance

Committee Chairman Do led in the Pledge of Allegiance.

1. Public Comments

The Deputy Clerk of the Board read into the record that a public comment was received from Kristopher Fortin on behalf of several agencies. The public comment and the Orange County Transportation Authority's response were provided to the Board of Directors (Board) by email on Wednesday, April 8, 2020.

Special Calendar

There were no Special Calendar matters.



Consent Calendar (Items 2 through 4)

2. Approval of Minutes

A motion was made by Director Sidhu, seconded by Committee Chairman Do, and following a roll call vote, declared passed 6-0, to approve the minutes from the Transit Committee meeting of March 12, 2020.

Director Pulido was not present to vote on this item.

3. 2020 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations

A motion was made by Director Sidhu, seconded by Committee Chairman Do, and following a roll call vote, declared passed 6-0, to:

- A. Approve programming recommendations for Project V funding, in an amount not to exceed \$9,043,613, plus inflationary adjustments, for six local agency projects submitted under the capital and operating reserve categories.
- B. Approve the programming recommendations for Project V funding, in an amount not to exceed \$177,900, for three local agency projects submitted under the planning category.
- C. Authorize staff to execute cooperative funding agreements with local agencies.
- D. Authorize staff to negotiate and execute lease agreements with interested local agencies, for the use of existing Project V-funded (and Orange County Transportation Authority-owned) vehicles.

Director Pulido was not present to vote on this item.

4. Grant Award Acceptance for the 2019 and 2020 Orange County Fair Express Bus Service

A motion was made by Director Sidhu, seconded by Committee Chairman Do, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer, or designee, to accept the Mobile Source Air Pollution Reduction Review Committee Major Event Center Transportation Program award, and to negotiate and execute grant-related agreements and documents with the Mobile Source Air Pollution Reduction Review Committee.

4. (Continued)

Director Pulido was not present to vote on this item.

Regular Calendar

5. Contract Change Order for Utility Conflicts for the Construction of the OC Streetcar Project

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

- Overview of the recommendation, background, and a summary of the conflicts discovered in downtown City of Santa Ana.
- Staff will continue to face unanticipated issues requiring change orders on the freeways and transit projects.
- Background on the Contract Change Order (CCO) No. 4.1 and the need for CCO 4.2 to be implemented.

A discussed ensued regarding:

- The original contingency built into the OC Streetcar Project was \$37,962,446 and by approving this recommendation, the remaining amount is \$18,679,000.
- Santa Ana has been coordinating with the Orange County Transportation Authority's (OCTA) project team very well in regards to the scope of work in the contract.
- A detailed close-out check-off list is in place when utility work is completed by Santa Ana, and the contract includes a warranty period for the contractor to fix anything that may arise after the work has been completed.
- The water and sewer lines went through a lengthy design process, which includes the sizing of the lines to handle both existing and future flows.
- 85 percent of the utility relocation ("wet" utilities) work has been completed.
- Assuming the recommendation gets approved, 49.2 percent or almost \$19 million will be remaining in contingency.

A motion was made by Director Sidhu, seconded by Director Davies, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$2,426,000, for work to address utility conflicts for the construction of the OC Streetcar project.

Director Pulido was not present to vote on this item.

6. Consultant Selection for OC ACCESS Eligibility Determination Services

Jack Garate, Department Manager of Paratransit Services, gave an overview of the Americans with Disabilities Act complementary determination process, the procurement process, and the recommended firm to provide OC ACCESS eligibility determination services.

A discussion ensued regarding:

- OCTA does not have a program in place to hire local companies and the Federal Transit Administration does not allow OCTA to have geographic restrictions on federal projects until a program is in place.
- With competitive procurements, OCTA selects a firm based on who meets the needs at the best price.
- The headquarters of Medical Transportation Management, Inc. is in Missouri, but the staff will be working in Orange County.
- Some programs are funded through local funds and Measure M2 funds.
- Director Sidhu requested to review and bring back to the Board the possibility of a local preference program. Darrell E. Johnson, Chief Executive Officer (CEO), stated that he would be happy to bring this to the Finance and Administration Committee since that committee has jurisdiction over the procurement policy.

A motion was made by Director Sidhu, seconded by Committee Chairman Do, and following a roll call vote, declared passed 6-0, to:

- A. Approve the selection of Medical Transportation Management, Inc., as the firm to provide OC ACCESS eligibility determination services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1621 between the Orange County Transportation Authority and Medical Transportation Management, Inc., in the amount of \$3,062,866, for a three-year initial term from July 1, 2020 through June 30, 2023, with one, two-year option term, to provide OC ACCESS eligibility determination services.

Director Pulido was not present to vote on this item.

7. Consultant Selection for Vanpool Service Providers

Committee Chairman Do announced that he would not participate due to the Levine Act. James Donich, General Counsel, stated Director Jones would handle this item.

7. (Continued)

Sandy Boyle, Manager of Vanpool Services, gave an overview of the OC Vanpool Program, the procurement process, and the recommendations.

A motion was made by Director Shaw, seconded by Director Davies, and following a roll call vote, declared passed 5-0, to:

- A. Approve the selections of AVR Vanpool, a division of Airport Van Rental; Enterprise Rent-A-Car Company of Los Angeles LLC, doing business as Commute with Enterprise; and Green Commuter, Inc., to provide vanpool program services for the Orange County Transportation Authority vanpool program, in the aggregate amount of \$12,923,121, to be shared by all firms based on the number of vanpools operated.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1698 between the Orange County Transportation Authority and Enterprise Rent-A-Car Company of Los Angeles, doing business as Commute with Enterprise, to provide vanpool program services for a five-year initial term through June 30, 2025, and with two, two-year option terms.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2156 between the Orange County Transportation Authority and AVR Vanpool, a division of Airport Van Rental, to provide vanpool program services for a five-year term through June 30, 2025, and with two, two-year option terms.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2157 between the Orange County Transportation Authority and Green Commuter Inc., to provide vanpool program services for a five-year term through June 30, 2025, and with two, two-year option terms.

Due to the Levine Act, Committee Chairman Do did not participate.

Director Pulido was not present to vote on this item.

Discussion Items

8. Mobile Ticketing Application Procurement

Sam Kaur, Department Manager of Revenue and Grant Administration, reported on the following:

- Background on the current contract with Moovel North America, LLC, (Moovel), its decision to restructure its business and to no longer support OCTA's mobile ticketing application.
- Update on the expedited procurement process and going to the Board of Directors on May 11, 2020 meeting with staff recommendations.
- Moovel has been very cooperative with OCTA and will work with staff on a transition plan.
- Staff will return to the Transit Committee and request for approval to extend a short-term extension with Moovel for six months in order to support a seamless transition to the new application.

A discussion ensued regarding the current scope of work and looking at enhancing features when the Coronavirus (Covid-19) pandemic ends. However, under the expedited procurement, there is a challenge with time if OCTA does not find a vendor replacement before Moovel goes out of business; customers could be without a mobile ticketing application for a certain period of time.

9. Chief Executive Officer's Report

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

- OCTA continues to be flexible to the daily challenges faced due to the COVID-19 pandemic. Starting today, the distribution of reusable cloth face coverings for all the base employees and latex gloves will be given to coach operators. They are not mandatory but recommended based on public health guidance.
- Under California statute, all OCTA employees are considered disaster service workers and will also receive a face covering mailed to their home.
- A note was sent to all Orange County City Managers yesterday, detailing OCTA's efforts and providing information on its services.
- A similar update was sent to more than 145,000 people who have signed up in OCTA's database to receive information.
- The rear door boarding policy implemented on April 2nd has been well received and passengers are being counted by the automatic passenger counting capabilities on the bus rear doors. This temporary policy helps encourage social distancing and keeps the coach operators safe.



10. Committee Members' Reports

There were no Committee Members' Reports.

11. Closed Session

There were no Closed Session items scheduled

12. Adjournment

The meeting adjourned at 9:44 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, May 14, 2020**, at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room - Conference Room 07, Orange, California.

ATTEST


Andrew Do
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for Power Generator Replacement at the Anaheim and Irvine Construction Circle Bus Bases

Overview

On February 24, 2020, the Orange County Transportation Authority Board of Directors approved release of Invitation for Bids 0-2074 for power generator replacement at the Anaheim and Irvine Construction Circle bus bases. 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 RT Contractor Corp., the apparent low bidder, as non-responsive for failure to sign and submit the Disclosure of Lobbying Activities form as required by the bid instructions, and for failure to submit Iran Contracting Act exemption documentation.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2074 between the Orange County Transportation Authority and Global Power Group, Inc., the lowest responsive, responsible bidder, in the amount of \$1,374,200, for power generator replacement at the Anaheim and Irvine Construction Circle bus bases.
- C. Authorize the use of \$574,200, in additional Senate Bill 1, Chapter 5, Statutes of 2017, State of Good Repair funds for a total of \$1,374,200, 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.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Anaheim Bus Base in 1983. The Irvine Construction Circle Bus Base was originally constructed in 2000 and purchased by OCTA in late 2006. In support of operations, both bus bases have standby electrical power generators that activate through an automatic transfer switch during power outages. Each of the current standby generators at the Anaheim and Irvine Construction Circle bus bases has exceeded its useful life and requires replacement to maintain the systems in a state of good repair. The project includes installation of new generators, automatic transfer switches with integrated transformers and panel board units, foundations, duct banks, wiring and connections, power company coordination, safety compliance, permits, and related work.

On April 28, 2017, Governor Brown signed Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017. The State of Good Repair (SGR) Program is a transit capital program funded from the new SB 1 Transportation Improvement fee element and is estimated to provide \$111 million statewide for fiscal year (FY) 2020-21. The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems. Eligible projects include transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities to improve existing transit services, and transit services that complement local efforts. OCTA's share is estimated to be \$5.921 million.

Staff is requesting approval from the Board of Directors (Board) to program an additional \$574,200 in SB 1 SGR funds for the project. On August 12, 2019, the Board approved \$800,000 in SB 1 SGR funds for the project. The approval of these additional funds brings the total of SB 1 SGR funding on the project to \$1,374,200. The use of SB 1 SGR funds for transit asset replacement is consistent with Board-approved Capital Programming Policies.

Procurement Approach

This procurement was handled in accordance with the Orange County Transportation Authority's Board-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) 0-2074 was electronically released on February 24, 2020, through OCTA's CAMM NET system. The project was advertised on February 24 and March 2, 2020, in a newspaper of general circulation. A pre-bid conference and job walk was held on March 4, 2020, and was attended by 10 firms. Four addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On March 30, 2020, seven 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 contract terms and conditions, and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
RT Contractor Corp. Garden Grove, California	\$1,172,000
Global Power Group, Inc. Lakeside, California	\$1,374,200
Westside Electric Los Angeles, California	\$1,377,700
California Building Evaluation & Construction, Inc. Santa Fe Springs, California	\$1,397,000
R2BUILD dba R2B Engineering Laguna Hills, California	\$1,563,000
Metro Builders & Engineering Group, Ltd. Newport Beach, California	\$1,792,000
Nationwide Contracting Services dba Nationwide General Construction Services Fountain Valley, California	\$1,886,300

The apparent low bidder, RT Contractor Corp., was found non-responsive for failure to sign and submit the Disclosure of Lobbying Activities form as required by the bid instructions and the Federal Transit Administration, which is providing funding for this project. RT Contractor Corp., also failed to submit Iran Contracting Act exemption documentation as required by the bid instructions and

the California Public Contract Code. As such, award is being recommended to Global Power Group, Inc., as the lowest, responsive, responsible bidder. The engineer's estimate for this project was \$1,410,000. The recommended firm's bid is three percent below the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Global Power Group, Inc., the lowest responsive, responsible bidder, in the amount of \$1,374,200, for the power generator replacement at the Anaheim and Irvine Construction Circle bus bases.

Fiscal Impact

Funding for this project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs, Account 1722-9022-D3103-0M4, and is funded with a grant from the State of California SB 1 SGR Program.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2074 between the Orange County Transportation Authority and Global Power Group, Inc., the lowest responsive, responsible bidder, in the amount of \$1,374,200, for the power generator replacement at the Anaheim and Irvine Construction Circle bus bases.

Attachment

A. Capital Funding Program Report

Prepared by:



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Program Manager
(714) 560-5872

Approved by:



James G. Beil, P.E.
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Virginia Abadessa
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Capital Funding Program Report

Pending Board of Directors (Board) Approval - May 22, 2020

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							
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								
ACCESS and fixed-route radio systems upgrade			\$22,465		\$4,434	\$341			\$16,239			\$1,451							
Associated Transportation Improvements			\$556		\$556														
Bravol 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)			\$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)			\$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			\$294,861		\$102,395				\$5,914			\$192,466							
OCTA Transit Security & Operations Center			\$5,914																
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)			\$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)			\$64,290		\$50,524							\$13,766							
Rideshare/vanpool			\$6,732																
Standby backup generators at Anaheim and IRCC bases ^{1,2}			\$1,374					\$1,374											
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 Bravol buses (Ten battery electric) and bus infrastructure			\$13,938					\$6,400	\$5,118			\$2,420							
Zero-emission hydrogen fuel cell buses (10)			\$12,914					\$5,607	\$7,307										
Bus Transit Project Totals			\$1,455,447	\$209,637	\$647,625	\$341	\$176	\$22,091	\$47,696	\$5,730	\$45,235	\$476,916							



Capital Funding Program Report

Pending Board of Directors (Board) Approval - May 22, 2020

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
Federal Funding Total	\$857,603										
State Funding Total	\$69,963										
Local Funding Total	\$527,881										
Total Funding (000's)	\$1,455,447										



Capital Funding Program Report

Pending Board of Directors (Board) Approval - May 22, 2020

Board Actions:

1. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2074 between the Orange County Transportation Authority and Global Power Group, Inc., the lowest responsive, responsible bidder, in the amount of \$1,374,200 for the power generator replacement at Anaheim and Irvine Construction Circle Bus Bases.
2. Authorize the use of \$574,200 in additional Senate Bill 1 State of Good Repair funds for a total of \$1,374,200 to support the above recommendations.

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



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Electric Vehicle Charging Stations at the Garden Grove and Santa Ana Bus Bases

Overview

On February 24, 2020, the Orange County Transportation Authority Board of Directors approved release of Invitation for Bids 0-2071 for electric vehicle charging stations at the Garden Grove and Santa Ana bus bases. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2071 between the Orange County Transportation Authority and Caliba, Inc., the lowest responsive, responsible bidder, in the amount of \$1,348,000, for electric vehicle charging stations at the Garden Grove and Santa Ana bus bases.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Garden Grove and Santa Ana bus bases in 1977 and 2005, respectively. In support of bus operations, OCTA owns, operates, and maintains a fleet of light-duty vehicles at both bus bases used for bus operator relief and support. These vehicles, referred to as operator relief vehicles (ORVs), are non-revenue vehicles. OCTA's current operational need for ORVs at the Garden Grove and Santa Ana bus bases is 55 vehicles, where up to 30 ORVs per base are required at any given time. OCTA plans to replace the ORV fleet with full electric vehicles. This project is for the construction of necessary infrastructure to support the installation of 30 electric ORV charging stations and five employee charging stations at each base, including one direct current fast charger, related Americans with Disabilities

Act compliance, all required electrical infrastructure, permits, coordination with electric utility companies, safety compliance, and related work.

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) 0-2071 was released on February 24, 2020, through OCTA's CAMM NET system. The project was advertised on February 24 and March 2, 2020, in a newspaper of general circulation. A pre-bid conference and job walk was held on March 2, 2020, and was attended by 14 firms. Three addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On March 23, 2020, nine 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 contract terms and conditions, and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Caliba, Inc. Huntington Beach, California	\$1,348,000
RenewAge Energy Solutions dba RenewAge Construction El Segundo, California	\$1,375,000
Houalla Enterprises, Ltd. Dba Metro Builders & Engineers Group, Ltd. Newport Beach, California	\$1,492,300
California Building Evaluation & Construction, Inc. Santa Fe Springs, California	\$1,580,000
VT Electric, Inc. Ontario, California	\$1,700,500

RT Contractor Corporation Garden Grove, California	\$1,920,000
Solex Construction, Inc. Los Angeles, California	\$1,945,000
Nationwide Contracting Services, Inc. dba Nationwide General Construction Services Fountain Valley, California	\$2,230,000
Baker Electric, Inc. Escondido, California	\$2,361,000

The engineer's estimate for this project was \$1,467,000. The recommended firm's bid is eight percent below the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Caliba, Inc., the lowest, responsive, responsible bidder, in the amount of \$1,348,000, for the electric vehicle charging stations at Garden Grove and Santa Ana bus bases.

Fiscal Impact

Funding for this project is included in OCTA's Fiscal Year 2019-20 Budget, Capital Programs, Account 1722-9022-D2108-0UV, and consists of grant funds from the State of California Low Carbon Transit Operations Program and the Federal Transit Administration.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2071 between the Orange County Transportation Authority and Caliba, Inc., the lowest responsive, responsible bidder, in the amount of \$1,348,000, for the electric vehicle charging stations at the Garden Grove and Santa Ana bus bases.

Attachment

None.

Prepared by:



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Approved by:



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May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Agreement for Replacement of Heating and Ventilation Units at the Anaheim Bus Base Maintenance Building

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved replacement of heating and ventilation units at the Anaheim Bus Base maintenance building. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2083 between the Orange County Transportation Authority and F.M. Thomas Air Conditioning, Inc., the lowest responsive, responsible bidder, in the amount of \$482,033, for replacement of heating and ventilation units at the Anaheim Bus Base maintenance building.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Anaheim Bus Base in 1976. In 2000, OCTA incorporated natural gas buses into its operating fleet out of the Anaheim Bus Base. Facility modifications were performed in 2000 for compatibility with the use of natural gas-powered buses, including installation of 13 rooftop heating and ventilation (HV) units at the maintenance building shop. Six of the HV units were recently replaced, and each of the remaining seven original HV units serving the bus maintenance shop has exceeded its useful life and requires replacement. Staff has developed a scope of work for replacement of these seven HV units, including installation of new seismic equipment curbs and related modification of structural supports, electrical disconnect switches, natural gas valves and piping at each unit, roof repair, and related work. The HV unit replacement is needed to maintain the

bus maintenance shop ventilation system in a state of good repair, increasing energy efficiency and providing an improved work environment for bus maintenance staff.

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) 0-2083 was released electronically on February 26, 2020, through OCTA's CAMM NET system. The project was advertised on February 26 and March 4, 2020, in a newspaper of general circulation. A pre-bid conference and job-walk was held on March 5, 2020, and was attended by 13 firms. Three addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On March 25, 2020, three 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 contract terms and conditions and technical specifications. The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
F.M. Thomas Air Conditioning, Inc. Brea, California	\$482,033
Golden Gate Steel, Inc. dba Golden Gate Construction Norwalk, California	\$524,820
Houalla Enterprises, Ltd. dba Metro Builders Engineers Group, Ltd.	\$568,914

The engineer's estimate for this project was \$650,000. The recommended firm's bid is 26 percent below the engineer's estimate and is considered by staff to be fair and reasonable. The bidder indicates that it will be self-performing over 50 percent of the work, which accounts for aggressive pricing by bidder due to minimal subcontracting and layered markups. The bid analysis determined costs for HV units and electrical work were overestimated for the project.

Agreement for Replacement of Heating and Ventilation Units at the Anaheim Bus Base Maintenance Building **Page 3**

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to F.M. Thomas Air Conditioning, Inc., the lowest responsive, responsible bidder, in the amount of \$482,033, for the replacement of heating and ventilation units at the Anaheim Bus Base maintenance building.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs, Account 1722-9022-D3103-0AL, and is funded through Federal Transit Administration Section 5337 State of Good Repair Grant Funds, Revenue Code 0030-6049-D3103-MJK.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2083 between the Orange County Transportation Authority and F.M. Thomas Air Conditioning, Inc., the lowest responsive, responsible bidder, in the amount of \$482,033, for the replacement of heating and ventilation units at the Anaheim Bus Base maintenance building.

Attachment

None.

Prepared by:

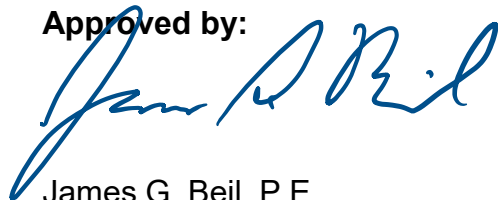


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May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Bus Hoist Replacement at the Garden Grove and Irvine Construction Circle Bus Bases

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved replacement of the bus hoists at the Garden Grove and Irvine Construction Circle bus bases. 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.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1814 between the Orange County Transportation Authority and Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$314,810, for bus hoist replacement at the Garden Grove and Irvine Construction Circle bus bases.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Garden Grove Bus Base in 1976. The Irvine Construction Circle Bus Base was originally constructed in 2000 and purchased by OCTA in late 2006. In support of operations, both bus bases have one bus hoist located in the bus chassis wash bay. The bus hoist at the Garden Grove Bus Base was last replaced in 2009, while the one at Irvine Construction Circle Bus Base was originally installed in 2008. Each of the chassis wash bay bus hoists has exceeded its useful life and requires replacement to maintain the bus wash systems in a state of good repair. The project consists of installation of two new flush mount drive-on bus hoists, remote control panels with electric hydraulic power and control units, wiring and connections, safety compliance, and related work.

Procurement Approach

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

Invitation for Bids (IFB) 9-1814 was issued electronically on CAMM NET on February 14, 2020. The project was advertised on February 14 and 17, 2020, in a newspaper of general circulation. A pre-bid conference and job walk were held on February 19, 2020, with three firms in attendance. Four addenda were issued to make available the pre-bid conference registration sheets and presentation, respond to approved equal requests, as well as issue an extension to the IFB submittal date. On March 31, 2020, three 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 contract terms and conditions, and technical specifications. Southwest Lift & Equipment, Inc., met the requirements of the IFB, as well as all federal and state requirements.

The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Southwest Lift & Equipment, Inc. San Bernardino, California	\$314,810
Autolift Services, Inc. Los Alamitos, California	\$317,000
Pacific Lift and Equipment Co, Inc. Pasadena, California	\$430,520

The OCTA project engineer's estimate for this project was \$380,000. The recommended firm's bid is 17 percent lower than the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$314,810, for bus hoist replacement at the Garden Grove and Irvine Construction Circle Bus bases.

Agreement for Bus Hoist Replacement at the Garden Grove and Irvine Construction Circle Bus Bases **Page 3**

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2019-20 Budget, Capital Programs , accounts 1722-9022-D1401-0MD and 1722-9022-D3122-0MD, and is funded through Federal Transit Administration Section 5337 State of Good Repair Grant Funds, Revenue Code 0030-6049-D1401-MJK.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-9-1814 between the Orange County Transportation Authority and Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$314,810, for bus hoist replacement at the Garden Grove and Irvine Construction Circle bus bases.

Attachment

None.

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May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines

Overview

The Orange County Transportation Authority is seeking a consultant to provide technical consulting services to support the development and implementation of a next generation fare collection system and ticket vending machines for the OC Streetcar. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for these services.

Recommendations

- A. Approve the selection of Jacobs Engineering Group, Inc., as the firm to provide technical consulting services for the next generation fare collection system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc., in the amount of \$870,000, for a three-year initial term with two, one-year option terms, to provide technical consulting services for the next generation fare collection system.

Background

The Orange County Transportation Authority (OCTA) collects approximately \$46 million in fare revenue on an annual basis. Approximately \$28 million of fare revenue is collected in cash, which represents 60 percent of total fare revenue. The remaining fare revenue is accounted for based on the mobile ticketing application, pre-purchased fare media such as daily and monthly passes, college pass programs, and discounted passes.

OCTA's current fare collection system uses GFI Genfare fareboxes on its fixed-route fleet. The GFI farebox is a validating unit that accepts cash payments, detects and authenticates bills and coins with varying degrees of accuracy. The current farebox can also print magnetic-stripe (magstripe) paper media and is capable of validating magstripe media upon initial purchase or subsequent rides, depending on pass type. OCTA's GFI Genfare fareboxes were implemented 18 years ago and have reached the end of their useful life.

Fare collection technology has evolved dramatically in recent years. The latest batch of next generation fare collection systems offer numerous benefits including more convenient and equitable payment options for customers. In addition, new technologies also provide increased flexibility for transit agencies to manage fare policy and revenue collection.

In 2018, OCTA retained the services of CH2M Hill Engineers, Inc., which was subsequently acquired by Jacobs Engineering Group, Inc. (Jacobs), to conduct a study on fare collection system alternatives. Jacobs was tasked with evaluating OCTA's current fare collection system in addition to providing industry best practices, peer reviews, fare collection innovations, and determining ways to modernize OCTA's fare collection system for the future. This initial study was instrumental to the development of a Concept of Operations (Con Ops) that served as the first official documentation of broad project goals. This step in the process narrowed down the preferred next generation fare collection system to an account-based system.

An account-based fare collection system uses servers and software to manage fares, media, and reporting. Transactions in an account-based system occur and are managed within customer accounts in real-time, which provides customers greater flexibility purchasing and managing fares. An account-based system also allows greater flexibility in fare policy, fare media, and fare integration, and leverages OCTA's investment in mobile technology and validators.

Discussion

Technical consulting services are needed to support the next phase of the development process for an account-based/next generation fare collection system, as well as to support the development of specifications and the procurement and implementation of ticket vending machines (TVMs) for the OC Streetcar system. The technical consulting services for a next generation fare collection system will further refine the requirements provided by the Con Ops document.

The technical consultant will develop a comprehensive document that specifies each element of a next generation fare collection system, prepare final cost estimates associated with each component, define functional requirements of each component, provide technical oversight, develop business rules and operational processes including administrative responsibilities, data reporting, and regional reconciliation, and help prepare specifications for procurement of each component.

After the technical specifications and final cost estimates for a next generation fare collection system are completed, staff will return to the Board of Directors (Board) and provide system and cost information and seek Board feedback and direction. It is anticipated that this phase will take 12 to 18 months. If the Board is supportive of moving forward with a next generation fare collection system, this procurement also includes funds necessary for the consultant to assist with the procurement and implementation of the system.

In addition, the technical consultant will assist OCTA in developing design specifications for the TVMs for the OC Streetcar system. The TVM-related work will be focused on the design and type of TVMs suitable for the OC Streetcar system given the space requirements and existing number of platforms. Staff will return to the Board to request authorization for the release of the request for proposals (RFP) to procure and install TVMs for the OC Streetcar system. This procurement also includes funds necessary for the consultant to assist staff with the procurement, implementation, and testing of the TVMs.

Procurement Approach

The procurement was handled in accordance with OCTA's Directors Board-approved procedures for professional and technical services. Various factors are 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 February 4, 2020, RFP 0-2047 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on February 4 and 11, 2020. A pre-proposal conference was held on February 11, 2020, with 11 attendees representing nine firms. Two addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as to respond to written questions related to the RFP.

On March 9, 2020, six proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Revenue and Grants Administration, Financial Planning and Analysis, Scheduling and Bus Operations Support, Information Systems, and Transit Service Planning departments met to review all proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted at 20 percent as the firm had to demonstrate experience providing similar technical expertise and oversight related to fare collection systems. Staffing and project organization was weighted at 30 percent as the firm had to present a project team with the expertise and skills, as well as the availability, to provide technical guidance and oversight for the development and implementation of OCTA's new fare collection system and TVM equipment. Work plan was weighted at 30 percent as the firm had to demonstrate its understanding of the scope of work, as well as the ability to meet the requirements specified. Cost was weighted at 20 percent to ensure OCTA receives value for the services provided.

On March 25, 2020, the evaluation committee reviewed the proposals based on the evaluation criteria and short-listed the three most qualified firms listed below in alphabetical order:

Firm and Location

Clevor Consulting Group (Clevor)
Portland, Oregon

Four Nines Technologies (Four Nines)
Corte Madera, California

Jacobs Engineering Group, Inc. (Jacobs)
Los Angeles, California

On April 2, 2020, the evaluation committee conducted interviews with the three short-listed firms. The interview consisted of a presentation to demonstrate the firms' understanding of OCTA's requirements. The firm's project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were related to any potential issues or problems that may be encountered, future fare collection trends, and interoperability with other agencies. In addition, each team was asked specific clarification questions related to its proposal.

After considering the responses to the questions asked during the interviews, the evaluation committee reviewed the preliminary ranking and made adjustments to individual scores. However, Jacobs remained the highest-ranked firm with the highest-overall score.

Based on the evaluation of the written technical proposals and the information obtained from the interviews, the evaluation committee recommends Jacobs for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

Jacobs was founded in 1947 and is headquartered in Dallas, Texas. The firm has 230 offices worldwide, including offices in the cities of Irvine and Los Angeles. Jacobs demonstrated relevant experience in implementing next generation fare collection systems, as well as developing specifications for the procurement of an account-fare based collection system, including TVMs and validation devices. The firm has worked on fare collection projects for San Diego Metropolitan Transit Authority, Southern California Regional Rail Authority(Metrolink), New York City Transit, Honolulu Authority for Rapid Transportation, and Valley Metro in Phoenix Arizona. Prior to the acquisition of CH2M by Jacobs, CH2M worked with OCTA on the fare collection system design and Con Ops, fare structure study, and mobile ticketing project. The firm did not propose to utilize any subcontractors.

Located in the City of Portland, Clever was founded in 2017. The firm provides technology consulting related to electronic payment systems and has worked with Tri-County Metropolitan Transportation District of Oregon (Tri-Met), Washington Metropolitan Area Transit Authority, Honolulu Authority for Rapid Transportation, and Hillsborough Area Regional Transit. The firm proposed three subcontractors, Schaich Consulting (Schaich), Knapick, LLC (Knapick), and WSP, to provide additional expertise and support. Clever has worked with Schaich and Knapick on various fare collection projects since 2017. Currently,

Clevor is supporting WSP as a subcontractor on the Maryland Transit Authority project for a new account-based fare collection system. For that project, Clevor is tasked with developing a Con Ops, procurement strategy, technical and functional specifications, and solicitation package for Maryland Transit Authority.

Four Nines was established in 2012 and is headquartered in Corte Madera, California. The firm has provided fare collection strategy, procurement, and implementation support to many public agencies, such as Sound Transit, Capital Metropolitan Transportation Authority, North County Transit District, and Denver Regional Transportation District. Four Nines proposed Virginkar and Associates, Inc. (Virginkar) as a subcontractor to lead the development of the specifications for the TVMs. Virginkar has provided fare collection consulting support on Los Angeles County Metropolitan Transportation Authority's Transit Access Pass project and is currently supporting the procurement of TVMs for Golden Gate Transit.

Staffing and Project Organization

Jacobs proposed a knowledgeable project team with experience working together on other projects including developing OCTA's Con Ops document. The proposed project manager has 12 years of experience managing fare collection system projects. The proposed assistant project manager has 21 years of experience. The firm proposed that the project manager and assistant project manager will work in tandem to ensure ample availability for support and oversight. The project team's experience includes transportation and fare systems networking and cybersecurity, transportation planning, hardware and software design and integration, and transportation infrastructure design and planning. In addition, Jacobs proposed staff with varying levels of technical expertise to ensure the required level of support is met while completing the project within budget. During the interview, the project team members discussed their roles and approach to providing technical consulting services for the next generation fare collection system. The project team responded to the evaluation committee questions, which demonstrated an understanding of OCTA, as well as surrounding public agencies. When asked about the major obstacles to achieving interoperability with other systems and agencies, the team discussed the systems used by other agencies and the challenges associated with integrating with OCTA's system.

Clevor proposed a project team with extensive experience. The proposed project manager is a co-founder of Clevor and has 18 years of experience in program management and fare collection systems. The individual was previously the Director of Revenue Operations at Tri-Met and worked on various projects for

Tri-Met, such as the Hop Fastpass fare collection system, on-board bus ticketing printing solution, and mobile ticketing application. The proposed assistant project manager has over 30 years of fare collection experience. The project team's fare collection experience includes fare policy, design and delivery of electronic payment systems, development and implementation of technology solutions, and asset management. Clever indicated that it recently completed two projects and have the availability to commit to OCTA's project. During the interview, the project team discussed their roles and approach to providing the technical consulting services specified in the scope of work, as well as responded to the evaluation committee's questions. Although the project team members have relevant experience, their experience did not demonstrate familiarity with public agencies in Southern California.

Four Nines proposed a project team with relevant experience. The proposed project manager has 30 years of technical project management experience and has deployed several enterprise-level systems for transit agencies. The proposed assistant project manager has six years of experience in fare collection and regional transportation planning. The project team has experience in fare collection and regional transportation planning, fare policy and fare collection technology, TVMs, and systems integration. While the project team has fare collection-related experience, the team does not have as much experience directly related to the requirements of the scope of work as the other two-proposing firms. During the interview, the project team members discussed their roles and approach to providing technical consulting services for the next generation fare collection system. The team responded to the evaluation committee's questions.

Work Plan

Jacobs presented a work plan that addressed all of the elements of the scope of work. The firm discussed its approach in assisting OCTA in procuring and implementing an account-based fare collection system, as well as TVMs. Jacobs indicated that it will leverage its knowledge of OCTA and past fare collection projects to refine the Con Ops document, which will include the needs of the OC Streetcar and eventual integration with OC Bus, the new mobile ticketing provider, regional partners like Metrolink, and a new account-based fare collection system. The firm discussed the technical specifications for the procurement of the account-based fare collection system, as well as the TVMs. Jacobs also indicated that the timely launch of the OC Streetcar will drive the project schedule and the importance of prioritizing the procurement of the TVMs.

Clevor demonstrated a clear understanding of the scope of work in its work plan. The firm discussed its approach for providing technical consulting services by detailing the steps involved for each phase of the project to complete each deliverable. Clevor identified areas in the process that can be streamlined by completing certain deliverables concurrently to ensure that the project schedule is met, such as developing the regional operating rules in parallel with the implementation of the new account-based fare collection system. Additionally, the firm included references to past projects to emphasize and support its proposed approach. Clevor discussed reviewing the current Con Ops document and leading technical meetings to update the Con Ops, developing and refining the specifications for the new fare collection system and TVMs, and supporting the procurement process, as well as implementation of the new systems. Clevor indicated that while the project schedule is aggressive, the firm has the availability and resources to meet the required timeline.

Four Nines addressed all the elements of the scope of work in its work plan. The firm discussed its approach to assisting OCTA in the procurement of a new account-based fare collection system and TVMs. The firm indicated leveraging its experience integrating multiple generation fare collection systems for this project. Four Nines discussed how it will complete various deliverables, such as refining and adding details to the Con Ops document, conducting workshops with stakeholders, supporting procurement activities, and developing the deployment plan. The firm also proposed utilizing its Requirements Tool, which is a database of standard and transportation-specific requirements, to develop the technical and functional specifications for the new fare collection system and TVMs. Additionally, Four Nines indicated that it has experience completing projects with tight timelines.

Cost and Price

Pricing scores were based on a formula which assigned the highest score to the firm with the lowest weighted average hourly rate, and scored the other proposals' weighted average hourly rate on their relation to the lowest weighted average hourly rate. Jacobs proposed the lowest weighted average hourly rate.

Procurement Summary

Based on the evaluation of written proposals, the firm's qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of Jacobs as the top-ranked firm to provide technical consulting services for the next generation fare collection system. Jacobs delivered a thorough and comprehensive proposal and an interview that was responsive to all the requirements of the RFP.

Fiscal Impact

The project was included in OCTA's Fiscal Year 20-21 budget, Finance and Administration Division, accounts 1261-7519-A5105-F30 and 0035-7519-OC100-NAZ.

Summary

Staff is recommending the Board authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2047 between the Orange County Transportation Authority and Jacobs Engineering Group, Inc., in the amount of \$870,000, for a three-year initial term with two, one-year option terms, to provide technical consulting services for the next generation fare collection system.

Attachments

- A. Review of Proposals, RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines
- C. Contract History for the Past Two Years, RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines

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Review of Proposals
RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines
Presented to Transit Committee - May 14, 2020
6 firms proposed, 3 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Weighted Average Hourly Rate
1	90	Jacobs Engineering Group, Inc. Los Angeles, California	None	Highest-ranked firm overall. Experience with fare collection system projects. Provided fare collection consulting services to OCTA. Proposed project manager has 12 years of experience. Proposed deputy project manager has 21 years of experience. Proposed project team is knowledgeable with relevant experience. Discussed approach for each element in the scope of work. Proposed to leverage experience working with and knowledge of OCTA. Demonstrated an understanding of the project schedule. Presented approach and answered questions during the interview. Received positive responses from references. Proposed lowest weighted average hourly rate.	\$194
2	82	Clevar Consulting Group Portland, Oregon	Schalch Consulting Knapnick, LLC WSP	Small, boutique firm. Experience with fare collection system projects. Proposed to utilize three subcontractors for this project. Proposed project manager has 18 years of experience and previously served as Director of Operations for Tri-Met. Proposed project team has extensive experience. Discussed approach for providing technical consulting services. Proposed areas in the project that can be streamlined and completed concurrently. Indicated that the firm has the availability and resources to meet project schedule. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$221
3	79	Four Nines Technologies Corte Madera, California	Virginkar and Associates, Inc.	Experience with fare collection system projects. Proposed subcontractor has ticket vending machine experience. Proposed project manager has 30 years of experience. Proposed project team has relevant experience. Discussed approach and addressed all elements of the scope of work. Proposed to utilize its proprietary database tool to develop the specifications for the new account-based fare collection systems and ticket vending machines. Discussed ability to meet the project schedule. Presented approach and answered questions during the interview. Received positive responses from references. Proposed competitive hourly rates.	\$205

Evaluation Panel:

- Internal:
- Contracts Administration and Materials Management (1)
 - Revenue and Grants Administration (1)
 - Financial Planning and Analysis (1)
 - Scheduling and Bus Operations Support (1)
 - Information Systems (1)
 - Transit Service Planning (1)

Proposal Criteria

Weight Factors

- Qualifications of the Firm 20%
- Staffing and Project Organization 30%
- Work Plan 30%
- Cost and Price 20%

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and
OC Streetcar Ticket Vending Machines

Jacobs Engineering Group, Inc.							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.5	4.5	4.5	4.5	4.5	4.0	4	17.7
Staffing/Project Organization	4.5	5.0	4.5	4.0	4.5	4.5	6	27.0
Work Plan	4.5	4.5	4.5	4.0	4.0	4.0	6	25.5
Cost and Price	5.0	5.0	5.0	5.0	5.0	5.0	4	20.0
Overall Score	92.0	95.0	92.0	86.0	89.0	87.0		90

Clevor Consulting Group							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	3.5	3.0	3.5	3.5	3.5	3.5	4	13.7
Staffing/Project Organization	4.5	4.0	4.0	4.0	4.0	4.0	6	24.5
Work Plan	4.5	5.0	4.5	4.0	4.5	4.0	6	26.5
Cost and Price	4.4	4.4	4.4	4.4	4.4	4.4	4	17.6
Overall Score	85.6	83.6	82.6	79.6	82.6	79.6		82

Four Nines Technologies							Weights	Overall Score
Evaluator Number	1	2	3	4	5	6		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	3.0	3.5	3.5	3.5	4.0	6	21.0
Work Plan	4.0	4.0	3.5	4.0	3.5	4.0	6	23.0
Cost and Price	4.7	4.7	4.7	4.7	4.7	4.7	4	18.8
Overall Score	79.8	76.8	76.8	79.8	76.8	82.8		79

Range of scores for non-short-listed firms was 34 to 69.

RFP 0-2047 Technical Consulting Services for a Next Generation Fare Collection System and OC Streetcar Ticket Vending Machines

CONTRACT HISTORY FOR THE PAST TWO YEARS

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Clevar Consulting Group Contract Type: Subconsultants: N/A	None	N/A	N/A	N/A	\$	-
Sub Total \$						-
Four Nines Technologies Contract Type: Subconsultants: N/A	None	N/A	N/A	N/A	\$	-
Sub Total \$						-
Jacobs Engineering Group, Inc. Contract Type: Firm-Fixed Subconsultants: Coast Surveying, Inc. Dynamic Engineering Services, Inc. S2 Engineering, Inc. Ghirardelli Associates, Inc. WSP USA Inc. Contract Type: Time-and-Expense Subconsultants: Fountainhead Consulting Corporation Harris and Associates Inc. MTGL, Inc. Wagner Engineering & Surveying, Inc. Kzhi Nation Resources Management	C-9-1605	Construction Management Support Services for the Interstate 5 Widening from Alicia Parkway to El Toro Road - Segment 3	TBD	TBD	N/A	9,056,654
	C-4-1447	Construction Management Consultant Services for Design-Build Interstate 405 Improvement Project between State Route 55 and Interstatet 605	June 29, 2016	December 31, 2022	N/A	34,230,297
Contract Type: Firm-Fixed Subconsultants: HDR Engineering, Inc. LSA Associates, Inc. Fehr & Peers Transportation Consultants Coast Surveying, Inc. Epic Land Solutions, Inc. Leighton Consulting, Inc. McCormick-Busse, Inc. OptiTrans Paleo Solutions, Inc. Procura360 Group Terry A. Hayes Associates, Inc. Taisumi and Partners, Inc. Sapphos Environmental, Inc.	C-5-3424	Plans, Specifications, and Estimates to Prepare Project Report and Environmental Document for State Route 55 Improvement Project from Interstate 5 to State Route 91	December 30, 2016	November 30, 2020	\$	4,492,652
					\$ 727,535	
					\$ 170,816	
					\$ 502,423	
					\$ 163,485	
					\$ 60,953	
					\$ 130,884	
					\$ 39,493	
					\$ 182,168	
					\$ 30,769	
					\$ 37,745	
					\$ 131,707	
					\$ 46,299	
					\$ 31,019	
Contract Type: Time-and-Expense Subconsultants: N/A	C-8-1546	Fare Collection System Design and Concept of Operations	June 19, 2019	June 30, 2020	N/A	137,685
Sub Total \$						47,917,288



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreements with Special Agencies for the Provision of Special Transportation Services

Overview

The Orange County Transportation Authority contracts with special agencies to assist in providing and managing the demand for OC ACCESS service. The special agencies provide services to OC ACCESS eligible seniors, people with dementia, and people with intellectual and physical disabilities. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1917 between the Orange County Transportation Authority and Acacia Adult Day Services, for continued services in the amount of \$626,620, and to adjust the per trip rate to \$16.49, effective July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$1,302,621.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No.1 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Service Center, for continued services in the amount of \$610,130, and to adjust the per trip rate to \$16.49, effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$ 1,343,599.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County, for continued services in the amount of \$206,125, and to adjust the per trip rate to \$16.49 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$ 566,323.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, for continued services in the amount of \$593,640, and to adjust the per trip rate to \$16.49 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$1,362,793.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center doing business as My Day Counts, for continued services in the amount of \$1,406,007, and to adjust the per trip rate to \$16.07, and the Regional Center of Orange County pass-through per trip rate to \$6.14 effective from July 1, 2020 through June 30, 2021. This will increase the maximum obligation of the agreement to a total contract value of \$3,111,668.

Discussion

Since the implementation of the paratransit growth management strategies in 2005, the Orange County Transportation Authority (OCTA) has been proactive in establishing community partnerships and encouraging the availability of alternative transportation programs as a viable option for OC ACCESS customers to help reduce the growth in the demand and cost of OC ACCESS service. A large number of OC ACCESS trips are provided to and from adult day healthcare (ADHC) programs and Regional Center of Orange County (RCOC) day programs. OCTA has had long-standing cost-sharing agreements with five ADHCs and one RCOC day program to transition OC ACCESS riders to alternative transportation providers. It should be noted, one of the five ADHC agencies suspended their program in January 2020 due to a facility issue; therefore, the sixth agreement is not being amended at this time.

Under these cooperative agreements, OCTA provides an operating subsidy based on a per-trip cost for OC ACCESS-eligible customers traveling between

their homes and the special agency programs utilizing an alternative transportation provider. Since 2006, OCTA has worked in coordination with these agencies and their transportation service providers to successfully transition more than 750 OC ACCESS customers to transportation services selected by the special agencies receiving these subsidies. This allows individuals attending specialized programs to receive transportation which meets their unique needs. An estimated 147,149 peak-period trips will be provided under these cooperative agreements in fiscal year (FY) 2019-20. The per-trip subsidy provided by OCTA ranges from \$15.56 per trip to \$16.22 per trip.

Implementation of these community transportation partnership programs is a benefit to both OCTA and the special agencies. OCTA's potential cost savings for trips provided by these agreements is estimated to be \$5.1 million if these trips were operated by OC ACCESS at the FY 2019-20 cost per trip of \$49.13. For special agencies, managing the daily attendance for program participants is key to their operation because these agencies receive reimbursement for each day the participant attends the program. These agreements allow participants to easily travel to their program, usually with the same driver each day. In addition, if program participants require door-through-door assistance as part of their trip, the special agency is better suited to provide that type of accommodation.

The one RCOC day program providing transportation services directly to their program participants is also eligible to receive a contribution from the RCOC to cover a portion of the trip provided. Under a separate agreement between OCTA and RCOC, OCTA is able to receive partial reimbursement from RCOC for each trip provided by Orange County Adult Achievement Center doing business as My Day Counts (MDC). The funds received from RCOC for trips provided by MDC is combined with the OCTA subsidy to cover up to 90 percent of the total trip cost.

There is a provision in the agreements to increase the rate by an inflation factor on an annual basis. The agreements also cap the number of trips that each agency can provide. However, there is a provision in each contract that allows for the total number of trips to grow beyond the cap amount if the agency can provide information to OCTA that demonstrates that the additional trips would provide a direct-cost offset to the OC ACCESS service.

Fiscal Impact

The project is included in the proposed OCTA FY 2020-21 Budget, Operations Division, Paratransit Services, accounts under 2131-7312-D1208, and is funded through the Local Transportation Fund.

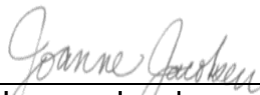
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with Acacia Adult Day Services, Alzheimer's Family Service Center, Alzheimer's Orange County, Community SeniorServ, and MDC, in the total amount of \$3,442,522, to adjust the maximum contract obligations and cost per trip rates that will provide an operating subsidy for trips transitioned from OC ACCESS service to alternate service providers through June 30, 2021.

Attachments

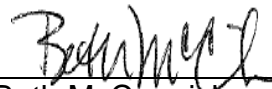
- A. Acacia Adult Day Services, Cooperative Agreement No. C-8-1917 Fact Sheet
- B. Alzheimer's Family Service Center, Cooperative Agreement No. C-8-1918 Fact Sheet
- C. Alzheimer's Orange County, Cooperative Agreement No. C-8-1919 Fact Sheet
- D. Community SeniorServ, Cooperative Agreement No. C-8-1920 Fact Sheet
- E. Orange County Adult Achievement Center doing business as My Day Counts, Cooperative Agreement No. C-8-1921 Fact Sheet

Prepared by:



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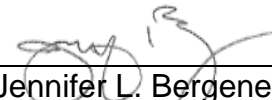
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Acacia Adult Day Services
Cooperative Agreement No. C-8-1917 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1917, \$676,001, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1917, \$626,620, pending approval by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.

Total committed to Acacia Adult Day Services Cooperative Agreement No. C-8-1917: \$1,302,621.

Alzheimer's Family Service Center
Cooperative Agreement No. C-8-1918 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1918, \$733,469, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1918, \$610,130, pending approval by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.

Total committed to Alzheimer's Family Center Cooperative Agreement No. C-8-1918:
\$1,343,599.

Alzheimer's Orange County
Cooperative Agreement No. C-8-1919 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1919, \$360,198, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1919, \$206,125, pending approval by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.

Total committed to Alzheimer's Orange County Cooperative Agreement No. C-8-1919: \$566,323.

Community SeniorServ
Cooperative Agreement No. C-8-1920 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1920, \$769,153, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1920, \$593,640, pending approval by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.

Total committed to Community SeniorServ Cooperative Agreement No. C-8-1920: \$1,362,793.

ATTACHMENT E

Orange County Adult Achievement Center doing business as My Day Counts Cooperative Agreement No. C-8-1921 Fact Sheet

1. October 22 ,2018, Cooperative Agreement No. C-8-1921, \$1,705,661, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - \$390,000 was added to the maximum obligation of Agreement after negotiation by both parties.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1921, \$1,406,007, pending approval.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase the reimbursed trip rate to \$16.07 per trip and their Regional Center of Orange County pass-through per trip rate to \$6.14 per trip.

Total committed to Orange County Adult Achievement Center doing business as, My Day Counts Cooperative Agreement No. C-8-1921: \$3,111,668.



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreements with Non-Profit Agencies to Provide Senior Mobility Program Services

Overview

The Senior Mobility Program is designed to offer transportation alternatives to seniors in addition to local fixed-route and paratransit service. There are currently three non-profit agencies that participate in the Senior Mobility Program and receive funding from local sources other than Measure M2 to support the services. The current funding agreements with these three agencies require amendments to include fiscal year 2020-21 funding in order to continue the service.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Cooperative Agreement No. C-1-2490 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$91,989, to provide funding through June 30, 2021.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 8 to Cooperative Agreement No. C-1-2491 between the Orange County Transportation Authority and Korean American Senior Association, in the amount of \$113,092, to provide funding through June 30, 2021.
- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Cooperative Agreement No. C-1-2492 between the Orange County Transportation Authority and Southland Integrated Services, Inc., in the amount of \$99,441, to provide funding through June 30, 2021.

Discussion

The Orange County Transportation Authority (OCTA) established the Senior Mobility Program (SMP) in 2001 to help expand transportation services for seniors. The SMP was funded with Transportation Development Act funds from 2001 through 2011. On November 7, 2006, Orange County voters approved the renewal of Measure M (M2), the one-half cent sales tax for transportation improvements. M2 Project U apportions funding to support specialized transportation programs for seniors and persons with disabilities, including the SMP. One percent of net M2 revenues is allocated to the SMP and distributed via formula to participating Orange County cities. The formula is based upon each city's population of residents age 60 and older.

To date, 31 cities have implemented SMP services. In addition to the city-initiated programs, there are currently three local non-profit agencies that also operate SMP services. These agencies have been providing services since before M2 became the primary funding source for SMP and have been grandfathered into the program. These agencies provide services to seniors for trips that cross city boundaries, but do not qualify for M2 funding because the programs are run by local non-profit agencies, not local jurisdictions. OCTA has continued to support these three SMP programs using other local transit funding because of the significant transportation benefit provided to the community.

The three non-profit agencies in the SMP are Abrazar, Inc., Korean American Senior Association, and Southland Integrated Services, Inc. These three non-profit agencies provided 120,485 trips in fiscal year (FY) 2018-19 and received \$297,094 in funding from OCTA. Although, they are not eligible to receive M2 funding, they comply with all SMP guidelines and continue to receive other local funding from OCTA to provide a key link in the transportation network.

The funding provided for these programs is based on the anticipated number of trips for each FY. Consistent with funding provided to participating cities for SMP, OCTA funds 80 percent of the trip cost and the organization must provide a 20 percent match.

In order to preserve these services and support OCTA's goal under M2 Project U to expand mobility choices for seniors and persons with disabilities, Board of Directors' (Board) approval is necessary to execute amendments to provide the funds for these services through June 30, 2021. The total local funding allocation necessary for these services is \$304,522.

Fiscal Impact

These services will be included in the proposed OCTA FY 2020-21 Budget, Operations Division, Paratransit Services, accounts 0030-7831-D1502-PDK, 0030-7831-D1502-PDW, and 0030-7831-D1502-PEE, using local transportation funds.


Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute amendments, in the total amount of \$304,522, between OCTA and Abrazar, Inc., Korean American Senior Association, and Southland Integrated Services, Inc., to provide trips to local seniors in Orange County through June 30, 2021.

Attachments

- A. Non-Profit Agency Funding Projections, Fiscal Years 2019-20 to 2020-21
- B. Abrazar, Inc., Cooperative Agreement No. C-1-2490 Fact Sheet
- C. Korean American Senior Association, Cooperative Agreement No. C-1-2491 Fact Sheet
- D. Southland Integrated Services, Inc., Cooperative Agreement No. C-1-2492 Fact Sheet

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Approved by:



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Jennifer L. Bergener
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**Non-Profit Agency Funding Projections***Fiscal Years 2019-20 to 2020-21*

Community Center	2020 Disbursement	2021 Projection*	2020-2021 Total Projection*
Abrazar, Inc.	\$ 89,745	\$ 91,989	\$ 181,733
Korean American Senior Association	110,334	113,092	223,427
Southland Integrated Services, Inc.	97,015	99,441	196,456
Total	\$ 297,094	\$ 304,522	\$ 601,616

*Based on current sales tax growth trends. Funding will be determined by actual sales tax receipts.

**Abrazar, Inc.
Cooperative Agreement No. C-1-2490 Fact Sheet**

1. February 14, 2011, Cooperative Agreement No. C-1-2490, \$364,722, approved by the Board of Directors (Board).
 - Agreement to provide Transportation Development Act Article 4.5 funding for the provision of Senior Mobility Program (SMP) services.
 - Initial term effective July 1, 2011 through June 30, 2016.
 - City of Westminster is named a party to the agreement to receive funds from the Orange County Transportation Authority on behalf of Abrazar, Inc. (Agency) and transfers the funds to the Agency for the provision of SMP services.
2. April 11, 2016, Amendment No. 1 to Cooperative Agreement No. C-1-2490, \$0, approved by the Contracts Administration and Materials Management Department (Camm).
 - Administrative amendment to allow local funds to be used to support the program to be determined annually.
3. June 13, 2016, Amendment No. 2 to Cooperative Agreement No. C-1-2490, \$0, approved by the Board.
 - Amendment to revise responsibilities of both parties and extend the agreement through June 30, 2021.
4. March 7, 2018, Amendment No. 3 to Cooperative Agreement No. C-1-2490, \$0, approved by Camm.
 - Administrative amendment to remove the City of Westminster as a named party to the agreement with funds paid directly to the Agency.
5. March 7, 2018, Amendment No. 4 to Cooperative Agreement No. C-1-2490, \$35,168, approved by Camm.
 - Administrative amendment to allocate funding level for fiscal year 2017-18.

6. November 12, 2018, Amendment No. 5 to Cooperative Agreement No C-1-2490, \$87,556, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2019.
7. May 13, 2019, Amendment No. 6 to Cooperative Agreement No. C-1-2490, \$89,745, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2020.
8. June 8, 2020, Amendment No. 7 to Cooperative Agreement No. C-1-2490, \$91,989 pending Board approval.
 - Amendment to increase funding to support trips provided through June 30, 2021.

Total committed to Abrazar, Inc., Cooperative Agreement No. C-1-2490: \$669,180.

**Korean American Senior Association
Cooperative Agreement No. C-1-2491 Fact Sheet**

1. February 14, 2011, Cooperative Agreement No. C-1-2491, \$456,623, approved by the Board of Directors (Board).
 - Agreement to provide Transportation Development Act Article 4.5 funding for the provision of Senior Mobility Program (SMP) services.
 - Initial term effective July 1, 2011 through June 30, 2016.
 - City of Garden Grove is named a party to the agreement to receive funds from the Orange County Transportation Authority on behalf of the Korean American Senior Association (Agency) and transfers the funds to the Agency for the provision of SMP services.
2. March 7, 2016, Amendment No. 1 to Cooperative Agreement No. C-1-2491, \$0, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Administrative amendment to allow local funds to be used to support the program to be determined annually.
3. June 13, 2016, Amendment No. 2 to Cooperative Agreement No. C-1-2491, \$0, approved by the Board.
 - Amendment to revise responsibilities of both parties and extend the agreement through June 30, 2021.
4. February 21, 2018, Amendment No. 3 to Cooperative Agreement No. C-1-2491, \$0, approved by CAMM.
 - Administrative amendment to revise Exhibit A, SMP Agency Service Plan to include trips to religious institutions and restaurants.
5. March 21, 2018, Amendment No. 4 to Cooperative Agreement No. C-1-2491, \$0, approved by CAMM.
 - Administrative amendment to remove the City of Garden Grove as a named party to the agreement with funds paid directly to the Agency.
6. February 27, 2018, Amendment No. 5 to Cooperative Agreement No C-1-2491, \$38,769, approved by CAMM.
 - Administrative amendment to allocate funding level for fiscal year 2017-18.

7. November 12, 2018, Amendment No. 6 to Cooperative Agreement No C-1-2491, \$107,643, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2019.
8. May 13, 2019, Amendment No. 7 to Cooperative Agreement No. C-1-2491, \$110,334, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2020.
9. June 8, 2020, Amendment No. 8 to Cooperative Agreement No. C-1-2491, \$113,092, pending Board approval.
 - Amendment to increase funding to support trips provided through June 30, 2021.

Total committed to the Korean American Senior Association, Cooperative Agreement No. C-1-2491: \$826,461.

**Southland Integrated Services, Inc.
Cooperative Agreement No. C-1-2492 Fact Sheet**

1. February 14, 2011, Cooperative Agreement No. C-1-2492, \$400,338, approved by the Board of Directors (Board).
 - Agreement to provide Transportation Development Act Article 4.5 funding for the provision of Senior Mobility Program (SMP) services.
 - Initial term effective July 1, 2011 through June 30, 2016.
 - City of Santa Ana is named a party to the agreement to receive funds from the Orange County Transportation Authority on behalf of Southland Integrated Services, Inc. (Agency) and transfers the funds to Agency for the provision of SMP services.
2. June 13, 2016, Amendment No. 1 to Cooperative Agreement No. C-1-2492, \$0, approved by the Board.
 - Amendment to revise responsibilities of both parties and extend the agreement through June 30, 2021.
3. April 17, 2018, Amendment No. 2 to Cooperative Agreement No. C-1-2492, \$0, approved by Contracts Administration and Materials Management Department (Camm).
 - Administrative amendment to remove the City of Santa Ana as a named party to the agreement with funds paid directly to the Agency.
4. April 17, 2018, Amendment No. 3 to Cooperative Agreement No C-1-2492, \$35,450, approved by Camm.
 - Administrative amendment to allocate funding level for fiscal year 2017-18.
5. November 12, 2018, Amendment No. 4 to Cooperative Agreement No C-1-2492, \$94,649, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2019.

6. May 13, 2019, Amendment No. 5 to Cooperative Agreement No. C-1-2492, \$97,015, approved by the Board.
 - Amendment to increase funding to support trips provided through June 30, 2020.
7. June 8, 2020, Amendment No. 6 to Cooperative Agreement No. C-1-2492, \$99,441, pending Board approval.
 - Amendment to increase funding to support trips provided through June 30, 2021.

Total committed to Southland Integrated Services, Inc., Cooperative Agreement No. C-1-2492: \$726,893.



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreement for the Purchase of HASTUS Operations Scheduling Software Upgrade Version 2020

Overview

As part of the Orange County Transportation Authority Fiscal Year 2019-20 Budget, the Board of Directors approved funds to upgrade the HASTUS operations scheduling software from version 2013 to version 2020. A proposal was solicited and received from GIRO, Inc., as a sole source procurement for this upgrade. Board of Directors' approval is requested to award an agreement for the HASTUS software upgrade.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2001 between the Orange County Transportation Authority and GIRO, Inc., in the amount of \$1,360,799, for the upgrade of the HASTUS operations scheduling software from version 2013 to version 2020.

Discussion

In 1999, the Orange County Transportation Authority (OCTA) acquired the HASTUS operations scheduling software from GIRO, Inc. (GIRO), to develop fixed route bus schedules and coach operator work assignments., OCTA has since invested in four software upgrades to support the continued use of the HASTUS, 2001, 2006, 2010, and 2013. The HASTUS operations scheduling software includes several modules that add to the functionality of the product for internal and external uses. This includes the process of bidding coach operators assignments electronically as well as customer-facing features such as trip planning for OC Bus and Metrolink and Text4Next for scheduled OC Bus arrival times available at the bus stop level.

GIRO provides software solutions to public transit agencies throughout the world and is a leader in delivering advanced optimization tools that help customers

meet efficiency objectives throughout the planning, scheduling, and management processes. As such, GIRO allocates significant resources to research and development, collaborating with research centers around the world on optimization methods and system features. This ensures that new features and enhancements are incorporated into software updates and ensures that HASTUS solutions are compatible with the latest computing technologies.

OCTA's current HASTUS version 2013 software is operating on Microsoft Windows Server 2012. Microsoft ended basic support for Windows Server 2012 on October 9, 2018, and currently offers extended support and software security patches; however, this extended support will be discontinued on October 10, 2023. HASTUS version 2020 software will operate on Microsoft Windows Server 2016, which will resolve the need to rely on Microsoft's extended support for Windows Server 2012. In addition, OCTA's Information Systems (IS) strategy is to operate with readily maintained and supported software. In order to remedy both of these deficiencies, staff is recommending an upgrade to HASTUS version 2020.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved policies and procedures for a sole source procurement.

GIRO is the exclusive owner of all proprietary rights for the HASTUS software and the sole entity able to market and sell the software. Therefore, GIRO is the sole source contractor that can provide the proprietary software and perform the services required to ensure successful completion of this upgrade project. GIRO has over 30 years of experience developing integrated software solutions for the planning and daily management of bus, rail, subway, and tramway public transport operations. Based on their technical ability and financial status, GIRO is deemed responsible.

GIRO's proposal was reviewed by staff from the Contracts Administration and Materials Management (Camm), Bus Operations, and IS departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with OCTA's sole source procurement procedures, a sole source over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of GIRO's proposed pricing. Internal Audit's recommended adjustments were offset by discounts in other areas of GIRO's proposed pricing. Additionally, the OCTA project manager's independent cost

estimate is approximately ten percent higher than GIRO's quoted pricing. Therefore, the quoted price is deemed fair and reasonable.

Fiscal Impact

The project was approved in OCTA's Budget for fiscal year 2019-20, Finance and Administration Division, Information Systems Department, Account 1288-9028-D0001-9RS, and is funded through the Local Transportation Fund.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2001 between OCTA and GIRO in the amount of \$1,360,799, for the upgrade of the HASTUS operations scheduling software from version 2013 to version 2020.

Attachment

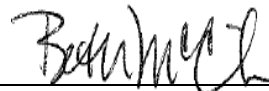
None.

Prepared by:



Sergio Hernandez
Section Manager, Operations Training
714-560-5461

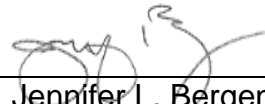
Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



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



Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
714-560-5462



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreements for the Purchase of Trapeze Software Group, Inc., Software Modules

Overview

The Orange County Transportation Authority utilizes software from Trapeze Software Group, Inc., to schedule trip requests for the OC ACCESS paratransit service. Staff is recommending the purchase of three additional software modules from Trapeze Software Group, Inc., to enhance customer service, system monitoring, and operational efficiency.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2125 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$104,356, for the sole source purchase and installation of the Trapeze DriverMate software module.
- B. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-0-2126 between the Orange County Transportation Authority and Trapeze Software Group, Inc., in the amount of \$93,388, for the sole source purchase and installation of the Trapeze Eligibility Management and the Trapeze Service Infractions software modules.

Discussion

Trapeze Software Group, Inc. (Trapeze) has provided proprietary trip scheduling, routing and dispatching, and eligibility management software modules to approximately 600 transit agencies in North America. In the Southern California region, these agencies include Long Beach Transit, Los Angeles Access Services, Omnitrans, Orange County Transportation Authority (OCTA),

Riverside Transit Agency, San Diego Metropolitan Transit System, and the City of Santa Monica Big Blue Bus.

OCTA currently utilizes Trapeze software products for the operation and management of the OC ACCESS paratransit service. Trapeze software modules are used to schedule trips, administer the OC ACCESS eligibility process, operate the Interactive Voice Response system, and generate operating, trip, and financial reporting data for the OC ACCESS service. To improve the administration and operation of the OC ACCESS service, staff is requesting approval to add three software modules to the current Trapeze platform.

Trapeze DriverMate

OCTA provides approximately 1.5 million passenger trips annually on the OC ACCESS paratransit service. The OCTA-owned vehicles operated through an agreement with MV Transportation, Inc (MV) are equipped with mobile data terminals (MDT) that provide communication between the MV dispatcher and the operators. Some of the vehicles used by MV's subcontractor are equipped with an older MDT system that is obsolete, and some rely strictly on voice communication to relay information between the dispatcher and the operator. With the implementation of Trapeze DriverMate, smartphones, tablets, or other handheld devices may be used in lieu of MDT equipment to connect a subcontracted vehicle with the MV dispatch center and OCTA administration. Contact between dispatchers and operators is vital to maintain a smooth-running operation. Dispatchers need immediate notification of a no-show or late cancellation in order to manage a schedule in real time. Operators will benefit from less radio chatter and will be able to receive more information about traffic conditions and efficiently report no-shows and cancellations, as well as update pertinent passenger booking information such as the type of mobility aid a customer may be using. The implementation of this module has the potential to improve on-time performance, enhance the customer's overall trip experience and incorporate new subcontractors to provide OC ACCESS service.

Trapeze Eligibility Management

The Americans with Disabilities Act of 1990 (ADA) defines specific guidelines and processes that must be followed when addressing ADA customer eligibility. The Trapeze Eligibility Management software is designed to manage paratransit eligibility by integrating the existing databases and modules currently in use including, but not limited to, the client portal module, scheduling, routing, and dispatching operations modules.

This module will automate some tasks currently performed as associated with the eligibility process by:

- Managing communication with the customer via letters and emails;
- Allowing customers to pre-register, self-register, and auto-renew eligibility;
- Preventing incomplete applications from being submitted; and
- Incorporating statistical analyses into the standard Trapeze reporting packages.

Trapeze Service Infractions

The Trapeze Service Infractions software product upgrades a module currently in use that is no longer supported by Trapeze, ensuring OCTA maintains compliance with Federal Transit Administration (FTA) and ADA guidelines pertaining to no-show and late cancellation trip policies. The module will allow staff to evaluate customer trip histories based on agency-defined no-show and late cancellation trip policies; and identify, track, and record policy violations. In addition, the module will centralize all investigations; uniformly implement agency no-show and late cancellation trip policies thereby reducing errors in response and appeals; automate warning and suspension letters for customers; and easily adapt and update to industry, agency, and FTA or ADA changes.

Procurement Approach

This procurement was handled in accordance with OCTA Board of Directors (Board)-approved policies and procedures for a sole source procurement.

Trapeze is the exclusive owner of all proprietary rights and the sole entity able to market and sell the software for Trapeze DriverMate, Trapeze Eligibility Management, and Trapeze Service Infractions software modules. Trapeze is the sole contractor who can provide the application program interface and perform the installation services required to ensure successful completion of this project. Therefore, the agreement with Trapeze meets OCTA's criteria for a sole source procurement. Based on their technical ability and financial status, Trapeze is deemed responsible.

Trapeze's proposal was reviewed by staff from the Contracts Administration and Materials Management (CMM) and the Paratransit Services departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with OCTA's sole source procurement procedures, a sole source over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct an independent pre-award, agreed-upon procedures review of Trapeze's proposed pricing. Internal Audit's findings were considered and used as a basis for negotiations with Trapeze. Additionally, CMM conducted market research to determine reasonableness in pricing.

CMM confirmed Trapeze has contracts with other clients that are public transportation agencies with the same labor rates as quoted to OCTA. Furthermore, Trapeze's quoted total pricing is about six percent lower than the project manager's estimate and the level of effort was approved by the project manager. Therefore, pricing is deemed fair and reasonable.

Fiscal Impact

Funds for this project are available in the OCTA Fiscal Year 2019-20 Budget, Operations Division, Paratransit Services Department, accounts 2147-9028-D4102-11M, 2147-7519-D4302-0PX, and 2147-9028-D4302-0PV.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Agreement Nos. C-0-2125 and C-0-2126 between the OCTA and Trapeze, in the total amount of \$197,744, for the purchase and installation of the Trapeze DriverMate, Trapeze Eligibility Management, and Trapeze Service Infractions software modules.

Attachment

None.

Prepared by:



Jack Garate
Department Manager, Paratransit
Services
714-560-5387

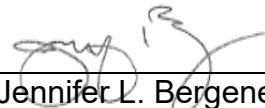
Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



Virginia Abadessa
Director, Contracts Administration and
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Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
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May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the Regional Center of Orange County

Overview

On June 25, 2018, the Board of Directors approved a cooperative agreement with the Regional Center of Orange County to share in the cost of providing paratransit service to Regional Center of Orange County consumers for a two-year initial term with two, two-year option terms. The initial term of the current agreement expires June 30, 2020, and an amendment is required to exercise the first option term and extend the term of the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1735 between the Orange County Transportation Authority and the Regional Center of Orange County to exercise the first option term to share in the cost of paratransit services provided to Regional Center of Orange County consumers through June 30, 2022.

Discussion

The Regional Center of Orange County (RCOC) is responsible, under the Lanterman Act, to assist people with developmental disabilities. The Lanterman Act is a California law that gives people with developmental disabilities the right to services and supports they need to live a more independent and normal life. Through a contract with the State of California, the RCOC is responsible for arranging and purchasing transportation for its consumers so they can access the services identified in their individual program plan. The RCOC purchases a variety of transportation services for consumers, including Orange County Transportation Authority (OCTA) fixed-route bus passes, OC ACCESS service, and privately-contracted services.

The Americans with Disabilities Act (ADA) permits OCTA to charge a higher fare to social service agencies or other organizations for trips guaranteed to the organization as they may exceed the minimum ADA requirements. RCOC and OCTA have been engaged in a cost-sharing arrangement since 2003 for OC ACCESS transportation provided to RCOC consumers traveling to and from a variety of RCOC rehabilitation or work programs.

OCTA estimated providing 412,000 trips in fiscal year (FY) 2019-20 to RCOC consumers before the novel coronavirus (COVID-19) pandemic, which accounts for approximately 37 percent of all OC ACCESS trips. Under the terms of the cooperative agreement, RCOC consumers receive subscription service which provides an established travel schedule and eliminates the need to reserve rides within the one to three-day advance reservation window. In addition, RCOC consumers do not pay a fare when boarding. OCTA records all OC ACCESS trips provided to RCOC consumers and submits a monthly invoice to RCOC with comprehensive trip data; this assists RCOC with the reconciliation and reporting requirements established by the State of California.

The agreement also established a negotiated one-way trip rate for service provided to RCOC consumers. This rate may be adjusted based on the Consumer Price Index (CPI) for the January year-over-year change. Utilizing the FY 2019-20 rate of \$8.00 and applying a 3.1 percent CPI increase, the one-way trip rate for FY 2020-21 will be \$8.25, with fare revenue collection estimated at \$3.2 million annually. The FY 2021-22 rate will be based on FY 2020-21 rate adjusted by CPI in January 2021.

The initial term for this agreement expires on June 30, 2020, and an amendment is required to continue to provide this vital service in partnership with RCOC. Staff recommends exercising the first option term in the agreement and extend the term for two years.

Fiscal Impact

The estimated reimbursement associated with Cooperative Agreement No. C-8-1735 is included in the revenue projections for the proposed OCTA fiscal year 2020-21 Budget, Operations Division, Paratransit Services, Account 0030-5246-00000-SD1.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Cooperative Agreement No. C-8-1735 between OCTA and RCOC to exercise the first option term to share in the cost of paratransit services provided to RCOC consumers through June 30, 2022.

Attachment

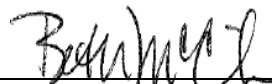
- A. Regional Center of Orange County Cooperative Agreement No. C-8-1735
Fact Sheet

Prepared by:




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Approved by:



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Virginia Abadessa
Director, Contracts Administration and
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Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
714-560-5462

**Regional Center of Orange County
Cooperative Agreement No. C-8-1735 Fact Sheet**

1. June 14, 2018, Cooperative Agreement No. C-8-1735, approved by the Board of Directors (Board).
 - Revenue agreement for the provision of ACCESS transportation for Regional Center of Orange County consumers traveling to and from day programs.
 - Initial term of the agreement is effective July 1, 2018 through June 30, 2020, with two, two-year option terms.
 - The one-way fare is \$6.93 per one-way trip effective July 1, 2018 through June 30, 2019.
 - The one-way fare is \$8.00 per one-way trip effective July 1, 2019 through June 30, 2020.
 - No maximum obligation for the reimbursement to OCTA since all trips will be reimbursed if properly approved in advance. Estimated revenue to Orange County Transportation Authority (OCTA) for the two-year initial term is \$7,435,155.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1735, pending approval by the Board.
 - Amendment to exercise the first option term and extend the agreement through June 30, 2022.
 - The one-way fare for the first year of the option term is \$8.25 per one-way trip.
 - The estimated one-way fare for the second year of the option term rate will be based on the rate of the first year of the option term adjusted by Consumer Price Index (CPI) used in the fiscal year 2020-21 budget assumptions resulting in a \$8.41 rate; this rate will be reevaluated when the January 2021 CPI from the Bureau of Labor Statistics is published as per the agreement.
 - No maximum obligation for the reimbursement to OCTA since all trips will be reimbursed if properly approved in advance. Estimated revenue to OCTA for the first option term is \$6,863,920.

Total estimated reimbursement to OCTA from Regional Center of Orange County, Cooperative Agreement No. C-8-1735: \$14,299,075.



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Mobility Management Services

Overview

On July 22, 2019, the Board of Directors approved an agreement with Mobility Management Partners, Inc., to provide travel training services for the mobility management program. An amendment is necessary to exercise the option term of the agreement. The initial term of the agreement expires July 31, 2020. In order to continue services, an amendment to exercise the two-year option term is necessary.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1244 between the Orange County Transportation Authority and Mobility Management Partners, Inc., in the amount of \$735,084, to exercise the option term of the agreement and include additional travel training services, from August 1, 2020 to July 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$983,995.

Discussion

On January 11, 2016, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to apply for Federal Transit Administration (FTA) Section 5310 grant funding to develop a comprehensive Mobility Management Program for Orange County. In April 2017, OCTA received a Section 5310 grant from the California Department of Transportation, as the designated recipient of FTA Section 5310 funds, to implement a countywide Mobility Management Program consisting of a specialized transportation services information and referral project and a travel training program.

The OCTA travel training program, implemented in July 2017, teaches the practical skills needed to safely and independently navigate the fixed-route bus system. The hands-on training sessions are available to individuals and groups, and include trip planning, vehicle boarding, fare payment, and transfers. While the curriculum is standardized, a training plan is developed and customized for each individual to address their specific mobility and travel needs. The goal of travel training is to remove any perceived barriers and to gain familiarity in using fixed-route public transit for passengers with specialized needs, including OC ACCESS riders and potential new riders. The travel training program also helps manage the growing demand for OC ACCESS service by encouraging OC ACCESS riders to use fixed-route bus service for their transportation needs, rather than rely on OC ACCESS alone. For those who do not qualify for OC ACCESS service, travel training is a resource that is offered to connect those individuals with other mobility choices.

Since its launch in July 2017, a total of 65 mobility workshops have been conducted throughout Orange County, providing group training for more than 1,210 participants. The mobility workshops were conducted with individuals from high schools, senior centers, senior living facilities, adult day care centers, and other social services centers. Several participants from these mobility workshops were then referred for one-on-one or small group follow-up training. In addition, outreach was conducted at local community centers and referrals were received through the OC ACCESS eligibility determination process, specifically for individuals with restricted eligibility or those who did not qualify for OC ACCESS service but would benefit from personalized travel training. As a result of the mobility workshops, outreach, and eligibility referrals, the program has conducted 228 individual travel training sessions since 2017.

The proposed amendment will allow for the continuation of the mobility workshops and training, and also includes an expansion of the program to include travel training and workshop services in languages other than English and Spanish to attract potential new riders from diverse communities. This amendment will allow an additional 48 mobility workshops and up to 44 individual travel trainings to be offered exclusively to diverse communities. The amendment will include the provision of translation services, as well as the administrative support needed prior to and during the additional sessions.

Procurement Approach

The procurement was handled in accordance with OCTA Board-approved policies and procedures for professional and technical services. On July 22, 2019, the Board approved award of Agreement No. C-9-1244 with Mobility Management Partners, Inc. The original agreement was awarded on a

competitive basis for a one-year initial term in the amount of \$248,911. The agreement includes one, two-year option term, effective August 1, 2020 through July 31, 2022, as described in Attachment A.

The proposed Amendment No. 1 is to exercise the option term of the agreement through July 31, 2022. The rates for mobility trainings and workshops in English and Spanish remain the same as originally negotiated. This amendment will also include additional mobility workshops and travel training in languages other than English and Spanish. The additional firm-fixed costs per session for the mobility workshop and travel training were negotiated at \$1,116 and \$1,176 respectively. Contracts Administration and Materials Management staff conducted a price review based on the level of efforts and deemed the additional cost to be fair and reasonable as they are comparable to rates OCTA pays for similar services on other translation-related contracts.

Amending this agreement will increase the maximum cumulative payment obligation by \$735,084, bringing the total contract value to \$983,995, which will allow continued mobility management services and provide the additional services in languages other than English and Spanish to attract potential new riders from diverse communities.

Fiscal Impact

The project was included in the proposed OCTA Fiscal Year 2020-21 Budget, Operations Division, Paratransit Services, Account 2147-7519-D1503-THP, and is funded through a Low Carbon Transit Operations Program grant.

Summary

Based on the information provided, staff recommends the Board authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1244 with Mobility Management Partners, Inc., in the amount of \$735,084, to exercise the two-year option term of the agreement and include additional travel training services, from August 1, 2020 to July 31, 2022. This will increase the maximum obligation of the agreement to a total contract value of \$983,995.

Attachment

A. Mobility Management Partners, Inc., Agreement No. C-9-1244 Fact Sheet

Prepared by:



Gracie A. Davis
Section Manager, Paratransit
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Virginia Abadessa
Director, Contracts Administration and
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Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



Jennifer L. Bergener
Chief Operating Officer, Operations/
Deputy Chief Executive Officer
714-560-5462

**Mobility Management Partners, Inc.
Agreement No. C-9-1244 Fact Sheet**

1. July 22, 2019, Agreement No. C-9-1244, \$248,911, approved by the Board of Directors (Board).
 - Agreement to provide mobility management services
 - Initial term effective August 1, 2019 through July 31, 2019, with one, two-year option term.
2. May 22, 2020, Amendment No. 1 to Agreement No. C-9-1244, \$735,084, pending approval by the Board.
 - Amendment to exercise the two-year option term of the agreement through July 31, 2022 and add additional services to provide travel training.

Total committed to Mobility Management Partners, Inc., Agreement No. C-9-1244: \$983,995.



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Operations and Maintenance Services for the OC Streetcar Project

Overview

The Orange County Transportation Authority is underway with construction of the OC Streetcar, and services are required to operate and maintain the system. A competitive procurement has been conducted, and offers were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for operations and maintenance services for the OC Streetcar.

Recommendations

- A. Approve the selection of Herzog Transit Services, Inc. as the firm to provide operations and maintenance services for the OC Streetcar Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2039 between the Orange County Transportation Authority and Herzog Transit Services, Inc., in the amount of \$45,065,590, for operations and maintenance services for the OC Streetcar Project for an initial start-up and pre-revenue period, and a five-year revenue term, with two, two-year option terms.

Discussion

On March 27, 2017, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the use of a contractor to provide operations and maintenance (O&M) services for the OC Streetcar. The contractor is required to provide management for O&M of the streetcar system, alignment, vehicles, and all streetcar-specific tools and equipment. The contractor will initially be responsible for providing documentation and staffing required to prepare for the implementation and commencement of operations of

the OC Streetcar, known as the start-up and pre-revenue service period. The start-up and pre-revenue service period will last approximately 17 months.

During the first half of this start-up and pre-revenue period, the contractor will engage its key management personnel, who will work with OCTA to develop rulebooks, standard operating procedures, and create documentation required to support start-up and operations. During the second half of the period, the contractor will chair the Rail Activation/Operations Committee, hire and train streetcar operators and maintenance staff, and will support vehicle and system testing and documentation to prepare for revenue service. During the pre-revenue period, the contractor will also develop and administer the Rail Activation Plan, System Integration Testing Plan, and Public Transportation Agency Safety Plan, which are requirements of the California Public Utilities Commission (CPUC) and the Federal Transit Administration (FTA) prior to initiating revenue operations.

Additionally, the contractor will be responsible to:

- Adhere to all requirements from the CPUC as the safety and security regulatory authority over rail transit and other public transit fixed-guideway systems in California (CA).
- Operate and maintain the OC Streetcar system and provide the requisite personnel, services, supplies, and equipment (except for such supplies and equipment provided by OCTA) required to safely and efficiently operate and maintain the OC Streetcar.
- Conduct and document all maintenance and repairs of streetcar vehicles in a state of good repair.
- Clean vehicles at OCTA-prescribed intervals.
- Provide all streetcar dispatching, communication, and supervising activities.
- Inspect, test, maintain, and repair all streetcar system components, including, but not limited to, track, switches, rail signals and crossing gates, train-to-wayside control, the overhead power system, wires, poles, stanchions, and substations.
- Comply with all OCTA, state, and federal standards and requirements for both the pre-revenue and revenue operations periods.
- Provide security services for the maintenance and storage facility (MSF).
- Provide station stop maintenance and repair services.

OCTA will be responsible to:

- Provide the streetcar vehicles and MSF.
- Provide all needed non-specialized, non-revenue vehicles.
- Conduct all security, fare collection, and enforcement activities on the OC Streetcar.

- Establish the overall service O&M parameters, handling all customer comments, and establishing fare policies and the fare structure.

OCTA's anticipated schedule that was provided in the request for proposals (RFP) is as follows. This schedule is subject to change.

Activity	Period of Performance	Duration
Start-Up Period	9/1/2020 – 4/30/2021	8 months
Pre-Revenue Service Period	5/1/2021 – 2/1/2022	9 months
Revenue Operations Period	2/2/2022 – 2/1/2027	5 years
Revenue Operations Option Term 1	2/2/2027 – 2/1/2029	2 years
Revenue Operations Option Term 2	2/2/2029 – 2/1/2031	2 years

During the start-up and pre-revenue periods, the contractor will be paid on a fixed-rate-per-month basis. During the revenue operations period, the contractor will invoice OCTA on a monthly fixed-fee and variable hourly rate structure based on revenue vehicle hours (RVH) operated. As proposed, the contractor's monthly fixed-fee will include the costs of labor, benefits, office expenses, security services for the MSF, and management fee/overhead for management and administrative personnel. The contractor's monthly variable rate, which is driven by RVH can change based on approved fluctuations in service or staffing levels, will include the costs of labor, benefits, and taxes for O&M personnel, materials, supplies, uniforms, and management fee/overhead.

The current service plan anticipates providing 31,508 RVH annually using four to six streetcar vehicles. The proposed agreement includes language that will provide for the RVH rate to be renegotiated if the service level changes 20 percent above or below the established base RVH level for each year.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved procedures for professional and technical services. In addition to cost, other factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive overall proposal considering factors such as qualifications, prior experience with similar projects, staffing and project organization, work plan, as well as cost and price. To initiate the procurement, an industry forum was held on November 15, 2017, at OCTA's administrative offices prior to the issuance of the RFP for the project. The purpose of the forum was to inform participants of the upcoming

procurement, gauge industry interest, gather industry feedback for possible inclusion in the procurement, and inform potential proposers of OCTA's requirements.

The industry forum was attended by five interested firms. OCTA and the five firms exchanged ideas in one-on-one meetings regarding scope of work, contract duration, and terms and conditions, some of which were incorporated in the RFP documents.

On November 12, 2018, the Board authorized the release of RFP 8-2039 for Operations and Maintenance Services for the OC Streetcar, which was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on November 12 and 19, 2018 and the trade magazine, *Transit Talent*, on November 13, 2018. A pre-proposal conference was held on December 13, 2018, with 17 attendees representing 13 firms. Ten addenda were issued to make available the pre-proposal conference registration sheet and presentation, respond to over 280 questions received, and handle administrative changes to the RFP.

On July 24, 2019, four proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management (CAMM), Maintenance and Motorist Services, OC Streetcar Operations, and external representatives from the City of Milwaukee, Wisconsin and the Southeast Ohio Regional Transportation Authority met to review all submitted proposals.

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

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

Several factors were considered in developing the criteria weights. Staff assigned the greatest level of importance to the work plan, as the technical approach to the service plan, implementation schedule for the different phases of operations, and methods to manage budget and schedule are critical to the successful delivery of the O&M services.

The next level of importance was assigned to the staffing and project organization. The qualifications of the general manager and other key personnel are essential to the successful operation of the service, along with an understanding of the challenges, adequate level of staffing, and having related experience in managing all phases of operations. Cost and price were weighted

at 25 percent to ensure the firms submitted competitive price proposals. Qualifications of the firm was weighted at 20 percent to ensure firms have experience providing similar services, with relevant scope and complexity, and knowledge of CPUC general orders and FTA public safety and security program requirements as noted in the RFP. Having experience with the CPUC and FTA is important for the O&M contractor to demonstrate a clear understanding of initializing rail activation and system safety certification.

The evaluation committee reviewed all proposals and short-listed the three most qualified firms listed below in alphabetical order.

Firm and Location

Bombardier Mass Transit Corporation (Bombardier)
(Plattsburgh, New York)

Herzog Transit Services, Inc. (Herzog)
(St. Joseph, Missouri)

RATP Dev USA (RATP)
(Fort Worth, Texas)

On September 25, 2019, the evaluation committee conducted interviews with the short-listed firms. The interview consisted of the firms presenting their operations and maintenance plan, discussion on background of the key personnel, challenges related to performing on the alignment and their approach to recruitment and training of staff. Firms were also asked specific questions related to their proposal.

On November 25, 2019, a request for a best and final offer (BAFO) was issued to the three short-listed firms. The BAFO formally incorporated the station stop maintenance and repair services into the scope of work; updated specific terms and conditions of the agreement, and updated the cost and price summary forms to include station stop maintenance and repair services. On February 5, 2020, the evaluation committee reconvened via a teleconference to review the BAFO and clarification responses.

After considering the responses to the questions asked during the interviews and BAFO information and clarifications, the evaluation committee adjusted the scores for two out of the three firms and the rankings changed, with Herzog as the top-ranked firm with the highest-cumulative score.

Qualifications of Firm

All three firms have extensive experience providing O&M services on a national as well as global basis.

Herzog has been providing O&M services to the rail industry since 1993. Herzog has relevant experience with a proven track record of delivering operations and maintenance services for 20 rail and streetcar systems throughout North America. Herzog's current experience in CA and in the United States (US) includes the Kansas City Streetcar, Oklahoma City Streetcar, Caltrain in San Jose, CA, Altamont Corridor Express in Stockton, CA, Metrorail in Austin, Texas, and New Jersey Transit (NJT) in Atlantic City. Herzog's team has demonstrated streetcar start-up and CPUC experience. The firm is also well-versed in FTA program requirements and National Transit Database reporting. Herzog proposed to partner with four subcontractors to provide support for vehicle and station platform maintenance and repair, on-call electrification, emergency rerailing and un-armed security services. Two of the four subcontractors have experience working directly with Herzog on current rail projects, while two have experience providing their services to other transportation agencies.

RATP has been providing O&M services to the rail industry for over 40 years throughout North America. RATP's relevant experience in the past 15 years includes the Sun Link Streetcar in Tucson, Arizona and the Washington, D.C. Streetcar in addition to various streetcar/light rail systems in Paris, Manchester, and Casablanca. The firm also has experience managing start-up phases. RATP does not have any CPUC experience. RATP has proposed to partner with Siemens Mobility, Inc. as a subcontractor to provide streetcar system and vehicle maintenance services. RATP has worked with Siemens Mobility on various rail projects. RATP has also proposed to partner with four other subcontractors who will provide the vehicle and station platform cleaning and unarmed security services and has worked with one of these subcontractors providing services to a local transportation agency.

Bombardier is an experienced O&M service provider throughout North America and globally with demonstrated experience in start-up and pre-revenue operations. The firm's current portfolio includes commuter rail operations with NJT River Line, Central Florida Corridor SunRail commuter rail, and John F. Kennedy International Airport AirTrain in New York City. Bombardier has extensive CPUC and FTA experience with its automated people mover agreements in Los Angeles, Sacramento, and San Francisco, as well as commuter rail operations with Southern California Regional Rail Authority (Metrolink) and North County Transit District Sprinter commuter rail in San Diego. Bombardier does not have any current streetcar experience in North America. The firm proposed to partner with four other subcontractors to

provide system and vehicle cleaning services as well as un-armed security and skilled rail labor services and has a history of working with three of the subcontractors.

Staffing and Project Organization

Herzog has proposed a qualified and experienced team who has over 55 years of combined rail experience as well as extensive experience working with the Siemens S70 vehicles. The proposed general manager and operations manager have over 36 years rail experience and are both providing project management and O&M streetcar support consulting services to Herzog on the Kansas City and Oklahoma City streetcar projects. Both managers have extensive experience with CPUC and FTA rail transit requirements. The proposed maintenance manager has over 22 years rail experience as well as extensive maintenance experience with the Siemens S70 vehicle. The proposed safety manager is certified in both Transit Security and Safety Program (TSSP) and FTA Transit Rail Incident Investigation.

Herzog's proposed staffing levels adequately support all the project requirements and schedule. During the interview, Herzog's team provided responses that demonstrated their knowledge of starting up and maintaining a streetcar operation within CA. Herzog also stated that they will engage their corporate Human Resources Department to recruit qualified personnel by engaging potential candidates through various tools such as social media, Herzog's website, online job posting sites, and local newspapers and periodicals to meet the staffing needs. All proposed key personnel were present at the interview and validated their experience by providing detailed responses to questions.

RATP also proposed a qualified team with relevant experience. The proposed general manager has experience with start-up streetcar projects in Atlanta, Georgia, Seattle, Washington and Tucson, Arizona. The proposed operations manager has a decade of streetcar and light rail O&M experience with two transportation agencies in the US. The proposed maintenance manager has over 13 years of rail operations, maintenance, and safety oversight experience. The proposed safety manager has over 30 years of experience with various transportation agencies within the US.

RATP's proposed staffing composition of operators and operations supervisors, was changed with the BAFO submission to reduce the number of operators and this reduced level of effort was deemed by the evaluation committee as a potential risk to service delivery. Based on the wages proposed, the evaluation committee was concerned about recruitment and retention of vehicle operators. The firm did provide a detailed recruitment plan and training plan. The interview

demonstrated knowledge, ability, and experience with rail operations and provision of O&M services.

Bombardier proposed a qualified team with relevant experience. The proposed general manager has eight years of rail experience and was previously chief vehicle maintenance officer with the Southeastern Pennsylvania Transportation Authority. The proposed operations manager is a senior subject-matter expert with the firm and was previously the general manager with the Central Florida Sunrail system. The proposed maintenance manager is also a senior subject matter expert with Bombardier and has been with the firm for 22 years. The proposed safety manager is TSSP-certified and was previously the system safety supervisor with the NJT River Line. All proposed staffing levels met the project requirements. Bombardier proposed to augment some of their skilled rail staff by utilizing one of their subcontractors to recruit local candidates. Bombardier adequately responded to all interview questions.

Work Plan

Herzog's comprehensive understanding of the project scope of work and requirements was demonstrated in a detailed roll-out plan for each project phase. Herzog provided a detailed functional chart that illustrated their knowledge of the division of work activities, capabilities, and responsibilities of the O&M contractor during each phase of the project. Herzog's experience in start-up planning on the Kansas City and Oklahoma City streetcar projects prepares them to provide all key operational documents such as the Book of Operating Rules, Standard Operating Procedures, O&M Plans, Rail Activation Plan, and safety and security documents that include the System Security and Emergency Preparedness Plan and System Safety Program Plan. Herzog is experienced in developing a comprehensive training program in partnership with the streetcar manufacturer that includes such topics as operational route description, tailgate safety meetings, track access training, streetcar maintenance training, and streetcar operator certification. Herzog demonstrated a clear understanding of the requirements to coordinate with the streetcar construction contractor and the streetcar vehicle manufacturer.

RATP's proposed work plan was detailed with all processes and procedures clearly documented by phase and included providing all key operational documents. RATP's proposed utilization of Siemen's proprietary web-based revenue vehicle maintenance platform, Railigent, would provide predictive information for optimal fleet operation. Their organizational chart delineated roles and responsibilities which were further clarified during the interview. RATP's safety management system (SMS) meets the current FTA SMS guidelines and focuses on a return on investment by decreasing costs through increased employee engagement and extensive safety training.

Bombardier provided a detailed project implementation plan and schedule by phase that included all required process and operating documentation. The plan demonstrated a clear understanding of the numerous CPUC and FTA system and vehicle testing requirements. Bombardier's plan demonstrated the firm's ability to provide system and revenue vehicle maintenance, operations and engineering support amongst the various contracted rail agencies by utilizing their service delivery centers within CA.

Cost and Price

Cost and Price was weighted at 25 percent of the overall score. All firms submitted and were evaluated on the price for the initial and option terms of the contract, as required by FTA. However, contract award is for the price of the initial term only. Option terms will be exercised with Board approval at a future date.

On November 25, 2019, the short-listed firms were asked to submit a BAFO which added the station platform cleaning services and updated specific agreement terms and conditions. Additional BAFO clarifications requests were issued to the short-listed firms on January 30, 2020, prior to finalizing the scores.

Scores for the cost and price were based on a formula that assigned the highest score to the firm with the lowest total price and scores the remaining firms' total prices based on their relation to the lowest total price. The total price proposal was solicited separately from the firms' technical proposal, reviewed, and analyzed by CAMM and Financial Planning staff.

The following is a breakdown of the price by the short-listed firms after the BAFO Offer:

Initial Term

Firm	Start-up and Pre-Revenue	Revenue Operations (Initial Term)	Station Platform Services	Total
Initial Term				
Herzog	\$4,928,910	\$38,885,175	\$1,251,505	\$45,065,590
RATP	\$4,690,752	\$40,004,535	\$2,658,304	\$47,353,591
Bombardier	\$6,851,436	\$45,009,526	\$2,842,739	\$54,703,701

Option Terms

Option Terms	Start-up and Pre-Revenue	Revenue Operation	Station Platform Services	Total
Herzog	N/A	\$36,907,658	\$945,615	\$37,853,273
RATP	N/A	\$36,301,132	\$2,124,008	\$38,425,140
Bombardier	N/A	\$39,632,555	\$2,190,311	\$41,822,866

Total Cost (Initial Term and Option Terms)

Firm	Initial Term Revenue Operations	Revenue Operations (Option Terms)	Total Price
Herzog	\$45,065,590	\$37,853,273	\$82,918,863
RATP	\$47,353,591	\$38,425,140	\$85,778,730
Bombardier	\$54,703,701	\$41,822,866	\$96,526,567

Herzog's total contract price of \$82,918,863, is the lowest price amongst all three firms. This price is for the start-up phases, monthly operations and maintenance costs, vehicle revenue service, and station platform maintenance and repair services.

RATP's total contract price of \$85,778,730, is second lowest price amongst the three firms, and Bombardier's total price of \$96,526,567, is the highest of all short-listed firms.

Herzog's overall price of \$82,918,863, is within one percent of OCTA's independent cost estimate and thus is considered fair and reasonable.

Procurement Summary

Based on the evaluation of the written proposals, the information obtained from the interviews, and the BAFO request and clarifications, the evaluation committee recommends Herzog as the top-ranked firm to provide O&M services for the OC Streetcar. Herzog demonstrated relevant experience in both the start-up of new service and ongoing O&M and submitted a comprehensive proposal that was responsive to all requirements of the RFP.

Fiscal Impact

The costs associated with the start-up and pre-revenue services are included in the OCTA Fiscal Year 2019-20 Budget, Operations Division, OC Streetcar, Account 0051-TS010-7370-Z88. Start-up and pre-revenue services are eligible expenses for reimbursement under the Full Funding Grant Agreement (FFGA).

Some portion of this phase of work will be funded from FFGA contingency because some of the services were not included when the project cost estimate was prepared. It will not increase the project cost of \$407.7 million, as defined in the FFGA.

For revenue service, OCTA intends to leverage state and federal funds including federal Congestion Mitigation and Air Quality Improvement Program funds and State of California Low Carbon Transit Operations Program funds to support revenue service operations in addition to fares, Measure M2 Project S and contributions from the cities of Garden Grove and Santa Ana.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-8-2039 with Herzog Transit Services, Inc., in the amount of \$45,065,590, for an initial start-up and pre-revenue term and a five-year revenue term with two, two-year revenue option terms, for operations and maintenance services for the OC Streetcar.

Attachments

- A. Operations and Maintenance Services for the OC Streetcar Project, Review of Proposals RFP 8-2039
- B. Proposal Evaluation Criteria Matrix ("SHORTLISTED FIRMS"), RFP 8-2039 Operations and Maintenance Services for the OC Streetcar Project
- C. Contract History for the Past Two Years, RFP 8-2039, Operations and Maintenance Services for the OC Streetcar Project

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**Operations and Maintenance Services for the OC Streetcar Project
Review of Proposals RFP 8-2039**

PRESENTED TO THE TRANSIT COMMITTEE - April 9, 2020

4 proposals were received, 3 firms were interviewed, 1 firm is being recommended.

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Price
1	78	Herzog Transit Services, Inc St. Joseph, Missouri	The Finishing Touch 1 LLC RS Electric Corporation Hot Line Constructions, Inc. Morrow-Meadows Corporation Hulcher Services, Inc. Rubicon Security System	Highest-ranked firm overall. Technical qualifications and experience includes streetcar operations in Kansas City and Oklahoma City. Qualified team with experience in streetcar start-up operations and California Public Utilities Commission (CPUC) requirements. Proposed staffing levels meet all of the project requirements and timeline. General manager and maintenance manager have extensive experience working with Siemens S70 vehicles. Comprehensive work plan with detailed functional responsibilities for each project phase. Clear understanding of coordination requirements with construction contractor and vehicle manufacturer. Interview demonstrated knowledge of start-up streetcar operations and the requirements of operating in California. Lowest proposed overall price.	\$82,918,863
2	74	RATP Dev USA Fort Worth, Texas	Siemens Mobility Inc. Blue Goose Uniforms Gorilla Stationers LLC Rubicon Security System Final Cleaning Solutions Inc.	Second-ranked firm. Project team has experience in providing commuter rail services on a global basis. Technical qualifications and experience includes streetcar operations in District of Columbia and Tucson Sun Link streetcar. Proposed staffing plan will meet minimum operational requirements for revenue service. Partnered with Siemens Mobility, Inc. for vehicle and system maintenance services. No demonstrated CPUC experience or California rail operations. Detailed phased work plan that identified deliverables for all key operational documents. Interview demonstrated knowledge, ability and experience of rail operations and provision of operations and maintenance services.	\$85,778,730
3	70	Bombardier Mass Transit Corporation Plattsburgh, New York	Halcon Macadi Cleaning Corporation PTOS Inc. Absolute International Security	Firm has extensive experience in providing commuter rail operations on a global basis. Proposed key staff are experienced in start-up rail operations. No North American experience in streetcar operations. Detailed project implementation plan and schedule. Demonstrated understanding of CPUC and Federal Transit Administration vehicle testing requirements. Adequately responded to interview questions Proposed highest overall price.	\$96,526,567

Evaluation Panel: (5 members)

Contracts Administration and Materials Management (1)
Operations, Motorist Services (1)
Operations, OC Streetcar (1)
City of Milwaukee, Wisconsin (1)
Southeast Ohio Regional Transit Authority (1)

Evaluation Criteria

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

Weight Factors

20%
25%
30%
25%

PROPOSAL EVALUATION CRITERIA MATRIX ("SHORTLISTED FIRMS")							
RFP 8-2039 Operations and Maintenance Services for the OC Streetcar Project							
FIRM: Herzog Transit Services, Inc.					Weights	Overall Score	
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.0	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	3.5	3.5	3.5	3.5	3.0	5	17.0
Work Plan	3.5	3.0	3.5	3.0	3.5	6	20.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	79.5	76.5	79.5	76.5	77.0		78
FIRM: RATP DEV USA							
					Weights	Overall Score	
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.0	4.0	4.0	4.0	4	16.0
Staffing/Project Organization	2.5	2.5	2.5	2.5	2.5	5	13.0
Work Plan	3.5	3.5	3.5	3.5	3.5	6	21.0
Cost and Price	4.8	4.8	4.8	4.8	4.8	5	24.0
Overall Score	75.5	73.5	73.5	73.5	73.5		74
FIRM: Bombardier Mass Transit Corporation							
					Weights	Overall Score	
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.5	3.5	3.5	3.5	3.5	4	14.0
Staffing/Project Organization	3.5	3.0	3.0	3.5	3.0	5	16.0
Work Plan	3.0	3.0	3.0	3.0	3.0	6	18.0
Cost and Price	4.3	4.3	4.3	4.3	4.3	5	22.0
Overall Score	71.0	68.5	68.5	71.0	68.5		70
The score for the non-short listed firm was 62.							

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 8-2039 Operations and Maintenance Services for the OC Streetcar Project

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
Herzog Transit Services, Inc.		<i>none to report</i>				
						\$ -
Contract Type:						\$ -
Subconsultants:						
Sub Total						\$0.00
RATP DEV USA		<i>none to report</i>				
						\$ -
Contract Type:						
Subconsultants:						
Sub Total						\$0.00
Bombardier Mass Transit Services, Inc.		<i>none to report</i>				
Contract Type:						
Subconsultants:						
Sub Total						\$0.00

Agreement for Operations and Maintenance Services for the OC Streetcar Project

Background

- March 2017: OCTA Board of Directors approved use of contract services to provide Operations and Maintenance (O&M) services for the OC Streetcar
- Current service plan assumes 31,508 revenue vehicle hours using four to six vehicles
- Contract Terms: 6.5-year contract with two, two-year options
 - Start-Up and Pre-Revenue:
 - Develop required operation procedures and start-up plans
 - Hire and train operators and maintenance staff
 - Prepare for rail activation and system integrated testing
 - Coordinate with California Public Utilities Commission (CPUC) and Federal Transit Administration to meet safety requirements
 - Revenue Service:
 - Provide personnel, equipment, services for the daily O&M of vehicles and system
 - Provide dispatching, communication, and supervising activities
 - Provide security at maintenance and storage facility

Board Approved: Evaluation Criteria and Weights

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

Scoring Summary

Evaluation Criteria	Herzog	RATP	Bombardier
Qualifications of the Firm (20 percent)	16	16	14
Staffing and Project Organization (25 percent)	17	13	16
Work Plan (30 percent)	20	21	18
Subtotal	53	50	48
Cost and Price (25 percent)	25	24	22
Total	78	74	70

Overview of Cost

- Cost Structure:
 - Start-Up and Pre-Revenue Period (17 months): Fixed rate per month (labor, benefits, office expenses, management fee)
 - Revenue Operations: Monthly fixed fee plus variable hourly rate based on revenue vehicle hours (variations in service levels will impact staffing levels)
- Staff requested a best and final offer for firms to provide additional information to clarify cost proposals. Cost scoring requires review of option terms pricing in addition to initial contract term.
- Staff reviewed elements that account for cost differences
- Cost proposal from Herzog is fair and reasonable

Recommendation

- Bombardier, Herzog, and RATP are comparable firms and submitted competitive proposals
- Based on Board of Directors-approved evaluation criteria, Herzog received the highest overall score
 - Herzog has proven track record of delivering O&M services for 20 rail and streetcar systems in North America
 - Demonstrated start-up and CPUC experience
 - Proposed General manager, operations manager, maintenance manager have extensive streetcar O&M experience, including working with Siemens vehicles
 - Work plan included a detailed roll-out plan for each phase of operations, including preparation of key start-up operational documents and training programs.
 - Lowest price amongst the three firms
- Recommend contract award to Herzog for \$45,065,590 for O&M services for start-up, pre-revenue, and five-year revenue term.



May 14, 2020

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: June 2020 Bus Service Change

Overview

The June 2020 bus service change consists of adjustments to bus service levels that account for the novel coronavirus pandemic effects. The changes include increases in frequency on higher ridership routes and restoration of service on some routes that were suspended in March 2020. The June service change strikes a balance between anticipated increased customer demand, social distancing, and coach operator availability. The primary strategy is to transition the current service to Saturday service levels.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected bus routes three times a year, in February, June, and October. The next bus service change is scheduled for implementation on June 14, 2020. OCTA implemented an emergency service change on March 23, 2020, which temporarily reduced service to comply with Governor Newsom's stay-at-home order and help protect the health of OCTA employees while providing a baseline level of service for customers needing to make essential trips. The service change in June will be focused on restoring service based on an anticipated increase in demand, social distancing, and labor availability.

Discussion

After the implementation of the novel coronavirus (COVID-19) stay-at-home order, weekday OC Bus ridership dropped significantly. Weekday ridership decreased from approximately 125,000 boardings to the low 30,000s, but has been steadily recovering and is now in the mid-40,000s. On March 23, 2020, OCTA reduced fixed-route bus service by approximately 40 percent by

implementing a Sunday service schedules on all routes, seven days a week. Service on the Metrolink rail-feeder routes continued to operate.

This proactive measure was in response to significantly lower ridership and an effort to help minimize health risks to coach operators and passengers while still providing a critical public service. Moving to Sunday service could be done quickly because existing schedules could be used, and the change could be easily communicated to passengers. As part of this change, service was suspended on ten local/community bus routes, five freeway express routes, as well as Bravo! and Xpress limited-stop routes not operating on Sunday. Staff has continually monitored passenger loads based on ridership data, customer feedback, and coach operator observations. Additional bus trips have been deployed, when possible, on routes where passenger loads have created social distancing issues.

Staff anticipates that demand for OC Bus service will increase between now and mid-June based on the easing of the stay-at-home restrictions. As some businesses reopen, it is anticipated that the public will start using the bus system more often. OCTA will continue to monitor and comply with appropriate state and federal guidance on transit service operation, including that related to social distancing and cleaning best practices. To allow for social distancing, OCTA is currently operating additional buses on certain routes to keep passenger loads low. As such, it is prudent to increase bus service levels during the upcoming June service change to allow for social distancing and accommodate additional customers. OCTA is also mindful of coach operator availability because some employees are not able to return to work.

The primary strategy is to transition the current service to Saturday service levels. This will increase service by 143 daily bus trips over the 1,825 daily bus trips currently being operated. In addition, 141 trips will be strategically added to routes on weekdays where social distancing is a concern, based on current passenger loads. Additional unscheduled trips will be operated, when needed, based on passenger loads to allow for social distancing. Weekday service will also be restored on nine local and community routes that did not have weekend schedules and were therefore suspended in March 2020. Community Route 150 will remain suspended because of the availability of nearby routes. All routes will operate on the weekends based on their normal Saturday or Sunday schedules. There will be no OC Fair Express service this year as the OC Fair has been cancelled.

A summary of the service plan is outlined below. A table describing the details by route is shown in Attachment A. The attachment lists the level of added trips by route and the related revenue hour changes. Also, a map of the route

changes by type is shown in Attachment B. Routes that will continue to have their suspended service are shown in Attachment C.

Service Change Highlights

- Improve weekday service levels on 37 routes by implementing Saturday schedules instead of Sunday schedules, which include increased frequency and/or hours of operation.
- Operate additional weekday bus trips on 15 routes above the Saturday schedule to allow for social distancing.
- Continue to provide regular service on Stationlink rail feeder routes.
- Continue suspension of service on freeway express and limited-stop bus routes which do not operate on weekends.

Overall, the June service change will increase weekday service by 517 daily bus trips and Saturday service by 147 daily trips. Annualized revenue vehicle hours will increase from the 955,641 operated since March to 1,210,312. This is 25 percent below the 1,625,000 annualized revenue vehicle hours operated prior to COVID-19. This amount of service provides for an effective level of bus service that accounts for potential added demand and sufficient capacity to permit social distancing and promote customer confidence. Staff will reassess service levels for the October service change based on customer demand, workforce availability, and social distancing, which may result in route deletions or additions, and adjustments to frequency or span of service.

Communication and engagement will continue to play a key role in building confidence and trust as OCTA delivers critical public transportation services during and beyond the COVID-19 pandemic. To notify customers about the June service change, OCTA is developing information to include the new service and schedules, as well as the safety measures OCTA has implemented such as rear-door boarding and new capacity limits to accommodate social distancing. The information will be distributed two weeks prior to June 14, 2020, through brochures distributed on-board buses and by mail, signage inside and outside the bus, as well as at stops and transit centers. In addition, digital messaging via email, texting, social media, mobile apps, and OCTA's website will be deployed to ensure sufficient level of awareness of the June service change.

Federal Requirements

The changes to bus service for both March and June 2020 are considered temporary services changes, as they are in response to an emergency, and the Federal Transit Administration (FTA) has indicated that they are not considered "major service changes", where a Service Equity Analysis and a public participation process would otherwise be required. Staff informed the regional

FTA office about the changes made in March and will also inform the FTA about the June changes.

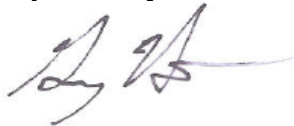
Summary

The June 2020 bus service change increases the weekday frequency to Saturday service levels in anticipation of additional demand as stay-at-home orders are eased. The service levels were developed based on anticipated demand, workforce availability, and social distancing. Notification of the changes to customers will be issued two weeks prior to implementation of the service change.

Attachments

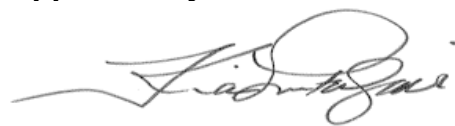
- A. June 2020 Bus Service Change Summary
- B. June 2020 Bus Service Change System Map, Weekday Service Levels
- C. June 2020 Bus Service Change System Map, Suspended Routes

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June 2020 Bus Service Change Summary

Route	Service Change Summary	Daily Change in Bus Trips			Annualized Change in Revenue Vehicle Hours		
		WKD	SAT	SUN	WKD	SAT	SUN
1	Implement Saturday Service on Weekdays Plus Additional Trips	1	-	-	504.9	-	-
25	Implement Saturday Service on Weekdays	-	-	-	841.5	171.6	-
26	Implement Saturday Service on Weekdays	-	-	-	71.4	14.6	-
29/A	Implement Saturday Service on Weekdays Plus Additional Trips	14	6	-	14,040.3	2,863.1	-
30	Implement Saturday Service on Weekdays Plus Additional Trips	4	-	-	2,927.4	597.0	-
33	Implement Saturday Service on Weekdays	-	-	-	586.5	119.6	-
35	Implement Saturday Service on Weekdays	5	5	-	3,113.6	634.9	-
37	Implement Saturday Service on Weekdays Plus Additional Trips	22	9	-	9,537.0	1,944.8	-
38	Implement Saturday Service on Weekdays Plus Additional Trips	11	(4)	-	5,418.8	1,105.0	-
42/A	Implement Saturday Service on Weekdays Plus Additional Trips	3	-	-	1,073.6	218.9	-
43	Implement Saturday Service on Weekdays Plus Additional Trips	20	7	-	10,205.1	2,081.0	-
46	Implement Saturday Service on Weekdays	-	-	-	660.5	134.7	-
47/A	Implement Saturday Service on Weekdays Plus Additional Trips	8	-	-	8,996.4	1,834.6	-
50	Implement Saturday Service on Weekdays Plus Additional Trips	22	1	-	9,876.2	2,014.0	-
53	Implement Saturday Service on Weekdays Plus Additional Trips	17	15	-	8,644.5	1,762.8	-
54	Implement Saturday Service on Weekdays	5	5	-	4,539.0	925.6	-
55	Implement Saturday Service on Weekdays Plus Additional Trips	8	7	-	3,774.0	769.6	-
56	Implement Saturday Service on Weekdays	-	-	-	1,020.0	208.0	-
57	Implement Saturday Service on Weekdays	8	8	-	6,410.7	1,307.3	-
59	Implement Saturday Service on Weekdays	6	6	-	739.5	150.8	-
60	Implement Saturday Service on Weekdays Plus Additional Trips	10	-	-	7,698.5	1,569.9	-
64	Implement Saturday Service on Weekdays Plus Additional Trips	23	5	-	16,585.2	3,382.1	-
66	Implement Saturday Service on Weekdays Plus Additional Trips	20	-	-	7,369.5	1,502.8	-
70	Implement Saturday Service on Weekdays Plus Additional Trips	15	11	-	4,046.9	825.2	-
71	Implement Saturday Service on Weekdays	7	7	-	3,743.4	763.4	-
72	Implement Saturday Service on Weekdays	4	4	-	1,096.5	223.6	-
76	Restore Weekday Service	26	-	-	6,686.1	-	-
79/A	Implement Saturday Service on Weekdays	-	-	-	-	-	-
82	Restore Weekday Service	27	-	-	3,858.2	-	-
83	Implement Saturday Service on Weekdays	11	11	-	3,468.0	707.2	-
85	Restore Weekday Service	32	-	-	7,999.4	-	-
86	Restore Weekday Service	28	-	-	10,934.4	-	-
87	Restore Weekday Service	26	-	-	6,969.2	-	-
89	Implement Saturday Service on Weekdays	1	1	-	377.4	-	-
90	Implement Saturday Service on Weekdays	2	2	-	650.3	132.6	-
91	Implement Saturday Service on Weekdays	15	15	-	5,393.3	1,099.8	-
123	Restore Weekday Service	32	-	-	16,332.8	-	-
129	Implement Saturday Service on Weekdays	4	4	-	994.5	202.8	-
143	Implement Saturday Service on Weekdays	3	3	-	867.0	176.8	-
150	Suspended Service	-	-	-	-	-	-
153	Implement Saturday Service on Weekdays	2	2	-	504.9	103.0	-
167	Restore Weekday Service	30	-	-	14,427.9	-	-
177	Implement Saturday Service on Weekdays	17	17	-	3,009.0	613.6	-
178	Restore Weekday Service	28	-	-	8,517.0	-	-
206	Suspended Service	-	-	-	-	-	-
213	Suspended Service	-	-	-	-	-	-
453	Continue Weekday Service	-	-	-	-	-	-
463	Continue Weekday Service	-	-	-	-	-	-
472	Continue Weekday Service	-	-	-	-	-	-
473	Continue Weekday Service	-	-	-	-	-	-
480	Continue Weekday Service	-	-	-	-	-	-
529	Suspended Service	-	-	-	-	-	-
543	Implement Saturday Service on Weekdays	-	-	-	-	-	-

June 2020 Bus Service Change Summary

Route	Service Change Summary	Daily Change in Bus Trips			Annualized Change in Revenue Vehicle Hours		
		WKD	SAT	SUN	WKD	SAT	SUN
560	Suspended Service	-	-	-	-	-	-
701	Suspended Service	-	-	-	-	-	-
721	Suspended Service	-	-	-	-	-	-
794	Suspended Service	-	-	-	-	-	-
862	Implement Saturday Service on Weekdays	-	-	-	-	-	-
Totals		517	147	-	224,510	30,161	-

Acronyms

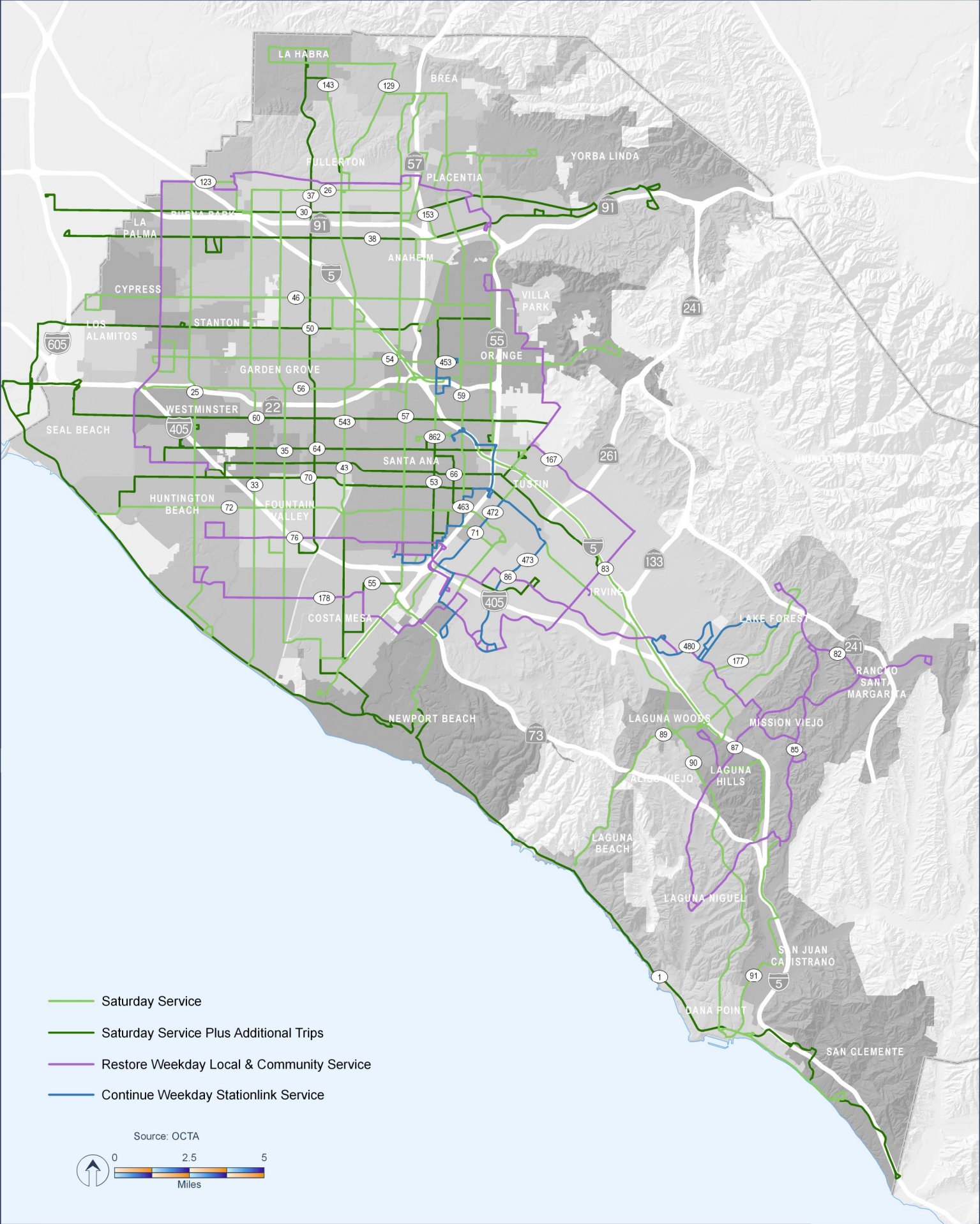
SAT - Saturday

SUN - Sunday

WKD - Weekday

June 2020 Bus Service Change System Map

Weekday Service Levels



June 2020 Bus Service Change System Map

Suspended Routes

ATTACHMENT C

