



# **AGENDA**

## ***Transit Committee Meeting***

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### **Committee Members**

Andrew Do, 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, September 10, 2020 at 9:00 a.m.**

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

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

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

### **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/>



## **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](mailto: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 6)**

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

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

Approve the minutes of the Transit Committee meeting of August 13, 2020.

**3. Agreement for Metrolink Train Stations Platform Detectable Tiles Replacement and Painted Guideline Restriping Project**

Jason Lee/James G. Beil

**Overview**

The Orange County Transportation Authority is responsible for the ongoing maintenance of the operating railroad right-of-way for the Metrolink stations in Orange County. Aligned with that responsibility, the platform detectable tiles and painted guidelines at six Metrolink stations require replacement. Board of Directors' approval is requested to execute the agreement.

**Recommendations**

- A. Find AP Construction, Inc., the apparent low bidder, as non-responsive for failure to complete and submit the List of Subcontractors form with the bid as required by the California Public Contract Code and for failure to sign the Disclosure of Lobbying Activities form as required by the bid instructions and the Federal Transit Administration.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2413 between the Orange County Transportation Authority and Two Brothers Construction Corp., the lowest responsive, responsible bidder, in the amount of \$1,098,000, for the Metrolink train stations platform detectable tiles replacement and painted guidelines restriping project.

**4. Amendment to Agreement for Janitorial Services**

Dayle Withers/Jennifer L. Bergener

**Overview**

On September 25, 2017, the Board of Directors approved an agreement with Gamboa Services, Inc., doing business as Corporate Image Maintenance, to provide janitorial services for a three-year initial term with one, two-year option term. The initial term expires October 31, 2020. Staff is requesting Board of Directors' approval to exercise the two-year option term.

**4. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1723, between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$2,485,575, to exercise the option term of the agreement from November 1, 2020 through October 31, 2022, for continued janitorial services. This will increase the maximum obligation of the agreement to a total contract value of \$5,787,111.

**5. October 2020 Bus Service Change**

Gary Hewitt/Kia Mortazavi

**Overview**

The October 2020 bus service change will continue to provide the same level of bus service as was implemented in June 2020. This recommendation is based on stable ridership demand during the coronavirus pandemic. Staff will develop a contingency plan in case additional service is needed between October 2020 and the regularly planned February 2021 schedule change.

**Recommendation**

Receive and file as an information item.

**6. Hydrogen Fuel-Cell Electric Bus Pilot Update**

Cliff Thorne/Jennifer L. Bergener

**Overview**

On February 9, 2020, ten hydrogen fuel-cell electric buses began operating in revenue service on routes that run through disadvantaged communities and the hydrogen fueling station was readied for full production use. This report provides a six-month update on the buses and fueling station performance.

**Recommendation**

Receive and file as an information item.

## **Regular Calendar**

### **7. OC Streetcar Project Quarterly Update**

Mary Shavalier/James G. Beil

#### **Overview**

The Orange County Transportation Authority is currently implementing the OC Streetcar project. Updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from June 2020 through August 2020.

#### **Recommendation**

Receive and file as an information item.

### **8. Contract Change Order for Vapor Barrier Installation for the Construction of the OC Streetcar Project**

Mary Shavalier/James G. Beil

#### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required to install a vapor barrier under the foundation of the maintenance and storage facility.

#### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 9 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$395,717, for installation of a vapor barrier under the maintenance and storage facility.

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

Mary Shavalier/James G. Beil

#### **Overview**

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

**9. (Continued)**

**Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,900,000, for continuation of OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$23,583,841.

**10. Measure M2 Project W Safe Transit Stops - 2020 Programming Recommendations**

Alfonso Hernandez/Kia Mortazavi

**Overview**

In April 2020, the Board of Directors requested that staff reopen the Measure M2 Project W Safe Transit Stops - 2019 Programming Recommendations to consider additional projects. As a result, the Orange County Transportation Authority issued a notification to all eligible applicants to submit project proposals by June 30, 2020. Review of these applications is now complete and additional programming recommendations are presented for Board of Directors' consideration and approval.

**Recommendation**

Approve the award of \$1.03 million in 2020 Project W Safe Transit Stops Program funds to the City of Santa Ana for 35 bus stop improvements.

**Discussion Item**

**11. OC Bus Service Update**

Johnny Dunning, Jr./Jennifer L. Bergener

Staff will provide an update on the OC Bus June 2020 Service Change.

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

**13. Committee Members' Reports**



**14. Closed Session**

There are no Closed Session items scheduled.

**15. Adjournment**

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, October 8, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



# **MINUTES**

## ***Transit Committee Meeting***

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### **Committee Members Present**

#### **Via Teleconference:**

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

### **Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Laurena Weinert, Clerk of the Board  
Martha M. Ochoa, Assistant Clerk of the Board

#### **Via Teleconference:**

James Donich, General Counsel

### **Committee Members Absent**

None

### **Call to Order**

The August 13, 2020, regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:01 a.m.

### **Roll Call**

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

### **Pledge of Allegiance**

Committee Chairman Do led in the Pledge of Allegiance.

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

No public comments were received.

### **Special Calendar**

There were no Special Calendar matters.

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

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

A motion was made by Director Davies, seconded by Director Shaw, and following a roll call vote, declared passed 5-0, to approve the minutes of the Transit Committee meeting of July 9, 2020.

Director Pulido was not present to vote on this item.





**3. Cooperative Agreements for Federal Transit Administration Section 5316 Grant Program**

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

- A. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2454 between the Orange County Transportation Authority and Abrazar, Inc., in the amount of \$237,800, to fund the Section 5316 grant program for a two-year term effective October 1, 2020 through September 30, 2022.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2455 between the Orange County Transportation Authority and Boys and Girls Clubs of Huntington Valley, in the amount of \$118,200, to fund the Section 5316 grant program for a two-year term effective October 1, 2020 through September 30, 2022.
- C. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2456 between the Orange County Transportation Authority and Dayle McIntosh Center for the Disabled, in the amount of \$193,400, to fund the Section 5316 grant program for a two-year term effective October 1, 2020 through September 30, 2022.
- D. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2457 between the Orange County Transportation Authority and North Orange County Community College District, in the amount of \$315,800, to fund the Section 5316 grant program for a two-year term effective October 1, 2020 through September 30, 2022.
- E. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2458 between the Orange County Transportation Authority and Women Helping Women/Men2Work, in the amount of \$73,600, to fund the Section 5316 grant program for a two-year term effective October 1, 2020 through September 30, 2022.

Director Pulido was not present to vote on this item.



**4. Cooperative Agreement with the City of Laguna Beach for the Senior Mobility Program**

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

- A. Approve the Senior Mobility Program Service Plan for the City of Laguna Beach.
- B. Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-0-2400 between the Orange County Transportation Authority and the City of Laguna Beach, to provide Senior Mobility Program funding through June 30, 2021.

Director Pulido was not present to vote on this item.

**5. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2020-21 Funds**

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

- A. Approve Resolution No. 2020-056, consistent with the SB 1 State of Good Repair Program Guidelines, authorizing the use of up to \$5.347 million in fiscal year 2020-21 SB 1 State of Good Repair Program funding for facility modifications, upgrades, and replacement projects.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendations.

Director Pulido was not present to vote on this item.

**Regular Calendar**

There were no Regular Calendar items scheduled.

## **Discussion Items**

### **6. OC Bus Service Update**

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

- OC Bus Trends During the Coronavirus (COVID-19) Pandemic;
- OC Bus Ridership and Productivity;
- OC Bus Trends: Trippers vs. Pass-Bys;
- OC Bus Trends: On-Time Performance;
- Customer Communication and Feedback; and
- Next Steps.

Committee Chairman Do acknowledged Mr. Johnson, CEO, and staff for conducting the customer round tables and for being proactive in response to the COVID-19 pandemic. Committee Chairman Do also commented that ridership has increased, and the trippers have not increased which means staff has made the right adjustments to the level of ridership. He is also impressed that the customers' feedback focuses on the importance of safety.

Mr. Johnson, CEO, stated that the next step is to review service modifications and possible increases to the October bus service change. Staff will present these changes for consideration at the next Transit Committee meeting on September 10<sup>th</sup>.

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

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

- The Orange County Transportation Authority continues to keep the community informed about freeway improvement projects through virtual events.
- Last night, approximately 30 people participated in "Webinar Wednesday," a summer series of interactive presentations about the Interstate 5 freeway south county improvement project. The attendance has doubled, when normally 15 people have attended in-person.
- Tomorrow morning at 8:00 a.m., the Interstate 405 Improvement Project team will present a virtual update to the Huntington Beach Chamber of Commerce.



**8. Committee Members' Reports**

Director Pulido requested that materials related to the OC Streetcar Project route be offered in more than one language.

Mr. Johnson, CEO, stated that the materials are offered in three different languages, he will review and report back.

**9. Closed Session**

There were no Closed Session items scheduled.

**10. Adjournment**

The meeting adjourned at 9:24 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 10, 2020**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

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Andrew Do  
Committee Chairman

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Martha Ochoa  
Assistant Clerk of the Board



**September 10, 2020**

**To:** Transit Committee

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

**Subject:** Agreement for Metrolink Train Stations Platform Detectable Tiles Replacement and Painted Guidelines Restriping Project

### **Overview**

The Orange County Transportation Authority is responsible for the ongoing maintenance of the operating railroad right-of-way for the Metrolink stations in Orange County. Aligned with that responsibility, the platform detectable tiles and painted guidelines at six Metrolink stations require replacement. Board of Directors' approval is requested to execute the agreement.

### **Recommendations**

- A. Find AP Construction, Inc., the apparent low bidder, as non-responsive for failure to complete and submit the List of Subcontractors form with the bid as required by the California Public Contract Code and for failure to sign the Disclosure of Lobbying Activities form as required by the bid instructions and the Federal Transit Administration.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2413 between the Orange County Transportation Authority and Two Brothers Construction Corp., the lowest responsive, responsible bidder, in the amount of \$1,098,000, for the Metrolink train stations platform detectable tiles replacement and painted guidelines restriping project.

### **Discussion**

The Orange County Transportation Authority (OCTA) is responsible for maintaining the rail operating property within the right-of-way it owns. This obligation includes the replacement of detectable tiles and painted guidelines at Metrolink station platforms. Detectable tiles are used to provide a standardized textured yellow surface along accessible train station platforms and warn the visually impaired of hazards. The detectable tiles are required by the Americans

with Disabilities Act of 1990. The painted guideline is a four-inch wide yellow stripe with the wording "Please Wait Behind Yellow Line" stenciled to warn passengers to stand clear of the area.

OCTA staff conducted station site visits in August 2019 to verify the conditions reported in Metrolink's monthly station inspection report and recommends the replacement of the detectable tiles and restriping of the painted guidelines for the Buena Park, Fullerton, Laguna Niguel/Mission Viejo, Orange, San Clemente North Beach, and Santa Ana Metrolink stations. The Metrolink Train Stations Platform Detectable Tiles Replacement and Painted Guidelines Restriping Project (Project) will bring the tiles and striping to current standards set by the Southern California Regional Rail Authority. The Project will ensure that public transportation assets continue to meet the standards of a state of good repair. Additionally, the replacement of deteriorated detectable warning tiles and restriping the yellow-painted safety guidelines along the rail platforms will enhance the safety and provide clear warnings to passengers with and without disabilities. At the Fullerton Metrolink Station, select detectable tiles will be replaced earlier than anticipated due to damage potentially resulting from freight operations.

### ***Procurement Approach***

This procurement was handled in accordance with 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) 0-2413 was electronically released on July 6, 2020, through OCTA's CAMMNET system. The Project was advertised on July 6 and 13, 2020, in a newspaper of general circulation. A pre-bid conference was held on July 15, 2020, and was attended by five firms. Two addenda were issued to provide the pre-bid conference registration sheets and handle administrative issues related to the IFB. On July 29, 2020, three bids were received and publicly opened.

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

**Agreement for Metrolink Train Stations Platform Detectable Tiles Replacement and Painted Guidelines Restriping Project**

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<u>Firm and Location</u>	<u>Bid Amount</u>
AP Construction, Inc. Gardena, California	\$1,089,000
Two Brothers Construction Corp. Buena Park, California	\$1,098,000
Houalla Enterprises, Ltd., doing business as Metro Builders & Engineers Group, Ltd. Newport Beach, California	\$1,119,390

The apparent low bidder, AP Construction, Inc., was deemed non-responsive for failure to complete the List of Subcontractors form as required by the California Public Contract Code Section 4104 and for failure to sign the Disclosure of Lobbying Activities form as required by the bid instructions and the Federal Transit Administration (FTA), which is providing funding for this Project.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Two Brothers Construction Corp., the lowest, responsive, responsible bidder, in the amount of \$1,098,000, for the Project.

The engineer's estimate for this Project was \$1,184,950. The recommended firm's bid is 7.3 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

**Fiscal Impact**

The Project was approved in the OCTA Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0018-9084-C5063-TZR, and is funded through FTA funds with a Measure M2 match.

***Summary***

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2413 to Two Brothers Construction Corp., in the amount of \$1,098,000, for the Metrolink Train Stations Platform Detectable Tiles Replacement and Painted Guidelines Restriping Project.

***Attachment***

None.

**Prepared by:**

A blue ink signature of Jason Lee, consisting of stylized initials.

Jason Lee  
Project Manager  
(714) 560-5833

**Approved by:**

A blue ink signature of James G. Beil, featuring a cursive style with a prominent 'J'.

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

A blue ink signature of Virginia Abadessa, written in a cursive script.

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





**September 10, 2020**

**To:** Transit Committee

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

**Subject:** Amendment to Agreement for Janitorial Services

### **Overview**

On September 25, 2017, the Board of Directors approved an agreement with Gamboa Services, Inc., doing business as Corporate Image Maintenance, to provide janitorial services for a three-year initial term with one, two-year option term. The initial term expires October 31, 2020. Staff is requesting Board of Directors' approval to exercise the two-year option term.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-7-1723, between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$2,485,575, to exercise the option term of the agreement from November 1, 2020 through October 31, 2022, for continued janitorial services. This will increase the maximum obligation of the agreement to a total contract value of \$5,787,111.

### **Discussion**

Janitorial services are currently provided at five Orange County Transportation Authority (OCTA)-owned bus maintenance and operations bases, six transportation centers, and one park-and-ride facility throughout Orange County. These facilities require janitorial services on a daily, weekly, monthly, and quarterly basis. OCTA requires the vendor to furnish a qualified labor force sufficient to complete all specified requirements in the prescribed time and to furnish all cleaning materials and equipment to perform these services. OCTA provides the paper products necessary for these services.

Services performed include the cleaning of offices, restrooms, locker rooms, and break areas in the operations and maintenance buildings, bus yards, and maintenance shop areas. The scope of work also provides for monthly pressure

washing service, with the capture of all fluids, and quarterly window cleaning. Additionally, the contractor ensures that the transit centers and the park-and-ride facility are free from trash and debris. The contractor is responsible for the cleanliness of more than 400,000 square feet of OCTA-owned bus bases, 1,518 parking stalls for buses and cars, 75 maintenance bays, and 66 multi-stall restrooms.

***Procurement Approach***

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. On September 25, 2017, the Board approved award of the agreement with Gamboa Services, Inc., doing business as (dba) Corporate Image Maintenance, for a three-year initial term with one, two-year option term, from November 1, 2017 through October 31, 2020, in the amount of \$3,243,840. The original agreement was awarded on a competitive basis and has been previously amended as described in Attachment A.

The proposed Amendment No. 3 is to exercise the two-year option term of the agreement through October 31, 2022, at the same rates as negotiated in the original agreement. Amending this agreement will increase the maximum cumulative payment obligation by \$2,485,575, bringing the total contract value to \$5,787,111, which will allow for continued janitorial services.

***Fiscal Impact***

The project was approved in OCTA's Fiscal Year 2020-21 Budget, Operations Division, Maintenance Department, Account 2166-7615-D3107-2WR 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 Amendment No. 3 to Agreement No. C-7-1723 with Gamboa Services, Inc., dba Corporate Image Maintenance, in the amount of \$2,485,575, to exercise the two-year option term of the agreement from November 1, 2020 through October 31, 2022, for janitorial services. This will increase the maximum obligation of the agreement to a total contract value of \$5,787,111.

***Attachment***

- A. Gamboa Services, Inc., doing business as Corporate Image Maintenance, Agreement No. C-7-1723 Fact Sheet

**Prepared by:**

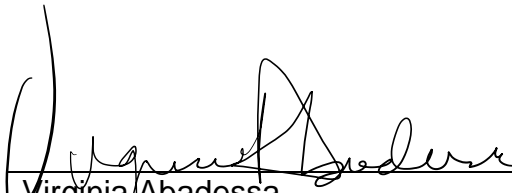


Dayle Withers  
Department Manager, Maintenance  
714-560-5338

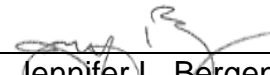
**Approved by:**



Cliff Thorne  
Director, Maintenance and Motorist  
Services  
714-560-5975



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



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

**Gamboa Services, Inc., doing business as Corporate Image Maintenance  
Agreement No. C-7-1723 Fact Sheet**

1. September 25, 2017, Agreement No. C-7-1723, \$3,243,840, approved by the Board of Directors (Board).
  - Agreement to provide janitorial services.
  - Initial term effective November 1, 2017 through October 31, 2020, with one, two-year option term.
2. April 10, 2018, Amendment No. 1 to Agreement No. C-7-1723, \$27,696, approved by Contracts Administration and Materials Management Department (CAMM).
  - Amendment to add services to gymnasiums located at the Santa Ana and Garden Grove bases.
3. July 1, 2019, Amendment No. 2 to Agreement No. C-7-1723, \$30,000, approved by CAMM.
  - Amendment to add additional pressure washing service at the Newport Beach Transportation Center.
4. September 14, 2020, Amendment No. 3 to Agreement No. C-7-1723, \$2,485,575, pending approval by the Board.
  - Amendment to exercise the two-year option term, extending the term of agreement through October 31, 2022.

Total committed to Gamboa Services, Inc., doing business as Corporate Image Maintenance, Agreement No. C-7-1753: \$5,787,111.



**September 10, 2020**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** October 2020 Bus Service Change

### **Overview**

The October 2020 bus service change will continue to provide the same level of bus service as was implemented in June 2020. This recommendation is based on stable ridership demand during the coronavirus pandemic. Staff will develop a contingency plan in case additional service is needed between October 2020 and the regularly planned February 2021 schedule change.

### **Recommendation**

Receive and file as an information item.

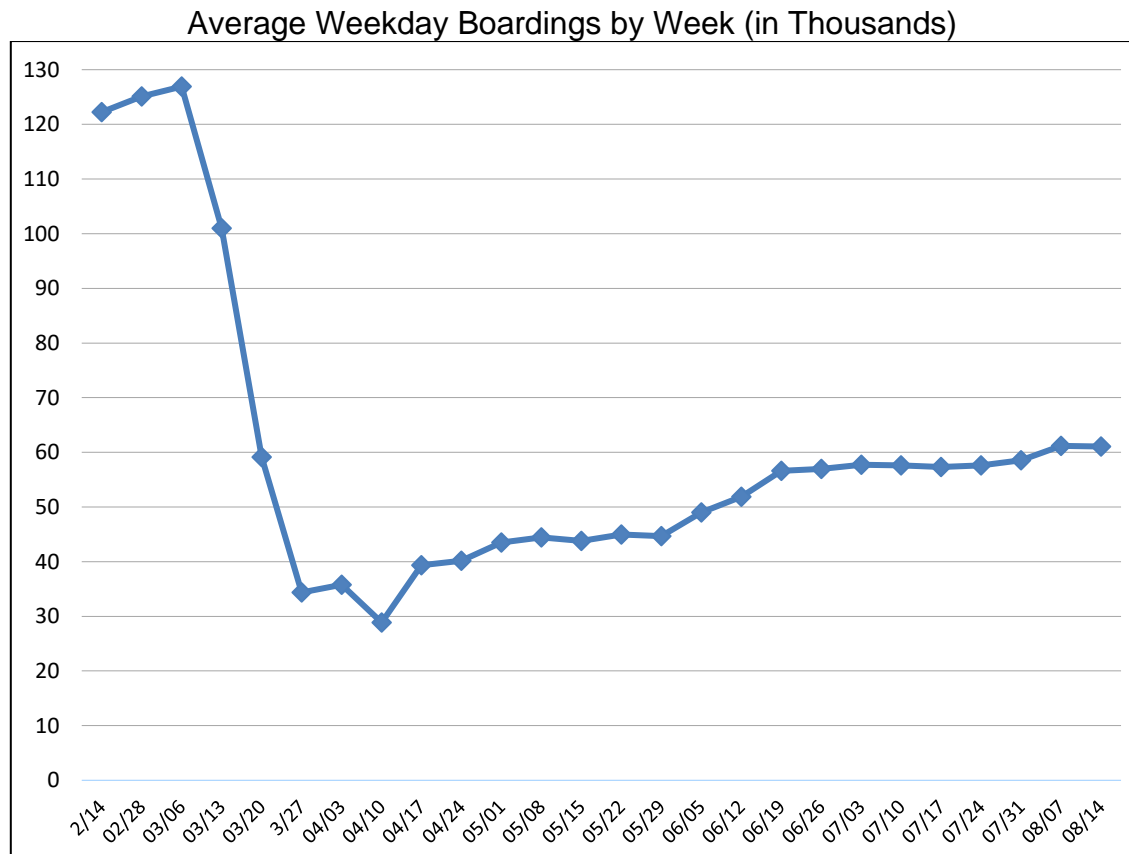
### **Background**

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 October 11, 2020. OCTA implemented an emergency service change on March 23, 2020, which reduced service in response to significantly diminished ridership and 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. Service was subsequently added as part of the June service change to address increases in ridership as businesses began to re-open. The service change in October will continue with the same schedules implemented in June 2020. Additional bus trips and trippers will continue to be operated, as needed, based on social distancing requirements.

### **Discussion**

After the implementation of the Governor's stay-at-home order, weekday OC Bus ridership dropped significantly. Weekday ridership decreased from approximately 125,000 boardings to the low 30,000s immediately after the stay-at-home order but has been steadily recovering and is now in the low

60,000s. On March 23, 2020, OCTA reduced fixed-route bus service by approximately 40 percent by implementing Sunday service schedules on all routes, seven days a week. The June service change provided an enhanced Saturday service schedule on weekdays and a regular schedule on Saturdays and Sundays. This amount of service equates to about 75 percent of pre-coronavirus (COVID-19) service levels. Ridership has remained relatively stable since the June service change. The chart below shows average weekday ridership from before COVID-19 stay-at-home orders were instituted through mid-August. The level of service implemented in June 2020 should be sufficient to meet demand. Staff will continue to monitor passenger loads and dispatch additional bus trips on routes where social distancing may be an issue.



### Contingency Plan

Staff has been developing contingency plans, which could be implemented between October 2020 and the regularly planned February 2021 service change if ridership increases to a level which cannot be accommodated by existing service levels. The plan will assume increased passenger loads and provide additional frequency as needed to accommodate additional ridership growth. Events that could trigger the implementation of this plan could include ridership increases caused by schools reopening for in-person classes and reopening of major businesses and event centers.

**Front-Door Boarding and Fare Collection**

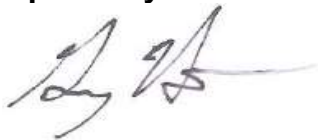
In March 2020, staff implemented rear-door boarding in order to provide additional protection for OCTA coach operators against COVID-19. As a consequence, use of the farebox was no longer possible as this portion of the bus was cordoned off from the rest of the vehicle. Staff has been exploring how to safely reintroduce front door boarding to allow for full fare collection and to provide additional passenger seating. Maintenance staff has designed and begun the installation of clear plastic shields between the coach operator compartment and farebox. This, in combination with the face covering requirements, onboard hand sanitizing dispensers, and onboard face covering dispensers, will provide the option to return to front-door boarding as soon as October. When implemented, the number of passengers allowed on each 40-foot bus will be increased from 15 to 20, which should allow for sufficient social distancing with front-door boarding. Capacity on 60-foot buses will increase from 20 to 35 passengers. The change will provide OCTA with the ability to handle more demand with scheduled services, reduce wait times, and provide better customer service.

***Summary***

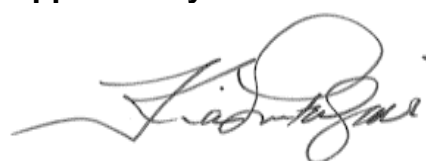
The October 2020 bus service change will keep the same schedules as were implemented in June 2020. Staff will continue to monitor ridership and develop a contingency plan to implement additional service if necessary, between October and February 2021. Staff will also work towards reimplementing front-door boarding for fare collection and increased passenger seating.

***Attachment***

None.

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**Approved by:**

Kia Mortazavi  
Executive Director, Planning  
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**September 10, 2020**

**To:** Transit Committee

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

**Subject:** Hydrogen Fuel-Cell Electric Bus Pilot Update

### **Overview**

On February 9, 2020, ten hydrogen fuel-cell electric buses began operating in revenue service on routes that run through disadvantaged communities and the hydrogen fueling station was readied for full production use. This report provides a six-month update on the buses and fueling station performance.

### **Recommendation**

Receive and file as an information item.

### **Discussion**

#### **Background**

In 2018, the California Air Resources Board (CARB) passed the Innovative Clean Transit rule (ICT) requiring all public transit agencies to transition their bus fleets to zero-emission technologies by year 2040. Transit agencies were required to develop and submit a Rollout Plan that describes how the agency will transition to a zero-emission bus (ZEB) fleet by 2040, with purchasing requirements beginning in 2023. On June 22, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the OCTA Zero-Emission Bus Rollout Plan, which included the deployment of a mix of hydrogen fuel-cell electric buses and plug-in battery-electric buses to prepare for compliance with the ICT rule.

In anticipation of the ICT rule, OCTA developed a strategy to pilot both hydrogen fuel-cell and battery-electric bus technologies using available grants. Piloting both technologies will allow OCTA to gain direct experience with operational effectiveness, maintenance, and cost. In 2017, OCTA entered into an agreement to utilize grants provided by CARB and South Coast Air Quality Management District to purchase ten hydrogen fuel-cell electric buses instead of compressed



natural gas buses that had completed their useful life cycle. The grant also funded the supporting infrastructure. A provision of the agreement was a commitment to deploy the buses in regular service within disadvantaged communities.

On February 9, 2020, OCTA launched the Hydrogen Fuel-Cell Electric Bus Pilot, which included ten, 40-foot hydrogen fuel-cell (H2) electric buses and a hydrogen fueling station capable of fueling up to 50 buses per day.

The performance of the ten H2 buses will be measured against the performance of ten compressed natural gas (CNG)-powered buses. General vehicle information on both bus types is provided below.

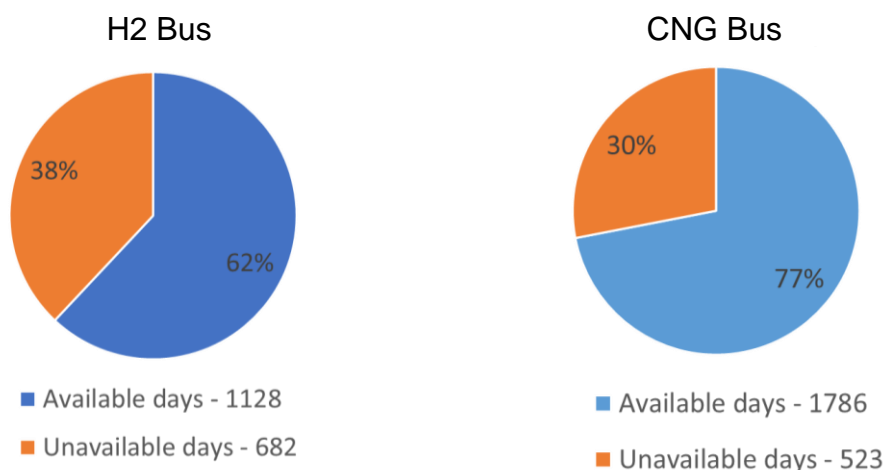
Vehicle Information	H2 Bus	CNG bus
		
Number of Buses	10	10
Manufacturer/Model	New Flyer/Xcelsior	New Flyer/Xcelsior
Model Year	2018	2016
Bus Purchase Cost	\$1.3M	\$580k
Length	40 foot	40 foot
Curb Weight	33,560 lbs.	30,000 lbs.
Propulsion System	Ballard FCvelocity-HD85, 85 kW Siemens Electric Motor, 210 kW	Cummins ISL-G 280 hp Allison B400 Transmission
Energy Storage	Five Composite Fuel Cylinders (CH2) Lithium-ion Batteries (100 kWh)	Six Composite Fuel Cylinders (CNG)
Operating Range	300 miles	350 miles

## Performance Review

The performance data for a six-month period from February through July 2020 is included in this report. The key performance indicators will include bus availability, miles between road calls (MBRC), fuel economy, and cost per mile.

Bus availability, which is a measure of reliability, is the percentage of days the buses are actually available compared to the total number of days that the buses are planned for revenue service. Buses available for service may have been used in revenue service, training, special events, or they may have been available but just not used. Buses unavailable for service may have had issues with the propulsion system (fuel-cell system, electric drive system), required regular scheduled maintenance, or required other repairs.

The OCTA performance standard for bus availability is 80 percent, however for new bus technology, especially during the onset of a pilot, availability can be challenging as the system failures are analyzed and buses are out of service for a longer period of time. Both the ten H2 buses and the ten CNG-powered buses fell below the target. Bus availability can fluctuate for a variety of reasons and lengths of time due to the nature of repairs or scheduled service, eventually averaging out to meet the goal. Although the CNG-powered buses only achieved a 77 percent availability, when combined with the rest of the CNG-powered fleet, more than 80 percent availability was achieved. For this small sample of ten buses reviewed in a six-month period, any major maintenance on one bus can pull the average down below 80 percent. In terms of the H2 buses, 62 percent availability is low but understandable considering this is new technology and buses may be placed out of service for longer periods of time as failures are analyzed and often require factory support. Performance generally improves as systems are fine-tuned.



MBRC are road calls in response to a revenue vehicle mechanical or system failure that causes the bus to be replaced on route or causes a significant delay in schedule. Components, such as radios, fareboxes, and destination signs are not included in the MBRC calculation.

The performance standard for MBRC is 14,000 miles. Based on the chart below, the CNG-powered buses clearly and consistently met the standard, while the H2 buses attained the standard in two of the months, but overall, showed inconsistency in performance for MBRC for the period under review. The majority of the road calls for the H2 buses were electrical in nature and were resolved with software updates. This is not unusual performance for a new bus with advanced technologies. Peak performance for a transit bus is typically realized in the second year of operation. In terms of the fuel-cell system performance, the H2 buses achieved more than 76,000 MBRC, which is very encouraging.

Month	H2 (MBRC)	CNG (MBRC)
February	11,333	20,758
March	1,550	62,423
April	8,188	20,539
May	32,379	23,627
June	13,401	27,836
July	30,228	22,686
Six-Month MBRC	6,843	25,345

Fuel economy is a measurement of how efficiently the fuel is being used by the propulsion system. Because CNG is measured in therms and H2 is measured in kilograms, both fuels are converted to a common measurement. In this case, both are measured in miles per diesel gallon equivalent (mpdge). CNG-powered buses have consistently averaged 4.24 mpdge, while H2 buses have more than doubled that with an average of 9.78 mpdge. H2 bus fuel economy is 2.31 times that of a CNG-powered bus. The higher mpdge helps offset the higher cost of H2 fuel. The current cost per mile for H2 fuel is \$0.91 compared to the CNG fuel at \$0.23.

OCTA calculates total cost per mile, scheduled maintenance cost per mile, and unscheduled maintenance cost per mile. This includes parts and labor. Maintenance cost is categorized by system to provide insight into which systems have the most costs for each technology.

The cost per mile for H2 buses is lower than CNG-powered buses by approximately 25 percent. The cost per mile for H2 buses is \$0.54 compared to \$0.72 for CNG-powered buses. Combined with the cost per mile of fuel, the H2 buses' total cost per mile is \$1.44 compared to the CNG-powered buses at \$0.95.

#### **Fueling Station**

The hydrogen fueling station has experienced a variety of issues resulting in the station shutting down during operation. Many of these issues have been resolved with software updates while others have required engineering reconfigurations. The overall availability of the fueling station has improved over the last six months, and staff anticipates continued improvements as additional reconfigurations take place.

#### **Summary**

After monitoring the first six months of this pilot, the H2 buses have performed in a similar manner compared with other new vehicles. Staff is encouraged that performance will continue to improve as systems are fine-tuned. It is typical for new buses to reach peak performance in their second year of service. The performance of the H2 fueling station is also showing incremental improvements as fine-tuning efforts continue. Staff will continue to monitor performance between the H2 and CNG-powered buses and will incorporate the plug-in battery electric buses when they arrive.

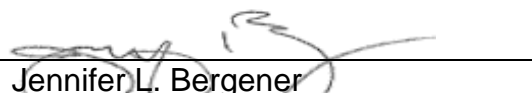
#### **Attachment**

None.

#### **Prepared by:**

  
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\_\_\_\_\_  
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**September 10, 2020**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** OC Streetcar Project Quarterly Update

### **Overview**

The Orange County Transportation Authority is currently implementing the OC Streetcar project. Updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from June 2020 through August 2020.

### **Recommendation**

Receive and file as an information item.

### **Background**

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

Construction of the 4.15-mile route OC Streetcar line involves complex and specialized work, including the installation of embedded track in streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting,

changeable message signs, video cameras, a public address system, and ticket vending machines, which will be procured separately. Platforms will be 14 inches high to enable level boarding. Also included is the installation of new traffic signals and transit signal priority at intersections.

The MSF can accommodate up to 15 modern streetcar vehicles and accommodates all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. Secured exterior vehicle storage, including a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access will also be included.

On March 26, 2018, the Board of Directors (Board) awarded a contract to Siemens Mobility, Inc., (Siemens) for the manufacture and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the project construction contract to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149 million in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was awarded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. Through August 2020, \$41,257,690 million has been drawn down on the FFGA.

### ***Discussion***

The following is a status of ongoing project activities. Also included is a brief summary of coronavirus (COVID-19) impacts for both the construction contractor and vehicle manufacturer.

#### **Construction Activities**

Construction activities continued throughout the Project, with focus on construction of the Santa Ana River and Westminster Avenue bridges, the MSF, and relocation of storm drain, sewer, and water systems within the City's streets. Walsh has continued to follow state and local health care agency requirements regarding COVID-19 safety precautions, including appropriate social distancing and face coverings. Walsh has submitted a force majeure letter and notified OCTA of potential supply chain disruptions. OCTA is coordinating with Walsh to track any impacts of COVID-19 on construction. As of mid-August, Walsh reported that eight staff were infected and has advised that all appropriate safety protocols are being followed.

### Bridges and Pacific Electric Right-of-Way (PEROW)

Hauling and disposal of hazardous materials from the PEROW was completed in July. The contractor has completed the majority of grading and installed drainage features (culverts, storm drains, and ditches) within the PEROW. Sections of rail are being delivered to the PEROW, which will be welded into long rail strings in preparation to be placed in the track alignment within the PEROW and streets.

The next scheduled major activity on the Westminster Avenue bridge is placement of the concrete for the bridge deck. The temporary falsework used to support the bridge during construction will be removed after the bridge deck has cured and the girders have been stressed. Construction of retaining walls leading to both ends of the bridge continues.

The Santa Ana River bridge deck reinforcing steel is currently being placed, and retaining walls leading to both ends of the bridge are complete, allowing the bridge approach fill settlement monitoring period to begin.

### MSF

Construction of the MSF is critical to the project schedule, as it is needed to accept delivery and conduct final acceptance testing for the eight vehicles being manufactured by Siemens. Construction of the service and inspection pit has been delayed by continuing construction quality issues. The lower service and inspection pit slab was placed in June without the elements required to protect against stray current corrosion. This protection is required for all steel-reinforced concrete structures directly supporting the vehicle, which is powered by direct current electricity. The contractor is required to submit an acceptable repair plan before work on the inspection pit can be completed. Additionally, the contractor proceeded with installation of the wheel truing pit, elevator pit, and the car wash foundation.

### City Streets

Nearly all wet utility relocation and installation (sewer, water, and storm drains) is complete. Remaining work includes rehabilitation of a sewer main on Santa Ana Boulevard between Broadway and Mortimer Street, installation of a sewer line on 4<sup>th</sup> Street at French Street, installation of a storm drain on Main Street, and water service connections. All underground third-party utility work is complete except for sidewalk and roadway restoration work. In addition, there are four remaining overhead relocations by Crown Castle and two by Spectrum/Charter/Time Warner yet to be completed.

Construction of the westbound concrete embedded track slab began in August on Santa Ana Boulevard between Raitt Street and Bristol Street. The north half of Santa Ana Boulevard is closed to traffic and parking, and driveway access is maintained. Traffic is temporarily reduced to one lane eastbound and parking is maintained on the south side of the street.

Foundations for overhead contact system (OCS), streetlight, and traffic signal poles continues to be a challenge with undocumented underground utilities being discovered in approximately half of the locations. This requires the contractor to hand-dig the foundation and submit a request for information to resolve the conflict when identified.

### Station Stops

A prototype canopy/station shelter has been assembled and underwent an initial inspection. The contractor is working to address a number of fabrication comments and a subsequent inspection will be performed. Grading for the first stop platform at Fairview Street began in August.

### Vehicle Manufacturing and Delivery

Siemens continues the production of the eight S700 streetcar vehicles. The first vehicle (Car 1) is furthest in production and has completed several significant milestones during this quarter, including the interior and exterior equipping of the vehicle. Equipping refers to the installation of electrical components, all wiring, doors, windows, and power trucks. Car 1 was then moved to the water test facility that tests the streetcar in a controlled environment for leaks. The testing includes high-pressure water sprayed on the exterior of the vehicle to verify that the vehicle's electric components are completely sealed to prevent damage from unintended water intrusion. This testing will also ensure that the doors, windows, and seals will not leak during inclement weather.

In August, Car 1 began hi-pot wire size testing and continuity electrical testing. This phase of testing ensures that the vehicle wiring is sized properly for the intended use and that the wires are properly connected. Upon completion and certification of the electrical system, the vehicle was moved to another facility to conduct static testing. During static testing, the vehicle was powered up for the first time, and vehicle components were tested for functionality. Car 1 was then moved to the test track to begin dynamic testing. In dynamic testing, the vehicle is moved under its own power.



A summary of production status of all eight vehicles is provided below:

Vehicle No.	Status
01	<ul style="list-style-type: none"><li>• Moved to test track for dynamic testing</li></ul>
02	<ul style="list-style-type: none"><li>• Internal and external equipping continues</li></ul>
03	<ul style="list-style-type: none"><li>• Carshell integration and water test completed</li><li>• Equipping continues</li></ul>
04	<ul style="list-style-type: none"><li>• Final paint in process</li><li>• Staged for trucking</li></ul>
05	<ul style="list-style-type: none"><li>• Subflooring installed</li></ul>
06-08	<ul style="list-style-type: none"><li>• All carshells staged for sand blast and paint</li></ul>

As of August 20, 2020, Siemens has reported 35 cases of COVID-19 at its production facility in Sacramento, California. OCTA does have an on-site resident inspector at the facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. Siemens is committed to ensuring the safety of OCTA's on-site inspector, along with its employees, and is following all proper safety protocols. Siemens has submitted two force majeure letters and has reported some initial material shortages and delivery delays from suppliers. OCTA is coordinating with Siemens to track any impacts of COVID-19 on the manufacturing and delivery of the vehicles.

As a result of COVID-19-related travel restrictions, there were no first article inspections (FAI) conducted during the reporting period. However, plans are in development to conduct a virtual FAI for the doors. FAIs are a contract requirement and a critical component of the manufacturing process to ensure that each component of the vehicle is built according to specifications and quality control measures have been met.

Parallel to production of the vehicle carshells, final design review continues for the remaining vehicle components, including the energy absorbing bumper, emergency battery drive, and flange lube system. These items are anticipated to be closed out next quarter.

Coordination is ongoing between Conduent Transportation, OCTA, and Siemens in the design of the computer-aided dispatch and automated vehicle location, as well as the communications equipment on the vehicles. Coordination also continued between OCTA, Siemens, and Walsh in the integration of the streetcar vehicle with the infrastructure, including the tracks, platforms, MSF, and wayside equipment and systems.

### Operations and Maintenance (O&M) Contract

On May 22, 2020, the OCTA Board approved the award of the O&M contract to Herzog Transit Services (Herzog). During the quarter, staff coordinated with Herzog on timing for the execution of the contract and preparing for issuance of the Notice to Proceed.

### Public Outreach

COVID-19 protocols continued throughout this reporting period, in-person events were cancelled, and outreach staff continued to rely on electronic and phone notifications for the majority of its efforts. Exceptions include in-person notices for interruption of water service and parking limitations. If bilingual outreach staff was not able to talk to the resident or business owner, then a printed bilingual notice was provided to the address. This approach was successful in communicating information in a timely manner.

OCTA outreach staff coordinates closely with the two business associations that received funding approved by the Board in February 2020 for expanded marketing and outreach efforts in the downtown business district. Staff is present at the associations' Board meetings and coordinates efforts with OCTA's Eat Shop Play program. Both associations have submitted an initial quarterly report as required by the agreement. A summary of the associations' activities is provided below.

Downtown, Inc., has created an ad hoc group to review and develop ideas and proposals. Downtown, Inc., explored what other downtowns across the country are doing, solicited ideas from its constituents, and sought input via social media, its newsletter, and the Voice of OC. Downtown, Inc., have established the following principles:

- Prioritize media creation, video, articles, social content, and extend reach and exposure;
- Partner with Santa Ana Business Council (SABC) and the City on banners and downtown business district identity materials, and;
- Create new ways and reasons to access the district wherever possible.

To date, Downtown, Inc., has spent \$4,571 of its first-year allocation of \$100,000, identified future programming opportunities for \$50,000, and continues to develop plans for the remainder.

The SABC has also formed a fund allocation committee to review best practices and has used \$1,110.59 thus far in a partnership with Downtown, Inc., to create a Dine Out Downtown Marketing Program. The SABC's initial expenditure included efforts to support outdoor dining in downtown Santa Ana. The SABC is also are working on future projects to program the remaining funds.

OCTA's Eat Shop Play program produced a video to introduce the program to prospective businesses, and it has been shared by the two Santa Ana business associations and on OCTA's social media platforms. The initial focus of this program was concentrated in the downtown area; however, during this quarter, the program was shared with businesses in the City of Garden Grove and other locations along the corridor.

As the construction activities expanded into the track installation phase, OCTA held a virtual neighborhood meeting on August 19, 2020. More than 3,000 bilingual notices were distributed along the alignment and on social media. In addition, the City and Artesia Pilar Neighborhood Association distributed information. The bilingual virtual neighborhood meeting, attended live by 31 stakeholders and viewed 78 times on replay, included a brief overview of the project alignment and benefits, with a specific focus on the traffic shift in Segment 2, between Raitt Street and Bristol Street on Santa Ana Boulevard. Parking changes were also discussed, specifically recent changes that maintained parking in the Artesia Pilar neighborhood. Overall, viewers appreciated that the information was broadcast in both English and Spanish. A follow-up meeting is scheduled when the next phase of activity is planned approximately eight and ten weeks from now. Outreach staff is also supplying project information materials to the City to support the City's Coronavirus Aid, Relief, and Economic Security kits distributed throughout the City.

#### Cost and Schedule

The project cost, as included in the FFGA, remains at \$407.7 million, including \$37.96 million in contingency. As of August 2020, approximately \$21.3 million in contingency has been expended or committed. Construction risks realized to date have expended a higher amount of contingency than anticipated. An updated risk analysis is being finalized, which identifies any needed adjustments to the project cost estimate and completion schedule. Staff will return to the Board to present the results of this risk analysis and any cost and schedule adjustments needed to complete the project.

**Next Steps**


Construction activities in the next quarter will focus on MSF building floor slabs, the start of in-street embedded track installation and ballasted track installation in the PEROW, installation of OCS poles, and starting construction of station stop platforms. Next steps for vehicles include finalizing design for remaining vehicle components, additional first article inspections, and continued production and assembly. Upcoming outreach activities include ongoing coordination with the construction team and the City regarding traffic control measures that are needed for the in-street embedded track installation.

**Summary**

An OC Streetcar project update is provided for the Orange County Transportation Authority Board of Directors' review.

**Attachment**

None.

**Prepared by:**

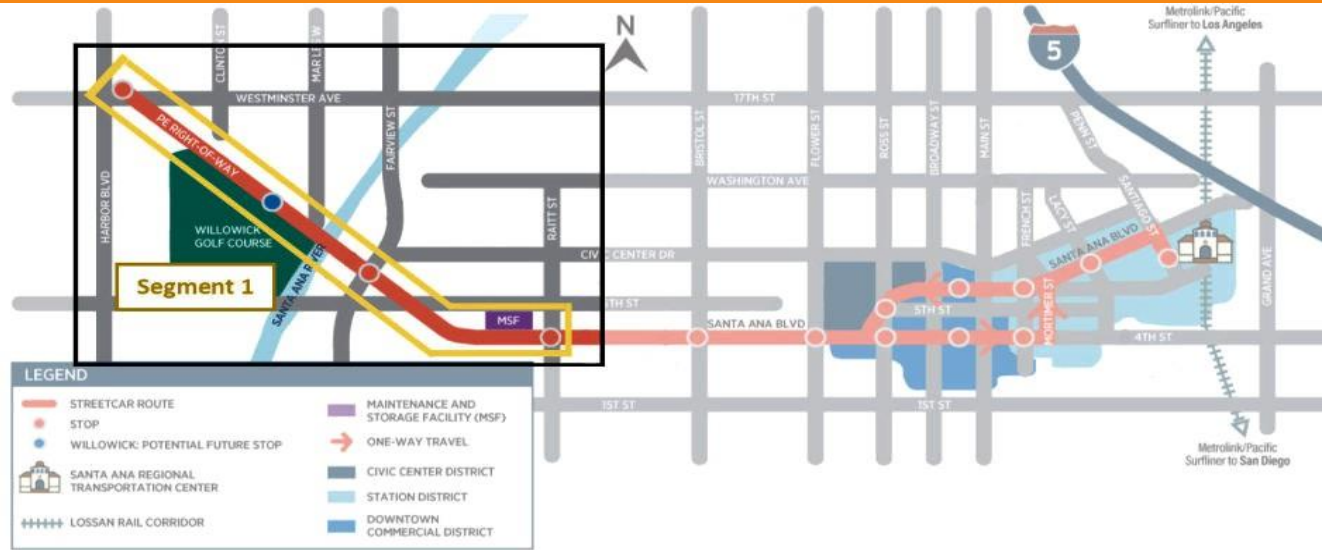
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# **OC Streetcar Project Quarterly Update**

# Construction—Segment 1



- Pacific Electric Right-of-Way
  - Hazardous soil disposal completed in July; sticks of rail delivered and are being welded into strings
- Westminister Bridge
  - Bridge deck concrete placement; final bridge approach retaining walls; temporary false work removal next quarter
- Santa Ana River Bridge
  - Bridge deck concrete placement; completed bridge approach retaining walls
- Maintenance and Storage Facility
  - Service and inspection pit delayed due to quality non-compliance; began construction of wash building sump pits and foundations



# Westminster Bridge





# Santa Ana River Bridge



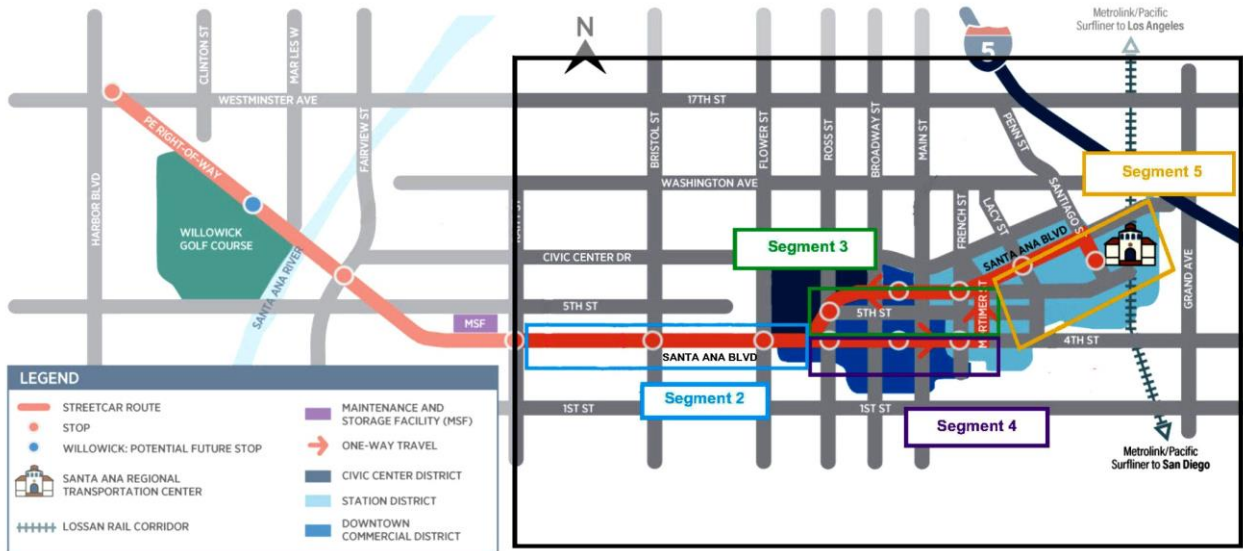


# Maintenance and Storage Facility (MSF)





# Construction—Segments 2 Through 5



- Wet utility relocation nearing completion
  - Rehabilitate sewer main on Santa Ana Boulevard between Broadway Street and Mortimer Street, install new sewer line on 4<sup>th</sup> Street at French Street
  - Finalizing water service connections
  - Installing new storm drain on Main Street
- Excavation for westbound embedded track slab on Santa Ana Boulevard from Raitt Street to Bristol Street
- Installation of overhead contact system (OCS), traffic signal, and streetlight pole foundations

# Project Challenges

- Unforeseen utility conflicts
- Contaminated soils and materials in Pacific Electric Right-of-Way (PEROW) and city streets
- Compliance with quality requirements
- Oversight and approvals from multiple agencies and third parties
- Dispute resolution and change management
- Schedule impacts and higher use of contingency than anticipated

# Upcoming Construction Milestones

- Installation of in-street embedded track and PEROW ballasted track
- Installation of OCS poles
- Continued construction of MSF slabs and walls
- Site development of Fairview Street station stop platform
- Pouring of the Santa Ana River Bridge deck
- Complete retaining walls, post tensioning, and structural backfill at Westminster Bridge

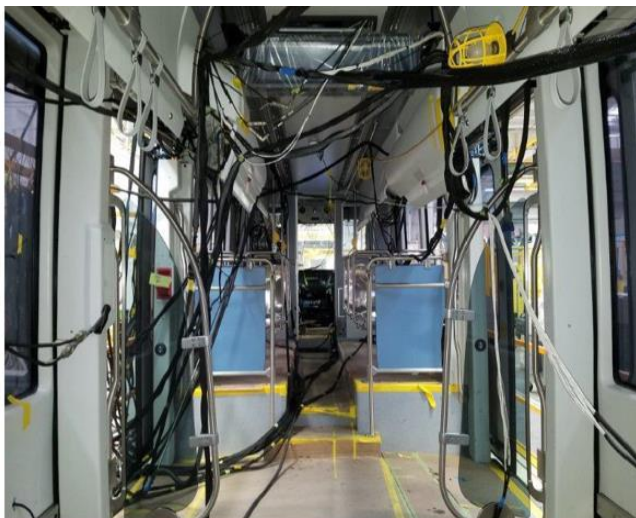
# Vehicles

- All eight vehicles in various stages of production
- The first vehicle, Car 1, has completed several significant milestones during the quarter that include interior/exterior equipping, water testing, hi-pot wire size testing, continuity electrical testing, static testing, and dynamic testing
- Final design review of remaining vehicle components, including the energy absorbing bumper, emergency battery drive, and flange lube system
- Ongoing coordination with Conduent and Siemens on computer-aided dispatch and automated vehicle location design specifications





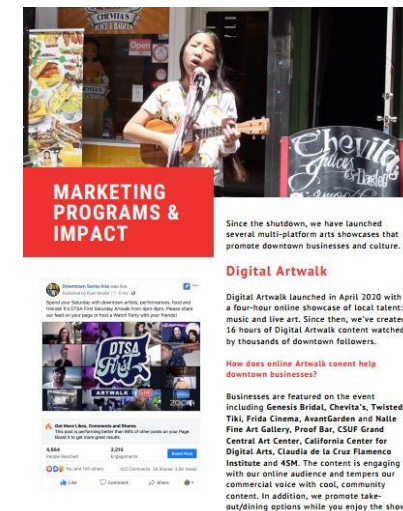
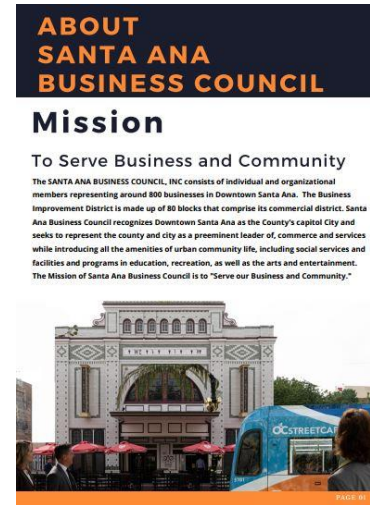
# Vehicles





# Outreach – Support

- Santa Ana Business Association activities
- Eat Shop Play Video
- Virtual Open House



*Anuncio en Español*

## OC Streetcar Virtual Open House August 19, 5:30-6:30 p.m.

Please join the OC Streetcar team to learn about upcoming track installation activities, parking restrictions and property access on Santa Ana Boulevard between Raitt Street and Shelton Street. A 20-minute presentation will be followed by a Q&A session. This meeting will be held in English and Spanish. **It will be hosted online and requires internet access and speakers or headphones.**

To register, click below. Once registered, you will receive directions to join the open house.

[REGISTER](#)

Recordings of the open house will be available on OCstreetcar.com. You can get more project information by visiting the website, emailing [OCstreetcar@OCTA.net](mailto:OCstreetcar@OCTA.net) or calling (844) 746-6272.

## Virtual Community Open House

### OC STREETCAR CONSTRUCTION UPDATES

OCTA's OC Streetcar Outreach Team hosted an online community open house on Wednesday, August 19 to provide construction updates on the OC Streetcar project. This meeting was conducted as a webinar to adhere to Governor Newsom's "stay at home" executive order and to help reduce the spread of COVID-19.



[CLICK TO VIEW RECORDED MEETING](#)



## Casa Abierta Virtual Comunitaria

### OC STREETCAR ACTUALIZACIONES DE CONSTRUCCIÓN

El equipo de alcance de OCTA OC Streetcar llevo a cabo una casa abierta comunitaria en línea el miércoles, 19 de agosto para proveer actualizaciones de construcción sobre el proyecto OC Streetcar. La reunión fue realizada como un seminario en línea para adherir a la orden ejecutiva del Gobernador Newsom de "quedarse en casa" para ayudar reducir la contaminación del coronavirus.



[HAGA CLIC PARA VER A LA REUNIÓN GRABADA](#)





**September 10, 2020**

**To:** Transit Committee

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

**Subject:** Contract Change Order for Vapor Barrier Installation for the Construction of the OC Streetcar Project

### **Overview**

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required to install a vapor barrier under the foundation of the maintenance and storage facility.

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 9 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$395,717, for installation of a vapor barrier under the maintenance and storage facility.

### **Discussion**

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The notice to proceed with construction was issued to Walsh on March 4, 2019. One of the parcels acquired for the maintenance and storage facility (MSF) previously housed a metal recycling and auto dismantling facility that had been operational since the 1950s. Prior to selling the parcel to OCTA, the previous property owner undertook activities under the oversight of the California Regional Water Quality Control Board (RWQCB) to remediate contamination in the soil in accordance with the terms of the settlement agreement. One of the requirements to close out the investigation of the soil contamination and obtain a Letter of No Further Action (LNFA) from the RWQCB was installation of a vapor barrier under the foundation of the MSF. The purpose of the vapor barrier is to minimize future MSF occupants' risk of exposure to potential hazardous chemicals from the soil.



Not receiving the LNFA from the RWQCG could result in ongoing regulatory challenges as well as restricted operations at the MSF.

The vapor barrier is a thick membrane that is installed under the foundation of the MSF to prevent soil vapors, including vapors associated with potentially hazardous chemicals, from entering and accumulating in the building interior. Specialized installation and testing efforts are required to ensure there are minimal tears as well as tight seals at joints and other building penetrations, including ductwork.

An independent cost estimate, which provides an order of magnitude cost for the installation of a vapor barrier at the MSF, has been prepared by the construction management team. The cost of the additional work is estimated at \$395,717, and includes materials, equipment and labor for installation, and testing of the vapor barrier. Walsh has not agreed with the proposed contract change order (CCO) amount and may pursue additional costs at a later date.

Walsh has also requested time-related overhead be paid as part of the CCO because the project schedule may be impacted. The request will be deferred until the required time impact evaluation is provided and reviewed by OCTA. Staff will return to the Board for approval of any required supplemental costs related to the change when the final impacts have been confirmed.

The cost of the work will be funded from the project contingency because the work was unknown and not evident when the project cost estimate was prepared. It will not increase the project cost of \$407.7 million as defined in the Full Funding Grant Agreement. Staff may seek reimbursement of the costs of the vapor barrier from the former property owner if technical and legal analysis supports pursuing such a recovery.

### ***Procurement Approach***

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,549, for construction of the Project.

Proposed CCO No. 9, in the amount of \$395,717, will increase the cumulative value of the contract to \$235,998,461, as shown in Attachment A. Board approval is required for CCO No. 9 pursuant to the State of California Public Contracting Code Section 20142.

**Fiscal Impact**

The additional work for this Project is included in the Orange County Transportation Authority Fiscal Year 2020-2021 Budget, Capital Programs Division, Account 0051-9017-TS010-Z32, and is funded with Federal Transit Administration Section 5309 New Starts and local Measure M2 funds.

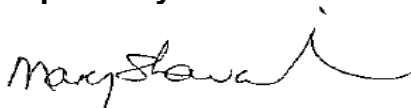
**Summary**

Staff recommends Board of Directors' authorization for the Chief Executive Officer to negotiate and execute Contract Change Order No. 9 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$395,717, for vapor barrier installation at the maintenance and storage facility for the construction of the OC Streetcar project.

**Attachment**

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

**Prepared by:**



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**Approved by:**



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Director, Contracts Administration and  
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**Walsh Construction Company II, LLC  
Agreement No. C-7-1904  
Contract Change Order (CCO) Log**

CCO No.	Title	Status	Date Executed	Cost	Remarks
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6-20-2019	\$199,749	
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6-25-2019	\$113,884	
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6-25-2019	\$200,000	
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8-15-2019	\$160,000	
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9-12-2019	\$1,600,000	
3.1	Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned PEROW and Other Project Areas	Approved	2-25-2020	\$7,278,795	
4	Required Work to Address Utility Conflicts	Approved	8-27-2019	\$200,000	
4.1	Required Work to Address Utility Conflicts Additional Funding	Approved	2-25-2020	\$833,300	
4.2	Required Work to Address Utility Conflicts Additional Funding	Approved	6-09-2020	\$2,426,000	
5	Tree Removal and Trimming	Approved	6-09-2020	\$129,216	
7	Orange County Sanitation District Specifications Revisions	Approved	6-09-2020	\$82,445	
8	Maintenance Path Profile	Approved	6-09-2020	\$6,055	
9	Vapor Barrier Installation	Pending		\$395,717	
10	UT Testing	Approved	6-09-2020	\$0	
11	Opticom Vehicles	Approved	6-09-2020	\$40,120	
15	Overhead Contact System (OCS) and Traffic Signal Utility Conflicts	Approved	6-17-2020	\$195,723	
16	Hand digging and Survey for OCS and Traffic Signal Pole Foundation	Approved	6-23-2020	\$198,808	
16.1	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	6-26-2020	\$1,400,000	

Subtotal Executed CCOs	\$15,064,095
Subtotal Pending CCOs	\$395,717
<b>TOTAL CCOs</b>	<b>\$15,459,812</b>
ORIGINAL VALUE	\$220,538,649
PROPOSED REVISED VALUE	\$235,998,461



**September 10, 2020**

**To:** Transit Committee

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

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

### **Overview**

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

### **Recommendation**

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,900,000, for continuation of OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$23,583,841.

### **Discussion**

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

Construction activities have been underway since issuance of the Notice to Proceed to Walsh Construction Company II, LLC, on March 4, 2019. The focus to date has been on underground storm drain, sewer, and water utility relocations within City of Santa Ana streets, installation of foundations and retained approaches for both the new 350-foot long bridge across the Santa Ana River and the bridge over Westminster Avenue, and work on the maintenance and storage facility (MSF). Hazardous soil has been removed from the Pacific

Electric Right-of-Way (PEROW) and grading is proceeding in preparation for delivery and welding of the railroad. Utility relocations in the streets are nearly complete and preparations are underway for deck pours on the Santa Ana River and Westminster Avenue bridges.

As the designer of record, HNTB has been providing design support during construction (DSDC) as was anticipated and is consistent with most major construction projects. The efforts include review and response to construction contractor requests for information (RFI) and review and acceptance of contract submittals required in drawings and specifications. As of August 31, 2020, the construction contractor has submitted 639 RFIs and 980 contract submittals. Additional support being provided by HNTB includes providing certification efforts required by permitting agencies and performing design services for project modifications that are being implemented in the construction phase.

The high number of interrelated elements of this Project, including railroad communications, track work and traffic control, and a 50,000 square foot MSF make the design and construction complex, and require the technical expertise of multiple disciplines. This complexity, combined with inadequate as-built drawings of the subsurface utilities in older public streets, as well as multiple sites of soil contamination, has resulted in the high number of submittals, RFIs, and, in some cases, design modifications to address unforeseen conditions. For these reasons, the level of effort for the DSDC has been difficult to estimate, and there has been significantly more participation required from HNTB during the construction phase than originally estimated. Areas of higher-than-expected level of effort have resulted from the following:

- Many unforeseen utilities have been encountered during the relocation of utilities, requiring extensive redesign of storm drains and sewer lines.
- Utility conflicts encountered during the installation of poles for the overhead contact system are requiring additional field reviews and analysis to confirm pole placements and, in some cases, the redesign of foundations and pole specifications.
- Unidentified utilities and utilities in locations other than where record maps indicated have required HNTB to shift traffic signal pole locations and revise signal mast arm lengths.
- Since the plans went out to bid in December 2017, suppliers of traffic signal, streetlight, communications, and security equipment have updated and replaced numerous specified items with updated models,

resulting in revisions to plans and specifications to address material that is no longer available.

- Landfills accepting contaminated soil from the PEROW and MSF have requested a significant amount of unanticipated additional detailed soil testing analytical data for documentation and characterization prior to acceptance of soil waste.
- City building permit approval requirements are necessitating more extensive field efforts from HNTB's geotechnical engineer of record to confirm structural soil backfill compaction requirements are met for foundation placement at the MSF site and for retaining walls.
- The higher-than-anticipated number of RFIs submitted by the contractor is requiring extensive work and meetings by HNTB to research, develop responses, and provide clarifications to the contractor.
- The higher-than-anticipated volume of material, product, and means and method submittals from the contractor are requiring increased participation by HNTB in meetings and formulating responses and approvals.

While it is anticipated that RFIs related to subsurface work will diminish as the underground work nears completion, RFIs and submittals are anticipated to continue for project elements that are being finalized for construction, including track, communication systems, traction power substations, and the MSF.

The proposed amendment will authorize continued DSDC for the following:

- The more than anticipated volume and complexity in review and acceptance of contractor submittals addressing various project elements, including special trackwork, traction power substations, communication systems, and architectural finishes.
- A higher-than-anticipated volume of RFIs submitted by the contractor for review and response related to track and system elements.
- Continued support for certification efforts required by permitting agencies, including geotechnical site inspections of excavations and retained fill locations at the MSF, Santa Ana River Bridge, and Westminster Avenue Bridge.

- Preparing requested modifications to plans and specifications and providing administrative support to address unforeseen conditions discovered during construction, and/or to enhance system operations and safety.
- Increased attendance at project meetings with the construction management team to ensure and facilitate configuration of project elements being constructed, and to participate in an increased number of construction partnering sessions.

The original contract included a DSDC budget of \$971,534. Amendment No. 7 increased that amount by \$124,606, bringing the total DSDC budget to \$1,196,140. In October 2019, the Board of Directors (Board) approved Amendment No. 8 for \$1,500,000, bringing the DSDC budget to \$2,596,140. In May 2020, Amendment No. 9 reallocated \$67,176 of unspent budget from the final plans and specifications task into the DSDC task, increasing the budget to \$2,663,316.

An independent cost estimate for the additional DSDC work as described above, in the amount of \$2,974,230, was prepared by the program management team. There remains risk that additional DSDC work and funding beyond the scope of Amendment No. 10 may be required to address future unknown and unquantified design conflicts or changes prior to construction completion. The cost of this additional work will be funded from the Project contingency and will not increase the Project cost of \$407,759,966, as defined in the Full Funding Grant Agreement with the Federal Transit Administration.

### ***Procurement Approach***

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

OCTA staff and HNTB agreed upon the required level of effort for the additional DSDC services. Staff found HNTB's price proposal, in the amount of \$2,900,000, to be fair and reasonable relative to the negotiated level of effort and consistent with the independent cost estimate prepared by the project management team. Proposed Amendment No. 10 to Agreement No. C-5-3337 will increase the total contract value to \$23,583,841.

**Fiscal Impact**

Funding for the Project is approved in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0051-7519-TS010-Z84, and will be funded through Measure M2 and federal Congestion Mitigation and Air Quality funds.


**Summary**

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 10 to Agreement No. C-5-3337 with HNTB Corporation, in the amount of \$2,900,000, for continued design support services during construction.

**Attachment**

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

**Prepared by:**



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**Approved by:**



James G. Beil, P.E.  
Executive Director, Capital Programs  
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**HNTB Corporation  
Agreement No. C-5-3337 Fact Sheet**

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

- Provide additional design services during the extended bid period, modify traffic signal plans, Orange County Sanitation District sewer, TPSS site designs, the northeast corner of Santa Ana Boulevard and Ross Street, and the pedestrian plaza adjacent to Sasscer Park, and to review the construction schedule and engineer's estimate.
8. November 12, 2018, Amendment No. 7 to Agreement No. C-5-3337, \$1,152,212, approved by the Board.
- Provide additional design services during the extended bid period, extended coordination with third-party utility relocations, addition of traffic signal interconnects, closed-circuit television (CCTV) cameras at Harbor Boulevard park-and-ride, modifications to the maintenance and storage facility (MSF), including moving CCTV servers into the facility and automatic operation of the rail gates into the yard, power isolation, TPSS revisions, and added effort to obtain the MSF building permit.
9. October 28, 2019, Amendment No. 8 to Agreement No. C-5-3337, \$1,500,000, approved by the Board.
- Provide additional design support services during construction and extend the contract term by 26 months from December 31, 2019, through February 28, 2022.
10. June 22, 2020, Amendment No. 9 to Agreement No. C-5-3337, \$ 0, approved by the CAMM Department.
- Transfer \$67,176, of unspent design budget for preparation of procurement specifications for ticket vending machines to design support services during construction.
11. August 24, 2020, Amendment No. 10 to Agreement No. C-5-3337, \$2,900,000, pending Board approval.
- Provide additional design support services during construction.

Total funds committed to HNTB Corporation after approval of Amendment No. 10 to Agreement No. C-5-3337: \$23,583,841.



**September 10, 2020**

**To:** Transit Committee

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

**Subject:** Measure M2 Project W Safe Transit Stops – 2020 Programming Recommendations

### **Overview**

In April 2020, the Board of Directors requested that staff reopen the Measure M2 Project W Safe Transit Stops – 2019 Programming Recommendations to consider additional projects. As a result, the Orange County Transportation Authority issued a notification to all eligible applicants to submit project proposals by June 30, 2020. Review of these applications is now complete and additional programming recommendations are presented for Board of Directors' consideration and approval.

### **Recommendation**

Approve the award of \$1.03 million in 2020 Project W Safe Transit Stops Program funds to the City of Santa Ana for 35 bus stop improvements.

### **Background**

Within Measure M2 (M2), Project W provides funding for passenger amenity improvements at the 100 busiest bus stops in Orange County. Project W's first call for projects (call) occurred in 2014, and a second call was issued in 2019. Since the initial call, the program has provided funding for amenity improvements at many of the County's busiest bus stops.

In April 2020, staff was directed to evaluate the performance of the previous Project W call (completed in June 2019), and to gauge eligible local agencies' interest in participating in a potential second round of Project W funding evaluation. Based upon responses received, it was determined that there was sufficient demand to warrant another round of Project W funding consideration.

All eligible local agencies were then notified of this funding opportunity and Comprehensive Transportation Funding Programs (CTFP) Guidelines for Project W and application materials were provided for eligible agencies to consider and complete, as appropriate. The application deadline was June 30, 2020, and as of that date, the Orange County Transportation Authority (OCTA) received a funding request from the City of Santa Ana (City) to support improvements at 35 qualifying bus stop locations.

### ***Discussion***

Staff has reviewed each of the City's 35 bus stop proposals (22 high-load<sup>1</sup> and 13 normal-load<sup>2</sup>) and worked with the City to address technical issues and clarify scope descriptions, as appropriate. This process is now complete, and staff is recommending that \$1.03 million in M2 Project W funds be programmed to support improvements at all 35 bus stops. Improvements at the 35 bus stops include replacement of existing shelters, benches, trash receptacles, advertising cases, and necessary concrete improvements.

For more information on these programming recommendations, please refer to Attachment A, which provides project specifics, as well as information with respect to each proposed bus stop amenity improvement. Attachment B provides a map of proposed bus stop improvement locations.

### **Next Steps**

If these programming recommendations are approved by the Board, Project W funding for the 35 bus stops for the City will be incorporated into the City's master funding agreement with OCTA, which will allow the City and OCTA staff to monitor project development, implementation, and status via the M2 semi-annual review and quarterly review processes.

### ***Summary***

Staff is recommending that the Board approve the use of \$1.03 million in Project W funding to provide significant transit amenities for passengers, including providing seating structures and shelters (from the rain and sun) at 35 of the busiest bus stops in the City. These improvements, if approved, will significantly enhance the overall transit experience for OC Bus riders.

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<sup>1</sup> Per the CTFP Project W Guidelines, high-load bus stops are eligible for up to a \$35,000 dollar allocation.

<sup>2</sup> Per the CTFP Project W Guidelines normal-load bus stops are eligible for up to a \$20,000 dollar allocation.

***Attachments***

- A. 2020 Project W Programming Recommendations Listing
- B. 2020 Project W Programming Recommendations

**Prepared by:**



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**Approved by:**



Kia Mortazavi  
Executive Director, Planning  
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## 2020 Project W Programming Recommendations Listing

List No.	City	Stop ID No.	Project Location	Proposed Scope	Bus Stop Type
1	Santa Ana	6068	Bristol Street/17th Street	Replace existing shelter with two shelters, two benches, three trash receptacles, two leaning rails, advertising case, and prepare concrete as necessary.	High-Load
2	Santa Ana	5928	17th Street/Main Street	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
3	Santa Ana	6077	Bristol Street/McFadden Avenue	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
4	Santa Ana	5947	1st Street/Harbor Boulevard	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
5	Santa Ana	6513	Main Street/17th Street	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
6	Santa Ana	5902	17th Street/Bristol Street	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
7	Santa Ana	6412	Harbor Boulevard/1st Street	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
8	Santa Ana	6556	McFadden Avenue/Bristol Street	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
9	Santa Ana	6035	Bristol Street/Sunflower Boulevard	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load

## 2020 Project W Programming Recommendations Listing

List No.	City	Stop ID No.	Project Location	Proposed Scope	Bus Stop Type
10	Santa Ana	6416	Harbor Boulevard/Westminster Avenue	Replace existing shelter with new single shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
11	Santa Ana	6042	Bristol Street/Warner Avenue	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
12	Santa Ana	6057	Bristol Street/17th Street	Replace existing shelter with two shelters, two benches, three trash receptacles, and advertising case, and prepare concrete as necessary.	High-Load
13	Santa Ana	5934	17th Street/Bristol Street	Replace existing shelter with one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
14	Santa Ana	6421	Harbor Boulevard/1st Street	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
15	Santa Ana	6504	Main Street/17th Street	Replace existing shelter with one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
16	Santa Ana	6509	Main Street/Main Place	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
17	Santa Ana	6046	Bristol Street/Edinger Avenue	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
18	Santa Ana	5997	1st Street/Harbor Boulevard	Replace existing shelter with two shelters, two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
19	Santa Ana	5919	17th Street/Tustin Avenue	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load

## 2020 Project W Programming Recommendations Listing

List No.	City	Stop ID No.	Project Location	Proposed Scope	Bus Stop Type
20	Santa Ana	6500	Main Street/Civic Center	Add one new shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
21	Santa Ana	5980	1st Street/Downtown Plaza	Replace existing shelter with one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
22	Santa Ana	6549	McFadden Avenue/Jackson Street	Add one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
23	Santa Ana	6423	Harbor Boulevard/McFadden Avenue	Replace existing shelter with one shelter, one bench, one trash receptacles, and advertising case.	Normal-Load
24	Santa Ana	6280	Fairview Avenue/1st Street	Add two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
25	Santa Ana	5984	1st Street/Flower Street	Add two shelters, two benches, two trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
26	Santa Ana	6089	Bristol Street/MacArthur Boulevard	Replace existing shelter with one shelter, one bench, one trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
27	Santa Ana	5891	Westminster Avenue/Euclid Avenue	Add one shelter, one bench, one trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
28	Santa Ana	5983	1st Street/Ross Street	Add one shelter, one bench, one trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
29	Santa Ana	6514	Main Street/15th Street	Add one shelter, one bench, one trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
30	Santa Ana	6193	Edinger Avenue/Fairview Avenue	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load

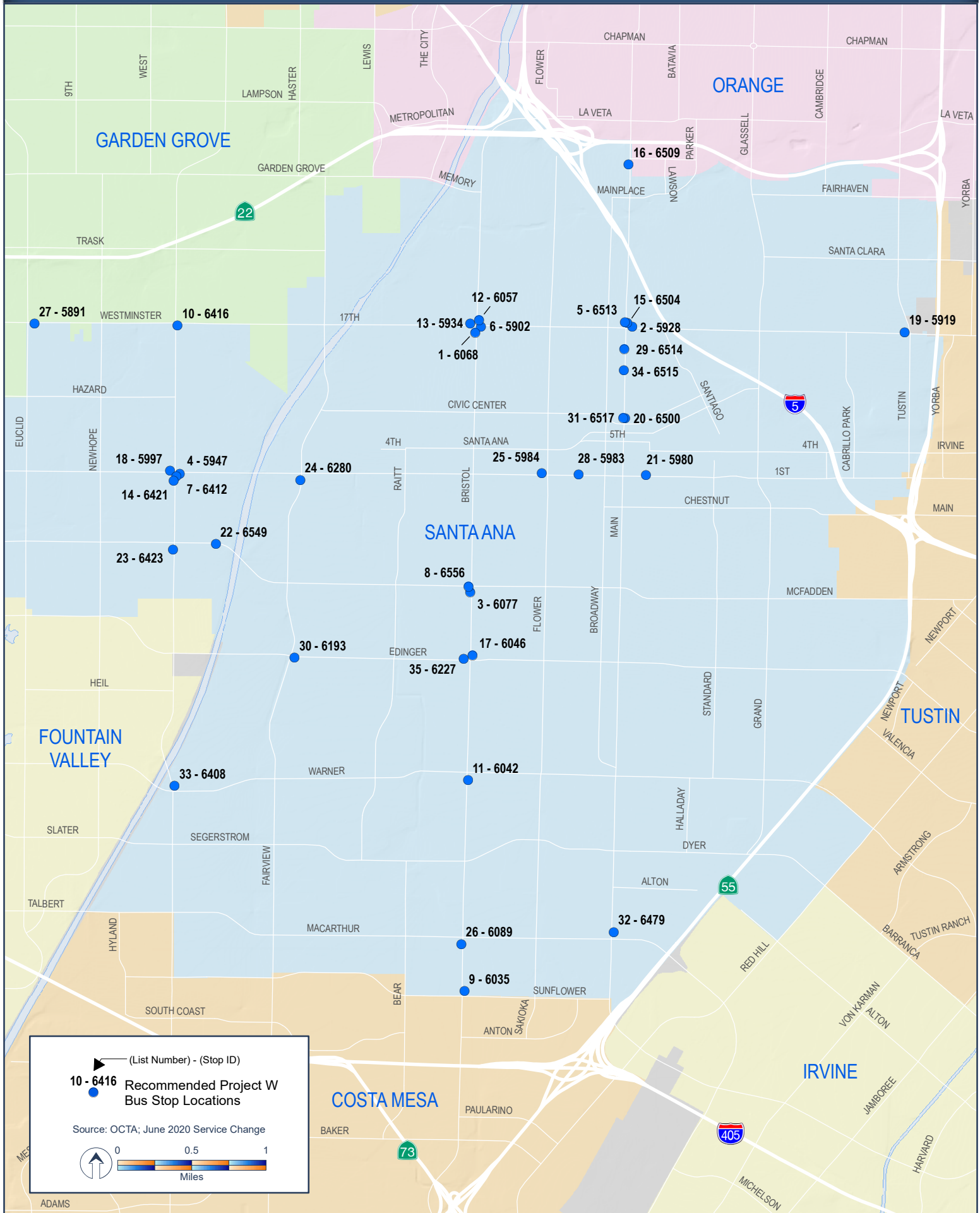


## 2020 Project W Programming Recommendations Listing

List No.	City	Stop ID No.	Project Location	Proposed Scope	Bus Stop Type
31	Santa Ana	6517	Main Street/Civic Center Drive	Replace existing shelter with one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
32	Santa Ana	6479	Main Street/MacArthur Boulevard	Replace existing shelter with one shelter, one bench, two trash receptacles, advertising case, and prepare concrete as necessary.	Normal-Load
33	Santa Ana	6408	Harbor Boulevard/Warner Avenue	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
34	Santa Ana	6515	Main Street/Washington Street	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load
35	Santa Ana	6227	Edinger Avenue/Bristol Street	Replace existing shelter with two shelters, with two benches, three trash receptacles, advertising case, and prepare concrete as necessary.	High-Load

# 2020 Project W Programming Recommendations

**ATTACHMENT B**



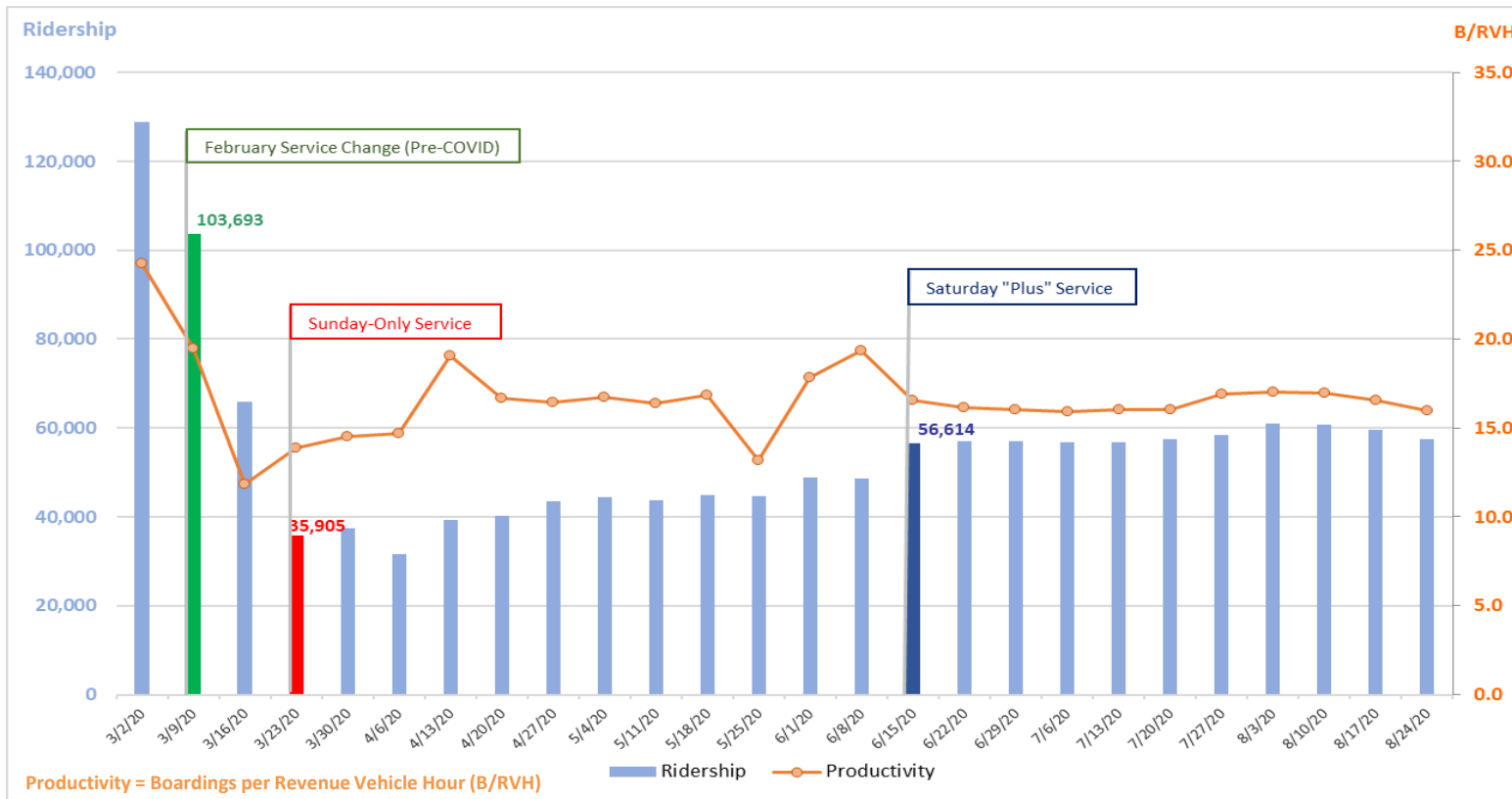
# OC Bus Service Update

## Key Metrics:

- Ridership
  - Trending at 50 percent or less of the average weekday ridership
- Pass-Bys
  - Occurs when passenger loads on a 40-foot bus reach 15 or more (20 passengers on a 60-foot bus)
- Trippers
  - Unscheduled trips dispatched to provide more capacity and prevent overloads (15+ passengers)
  - Deployed based on data, coach operator input, and customer comment
- On-Time Performance
  - Measuring service quality as impacted by the pandemic
- Customer Comments
  - Trends, feedback, and issues reported

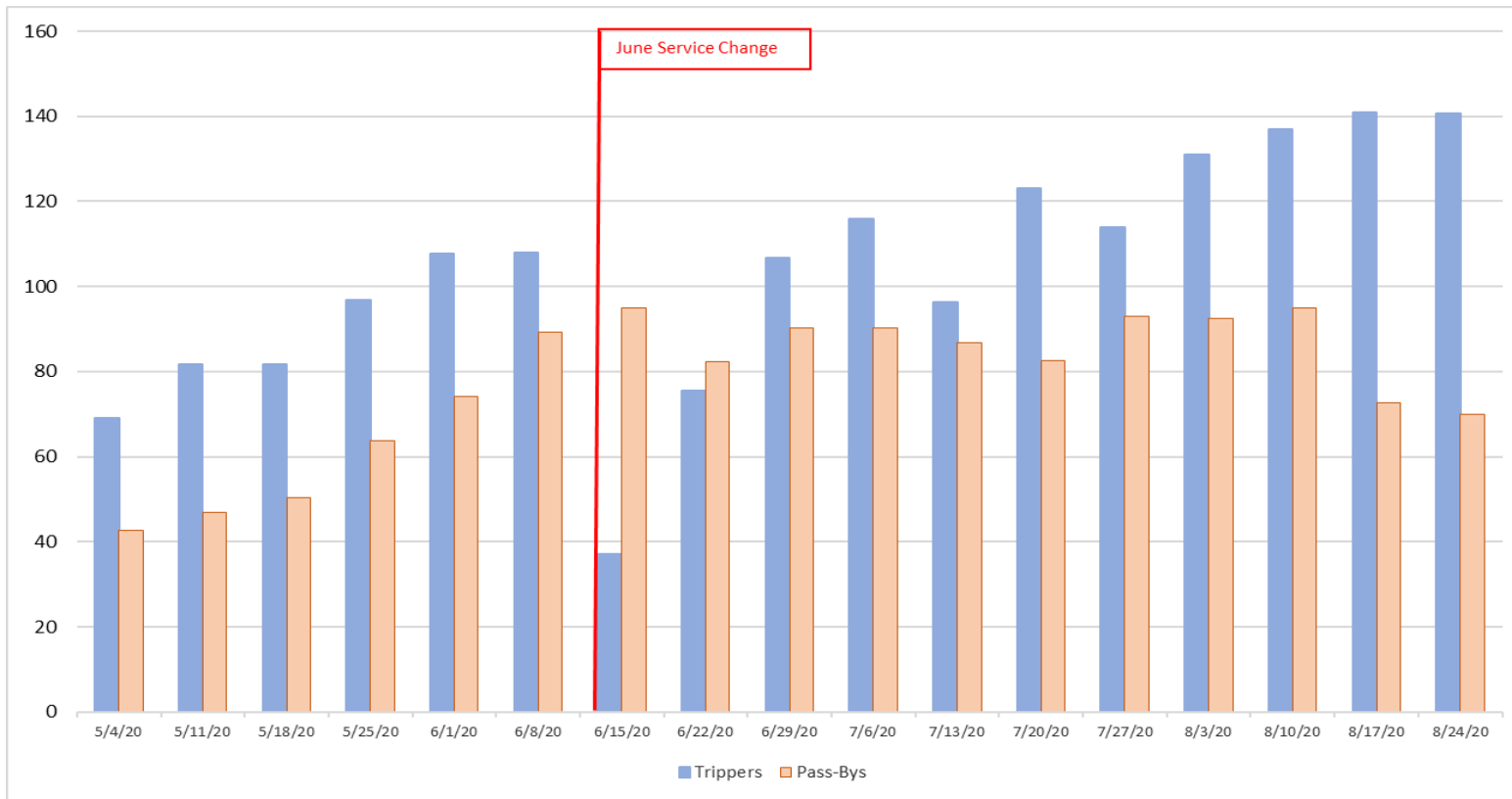
# OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



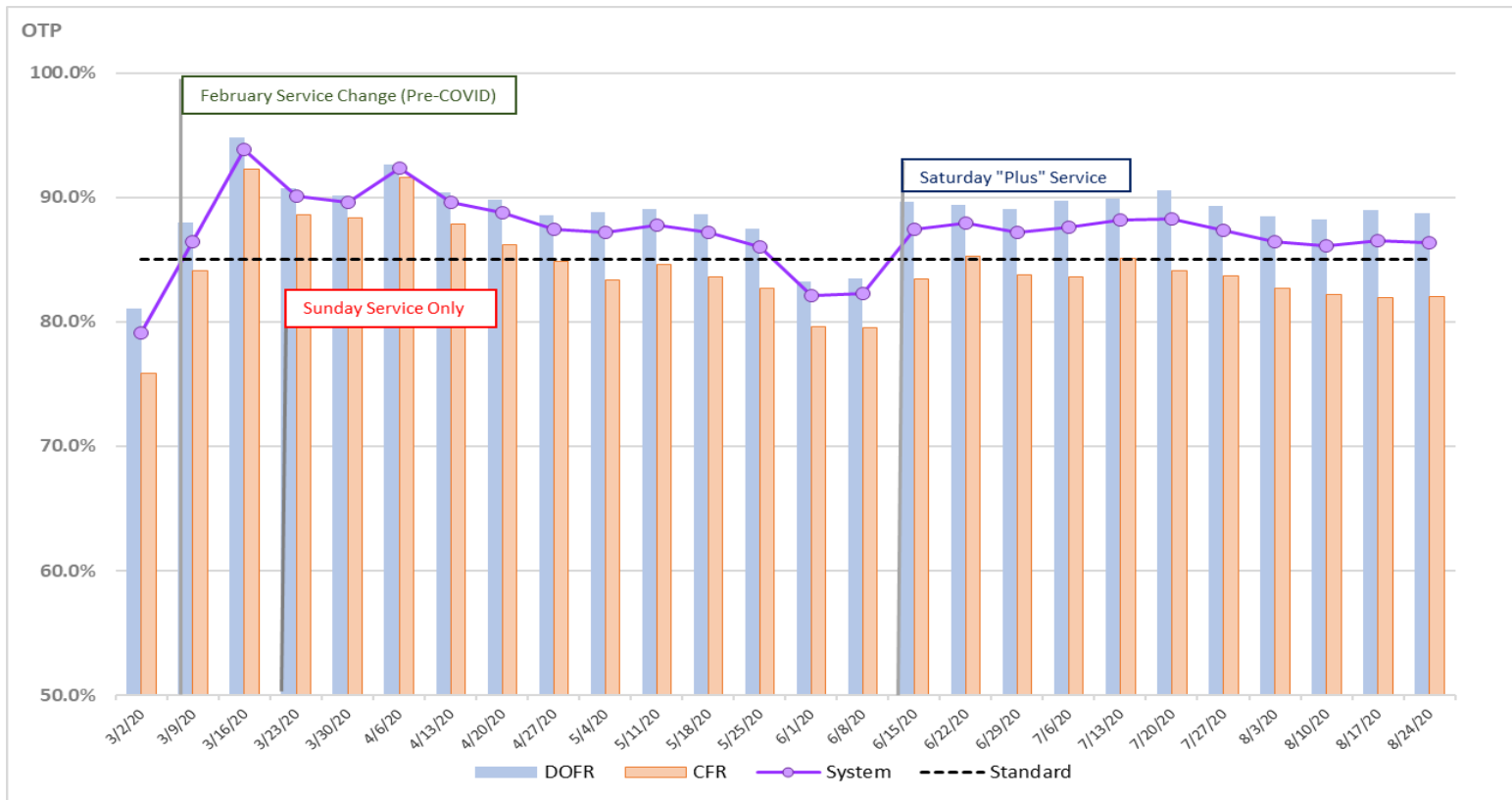
# OC BUS TRENDS: TRIPPERS VS. PASS-BYS

(AVERAGE WEEKDAY)



# OC BUS TRENDS: ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



# CUSTOMER COMMUNICATION AND FEEDBACK

## COVID-19 Safety Measures

### Face Covering Requirement

- Reinforce face covering requirement guidelines through rider communications
- Distribution of face coverings through partnerships with social service agencies



## Customer Comments

### Face Coverings

- Continuing customer support for face covering requirement, with limited enforcement complaints in August decreasing by 67 percent compared to July

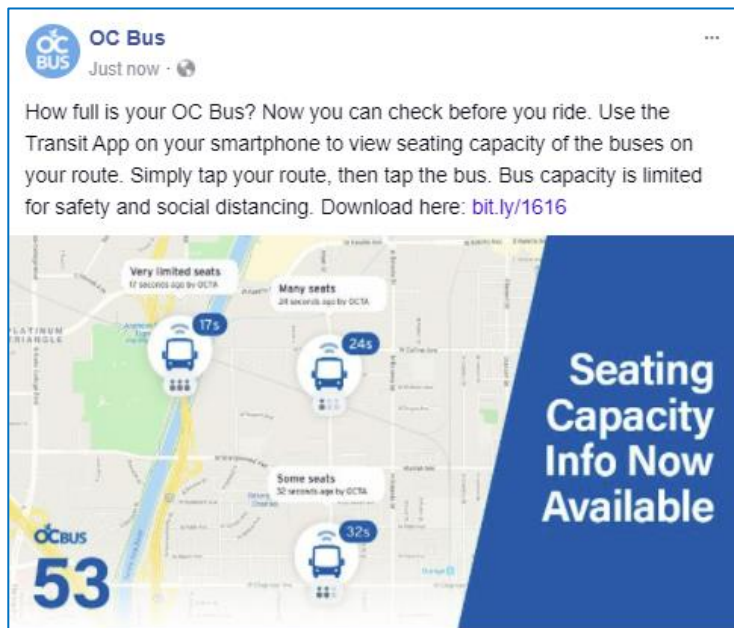




# CUSTOMER COMMUNICATION AND FEEDBACK

## COVID-19 Safety Measures

### Social Distancing/Seat Capacity Communication



## Customer Comments

### Bus Pass-by

- Customer complaints on pass-bys are decreasing (average 11 complaints/week, 19 percent of August comments to date)
- Real time seat capacity info now available to passengers on Transit App

### Overcrowding Complaints

- Passenger overcrowding complaints have decreased (average five complaints/week, seven percent of all August comments to date)



## NEXT STEPS

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- Continue to track service performance and COVID-19 impacts
- Monitor changes to stay-at-home orders, school, and business activities
- Maintain current service level (“Saturday+” service) through October