



AGENDA

Transit Committee Meeting

Committee Members

Andrew Do, Chairman
Steve Jones
Tim Shaw
Harry S. Sidhu

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California

Thursday, January 14, 2021 at 9:00 a.m.

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

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

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

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

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

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

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

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



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 ClerkOffice@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 5)

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

2. Approval of Minutes

Approval of the minutes of the Transit Committee meeting of December 10, 2020.

3. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report and Proposed Program Revisions

Alfonso Hernandez/Kia Mortazavi

Overview

Measure M2 includes a program to fund Community-Based Transit Circulators known as Project V. The goal of the program is to provide local transit services designed to complement regional transit services. Funding is awarded to local agencies through a competitive call for projects and awarded services are then implemented by awarded local agencies. Ridership reports for each of the Project V-funded services are presented to the Board of Directors twice annually. This item provides the ridership report covering the fourth quarter of fiscal year 2019-20 (April - June 2020) and the first quarter of fiscal year 2020-2021 (July - September 2020). Due to the significant impacts that the coronavirus has had upon Project V services and recent audit recommendations, several revisions to the program are presented for review and approval.

Recommendations

- A. Receive and file the Project V Ridership Report as an information item.
- B. Approve Project V Program revisions related to the impacts of the coronavirus and recent internal audit recommendations.
- C. Authorize the Chief Executive Officer to negotiate, execute, and amend as necessary all existing cooperative agreements for Project V services, in order to implement the recommendation above.

4. Award of Agreement for the Purchase of Electric Vehicle Chargers and Energy Management System

Cliff Thorne/Jennifer L. Bergener

Overview

The Orange County Transportation Authority uses a variety of light-duty vehicles to support bus operations. Operator relief vehicles are light-duty vehicles used primarily to relieve coach operators in the field while on duty. On August 10, 2020, the Board of Directors approved the purchase of up to 55 battery electric vehicles to replace the current fleet of compressed natural gas-powered operator relief vehicles. Board of Directors' approval is requested to execute an agreement to purchase required electric vehicle charging stations with an energy management system to support the battery electric vehicle fleet.



4. (Continued)

Recommendations

- A. Approve the selection of ChargePoint, Inc., as the firm to provide up to 72 electric vehicle charging stations with an energy management system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2692 between the Orange County Transportation Authority and ChargePoint, Inc., in the amount of \$484,331, to provide up to 72 electric vehicle charging stations with an energy management system, for a five-year initial term effective February 1, 2021 through January 31, 2026, with one, three-year option term.

5. Sole Source Agreement for the Operations and Maintenance of Fluid Management System

Marie Latino/Jennifer L. Bergener

Overview

The Orange County Transportation Authority utilizes a fleet of 778 revenue vehicles and 151 non-revenue vehicles to provide both OC Bus and OC ACCESS services. This fleet of vehicles requires managed fuel and fluid dispensing. A proprietary computerized electronic fluid management system is currently used for authorizing fluid dispensing, as well as tracking odometer readings and fluid consumption of all fleet vehicles. The existing agreement for the operations and maintenance of the fluid management system will expire on February 28, 2021. Staff is requesting Board of Directors' approval to initiate a new sole source agreement to continue the operations and maintenance of the current system.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-0-2615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$644,296, for a four-year initial term with one, three-year option term, for the operations and maintenance of the current fluid management system.



Regular Calendar

6. OC Streetcar Project Quarterly Update

Mary Shavalier/James G. Beil

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from September 2020 through December 2020.

Recommendation

Receive and file as an information item.

7. Contract Change Orders 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. Contract change orders are required for acquisition of updated communication equipment, removal of thicker asphalt concrete pavement due to differing site conditions in City of Santa Ana streets, and continued hand digging of pole foundations.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 43 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$372,136, for the acquisition of updated communications equipment.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 48 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,177,362, for removal of thicker asphalt concrete pavement from City of Santa Ana streets.



7. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 16.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,400,000, for additional hand digging of overhead contact system, traffic signal, and streetlight pole foundations.

8. February 2021 Bus Service Change

Jorge Duran/Kia Mortazavi

Overview

The February 2021 bus service change will continue the same level of bus service as was implemented in October 2020. This recommendation is based on generally stable ridership demand. Staff is also underway with the development of a contingency plan should demand increase and additional service is needed between February 2021 and the regularly planned June 2021 schedule change.

Recommendation

Receive and file as an information item.

Discussion Items

9. OC Bus Service Update

Johnny Dunning, Jr./Jennifer L. Bergener

Staff will provide an update on the OC Bus service.

10. Chief Executive Officer's Report

11. Committee Members' Reports

12. Closed Session

There are no Closed Session items scheduled.

13. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, February 11, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.



MINUTES

Transit Committee Meeting

Committee Members Present Via Teleconference

Andrew Do, Chairman
Steve Jones
Tim Shaw
Harry S. Sidhu

Committee Members Absent

None

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Sara Meisenheimer, Deputy Clerk of the Board
Allison Cheshire, Deputy Clerk of the Board

Via Teleconference:

Darrell E. Johnson, Chief Executive Officer
James Donich, General Counsel

Call to Order

The December 10, 2020, regular meeting of the Transit Committee was called to order by Committee Chairman Do at 9:03 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance Roll Call and announced that there was 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 and 3)

2. Approval of Minutes

A motion was made by Director Jones, seconded by Director Shaw, and following a roll call vote, declared 4-0, to approve the minutes of the Transit Committee meeting of November 12, 2020.

3. Amendment to Agreement with First Transit, Inc., for the Provision of Contracted Fixed-Route Service

A motion was made by Director Jones, seconded by Director Shaw, and following a roll call vote, declared 4-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., to allow reimbursement of specific expenses related to the coronavirus pandemic for an amount of up to \$1,819,942, for the period of June 14, 2020 through May 31, 2021.

Regular Calendar**4. February 2021 Bus Service Change**

Darrell E. Johnson, Chief Executive Officer (CEO), reported that staff would like to defer this item to the next Transit Committee meeting in January. Since completing work on the October 2020 service change, ridership has continued to decrease. Staff anticipates there will be a need to add service between the February and June service change. Staff suggested to revise the plan as necessary and seek concurrence of the Transit Committee at that point in time. Due to the pandemic shifting in a negative manner over the last four to six weeks, it would not be prudent to add bus service in February.

This item was deferred to the next regularly scheduled meeting of the Transit Committee.

5. Bus Operations Performance Measurements Report for the First Quarter of Fiscal Year 2020-21

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

- Performance Measurements;
- Safety;
- Preventable Accidents – Last 25 Months;
- Courtesy;
- Reliability – On-Time Performance;
- Reliability – Miles Between Road Calls;
- Fixed-Route – Ridership and Productivity;
- Ridership and Productivity – Last 25 Months;
- OC ACCESS – Ridership and Productivity;
- Farebox Recovery Ratio;
- Cost Per Revenue Vehicle Hour;
- Performance: Local Routes;

5. (Continued)

- Performance: Community Routes; and
- Future Reports.

A discussion ensued regarding:

- An explanation of Slide 11 of the PowerPoint and the difference between the numbers in the chart and the numbers in the bullet points.
- Committee Chairman Do suggested that if an unusual amount of anomalies come up before the next quarterly report, to bring it to the Transit Committees' attention, and highlight some of the components.
- Director Shaw referenced Slide 3 of the PowerPoint and asked for clarification on the discrepancies between the incidents for directly-operated and contract fixed-route service. Mr. Dunning confirmed that directly-operated service is operating in higher density areas.
- Committee Chairman Do referenced Slide 12 of the PowerPoint and inquired about additional details regarding cost per vehicle hours on the contracted fixed-route service. Mr. Johnson, CEO, responded that some wage adjustments were made at the request of First Transit, Inc., due to some pre-pandemic challenges with the ability to hire and retain coach operators. Staff can bring the item back and provide an explanation in a future report.

No action was taken on this receive and file item.

Discussion Items

6. OC Bus Service Update

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

- 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 commented that the Orange County Transportation Authority (OCTA) is very proactive and service oriented and he appreciates that the focus is on making riders feel safe and that the level of service provided is acceptable.

7. Chief Executive Officer's Report

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

- OCTA received a \$140 million award for the State Route 55 Improvement Project from the California Transportation Commission (CTC). The project will add much-needed general-purpose and high occupancy vehicle and auxiliary lanes in both directions between the Interstate 405 and the 5 freeways. Project funding was awarded from the following Senate Bill 1 competitive programs:
 - \$115 million from the Trade Corridor Enhancement Program; and
 - \$25 million from the Local Partnership Competitive Program.

Mr. Johnson, CEO, thanked the CTC and California Department of Transportation, District 12 for their support.

- This is the final Transit Committee meeting of the year and 2020 has been very challenging. He concurred with Committee Chairman Do that the Transit Committee has had to grapple with much more public policy issues around bus ridership and bus transit in safety, employee safety, and passenger safety over the year. He thanked Committee Chairman Do and the Transit Committee for their leadership.

8. Committee Members' Reports

Committee Chairman Do expressed his appreciation for the work done by staff and the Board of Directors this year.

9. Closed Session

There were no Closed Session items scheduled.



10. Adjournment

The meeting adjourned at 9:34 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, January 14, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Andrew Do
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



January 14, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Community-Based Transit Circulators Program
Project V Ridership Report and Proposed Program Revisions

Overview

Measure M2 includes a program to fund Community-Based Transit Circulators known as Project V. The goal of the program is to provide local transit services designed to complement regional transit services. Funding is awarded to local agencies through a competitive call for projects and awarded services are then implemented by awarded local agencies. Ridership reports for each of the Project V-funded services are presented to the Board of Directors twice annually. This item provides the ridership report covering the fourth quarter of fiscal year 2019-20 (April - June 2020) and the first quarter of fiscal year 2020-2021 (July - September 2020). Due to the significant impacts that the coronavirus has had upon Project V services and recent audit recommendations, several revisions to the program are presented for review and approval.

Recommendations

- A. Receive and file the Project V Ridership Report as an information item.
- B. Approve Project V Program revisions related to the impacts of the coronavirus and recent internal audit recommendations.
- C. Authorize the Chief Executive Officer to negotiate, execute, and amend as necessary all existing cooperative agreements for Project V services, in order to implement the recommendation above.

Background

The Measure M2 (M2) Community-Based Transit Circulators Program (known as Project V) is a competitive grant program, which provides funding to develop and implement local transit services. Currently funded service types include community-based circulators, shuttles, trolleys, and demand-responsive services intended to complement regional transit, while also better meeting local needs in areas not adequately served by regional transit.

M2 Project V services are required to adhere to established minimum performance standards, which include achieving six boardings per revenue vehicle hour (B/RVH) by the end of the first year of service, maintaining six B/RVH and going up to ten B/RVH by the end of the second year of service, and then maintaining ten B/RVH for the remainder of the grant term. If services are not meeting standards, or are trending toward not meeting minimum standards, Orange County Transportation Authority (OCTA) staff will meet with the local agency and discuss adjustments, with an overall goal of attempting to improve ridership. However, under the current guidelines, M2 Project V funds are subject to cancellation if a service continues to perform below minimum performance standards. Revisions to these standards are proposed in this item in response to the coronavirus (COVID-19) pandemic. Additional changes are also proposed to both Project V and Project S (extensions to Metrolink) in response to recommendations provided through a recent internal audit of the Combined Transportation Funding Programs (CTFP).

Service performance is reported to the OCTA Board of Directors (Board) semi-annually, and the current reporting period includes ridership information covering the fourth quarter of fiscal year (FY) 2019-20 (April 1, 2020 through June 30, 2020) and the first quarter of FY 2020-21 (July 1, 2020 through September 30, 2020), which is summarized in this report.

Discussion

Semi-Annual Ridership Report

The COVID-19 pandemic, the State of California's stay-at-home order, and associated social distancing requirements pertaining to transit have had a significant impact upon Project V ridership and services. Only the three services listed below remained operational during this reporting period.

- Anaheim Canyon Circulator;
- Lake Forest Commuter Vanpool Service (Irvine Station and Ossur); and
- San Clemente Lyft Rideshare.

Specific productivity reporting and service notes for these services are provided in Attachment A. The other 23 Project V services identified in Attachment A were either suspended at the direction of the local agency or not initiated due to the pandemic and its associated impacts. In October 2020, OCTA met with local agency project managers to discuss these impacts and consider the future of the Project V Program. Key input from these discussions included the following:

- Most services will not be reinitiated until social distancing requirements are lifted;

- Project V ridership is largely discretionary, and as a result, Project V services may be unable to meet existing minimum ridership requirements post-pandemic and well into the future. However, Project V services add value to the communities they serve, and local agencies noted that they may want to continue to provide Project V services post-COVID-19. As such, they requested that OCTA consider alternative minimum performance standards; and
- Local agencies also noted that they anticipate the overall cost for the service could increase post-COVID-19 and requested that OCTA consider providing additional funding to remedy anticipated cost increases, especially to support more frequent and enhanced cleaning efforts.

Proposed Project V Program Revisions

Given this input, staff has developed proposed Project V program revisions for Board review and consideration. These proposed changes are focused on modifying the program's minimum performance requirements/service parameters to allow for re-establishment and providing annual escalation of funding within the programmed grant amount. Attachment B provides a more detailed overview of the proposed revisions.

The proposed revisions provide local agencies flexibility to reinstate and fund Project V services in a post-COVID-19 environment, while shifting evaluation metrics to be more financially focused, context sensitive, and locally driven. The proposed changes also maintain the fundamental M2 requirement that Project V services be subject to performance measures.

These recommendations were presented to local agency project managers and OCTA's internal M2 Program Management Committee during fall 2020. While local agency project managers stated that they would like to receive as much additional funding as possible, and also eliminate performance measures entirely, both groups were generally supportive of the proposed revisions.

The revisions have also been evaluated from a programmatic funding perspective and they can be accommodated within the program's currently projected revenues and cash flow. Therefore, Board consideration and approval of these proposed program revisions and related cooperative agreement amendments is requested.

CTFP Audit - Findings/Recommendations

During this reporting period, OCTA's Internal Audit Department conducted an audit of oversight and reporting controls of the M2 CTFP. The audit included a finding that on-time performance and customer satisfaction requirements for the Project V Program were not included in agency cooperative agreements. Accordingly, staff is proposing to make adjustments to all appropriate Project V cooperative agreements to clarify that local agencies should carry out customer satisfaction surveys. These surveys should be conducted at least once a year, reported on to OCTA through regular billing processes, and should include a plan to improve service if customer satisfaction is found to be below acceptable standards. A similar change is also proposed for on-time performance. However, this requirement would be implemented, as applicable, given that not all Project V-funded services maintain fixed schedules. Attachment B also includes other changes that clarify other audit requirements.

Next Steps

If approved, these program changes will supersede the individual CTFP Guidelines that were in place for each of the individual calls for projects that guide how the funds are administered for each project. Further, staff will work with local agencies to implement these changes and initiate amendments to all applicable Project V cooperative agreements in order to formalize and facilitate these proposed changes. Staff will also return to the Board in July 2020 with the next Project V semi-annual report, which will include the standard Project V Ridership Report and an update on the effectiveness of the proposed changes herein, to the program.

Summary

A status report on Project V services is provided for informational purposes. Approval of proposed Project V programmatic changes related to impacts from COVID-19 and a CTFP audit finding/recommendation are also requested. If these proposed changes are approved by the Board, authorization is also requested to initiate amendments to all applicable Project V cooperative agreements in order to implement the proposed changes identified in this report.

Attachments

- A. Project V Services – Ridership Report
- B. Proposed Project V Program Revisions

Prepared by:

A handwritten signature in black ink, appearing to read 'Alfonso Hernandez', with a stylized, cursive script.

Alfonso Hernandez
Transportation Funding Analyst, Senior
(714) 560-5363

Approved by:

A handwritten signature in black ink, appearing to read 'Kia Mortazavi', with a stylized, cursive script.

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

Project V Services - Ridership Report

Reporting Period: Q4 of FY 2019-20 and Q1 of FY 2020-21

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Notes
Anaheim	Anaheim Canyon Circulator	\$ 1,141,864	Commuter Feeder Service	July 2020	3	The service did not meet the minimum performance standard. However, it is still in its initial startup period and has 12 months to meet the minimum performance standard of six B/RVH. A letter has been sent to City of Anaheim advising them of this finding.
Dana Point	Dana Point Trolley	\$ 2,456,511	Seasonal Service	June 2015	N/A	The service did not operate during the reporting period.
Dana Point	Dana Point Trolley Expansion	\$ 905,968	Seasonal Service	June 2017	N/A	The service did not operate during the reporting period.
Dana Point	Dana Point Trolley Continuity	\$ 1,745,065	Seasonal Service	September 2019	N/A	The service did not operate during the reporting period.
Dana Point	Dana Point Trolley Continuity (2020 Call for Projects)	\$ 2,209,739	Seasonal Service	TBD	N/A	The service was awarded funds during the 2020 Project V call for projects. However, it was not initiated and its current start date is TBD.
Huntington Beach	Huntington Beach Special Events	\$ 93,287	Special Event	July 2014	N/A	The service did not operate during the reporting period.
Huntington Beach	HB Southeast Rideshare Pilot Program (2020 Call for Projects)	\$ 806,240	Shared-Ride Hailing Service	TBD	N/A	The service was awarded funds during the 2020 Project V call for projects. However, it was not initiated and its current start date is TBD.
Irvine	Irvine iShuttle Route E - Irvine Station - East	\$ 2,705,984	Commuter Service	February 2019	N/A	The service did not operate during the reporting period.
Irvine	Irvine iShuttle Route F - Tustin Station - Irvine Business Complex	\$ 2,712,258	Commuter Service	February 2019	N/A	The service did not operate during the reporting period.
La Habra	Special Event Service	\$ 96,810	Special Event	November 2016	N/A	The service did not operate during the reporting period.
La Habra	Community Special Event Service	\$ 66,234	Special Event	TBD	N/A	The service was awarded funds during the 2020 Project V call for projects. However, it was not initiated and its current start date is TBD.
Laguna Beach	Off-Season Weekend Trolley Service	\$ 3,612,360	Special Event	March 2015	N/A	This service's grant term expired on June 30, 2020. However, it was extended through a new 2020 Project V call for projects grant award (see below).
Laguna Beach	Off-Season Weekend Trolley Service (2020 Call for Projects)	\$ 3,850,000	Special Event	TBD	N/A	The service was awarded funds during the 2020 Project V call for projects. However, it was not initiated and its current start date is TBD.
Laguna Beach	Summer Breeze Bus Service	\$ 634,357	Seasonal Service	June 2018	N/A	The service did not operate during the reporting period.
Laguna Niguel	Laguna Niguel Summer Trolley - Southern Section	\$ 886,082	Seasonal Service	TBD	N/A	The service was awarded funds in 2019. However, it was not initiated and its current start date is TBD.
Lake Forest	Commuter Vanpool Service Irvine Station and Ossur	\$ 148,855	Commuter Service	July 2015	6	The service did not meet its minimum performance standard. However, its grant term expired on June 30, 2020 and the service is no longer operating.

Project V Services - Ridership Report

Reporting Period: Q4 of FY 2019-20 and Q1 of FY 2020-21

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Revenue Vehicle Hour (B/RVH) ¹	Notes
Lake Forest	Commuter Shuttle Service Irvine Station and Panasonic	\$ 1,226,862	Commuter Service	June 2017	N/A	The City of Lake Forest cancelled this service in April 2020 due to low ridership.
Mission Viejo	Local Community Circulator	\$ 3,332,879	Local Circulator	October 2016	N/A	The service did not operate during the reporting period.
Newport Beach	Balboa Peninsula Seasonal Trolley	\$ 685,454	Seasonal Service	June 2017	N/A	The service did not operate during the reporting period.
Newport Beach	Balboa Peninsula Seasonal Trolley Expansion	\$ 278,400	Seasonal Service	August 2018	N/A	The service did not operate during the reporting period.
Orange County	Local Circulator and Special Event Service (OC RanchRide)	\$ 2,041,547	Local Circulator and Special Event	June 2017	N/A	The service did not operate during the reporting period.
San Clemente	Summer Weekend Trolley and Seasonal Service	\$ 1,181,393	Seasonal and Special Event	May 2017	N/A	The service did not operate during the reporting period.
San Clemente	Summer Weekday Trolley and Seasonal Service Expansion	\$ 1,537,200	Seasonal and Special Event	July 2018	N/A	The service did not operate during the reporting period.
San Clemente	Downtown Route (2020 Call for Projects)	\$ 969,536	Seasonal and Special Event	TBD	N/A	The service was awarded funds during the 2020 Project V call for projects. However, it was not initiated and its current start date is TBD.
San Juan Capistrano	Special Event and Weekend Summer Trolley Service	\$ 958,642	Seasonal and Special Event	July 2018	N/A	The service did not operate during the reporting period.

Agency	Service Description	Measure M2 Project V Funds	Service Type	Service Start Month/Year	Boardings Per Hour of Service (B/HOS) ¹	Notes
San Clemente	On-Demand	\$ 914,400	Ride Hailing	October 2016	9	Service only offered single rides during the reporting period due to the coronavirus (ridesharing option disabled).

1. Rounded to the next whole number.

N/A - No service hours during reporting period (service was either seasonal and/or impact by the coronavirus).

ACRONYMS

Q4 - Quarter 4 (April - June 2020)

Q1 - Quarter 1 (July - September 2020)

FY - Fiscal year

TBD - To be determined

N/A - Not applicable

NOTE: Services below the minimum performance standard are shaded

Minimum Performance Standards for B/RVH

- Six passenger B/RVH by end of year one (12 months from the first day of operating the service).
- Maintain six B/RVH and meet or exceed ten B/RVH by end of year two.
- Ten B/RVH must then be maintained every year thereafter.

Minimum Performance Standards for B/HOS

- Staff will continue to monitor and measure service performance and assess appropriate next steps for this program which will include evaluation of all project related efforts and existing policies in order to determine how best to support and administer this emerging transit delivery model.

Proposed Project V Program Revisions

Recommended Changes to Project V Performance Requirement

Changes to the Project V performance requirement as described below are recommended to help manage the reduced ridership that is resulting from social distancing and stay-at-home requirements related to the coronavirus.

- Existing Project V Minimum Performance Requirement:
 - Year 1 - Meet or exceed six boardings per revenue vehicle hour (B/RVH) by the end of the first year of service.
 - Year 2 - Maintain six B/RVH and meet or exceed ten B/RVH by the end of the second year of service.
 - Year 3 - Maintain ten B/RVH each reporting period thereafter through the life of the grant.
- Existing Action for not Meeting Minimum Performance Standards:
 - After Year 1, services that perform below the minimum performance standards (above) for two or more reporting periods will be evaluated for cancellation.
- Proposed Project V Minimum Performance Requirement:
 - Change the Project V minimum performance requirement from the current B/RVH metrics (listed above) to a maximum cost per boarding metric established by the Orange County Transportation Authority (OCTA). Based upon evaluation of existing and similar services, this amount should be set at twice the current \$9 per boarding subsidy (i.e., \$18 per boarding). However, when this amount is escalated consistent with other actions identified in this item, it will result in a maximum cost per boarding for fiscal year (FY) 2020-21 of \$20.10, and will continue escalating at conservative 1.85 percent inflation rate¹ each FY thereafter.

¹ The 1.85 percent escalation rate is based upon input and assumptions from the Comprehensive Business Plan, The Chapman University forecast, input from the OCTA Finance Department, and Project V cash flow needs.

Proposed Project V Program Revisions

- Proposed Action for not Meeting the New Minimum Performance Standard:
 - Require that the city council (or the Board of Supervisors {BOS}), since they will be responsible for bearing the cost of the service beyond OCTA's maximum per boarding subsidy, either:
 - Reaffirm support for the service through a city council/BOS action,
 - Discontinue the service, or
 - Implement potential service changes or cost saving measures.

Recommended Escalation for Project V Per Boarding Subsidy:

Project V Guidelines allow for the escalation of the Project V subsidy per boarding. However, the only escalation that has been provided to date occurred during the 2016 call for projects. At the time, the per boarding subsidy was increased from \$8 per boarding to \$9 per boarding. Staff is proposing to increase the maximum per boarding subsidy to help local agencies meet increased service costs.

- Existing Project V Maximum Subsidy per Boarding:
 - \$9.00 per boarding.
- Proposed Project V Maximum Subsidy per Boarding:
 - Escalate the current \$9.00 subsidy per boarding starting from FY 2016-17 (the year it was established) through FY 2019-20 based upon published Consumer Price Index data for the Los Angeles-Anaheim-Long Beach area, and in FY 2020-21 escalate based upon a conservative 1.85 percent inflation rate¹. This will result in the FY 2020-21 Project V subsidy per boarding being escalated to \$10.05 and increasing at a 1.85 percent rate each FY thereafter.

Recommended Escalation for Project V Annual Funding Cap:

In order to support cost increases over time, an annual escalation to the Project V funding cap is proposed, starting in FY 2021-22.

- Existing Project V Annual Funding Cap:
 - Local agencies may be awarded, from all eligible project categories, and are provided an annual cap based on the amounts listed in the original application, which is no more than \$550,000 annually.

Proposed Project V Program Revisions

- Proposed Project V Annual Funding Cap:

Escalate the program's \$550,000 annual funding cap and each project's annual funding cap by 1.85 percent¹ annually starting in FY 2021-22, when applicable. This change will not adjust the total programmed amount previously approved by the Board of Directors.

Recommended Change for Project V Customer Satisfaction Survey Requirement:

A recent audit of the Measure M2 (M2) Competitive Transportation Funding Programs (CTFP) noted inconsistencies between the Project V Guidelines and related project agreements. In particular, the audit noted that customer satisfaction requirements for the Project V Program are not included in agency cooperative agreements. The reason for this is that the type of projects that were ultimately funded did not necessarily lend themselves to this type of measurement. Staff is proposing changes to make this an optional measurement rather than a requirement in the CTFP Guidelines by changing the language from "must" to "should" as noted below:

As part of the Project V service, local agencies ~~must~~ **should** develop strategies **surveys** to measure ridership satisfaction ~~and on-time performance and must achieve an 85 percent on-time performance on an ongoing basis, and rider satisfaction must be 90 percent satisfied based on customer surveys~~ **based upon local service objectives. These surveys should be conducted at least once a year; reported on to OCTA through regular billing processes; and should include a plan to improve service, if customer satisfaction is found to be below the local agencies' service objectives.**

Recommended Change for Project V On-Time Performance Requirement:

The audit also noted lack of a requirement for reporting of on-time performance. This is because the majority of the community circulator services do not maintain a published schedule. Instead, the services publish the span of service and the bus arrival intervals. In response, staff is proposing changes to the CTFP Guidelines to make this a recommendation and not a requirement by changing the language from "must" to "should when applicable", as noted below:

As part of the Project V service, local agencies, ~~must~~ **should, if applicable**, develop strategies **methods** to measure ridership satisfaction ~~and on-time performance and must achieve an 85 percent on-time performance on an ongoing basis, and rider satisfaction must be 90 percent satisfied based on customer surveys~~ **based upon local service objectives. These methods should be implemented at least once a year; reported on to OCTA through regular billing processes; and should include a plan to improve service if on-time performance is found to be below the local agencies' service objectives.**

Proposed Project V Program Revisions

Recommended Change for the CTFP Guidelines - Annual Audit Requirement:

The internal auditor also provided a verbal recommendation that staff clarify an M2 transit program requirement (applicable to Project S – Transit Extensions to Metrolink and Project V), that local agencies submit audited operations and maintenance (O&M) cost data each year.

Local agencies provide O&M cost information each year; however, there was a lack of clarity on what was meant by “audited” O&M costs. It is impractical to request local agencies to audit this information and submit it by September 30 each year. It is also unnecessary as they submit a significant amount of back up material when they submit requests for reimbursement, which are verified by staff, consistent with standard project management practices, prior to issuing reimbursement.

Further, the audit requirement language attached to O&M funding (provided through M2 Project S and Project V) did not identify the type or intent of the audit that is required. Therefore, staff is recommending that this requirement (identified below) be eliminated from the Project S and Project V transit programs as a specific requirement, given that it is redundant with other statements in the CTFP Guidelines, which state that all projects funded through the CTFP are subject to audit by OCTA’s Internal Auditor and staff’s current project management practices with respect to issuing reimbursements.

~~Awarded agencies must submit audited operations and maintenance costs and ridership and fare performance data to OCTA by September 30 of each year for the prior fiscal year.~~



January 14, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for the Purchase of Electric Vehicle Chargers and Energy Management System

Overview

The Orange County Transportation Authority uses a variety of light-duty vehicles to support bus operations. Operator relief vehicles are light-duty vehicles used primarily to relieve coach operators in the field while on duty. On August 10, 2020, the Board of Directors approved the purchase of up to 55 battery electric vehicles to replace the current fleet of compressed natural gas-powered operator relief vehicles. Board of Directors' approval is requested to execute an agreement to purchase required electric vehicle charging stations with an energy management system to support the battery electric vehicle fleet.

Recommendations

- A. Approve the selection of ChargePoint, Inc., as the firm to provide up to 72 electric vehicle charging stations with an energy management system.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2692 between the Orange County Transportation Authority and ChargePoint, Inc., in the amount of \$484,331, to provide up to 72 electric vehicle charging stations with an energy management system, for a five-year initial term effective February 1, 2021 through January 31, 2026, with one, three-year option term.

Discussion

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

Fifty-five of those non-revenue vehicles are used as operator relief vehicles (ORV) in support of bus operations. The ORVs are primarily used to relieve bus operators in the field while on duty. The current ORV fleet is comprised of 55 compressed natural gas-powered vehicles that are in the process of being replaced by battery electric vehicles (EV). The new vehicles require daily charging via dedicated charging stations to maintain the required state of charge and operating range.

The charging stations will provide the necessary charging infrastructure to supply the energy needed to recharge the battery EVs and manage the energy being utilized to minimize operating costs through specialized energy management software. The total charging infrastructure will include up to 60 non-pay charging stations to be used for the ORV fleet, ten pay-per-use charging stations for visitors and employees, and two pay-per-use fast chargers for visitors and employees. The fast chargers will also be used for the ORV fleet when a quick charge is needed. The energy management software will allow staff to monitor and adjust energy usage, view real-time charging status for each vehicle, set pricing and charging policies, as well as many other useful features. This procurement also includes an extended warranty and a maintenance agreement that will ensure that the charging stations are available to meet service demands.

Procurement Approach

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

On November 12, 2020, Request for Proposals (RFP) 0-2692 was issued electronically on CAMM NET. The project was advertised in a newspaper of general circulation on November 13 and 16, 2020. A pre-proposal conference was held on November 17, 2020, with five attendees representing five firms. Two addenda were issued to make available the pre-proposal conference registration sheet and presentation, as well as respond to written questions.

On December 3, 2020, five proposals were received. An evaluation committee consisting of OCTA staff from Contracts Administration and Materials Management, Maintenance and Motorist Services, Maintenance Resource Management and Facilities Engineering departments, as well as an external

evaluator from Dahl, Taylor & Associates, Inc., who served as the subject matter expert for this project met to review the proposals received.

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

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

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighted highest at 30 percent to emphasize the importance of the proposing firms having relevant experience in EV charging station and energy maintenance services. The success of this project demands a firm that has demonstrated comprehension of the specifications with a proven history of similar project delivery, project management, and installation support. Staffing and project organization was assigned 20 percent to ensure the firms have the knowledgeable and experienced staff to perform the requested services. The work plan was given the weight of 25 percent to address the proposing firm's approach and ability to deliver maintenance services, furnish charging stations, and provision of communication utility infrastructure to charging stations. Cost and price was also weighted at 25 percent ensure competitive pricing and that OCTA receives value for the services provided.

On December 8, 2020, the evaluation committee reviewed five proposals based on the evaluation criteria and short-listed the two most qualified firms listed below in alphabetical order to participate in the interviews:

Firm and Location

ChargePoint, Inc. (ChargePoint)
Campbell, California

PCS Energy, LLC (PCS)
Culver City, California

On December 14, 2020, the evaluation committee conducted interviews with both firms. During the interview, each firm had the opportunity to present its approach for delivering the requested EV charging stations and services, project team qualifications, and respond to evaluation committee questions. Firms were requested to include a live demonstration of proposed software solutions in their

presentation. Firms described the features and specifications of the proposed chargers, such as the manufacturing lead time, useful life, and warranty. The firms also discussed their experience of installation and operations of chargers for fleet vehicles. Both firms were also asked specific clarification questions related to OCTA's requirements specified in the scope of work.

Based on the evaluation of the written proposals and responses from the interviews, the evaluation committee is recommending ChargePoint for consideration of the award. The following is a brief summary of the proposal evaluation results.

Qualifications of the Firm

ChargePoint was founded in 2007 and is headquartered in the city of Campbell, California. The firm is solely dedicated to design and manufacture charging hardware. It operates as a one-stop shop offering a turn-key solution for charging infrastructures, energy management software, a payment platform, and a fleet vehicle management system. The firm has installed over 125,000 EV chargers for 8,000 customers. During the interview, ChargePoint confirmed that it has experience of installing chargers for a fleet of 7,000 vehicles. ChargePoint's proposed subcontractors are required to go through ChargePoint's training and certification program to prevent any operational issues with the charging stations. The firm's customers include the County of Orange and the cities of Anaheim and Long Beach.

PCS was founded in 2016 to offer renewable energy solutions for organizations and properties. It has installed over 10,000 EV chargers and has experience in working with charger manufacturers, software providers, and contractors for EV charger installations. During the interview, PCS confirmed that it has not yet had the experience of installing chargers for fleet use. While it has working experience with Los Angeles Department of Water and Power, its customer base is mostly commercial property management firms, such as Moss & Company Property Management and Beverly Hills Properties.

Staffing and Project Organization

ChargePoint's proposed project team demonstrated experience in providing EV charging station and an energy management system (EMS). The proposed account director has 23 years of experience in technology and knowledge in EV solutions. Key personnel proposed by ChargePoint include a regional sales manager as the second point of contact and a support manager as the technical contact. All proposed personnel have been with the company over six years.

ChargePoint's staffing plan also includes additional personnel to provide project support and oversight from its executive team. During the interview, ChargePoint's team fully demonstrated the understanding of project nature and ensured the project will meet the scope of work requirements.

PCS' proposed main account contact demonstrated relevant project experience and is based in the City of Los Angeles. PCS proposed its vice president of operations as the project oversight for procuring all necessary equipment, tools, and providing guidance for EV chargers delivery and installation. Other key personnel proposed by PCS include its vice president of EV construction, who will be in charge of EV charger infrastructure installations, and subcontractor's key personnel for overseeing the process and execution of the software solutions. All proposed PCS personnel have been with the company from two to four years.

Work Plan

ChargePoint's proposal demonstrated extensive knowledge and understanding of each task specified in the scope of work with examples showing how its charging system will perform on OCTA's vehicle. From the live demo during the interview, ChargePoint demonstrated its software applications ability to meet the needs and requirements specified in the scope of work. Detailed responses to each requirement specified in the scope of work were also clearly presented in its work plan. ChargePoint's proposed equipment is highly modular for ease of installation, service, and operations. ChargePoint manages spare parts via its support and operations teams and can be consigned spare parts as needed. The firm's work plan also included a sampling of reports that provides detailed and comprehensive reporting capabilities through its network platform. ChargePoint's system offers a 98 percent guaranteed uptime. During the interview, the firm demonstrated a solid approach to deliver a successful project, as required.

PCS' proposal demonstrated an understanding of the overall project. PCS' proposed subcontractor will manage all software solutions and end-user training of the networking technology. PCS will oversee quality and budget control. The software solutions proposed by PCS' subcontractor requires operators to use radio frequency identification tap cards to initiate charging. Additionally, PCS' work plan does not include a sampling of reports. PCS proposed two different brands of EV charger equipment, due to neither charger company providing a full solution. During the interview and the demo of software solutions, PCS demonstrated the ability to meeting the requirements

specified in the scope of work through its proposed subcontractor for the software solution.

Cost and Price

Pricing scores were based on a formula, which assigned the highest score to the lowest total pricing for charging station and EMS, and scored the other proposal's total pricing based on their relation to the lowest total pricing. ChargePoint proposed the lower total pricing.

Procurement Summary

Based on the evaluation of the written proposals, the firms' qualifications, and the information obtained from the interviews, the evaluation committee recommends the selection of ChargePoint as the firm to provide up to 72 electric vehicle charging stations with EMS.

Fiscal Impact

Funding is included in OCTA's Fiscal Year 2020-21 Budget, Maintenance Resource Management accounts 2159-9026-D2113-0ZF and 2159-9026-D2113-0DC.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2692 with ChargePoint, Inc., in the amount of \$484,331, to provide up to 72 electric vehicle charging stations with energy management system, for a five-year initial term, with one, three-year option term.

Attachments

- A. Review of Proposals, RFP 0-2692: Electric Charging Station and Energy Management System
- B. Proposal Evaluation Criteria Matrix (Short-Listed Firms), RFP 0-2692: Electric Charging Station and Energy Management System
- C. Contract History for the Past Two Years, RFP 0-2692: Electric Charging Station and Energy Management System

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Approved by:



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Review of Proposals
RFP 0-2692: Electric Charging Station and Energy Management System
Presented to Transit Committee - January 14, 2021
5 firms proposed, 2 firms were interviewed, 1 firm is being recommended

Overall Ranking	Proposal Score	Firm & Location	Sub-Contractors	Evaluation Committee Comments	Total Cost
1	88	ChargePoint Inc. Campbell, California	Video Data Communications Smart Charge Bear Electric	Firm founded in 2007 and solely dedicated to design and manufacture charging hardware and integrate its own software solutions. Offered a turn-key solution from charging infrastructures, energy management software, payment platform, to fleet vehicle management system. Installed over 125,000 electric vehicle (EV) chargers for 8,000 customers. Proposed a team of professional staff with experience in providing EV charging station and energy management system. Proposed key personnel fully presented the understanding of project nature and ensured the project will be meeting the scope of work requirements during the interview. Proposal demonstrated extensive knowledge and understanding of each requirement specified in the scope of work. A sampling of reports that provides detailed and comprehensive reporting capabilities through its network platform was included in the work plan and presented during the interview. Proposed lower overall pricing.	\$ 484,331.00
2	74	PCS Energy LLC Culver City, California	Charge LLC	Established in 2016 to offer renewable energy solutions for organizations and properties. Installed over 10,000 EV chargers. Previous experiences mainly with commercial property management firms. Proposed team has relevant project experience . Proposal demonstrated an understanding of the overall project. Proposed subcontractor will handle all software solutions and end-user training of the networking technology. Proposed higher overall pricing.	\$ 487,866.00

Evaluation Panel:

Internal:

Contracts Administration and Materials Management (1)
Facilities Engineering (1)
Maintenance Resource Management (1)
Maintenance and Motorist Services (1)

Proposal Criteria

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

Weight Factors

30%
20%
25%
25%

External:

Dahl, Taylor & Associates, Inc. (1)

PROPOSAL EVALUATION CRITERIA MATRIX (Short-Listed Firms)
RFP 0-2692: Electric Charging Station and Energy Management System

FIRM: ChargePoint, Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.0	4.5	6	26.4
Staffing/Project Organization	4.0	4.0	4.0	4.0	4.0	4	16.0
Work Plan	4.5	4.5	4.0	4.0	4.0	5	21.0
Cost and Price	5.0	5.0	5.0	5.0	5.0	5	25.0
Overall Score	90.5	90.5	88.0	85.0	88.0		88
FIRM: PCS Energy LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	3.0	3.5	3.5	3.0	3.0	6	19.2
Staffing/Project Organization	3.5	4.0	3.5	4.0	3.5	4	14.8
Work Plan	3.0	3.5	3.0	3.0	3.0	5	15.5
Cost and Price	4.96	4.96	4.96	4.96	4.96	5	24.8
Overall Score	71.8	79.3	74.8	73.8	71.8		74

Scores for non-short-listed firms range from 56 to 60

CONTRACT HISTORY FOR THE PAST TWO YEARS
RFP 0-2692: Electric Charging Station and Energy Management System

Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ChargePoint, Inc. Contract Type: N/A Subconsultants: N/A						
	None	N/A	N/A	N/A	N/A	\$ -
Sub Total						\$ -
PCS Energy LLC Contract Type: N/A Subconsultants: N/A						
	None	N/A	N/A	N/A	N/A	\$ -
Sub Total						\$ -



January 14, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Sole Source Agreement for Operations and Maintenance of Fluid Management System

Overview

The Orange County Transportation Authority utilizes a fleet of 778 revenue vehicles and 151 non-revenue vehicles to provide both OC Bus and OC ACCESS services. This fleet of vehicles requires managed fuel and fluid dispensing. A proprietary computerized electronic fluid management system is currently used for authorizing fluid dispensing, as well as tracking odometer readings and fluid consumption of all fleet vehicles. The existing agreement for the operations and maintenance of the fluid management system will expire on February 28, 2021. Staff is requesting Board of Directors' approval to initiate a new sole source agreement to continue the operations and maintenance of the current system.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C-0-2615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$644,296, for a four-year initial term with one, three-year option term, for the operations and maintenance of the current fluid management system.

Discussion

The Fluid Management System (FMS) is a critical part of the Orange County Transportation Authority's (OCTA) bus operations and support services. The FMS authorizes fuel and fluid dispensing, as well as collects and compiles vital vehicle and fueling data used to manage vehicle maintenance and comply with regulatory compliance requirements. The proprietary software collects vehicle data to report to the Federal Transit Administration's National Transit Database as required on an annual basis. The FMS is also critical to the support of preventative maintenance intervals required to retain warranty and

optimum performance and service life. S&A Systems, Inc., (S&A) is the original equipment manufacturer of the FMS and utilizes proprietary software and hardware to perform this function. No other manufacturer or third-party support is available for the ongoing maintenance and support of this product; without this ongoing support, a completely new system would be required.

In November 2020, the Board of Directors (Board) approved two sole source agreements to replace outdated fluid management equipment. One agreement was for the remote island head units, which collect data and dispense fluid such as fuel. The other agreement was to replace the data loggers in the non-revenue vehicles, which transmit data such as mileage, to identify when a maintenance interval is approaching due as required by the vehicle manufacturer to retain warranty. This equipment is part of the FMS that will be covered in the agreement for operations and maintenance.

Procurement Approach

This procurement for the operations and maintenance of the current FMS was handled in accordance with OCTA Board-approved policies and procedures for a sole source procurement.

S&A is the exclusive owner of the FMS and utilizes proprietary software and hardware. In order to ensure continuity of the FMS, it is necessary to secure ongoing maintenance and support services. Therefore, this procurement meets the guidelines for a sole source purchase as the maintenance and support of the FMS are available from only one responsible source and no other supplier can meet the requirements.

S&A's quote was reviewed by staff from the Contracts Administration and Materials Management and Maintenance Resource Management departments to ensure compliance with the contract terms and conditions, as well as the technical requirements.

In accordance with OCTA's sole source procurement procedures, a sole source over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of the vendor's proposed pricing. Internal Audit's review found that S&A's proposed pricing was comparable to what OCTA currently pays for the same service considering an appropriate escalation rate. Therefore, pricing is deemed fair and reasonable.

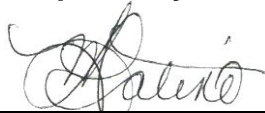
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Purchase Order No. C02615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$644,296, for a four-year initial term with one, three-year option term, for the operations and maintenance of the current fluid management system.

Attachment

None.

Prepared by:



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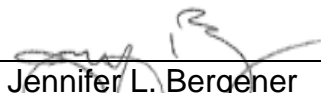
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January 14, 2021

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

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report provides an update on OC Streetcar project activities from September 2020 through December 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 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 Project line involves complex and specialized work, including the installation of embedded track in existing 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 to streetcar vehicles. Also included is the installation of new traffic signals and transit signal priority at intersections along the route.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as 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 \$149,000,000, in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the final step necessary to begin the drawdown of federal funding. Through November 2020, \$53,451,461, has been drawn down on the FFGA.

Discussion

The following is the status of ongoing project activities related to construction, vehicle manufacturing, and public outreach.

Construction

Several significant milestones were completed in the Pacific Electric Right-of-Way (PEROW), including the two bridges on the Project as follows:

- Falsework was removed which supported the cast-in-place Westminster Avenue Bridge, and for the Santa Ana River Bridge pier caps.
- Retaining walls supporting approaches to the bridges were completed and soundwalls constructed.
- Drainage improvements were completed.
- Installation of OCS pole foundations and communication duct banks commenced.
- Sticks of rail were delivered to the PEROW and welded into strings.
- Installation of underground conduits and foundations began for the Fairview Street stop.

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. On September 16, 2020, Native American cultural resources were discovered during excavation for the MSF wheel truing pit. A Data Recovery Plan was submitted and approved by the State Historic Preservation Officer on November 3, 2020, and data recovery was completed on December 9, 2020. During this time, construction was restricted within a 50-foot radius of the discovery. On December 9, 2020, the site was released back to Walsh to resume work. The cost and schedule impacts associated with this discovery are being evaluated. Work was able to continue on the west half of the MSF building to prepare the foundation and slab for the car wash, and the new utility services to the facility. Staff will be seeking Board approval of a construction change order to compensate Walsh for changes to the MSF plans associated with required building permit design compliance requirements in the first quarter of 2021. Several equipment components associated with the communications system in the original design have been phased out by manufacturers and replaced with newer models. A contract change order to compensate Walsh for these end-of-life equipment changes will be brought to the Board for approval in late January 2021.

All wet utility (sewer, water, and storm drains) relocation and installation in the city streets are complete. There are a few remaining third-party utility relocations that are not impeding streetcar construction. OCS, traffic signal, and streetlight foundations are being installed throughout the alignment. Staff will be seeking Board approval of a supplemental construction change order to compensate Walsh for additional OCS and signal pole foundation conflicts with unknown and abandoned utilities in late January 2021.

Construction of westbound embedded track on Santa Ana Boulevard between Raitt Street and Bristol Street began in August 2020. The first concrete for embedded track was placed on Santa Ana Boulevard across Bristol Street in December 2020, and concrete placement will proceed west towards Raitt Street in 300-foot segments. Walsh encountered thicker than anticipated asphalt pavement, buried obstructions, railroad ties from the former Pacific Electric Railway, areas of contaminated soil, and unsuitable subgrade conditions which required remediation. Board approval will be sought for a change order to compensate Walsh for the additional cost to remove thicker than anticipated pavement in late January 2021. The cost and impacts of the remediation for the remaining unanticipated conditions are being assessed and change orders will be brought to the Board for approval as needed. Work also began on the embedded track installation on Santa Ana Boulevard between Parton Street and Mortimer Street. After embedded track is complete in these two segments, Walsh will begin installing embedded track on Fourth Street.

Vehicle Manufacturing and Delivery

Siemens continues the production of the eight S700 streetcar vehicles in Sacramento, California. OCTA has an on-site resident inspector at the facility to oversee the vehicle manufacturing process and ensure compliance with the technical specifications. The first four of the eight vehicles are near completion, with the cars having been assembled, the interior of the seats equipped, and installation completed of the truck assemblies, flooring, doors, and electrical systems. There are three outstanding vehicle components that remain in final design review and have not yet been approved, which include the energy absorbing bumper, emergency battery drive, and flange lube system. These items are anticipated to be closed out next quarter. These first four vehicles have also completed water testing to verify that the vehicle's electric components are completely sealed to prevent damage from unintended water intrusion and hi-pot electrical testing, to ensure that the vehicle wiring is sized properly for the intended use, and that the wires are properly connected. The four vehicles are currently undergoing static and dynamic testing to verify component and system functionality.

The remaining four vehicles are in various stages of production, including interior equipping, final assembly, and sub-floor installation.

During the reporting period, first article inspections (FAI) were conducted for the vehicle doors and the four-person flip seats that are unique to the OC Streetcar system. This is the only S700 vehicle that Siemens produces that allows for all four seats to flip up to accommodate bicycles, strollers, and larger mobility devices. 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.

Coordination is ongoing between Conduent Transportation, OCTA, and Siemens in the design of the computer-aided dispatch and automated-vehicle location system as well as the communications equipment on the vehicles. Coordination also continued with Siemens on the vehicle delivery schedule anticipated to occur mid-2021.

On May 22, 2020, the OCTA Board approved the award of the operations and maintenance 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 anticipated for early 2021.

Public Outreach

Coronavirus protocols continued throughout this reporting period, where in-person events were cancelled, and outreach staff continued to rely on electronic and phone notifications for the most of its efforts. Exceptions include notices delivered to residents in Segment 2 along Santa Ana Boulevard between Raitt Street and Bristol Street. A series of bilingual fliers were delivered as work progressed along this segment to remind residents of parking restrictions and alternatives, such as the shuttle service provided by the contractor.

In preparation for the week-long intersection closure at Bristol Street and Santa Ana Boulevard, bilingual fliers were distributed to residents near the work area. The flier included the description of the activities planned as well as notification of night work. In addition to the fliers, social media posts, and an email to the Project database were distributed. Notices and a closed-circuit television slide were provided to staff from the City, and the City distributed notifications through its networks. In addition, a press release was distributed by the City.

As the track installation activities expand into additional segments, another bilingual virtual community meeting was held on December 17, 2020. Notifications were distributed through the Project's database and social media channels, as well as the City's distribution network. In addition, press releases by OCTA and the City included details of the virtual meeting. The platform for the meeting was moved to Zoom to provide a call-in number to increase participation ease and reach for stakeholders. A bilingual fact sheet describing the sequence of track installation activities was developed and is available on the Project website. It will also be distributed to business owners and residents along the alignment as the track activities progress close to the locations.

OCTA supported the City's installation of parklets and standalone dining platforms in Downtown Santa Ana by reviewing the City's proposed locations and providing recommendations to avoid conflicts with future construction activities planned for the next quarter.

OCTA's Eat Shop Play program has expanded to 47 participants, exceeding the goal of 40 businesses. Biweekly newsletters continue to feature businesses and include information about local community events.

Both business associations continued to identify projects and programs to expand marketing efforts to develop and implement events to bring visitors safely into Downtown Santa Ana. In addition, modest investments have been made in additional signage and banners to create interest and excitement for visitors. Technical assistance is also being provided to business owners interested in

virtual networking and having an increased web presence to accommodate on-line purchasing opportunities.

Cost and Schedule

The Project cost as specified in the FFGA is \$407,800,000, which includes \$37,960,000 in contingency. As of November 2020, approximately \$24,900,000 in contingency has been expended or committed. While Project construction is 38 percent complete (as of November 2020), a significant number of challenges have been experienced in the initial stages of construction. Some examples of construction challenges include:

Unforeseen Utility Conflicts

The number and nature of utility conflicts encountered during the relocation of wet utilities was higher and more complex than anticipated, as many were unmapped and/or abandoned utility lines within City streets. Many of these locations required extensive redesign work and additional construction. Additionally, more labor-intensive hand-digging of OCS, traffic signal, and streetlight pole foundations has been undertaken to minimize the risks associated with striking an unknown utility with heavy equipment.

Contaminated Materials in the PEROW, City Streets, and MSF

An extensive amount of contaminated and hazardous soil was encountered during excavations on the PEROW, City streets, and MSF. The contaminated materials also include many buried wooden railroad ties from the Pacific Electric Railway. This level of contamination and the subsequent requirements for removal and disposal was unanticipated based on the results of testing conducted during final design.

Additional Unforeseen Conditions

Walsh has encountered additional unforeseen conditions during the performance of the work, including thicker sections of existing pavement and unsuitable subgrade conditions on City streets, as well as an abandoned well, underground storage tank, and discovery of cultural resources at the MSF.

Construction Quality Control and Compliance

Contractor difficulties complying with construction quality requirements and quality control plans have resulted in construction delays, contractor re-work, and more extensive oversight and acceptance monitoring being performed by OCTA.

Oversight and Approvals from Multiple Agencies and Third Parties

An extensive number of Requests for Information are being submitted by Walsh. Each require review from specialized design disciplines, as well oversight and approval from multiple agencies and third parties.

Change Requests

An extensive number of Request for Changes have been also submitted by Walsh to address the unforeseen conditions and material substitutions, and several change notices have been issued to address design modifications and requests made by third parties.

These challenges have resulted in a higher than anticipated number of construction change orders, as well as additional staff resources required of OCTA to manage. As a result, the Project contingency has been drawn down faster than originally forecast for this stage of completion.

Based on changes and contractor progress through the quarter, the schedule for targeted revenue service has been extended to October 2022.

The Project schedule and cost to complete is under review by OCTA and FTA considering the challenges experienced and outstanding project risks. Staff will return to the Board in February 2021 to present the results of the most recent comprehensive risk analysis, as well as recommendations for cost and schedule adjustments needed to complete the Project.

Next Steps

Construction activities in the next quarter will focus on completing the floor slabs in the MSF building, installation of embedded track in the street and ballasted track in the PEROW, installing OCS poles, delivering the traction power substations, and constructing 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, particularly along Fourth Street where businesses are more prevalent.

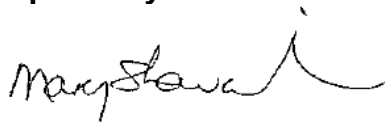
Summary

An OC Streetcar project update covering September 2020 through December 2020 is provided for the Orange County Transportation Authority Board of Directors' review.

Attachment

None.

Prepared by:



Mary Shavalier
Program Manager
(714) 560-5856

Approved by:



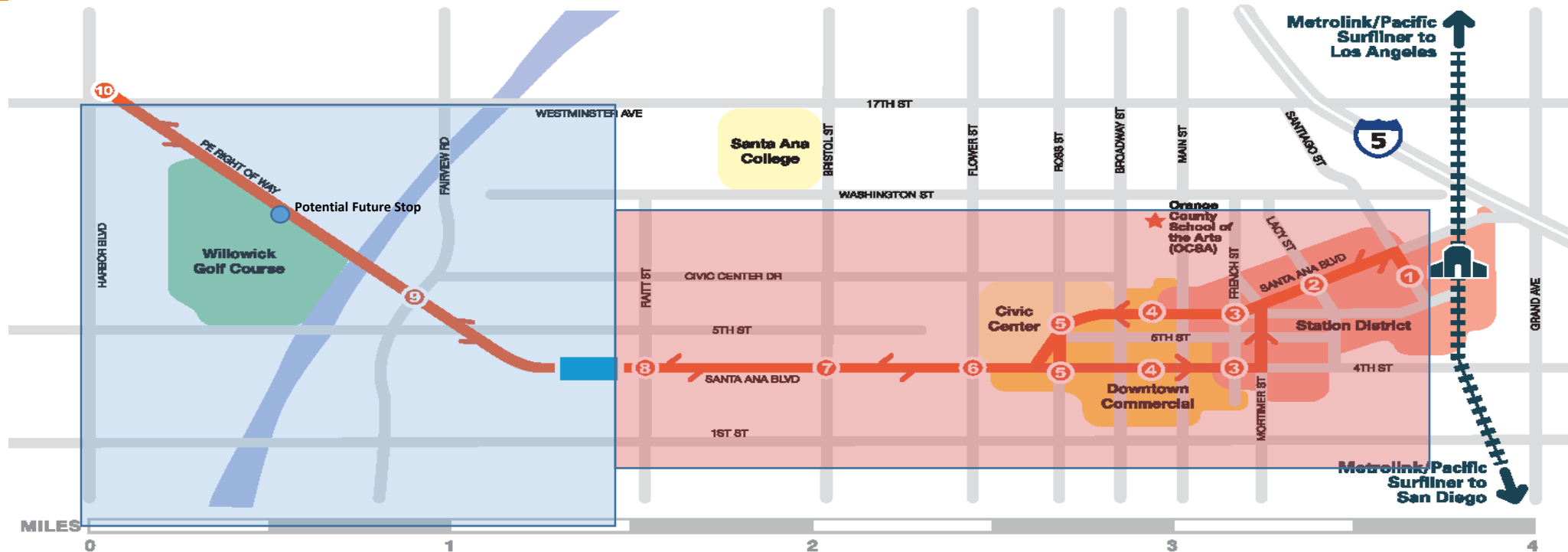
James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

OC Streetcar Project Quarterly Update

Agenda

1. Project Alignment Features
2. Status of Construction
3. Upcoming Construction Milestones
4. Project Challenges
5. Status of Vehicle Production
6. Outreach

OC Streetcar Features



Pacific Electric Right-of-Way (PEROW)

- Dedicated right-of-way owned by the Orange County Transportation Authority (OCTA)
- Double-Track, Ties, and Ballast
- Two Bridges: Westminster Avenue and Santa Ana River
- Two Gated Crossings: Fairview Street and 5th Street
- Maintenance facility for eight cars west of Raitt Street
- Center Platforms
- Two-Wire Overhead Catenary System (OCS)

STREET RUNNING

- Traffic Signal Priority
- One-Way Couplet Downtown
 - 4th Street Eastbound, Santa Ana Boulevard Westbound
- Embedded Track (Block Rail)
- Side Platforms (except Santa Ana Regional Transportation Center)
- Protected bike lane on Santa Ana Boulevard
- One-Wire OCS with underground feeder

Construction—Segment 1



- PEROW

- Sticks of rail delivered and are welded into strings.
- Drainage improvements completed.
- Installation of OCS pole foundations and communication duct banks.
- Construction of Fairview station platform.

Westminster Bridge



- Falsework was stripped from the cast-in-place Westminster Avenue Bridge.
- Retaining walls supporting the bridge were completed.
- Median is being reconstructed.

Santa Ana River Bridge



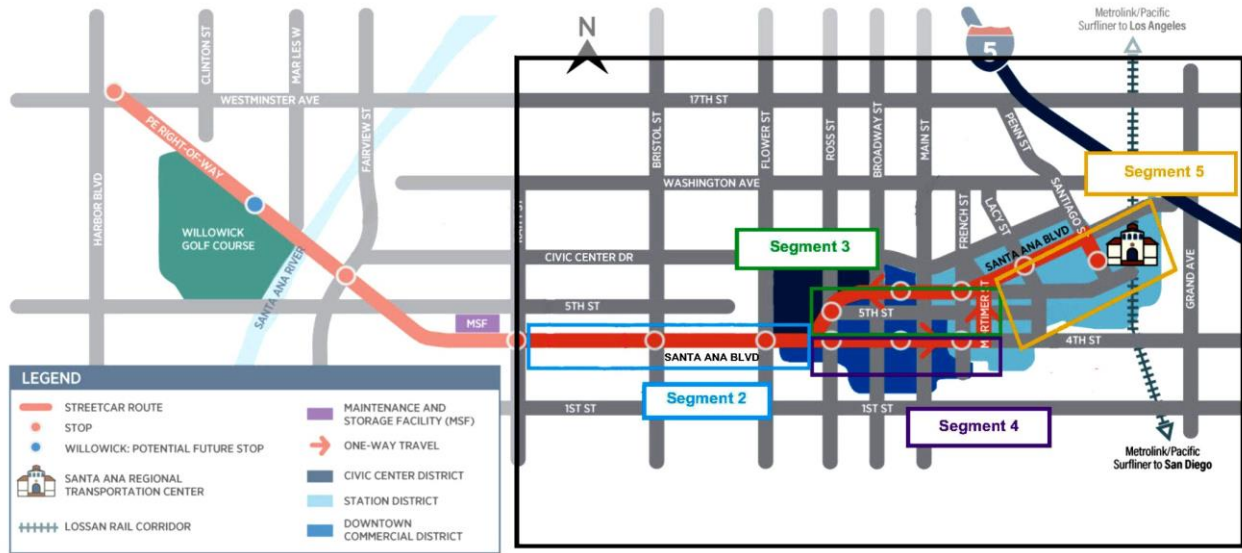
- Falsework for the Santa Ana River Bridge pier caps was removed.
- Retaining walls supporting approaches to the bridge were completed and soundwalls were constructed.

Maintenance and Storage Facility (MSF)



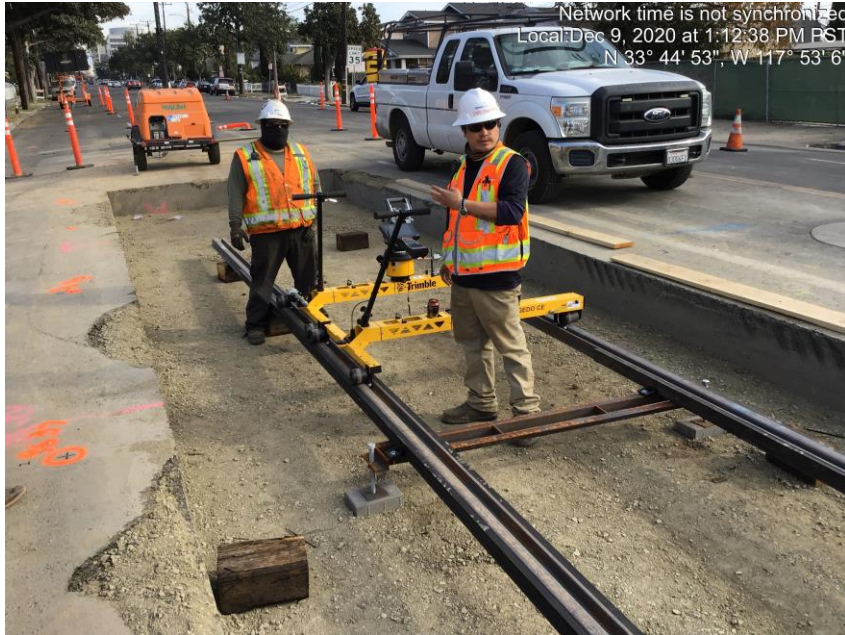
- Wheel truing pit area was released back to the contractor after archeological work was completed to confirm there are no additional cultural resources.
- Work continued on the west half of the MSF building floor slabs, and on the car wash foundation and slab, and new utility services to the facility.

Construction—Segments 2 Through 5



- Wet utility relocation and installation is complete.
- Installation of OCS, traffic signal, and streetlight pole foundations is ongoing.
- Contractor encountered and remediated railroad ties from the former Pacific Electric Railway, contaminated soil, and unsuitable subgrade conditions on Santa Ana Boulevard between Raitt Street and Bristol Street.
- Embedded track was installed across Bristol Street in December 2020 and track installation is proceeding west towards Raitt Street in 300-foot segments.
- Embedded track excavation work proceeded on Santa Ana Boulevard between Parton Street and Mortimer Street.

Track Installation at Bristol Intersection



Upcoming Construction Milestones

- Continued installation of:
 - In-street embedded track and PEROW ballasted track
 - OCS and traffic signal pole foundations
- Continued construction of MSF slabs and walls
- Construction of station stop platforms
- Delivery of traction power sub-stations

Project Challenges

- Higher than anticipated number of unforeseen conditions encountered by construction contractor are resulting in numerous change orders
 - Unknown utilities in city streets
 - Unmapped and/or abandoned utilities
 - Hand-excavating locations of pole foundations to minimize risks
 - Contaminated soils and materials
 - PEROW, City of Santa Ana streets, and at MSF
 - Not identified during design phase testing
 - Other unknown conditions
 - Areas of thicker pavement and unsuitable subgrade in city streets
 - Abandoned well, underground storage tank, and cultural resource discovery at the MSF

Project Challenges

- Work effort and approach have resulted in additional challenges to OCTA management and workflow
 - Quality
 - Quality control effort and compliance with quality requirements is requiring more extensive OCTA oversight for acceptance, and in some cases rework.
 - Request For Information (RFI)
 - Extensive number of RFIs submitted by Walsh including suggestions, confirmation requests, questions, and to document potential changes, regardless of size and rather than addressing changes in the field.
 - Often require multi-disciplinary reviews and responses, and/or approval from third parties.

Project Challenges

- Higher than anticipated number of contract change orders and additional resources required from OCTA
 - Results in project contingency drawdown faster than originally forecast at this stage of completion
 - To address the declining contingency, an updated comprehensive risk analysis was conducted
 - Cost to complete
 - Schedule for completion
 - Contingency levels necessary to address outstanding risks
- Currently under review by the Federal Transit Administration and their consultant team.
- Recommendations to be presented to Board of Directors for consideration in February 2021.

Vehicles

- The first four of the eight S-700 Streetcar vehicles are near completion in that the cars have been assembled, trucks assemblies installed, interior equipping of the seats, flooring, doors and electrical systems. The four vehicles are currently undergoing static and dynamic testing to verify component and system functionality.
- The remaining four vehicles, cars five to eight, are in various stages of production, including interior equipping, final assembly, and sub-floor installation.
- 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 Mobility, Inc., on computer-aided dispatch and automated vehicle location design specifications.



Vehicles



Outreach

- Santa Ana Business Associations
- Rail Pull Milestone
- Virtual Open House
- Eat Shop Play

WEEKLY DIGITAL PROGRAM LINE UP

MONTHLY PROGRAMMING LAST SATURDAYS

SATURDAY FOR KIDS

LIVE 9:30AM PDT



STANDARDS FOR KIDS JOCYLYN & BRIANA

APRIL-OCT Saturday For Kids Showcase
<https://www.facebook.com/thecloudnet/videos/c58178004594916>









SANTA ANA BUSINESS COUNCIL

STUSSY
ARTS

THE HOT HOUR
with Maria @thehothourla

HIGHLIGHTS FROM 2ND QUARTER

Our new show follows Maria "The Hot" Tortilla as she explores downtown gems, interviews business owners and artists and exposes the spicy flavor that makes DTLA the "Tajin of Orange County."

The Hot Hour Show

Maria's show is an incredible romp through downtown style, food and community.

How does The Hot Hour content help downtown businesses?

Businesses are featured on the event including Loose Leaf Boba, Slusculciti, Frida Cinema, El Indio Botanias y Cervezas and Native Harvest Farmers Market. La Michoacana Express, Elite Fitness Gym Downtown, Ninos Bridal Couture, Santos Pizza, The Blue Lot and ASM. The content is engaging with our online audience and tempers our commercial value with cool, community content. In addition, we promote take-out/dining options while you enjoy the show.

EAT SHOP PLAY

DOWNTOWN SANTA ANA

OC STREETCAR OCTA

March - Mid December 2020

OC's Eat Shop Play (ESP) program supports local businesses located along the future OC Streetcar route. Benefits to Eat Shop Play include social media ads, a newsletter features, web profiles and more. Participation is free. Businesses located along the future OC Streetcar route are eligible to sign up for marketing assistance at occta.net/OCStreetcar.

103 Social Media Posts in English and Spanish
Facebook: 36 Instagram: 34 Twitter: 33

87 Social Media Ads in English and Spanish
Instagram: 42

Total Reach: **1,880,962**

47 Walking Map Listings

1 Feature Video

Door-to-door outreach
Outreach calls
Newsletters
Website invitation
led to **48** Participating Businesses
Eat: 24 Shop: 13 Play: 4 Other: 7

16 Bi-weekly ESP e-newsletters with **148** Business Features
Business Features were included in:
Business Spotlights
Takeout Tuesday
Dining Options

19 Community Corner Features promoting what is happening in the community

18 ESP Program Features in the OC Streetcar Construction Newsletter

Bus Ads coming 2021

Virtual Community Open House

OC STREETCAR CONSTRUCTION UPDATES

**December 17,
5:30 - 6:30 p.m.**

**CLICK HERE
TO JOIN THE
MEETING**

**OR CALL 1-669-900-6833
TO ACCESS THE MEETING**

Please visit <https://bit.ly/39fAYID> at 5:30 p.m. on December 17 to join the virtual open house. The virtual open house will be held in both English and Spanish.

Call 1-669-900-6833 (Meeting ID: 823 6402 2263#) if you prefer to join the meeting by phone.



OC Streetcar
Track Installation
Has Started!

[Click to watch the video premiere of this exciting milestone](#)



Join the OCTA Board of Directors, the City of Santa Ana and the project's community partners in celebrating this major OC Streetcar project milestone.





January 14, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Orders 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. Contract change orders are required for acquisition of updated communication equipment, removal of thicker asphalt concrete pavement due to differing site conditions in City of Santa Ana streets, and continued hand digging of pole foundations.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 43 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$372,136, for the acquisition of updated communications equipment.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 48 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,177,362, for removal of thicker asphalt concrete pavement from City of Santa Ana streets.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 16.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,400,000, for additional hand digging of overhead contact system, traffic signal, and streetlight pole foundations.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to Walsh Construction Company II, LLC, (Walsh) to construct the OC Streetcar project (Project). The Notice to Proceed with construction was issued to Walsh on March 4, 2019.

Replacement of Communications Equipment

Since the construction bid was advertised in December 2017, several equipment components associated with the communications system have been phased out by manufacturers and replaced with newer models. The electronic and microprocessor-based components continue to evolve with newer models which have improved capabilities, including enhanced reliability and security provisions. The older models are either no longer available or are not supported by the manufacturers through technical support, updates for hardware and software, or warranties.

The specific equipment included in the contract that has been replaced by newer models include:

- Passenger information system server
- Public address system audio controller, audio amplifier, and ambient noise sensor
- Variable message signs
- Video cameras
- Digital video recorder
- Communications wireless network regulator

The additional cost of the newer equipment has been determined by the construction management (CM) team to be \$372,136. This cost is the difference between the contract values and the newer models. Walsh does not agree with the contract change order (CCO) amount and may pursue additional costs at a later time; however, it is prudent to proceed with this CCO to lock in current equipment pricing.

Thicker Asphalt Concrete Pavement

Since the start of the utilities work within the City of Santa Ana (City) streets, the contractor has encountered thicker asphalt concrete (AC) pavement sections than indicated in the contract drawings. The pavement thicknesses that have been encountered are upward of 24 inches compared to the pavement thickness

of ten to 13 inches shown on the contract drawings, which were based upon the City street as-built plans. As-built plans do not always reflect the actual site conditions for depth of AC or other pavements.

There is approximately 8,900 cubic yards of AC pavement that needs to be removed from the City streets in addition to what was originally estimated in the contract. The work associated with removal of the thicker pavement involves additional costs for pavement saw cutting and excavation, as well as transportation and disposal.

The cost of the work has been determined by the CM team to be \$1,177,362. Walsh does not agree with the CCO amount and may pursue additional costs at a later time; however, it is prudent to proceed with this CCO to allow the Project to advance without further delay.

Hand Digging of Overhead Contact System, Traffic Signal, and Streetlight Pole Foundations

For nearly a year, the contractor has been installing pole foundations that will support the overhead contact system (OCS), traffic signal, and streetlight poles.

The contract with Walsh requires OCS pole foundations that were identified as being within the vicinity of known utilities to be hand dug to prevent damage to utility lines, with the remaining foundations installed by drilling. As Walsh proceeded with drilling foundation holes not in the vicinity of the known utilities, an extensive number of undocumented underground utilities were encountered, including small conduits for irrigation, streetlights, traffic signals, and residential service laterals. These are primarily residential connections into the City's water and gas lines that are not mapped by the City and are not identified by Dig Alert, the legally required utility identification for the Project.

It was determined that hand digging all pole foundations was the best approach for minimizing risks associated with damaging an undocumented utility. To keep work on the pole foundations proceeding, initial CCO No. 16, in the amount of amount of \$198,808, was issued to Walsh for hand digging of pole foundations at approximately 53 locations. Supplemental CCO No. 16.1, in the amount of \$1,400,000, was subsequently approved by the Board on June 22, 2020, and issued to Walsh for continued work associated with hand digging of OCS, traffic signal, and streetlight pole foundations. The cost of the supplemental CCO was based on an assumption on the number of pole foundations that would require hand digging given the excavations experienced to date.

Hand digging of utilities in the Pacific Electric Right-of-Way (PEROW) was not assumed in CCO No. 16.1, as utility conflicts in that segment of the Project were not anticipated. However, when pole foundations were being installed in the PEROW, numerous unknown utilities were encountered. To minimize risks associated with damaging the utility lines, hand digging of the pole foundations in the PEROW was undertaken. Additionally, most of the pole foundations installed in City streets required several iterations of surveying, layout, and potholing to identify a location for the foundation that was clear of utilities. The level of effort associated with the hand digging of pole foundations in the PEROW, as well as in the City streets, was significantly more than anticipated. As a result, the funds in CCO No. 16.1 have nearly been depleted and additional funding is required to enable hand digging to be performed on the remaining pole foundations that need to be installed.

An independent cost estimate, which provides an order of magnitude cost for the continued work to hand dig pole foundations, has been prepared by the CM team. The cost of the additional work is estimated at \$1,400,000, and includes an assumption that a percentage of the pole foundations will require several iterations of surveying, layout, and potholing to avoid utility conflicts.

The cost of the work associated with the three CCOs will be funded from the Project contingency because the work was not included in the Project cost estimate. It will not increase the Project cost of \$407,700,000, as defined in the Full Funding Grant Agreement.

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 \$220,538,649, for construction of the Project.

Proposed CCO No. 43 in the amount of \$372,136, CCO No. 48 in the amount of \$1,177,362, and CCO No. 16.2 in the amount of \$1,400,000, will increase the cumulative value of the contract by \$ 2,949,498, to \$241,174,189, as shown in Attachment A. Board approval is required for CCO nos. 43, 48, and 16.2, pursuant to the State of California Public Contracting Code Section 20142.

Fiscal Impact

The additional work for this Project is included in OCTA's Fiscal Year 2020-21 Budget, Capital Programs Division, Account 0051-9017-TS010-Z55, and is funded with Federal Transit Administration Section 5309 New Starts and local Measure M2 funds.

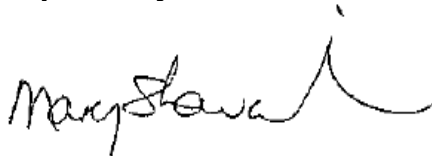
Summary

Staff recommends Board authorization for the Chief Executive Officer to negotiate and execute CCO No. 43, in the amount of \$372,136, for the acquisition of updated communications equipment; CCO No. 48, in the amount of \$1,177,362, for removal of thicker asphalt concrete pavement from City streets; and CCO No. 16.2, in the amount of \$1,400,000, for additional hand digging of overhead contact system, traffic signal, and streetlight pole foundations, to Agreement No. C-7-1904 with Walsh.

Attachment

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

Prepared by:

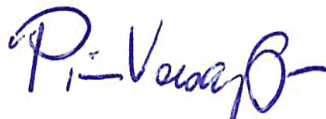


Mary Shavalier
Program Manager
(714) 560-5856

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
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Pia Veasapen
Director, Contracts Administration and
Materials Management
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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
1	Demolition, Removals, and Disposal at the Maintenance and Storage Facility (MSF) Property	Approved	6/20/2019	\$199,749.00
1.1	Demolition, Removals, and Disposal at the MSF Property Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	TIE I - Schedule Impacts Associated with CD-001 and CD-003	Approved	6/17/2020	\$0.00
2	Removal and Disposal of Contaminated Materials at the MSF Property	Approved	6/25/2019	\$200,000.00
2.1	Removal and Disposal of Contaminated Materials at the MSF Property Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Within the Orange County Transit District-Owned PEROW and Other Project Areas	Approved	2/25/2020	\$7,278,795.00
4	Required Work to Address Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Required Work to Address Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Required Work to Address Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
5	Tree Removal and Trimming	Approved	6/9/2020	\$129,215.52
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Maintenance Path Profile	Approved	6/9/2020	\$6,055.00
9	Vapor Barrier Installation	Pending		\$395,717.00
10	Ultrasonic Testing	Approved	6/9/2020	\$0
11	Opticom Vehicles	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	MSF Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Overhead Contact System (OCS) and Traffic Signal Utility Conflicts	Approved	6/17/2020	\$195,723.00
16	Hand digging and Survey for OCS and Traffic Signal Pole Foundation	Approved	6/23/2020	\$198,808.00
16.1	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Approved	6/26/2020	\$1,400,000.00
16.2	Hand digging and Survey for OCS, Traffic Signal, and Streetlight Pole Foundations	Pending		\$1,400,000.00

17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Removal of Man-Made Objects	Approved	11/23/2020	\$300,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of CL Fence	Pending		\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0
23	Santa Ana River Bridge, OCS Pole, and OCS Down Guy Diaphragms	Pending		\$7,419.00
24	OCS Sectionalization – Siemens portion	Approved	10/5/2020	\$158,941.00
24.1	OCS Sectionalization	Pending		\$722,253.92
26	Revisions to Station Color Schedule, Glass & Pylon	Pending		\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Extension of Time- TIE 004 & 007	Approved	12/8/2020	\$0.00
29	SARB OCS Pole and OCS Down Guy Diaphragms	Approved	11/19/2020	\$34,216.80
30	Electrical Continuity Testing	Pending		\$23,928.10
30.1	Electrical Continuity Testing	Pending		\$320,164.40
32	Asbestos Survey	Pending		\$25,000.00
35	No Sunshade for Variable Message Sign	Pending		\$0.00
43	End of Life Equipment	Pending		\$372,136.38
45	Thickened AC Pavement	Pending		\$60,000.00
48	Thickened AC Pavement	Pending		\$1,177,362.00

Subtotal Executed CCOs	\$15,947,822.30
Subtotal Pending CCOs	\$4,687,717.54
TOTAL CCOs	\$20,635,539.84
ORIGINAL VALUE	\$220,538,649.00
PROPOSED REVISED VALUE	\$241,174,188.84



January 14, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: February 2021 Bus Service Change

Overview

The February 2021 bus service change will continue the same level of bus service as was implemented in October 2020. This recommendation is based on generally stable ridership demand. Staff is also underway with the development of a contingency plan should demand increase and additional service is needed between February 2021 and the regularly planned June 2021 schedule change.

Recommendation

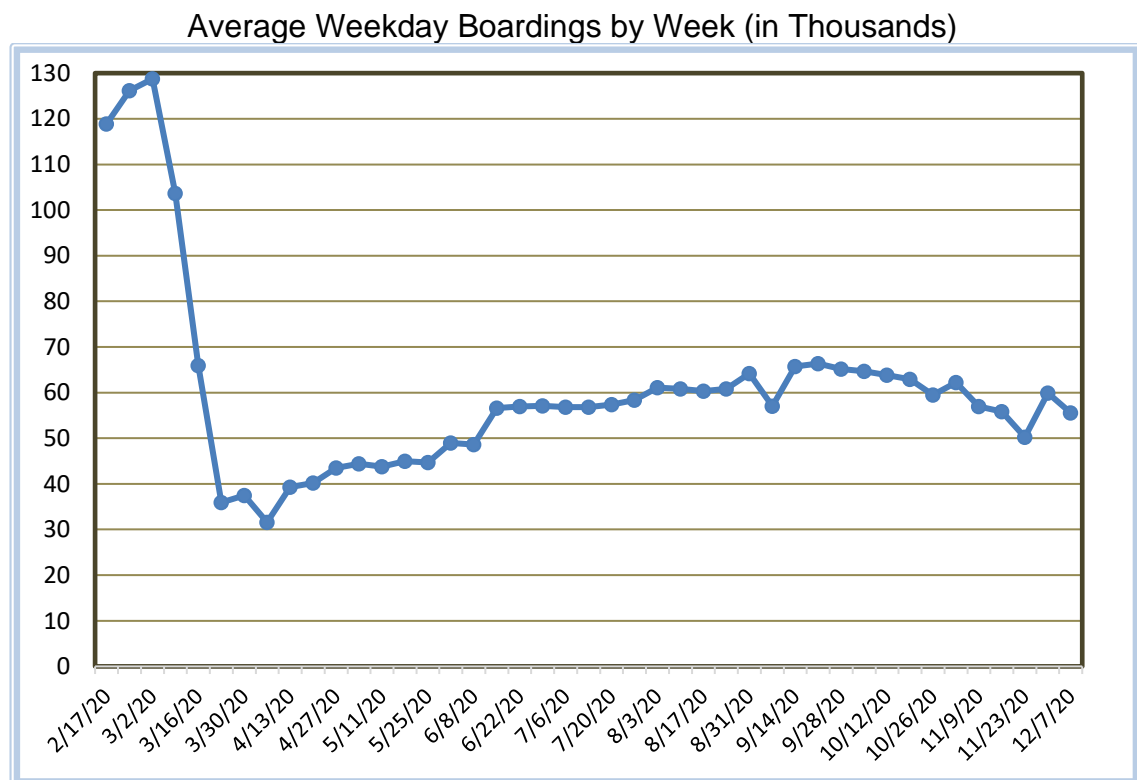
Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) implements schedule and route revisions to selected OC Bus routes three times a year, in February, June, and October. The next bus service change is scheduled for implementation on February 14, 2021. OCTA implemented an emergency service change on March 23, 2020. This emergency service change reduced service levels to balance a reduction in demand for transit due to Governor Newsom's stay-at-home order to help reduce the spread of the coronavirus (COVID-19) by providing a baseline level of service for customers needing to make essential trips. Bus service was subsequently increased slightly in June 2020 as demand increased and to help ensure social distancing for passengers and OCTA coach operators. The same service levels were continued with the October 2020 service change. The increase in COVID-19 positivity rates in November and December continues to have a negative impact on bus ridership. Therefore, the February 2021 service change will continue the service that OCTA is currently operating.

Discussion

After the implementation of the COVID-19 stay-at-home order, weekday OC Bus ridership dropped significantly. Weekday ridership decreased from approximately 125,000 boardings per day to the low 30,000s in April 2020 and then steadily recovered to the mid-60,000s where it remained from late August to late October. With the current rise in COVID-19 positivity rates, ridership has again decreased below 60,000.



On March 23, 2020, OCTA reduced fixed-route bus service approximately 40 percent by implementing Sunday service schedules on all routes, seven days a week. The June 2020, and subsequent October 2020 service change, provided an enhanced Saturday service schedule on weekdays and a regular, pre-COVID-19 schedule on Saturdays and Sundays.

For the February 2021 service change, weekday service will continue to be suspended on eight bus routes originally suspended in March 2020. To improve on-time performance, some minor schedule adjustments will be implemented on a select number of bus routes. Annualized revenue vehicle hours will continue at 1,182,000. This maintains the same service levels since June and

October 2020. This is approximately 25 percent below the 1,625,000 annualized revenue vehicle hours operated prior to COVID-19.

Staff anticipates that demand for OC Bus service will continue to remain steady between now and spring 2021 and can be accommodated with current service levels. In the event ridership increases and / or additional service is necessary to allow for social distancing, buses can be deployed, as needed, to operate additional bus trips (i.e., “trippers”), following the current practice. The completed installation of coach operator shields on the entire fleet allowed the number of passengers on each 40-foot bus to increase from 15 to 20. This allowed for sufficient social distancing and re-established front-door boarding which also allows for the active collection of fares. Capacity on 60-foot buses was also increased from 20 to 35 passengers. The change provided OCTA with the ability to accommodate more demand with scheduled services. After implementation in February 2021, staff will reassess the service change based on customer demand, workforce availability, and social distancing.

Staff has also started developing contingency plans, which could be implemented between February 2021 and the regularly planned June 2021 service change if ridership increases to a level that cannot be accommodated by existing service levels plus trippers. The plan may assume increased passenger loads and provide additional scheduled frequency, as needed, to accommodate additional ridership growth. Events that could trigger the implementation of this plan could include ridership increases associated with a wide-spread vaccination, schools reopening for in-person classes, and reopening of major businesses, the hospitality sector, and activity centers.

Communication and engagement will continue to play a key role in building confidence and trust as OCTA delivers critical public transportation services during and beyond the COVID-19 pandemic. OCTA has developed an aggressive customer information campaign that includes the latest changes to bus service, as well as all of the safety measures OCTA has implemented. Information regarding the February 2021 service change will be distributed two weeks prior to February 14, 2021. This will include brochures distributed on-board the buses and by mail, signage inside and outside of the buses, as well as at stops and transit centers. In addition, digital messaging via email, texting, social media, mobile apps, and OCTA’s website will be deployed to ensure sufficient level of awareness of the February service change.

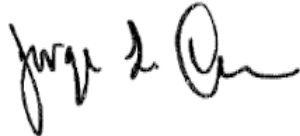
Summary

The February 2021 bus service change will maintain the same schedules as were implemented in June and October 2020. Staff will continue to monitor ridership, deploy trippers as needed, and develop a contingency plan to implement additional service, if necessary, between February and June 2021. If the deployment of a contingency plan becomes necessary, staff will notify the Board of Directors prior to implementation.

Attachment

None.

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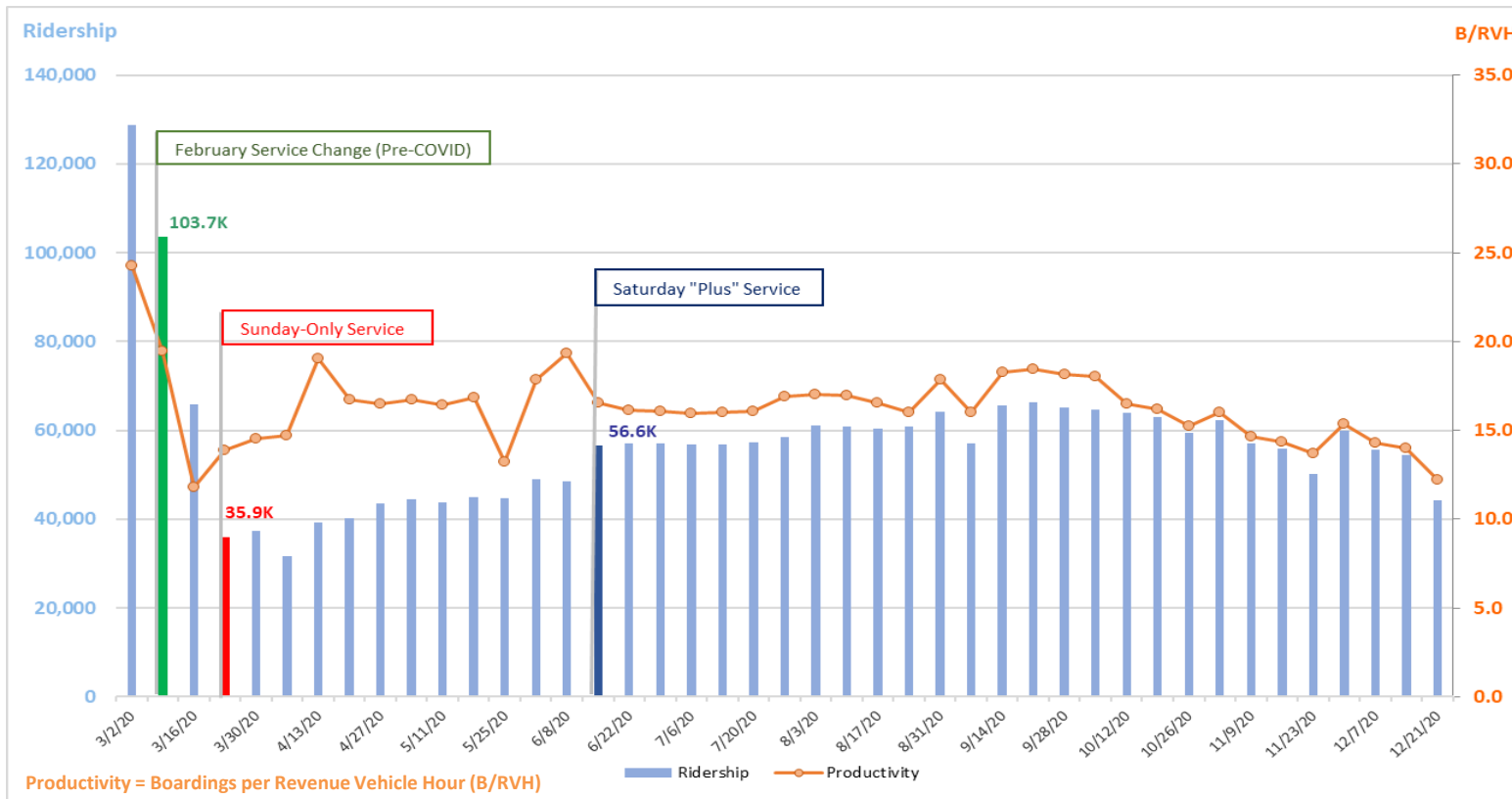
OC Bus Service Update

Key Metrics:

- Ridership
 - Trending at 51,000 (43 percent of the pre-pandemic average weekday ridership of 120,000); productivity is at 11.5 boardings per revenue vehicle hour (b/rvh) or 48 percent of the pre-pandemic level of 25 b/rvh
- Pass-Bys
 - Occur when passenger loads on a 40-foot bus reach 20 or more (35 passengers on a 60-foot bus)
- Trippers
 - Unscheduled trips dispatched to provide service to pass-bys created by overloads (20+ 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

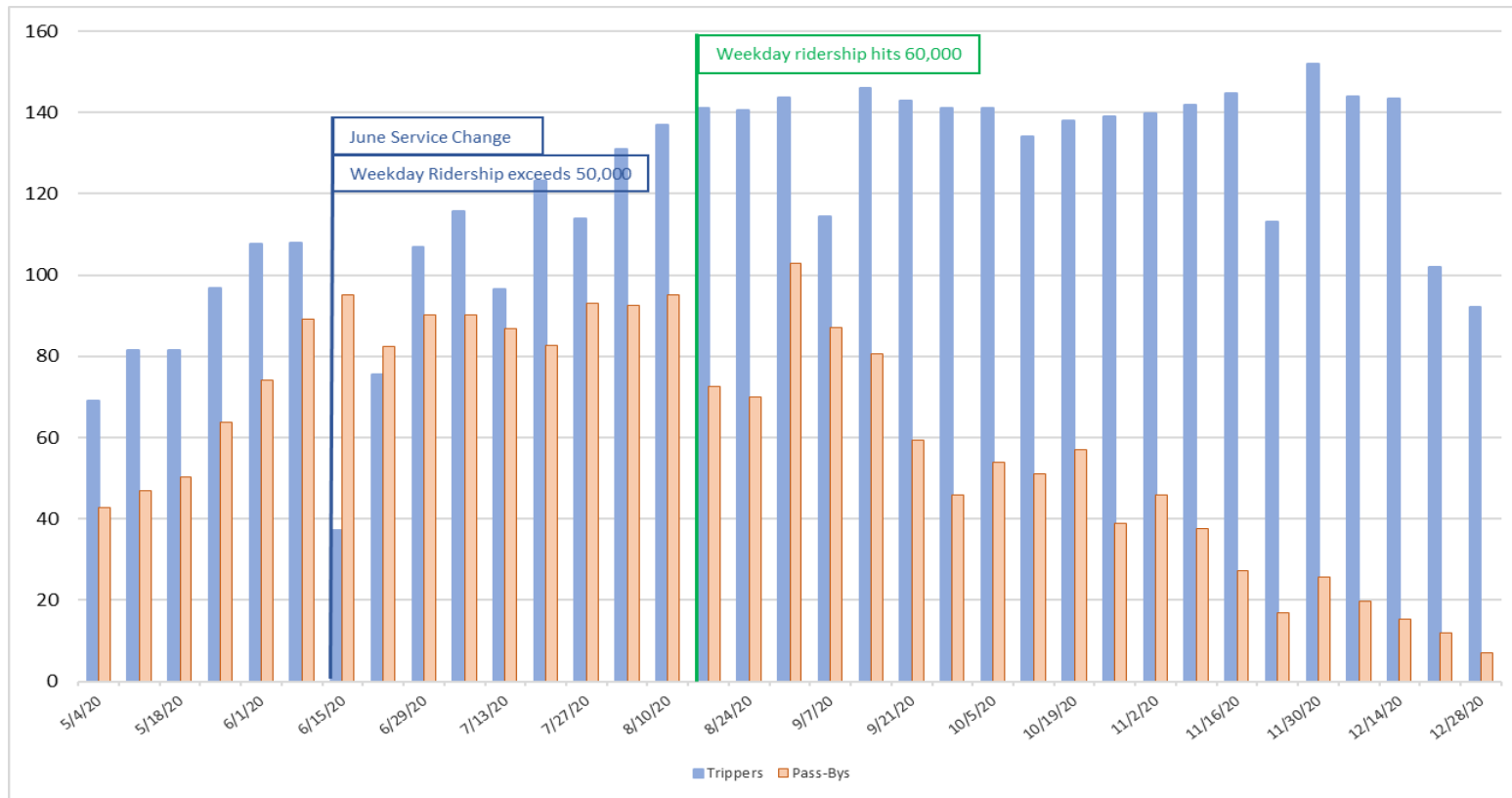
OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



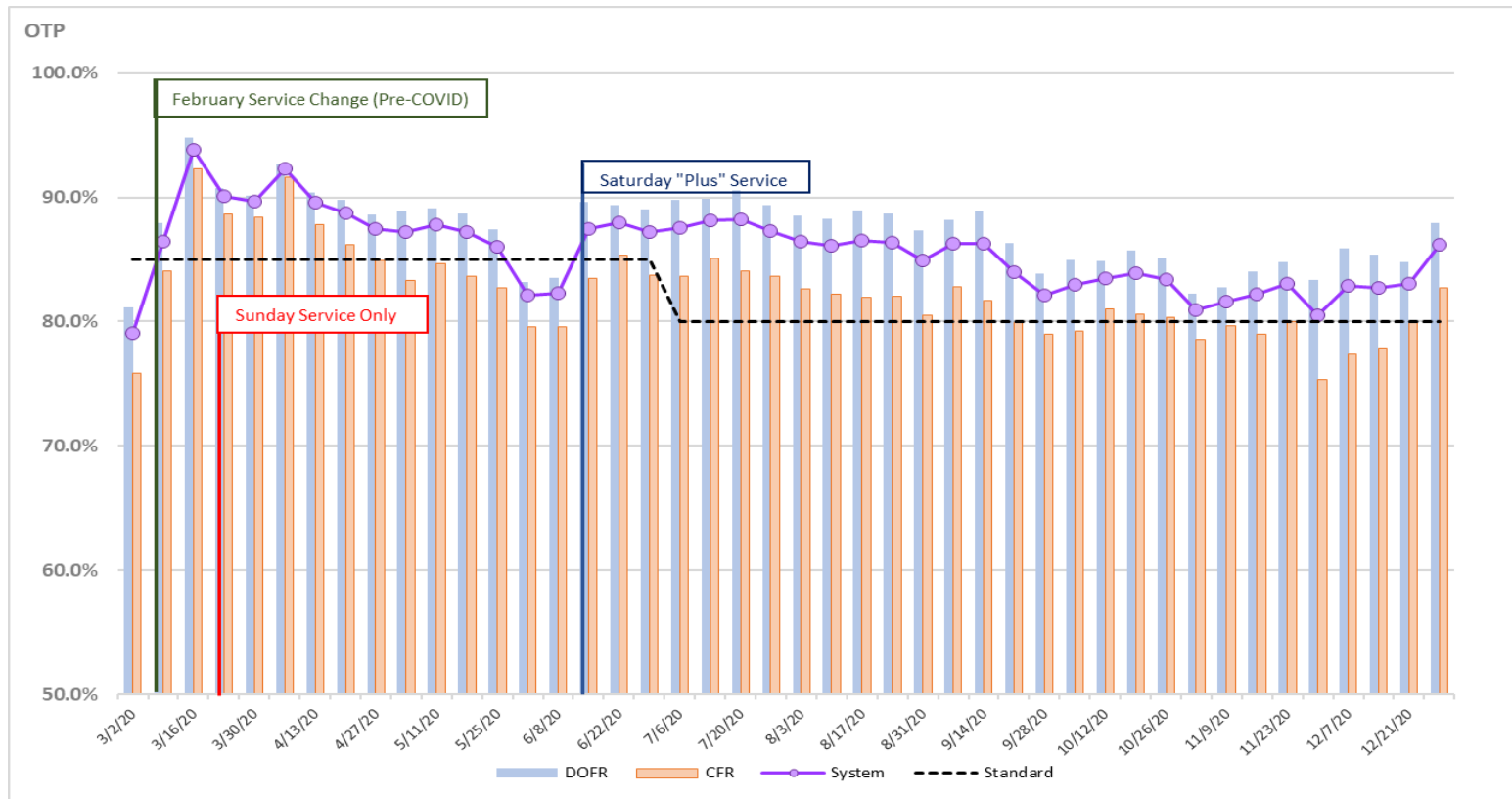
OC BUS TRENDS: TRIPPERS AND PASS-BYS

(AVERAGE WEEKDAY)



OC BUS TRENDS: ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



CUSTOMER COMMUNICATION AND FEEDBACK

COVID-19 Safety Measure

Safety Information

- Orange County Transportation Authority continued to reinforce COVID-19 related safety messages using multilingual communications for updated website content, social media posts, and on-board messages.



Customer Comments

Bus Pass-bys

- Complaints on pass-bys per week dropped, from an average of 7.6 complaints in November to seven complaints in December.

Overcrowding

- Passenger overcrowding complaints per week decreased, from an average of 2.75 complaints in November to an average of 1.4 in December.

Front Door Boarding

- Comments on front door boarding and fare collection remained low, with five comments in November and December, compared to 26 comments in October.



NEXT STEPS

- Continue to track service performance and COVID-19 pandemic impacts
- Monitor changes to stay-at-home orders, school, and business activities