



AGENDA

Transit Committee Meeting

Committee Members

Tim Shaw, Chairman
Harry S. Sidhu, Vice Chairman
Doug Chaffee
Andrew Do
Steve Jones
Tam Nguyen
Vicente Sarmiento

Orange County Transportation Authority
Headquarters
Conference Room 07
550 South Main Street
Orange, California
Thursday, June 10, 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 Orange County Transportation Authority (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 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 **90 minutes prior to the start time of the Board and Committee meeting date.**

Call to Order

Roll Call

Pledge of Allegiance

Director Nguyen

1. Public Comments

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 2 through 7)

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 May 13, 2021.



3. Award of Agreement for the Purchase of Battery Chargers for 40-Foot Plug-In Battery-Electric Buses

Dayle Withers/Jennifer L. Bergener

Overview

The Orange County Transportation Authority Board of Directors approved the purchase of ten battery-electric buses for use as a pilot for operation of OC Bus fixed-route service. Charging the buses will require a combination of electrical infrastructure provided by Southern California Edison through the Charge Ready Transport Program and battery chargers secured through a separate procurement. Staff is requesting Board of Directors' approval to award an agreement for battery chargers necessary to support the battery-electric bus pilot.

Recommendations

- A. Find La Marche Manufacturing Co. and Siemens Industry Inc., the apparent low bidders, as non-responsive for failure to bid on approved equipment that meets the technical specifications as identified in the invitations for bid.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and One Source Distributors, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

4. Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Dayle Withers/Jennifer L. Bergener

Overview

On October 12, 2020, the Orange County Transportation Authority Board of Directors approved the selection of GILLIG LLC, as the firm to provide up to 165, 40-foot compressed natural gas-powered buses, with an option to purchase up to 134 additional buses. Bus configuration changes have been identified through the ongoing design review process and an amendment is necessary to incorporate these changes.



4. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

5. Joint Agreement with the County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Timothy W. Beseau/Jennifer L. Bergener

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority utilizes both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust, and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed a new agreement for continued membership.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the Orange County Transportation Authority equipment used on the system, equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.

6. Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Heidi Busslinger/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2020-21 program, including amendments to prior programs, is presented for Board of Directors' review and approval. Also included are recommendations for the use of federal transit funding being provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the American Rescue Plan Act of 2021.

Recommendations

- A. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Authorize the acceptance and use of \$1.207 million in Federal Transit Administration Section 5339 Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.
- D. Authorize the use of \$43.489 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Public Law 116-260) funds and \$186.658 million in American Rescue Plan Act of 2021 (Public Law 117-2) funds for bus and rail operating expenses.
- E. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.



6. (Continued)

- F. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications required for the recommendations above to the Federal Transit Administration.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

7. Amendments to Cooperative Agreements with Special Agencies for the Provision of Transportation Services

Joanne Jacobsen/Jennifer L. Bergener

Overview

The Orange County Transportation Authority contracts with six special agencies to assist in providing and managing the demand for OC ACCESS service. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six special agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five special agencies for the provision of transportation services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No C-8-1917 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,302,621 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,343,599 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.



7. (Continued)

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$566,323, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,362,793, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services and to adjust the per trip rate to \$16.18, and the Regional Center of Orange County pass-through per trip rate to \$6.18, for continued services effective July 1, 2021 through June 30, 2022. This increase in rate will not change the contract maximum obligation of \$3,111,668, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

Regular Calendar

8. Amendment to Agreement for the Design of the OC Streetcar Project
Ross Lew/James G. Beil

Overview

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

8. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,500,000, and extend the agreement term through September 30, 2022, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$26,083,841.

9. **Bus Operations Performance Measurements Report for the Third Quarter of Fiscal Year 2020-21**

Johnny Dunning, Jr./Jennifer L. Bergener

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the year-to-date performance of these services through the third quarter of fiscal year 2020-21.

Recommendation

Receive and file as an information item.

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

Eileen Bruggeman/Jennifer L. Bergener

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. The initial term of the agreement expired on May 31, 2019. The first option term was exercised in 2019 and expired May 31, 2021. To ensure continuity of these services, until this item could be finalized and brought before the Board of Directors, an administrative amendment was executed to extend the agreement through June 30, 2021. At this time, staff seeks Board of Directors' approval to exercise the second and final, two-year option term and apply revised rates for the option term through June 10, 2023.



10. (Continued)

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$69,714,520, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

Discussion Items

11. Fiscal Year 2021-22 Budget Workshop Follow-up

Victor Velasquez/Andrew Oftelie

Budget staff is available for follow-up questions, issues, or concerns that may have arisen at and/or since the budget workshop conducted with the Board of Directors on May 10, 2021.

12. Chief Executive Officer's Report

13. Committee Members' Reports

14. Closed Session

There are no Closed Session items scheduled.

15. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, July 8, 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

Tim Shaw, Chairman
Harry S. Sidhu, Vice Chairman
Doug Chaffee
Andrew Do
Steve Jones
Tam Nguyen

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Sahara Meisenheimer, Deputy Clerk of the Board

Via Teleconference

Darrell E. Johnson, Chief Executive Officer
Gina Ramirez, Deputy Clerk of the Board
James Donich, General Counsel

Committee Members Absent

Vicente Sarmiento

Call to Order

The May 13, 2021 regular meeting of the Transit Committee (Committee) was called to order by Committee Chairman Shaw at 9:01 a.m.

Roll Call

The Deputy Clerk of the Board conducted an attendance roll call and announced there was a quorum of the Committee.

Pledge of Allegiance

Director Jones led in the Pledge of Allegiance.

Chairman Shaw introduced new Board Member Director Nguyen.

Director Nguyen stated that this is his first committee meeting, and as a new Board Member, he has only been through two Board meetings and has learned a lot. He thanked Darrell E. Johnson, Chief Executive Officer (CEO), and staff for briefing him and now has a greater appreciation for transportation.

1. Public Comments

No public comments were received.

Special Calendar

There were no Special Calendar matters.



Consent Calendar (Items 2 through 10)

2. Approval of Minutes

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 5-0, to approve the minutes of the Transit Committee meeting of April 8, 2021.

Director Nguyen abstained due to not being present at the April 8, 2021 Transit Committee meeting.

3. Agreement for Building Repairs at Garden Grove Bus Base

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3295 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$222,169, for building repairs at the Garden Grove Bus Base.

4. Agreement for Americans with Disabilities Act Access Improvements and Parking Lot Pavement Replacement at Fullerton Park-and-Ride

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3294 between the Orange County Transportation Authority and Onyx Paving Company, Inc., the lowest responsive, responsible bidder, in the amount of \$525,000, for the construction of Americans with Disabilities Act-prescribed access improvements and parking lot pavement replacement at the Fullerton Park-and-Ride.

5. Agreement for Landscape Maintenance Services Along the Pacific Electric Right-of-Way

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

- A. Find J&S Property Management and Maintenance Inc., doing business as J&S Property Landscape, the apparent low bidder, as non-responsive for failure to complete the bid form in its entirety.

5. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-1-3215 between the Orange County Transportation Authority and Mariposa Landscaping, Inc., the lowest responsive and responsible bidder, in the amount of \$284,640, for landscape maintenance services along the Pacific Electric Right-of-Way.

6. Cooperative Agreements with Agencies Participating in the Measure M2 Senior Mobility Program

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

- A. Authorize the Chief Executive Officer to negotiate and execute cooperative agreements with 32 cities and three non-profit agencies participating in the Senior Mobility Program.
- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3259 between the Orange County Transportation Authority and the non-profit agency Abrazar, Inc., in the amount of \$82,248 to provide funding through June 30, 2022.
- C. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3260 between the Orange County Transportation Authority and the non-profit agency Korean American Senior Association of Orange County, in the amount of \$101,116 to provide funding through June 30, 2022.
- D. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3261 between the Orange County Transportation Authority and the non-profit agency Southland Integrated Services, Inc., in the amount of \$88,910, to provide funding through June 30, 2022.

7. Measure M2 Project U Senior Non-Emergency Medical Transportation Funding and Program Guidelines

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

- A. Authorize the Chief Executive Officer to execute Cooperative Agreement No. C-1-3446 with the County of Orange to continue providing funding for the Senior Non-Emergency Medical Transportation program.
- B. Adopt the revised Measure M2 Project U Senior Non-Emergency Medical Transportation Funding Guidelines.

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

Darrell E. Johnson, CEO, noted that the table on page six of the Staff Report is missing a row of numbers, but it does not change the total amount in the recommendations. Mr. Johnson, CEO, stated that this would be corrected in the May 24, 2021 Board Agenda packet.

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 6-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 13 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$87,515,543, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed of \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

9. Amendment to Agreement for Same-Day Taxi Service

A motion was made by Committee Vice Chairman Sidhu, seconded by Committee Chairman Shaw, and following a roll call vote, declared passed 5-0, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-8-1440 between the Orange County Transportation Authority and Cabco Yellow, Inc., doing business as California Yellow Cab, to exercise the second option term of the agreement to continue providing same day taxi service in the amount of \$1,825,309. This amendment will increase the maximum obligation of the agreement to a total contract value of \$8,643,120.

Due to the Levine Act, Director Do did not participate or vote on this item.

10. Low Carbon Transit Operations Program Recommendations for Fiscal Year 2020-21 and Prior Year Funds

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

- A. Approve Resolution No. 2021-042 to authorize the use of fiscal year 2020-21 Low Carbon Transit Operations Program funds, prior year funds, and interest earnings totaling \$6,359,899, as follows:
 - \$3,703,032 for the “Welcome Back” Fare Reduction Program for OC Bus Riders,
 - \$716,152 for the College Pass Program for Orange Coast College,
 - \$1,940,715 for the Ten Battery-Electric Buses, Bus Depot Upgrades and Charging Infrastructure Project.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Regular Calendar

11. June 2021 Bus Service Change

Charlie Larwood, Department Manager of Planning and Analysis and Stella Lin, Department Manager of Marketing and Customer Engagement, co-presented a PowerPoint presentation on this item.

11. (Continued)

A discussion ensued regarding:

- Slide 11 of the PowerPoint presentation and how the Orange County Transportation Authority (OCTA) plans to distribute and promote the bus passes.
- OCTA sells the passes through many different channels like supermarket chains, the OCTA store, and social service agencies. Historical data on pass sales will determine how many passes to distribute to vendors.
- The money received from the Low Carbon Transit Operations (LCTOP) Program will probably last seven to eight months to support the OCTA Welcome Back Fare Reduction Program.
- Attracting new riders by creating a completely free fare promotion will be discussed further.
- Three bills in the state legislature address “fareless” transit, relief under the coronavirus (COVID-19) for the farebox recovery requirements, and OCTA still adhering to the state guidance for capacity constraints.
- OCTA has received a grant to offer free fares to age 13 and under, based on LCTOP guidelines.
- Director Do requested that in Item 10, staff clarify the language in the second paragraph of Attachment A. A revised version of Attachment A will be included in the May 24, 2021 Board agenda packet.
- Every college has a different approach and is still deciding on whether they will be back in-person in the fall.
- OCTA is currently running 70 percent of service to carry about 50 percent of riders. Staff will ask for additional bus service increases in August 2021, once schools begin.

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

- A. Approve the final June 2021 bus service change and direct staff to begin implementation.
- B. Receive and file the June 2021 Bus Service Change Public Involvement Program Final Report.
- C. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act related to the bus service change.

12. Contract Change Orders for Over-Excavation of Unsuitable Soils and Utility Conflicts for the Construction of the OC Streetcar Project

Ross Lew, Senior Program Manager of OC Streetcar Project, reported on the background of the contract change orders, how staff plans to address the unknown utility issues, and an overview of the recommendations.

A discussion ensued regarding the risks and unknowns moving forward. Many of the excavations have determined the number of contaminated materials removed and extensive utility research has identified the conflicts. Staff is confident that most of the issues have already been addressed at the Board of Directors meeting and Transit Committee in past updates.

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

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 52.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$540,000, for over-excavation of unsuitable soils for the construction of the OC Streetcar project.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 4.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$2,000,000, for work to address utility conflicts for the construction of the OC Streetcar project.

Discussion Items

13. OC Bus Service Update

Due to time constraints Johnny Dunning, Jr, Department Manager of Scheduling and Bus Operations Support, did not provide a PowerPoint presentation.

Mr. Dunning stated ridership is steady, and staff is getting ready to make any adjustments, if needed to the bus service. OCTA is starting to make OC ACCESS services available to disadvantaged populations to disperse the COVID-19 vaccine in the City of Santa Ana.

14. Future of Transit Workshops Preview

Mr. Johnson, CEO, presented a short PowerPoint presentation and summarized the two Transit Workshops that would be presented at the May 24th and June 28th Board meetings.

14. (Continued)

Committee Vice Chairman Sidhu stated the City of Anaheim (Anaheim) is hiring a consultant to review the future of ridership in Anaheim and is requesting OCTA's support with the bus service. Mr. Johnson, CEO, responded that he would be happy to engage with the city staff and to have OCTA's Planning department involved.

Director Do complimented Anaheim for hiring the consultant, highlighted the future of developments, such as the Olympics coming to the Honda Center, and asked about slide two of the PowerPoint presentation and combining the two workshops. Mr. Johnson, CEO, explained the differences between "High-Quality Transit Improvements" in the first and second workshops.

Committee Chairman Shaw stated he would not be able to attend the June 28th Board Meeting and Mr. Johnson, CEO, suggested talking to Chairman Do and rescheduling the workshop to August.

15. Fiscal Year 2021-22 Budget Workshop Follow-up

Anthony Baruch, Section Manager of Financial Planning and Analysis, explained how this item would go to every Committee and Board Meeting until June 14th, when the Public Hearing for the Budget will take place. The feedback received from those meetings is updated each time in a questions and answers handout.

16. Chief Executive Officer's Report

Mr. Johnson, CEO, reported on the following:

- Offered to make sure that every Board Member has the opportunity to review the budget and assist them with any questions.
- Next week on May 19th, Jennifer L. Bergener, Deputy CEO, and Mr. Johnson, CEO, will be hosting a lunch webinar for the Women's Transportation seminar. The discussion will be focused on the updated Measure M Next 10 plan. Mr. Johnson, CEO, noted that if any Committee members would like to attend, please let him know.
- The month of May is Bike Month and there are several efforts underway to promote and highlight this. Through the Bike Everywhere campaign, OCTA staff asks people to pledge to ride their bikes around the neighborhood, to the store, or to work. To date, OCTA has almost 500 pledges, and the goal is to have 700 pledges. Those who pledge will be entered to win prizes and are encouraged to check out octa.net/bikeeverywheremonth to find more information.



17. Committee Members' Reports

Director Nguyen stated that he teaches at California State University, Fullerton and can provide staff with information on their transportation needs.

He also acknowledged Ms. Lin and her staff for putting together the Customer Focus Groups. He participated in the English and Vietnamese meetings and heard nothing but positive feedback from the community.

18. Closed Session

There were no Closed Session items scheduled.

19. Adjournment

The meeting adjourned at 10:06 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, June 10, 2021**, at the Orange County Transportation Authority Headquarters, Conference Room 07, 550 South Main Street, Orange, California.

ATTEST

Tim Shaw
Committee Chairman

Sahara Meisenheimer
Deputy Clerk of the Board



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Award of Agreement for the Purchase of Battery Chargers for 40-Foot Plug-In Battery-Electric Buses

Overview

The Orange County Transportation Authority Board of Directors approved the purchase of ten battery-electric buses for use as a pilot for operation of OC Bus fixed-route service. Charging the buses will require a combination of electrical infrastructure provided by Southern California Edison through the Charge Ready Transport Program and battery chargers secured through a separate procurement. Staff is requesting Board of Directors' approval to award an agreement for battery chargers necessary to support the battery-electric bus pilot.

Recommendations

- A. Find La Marche Manufacturing Co. and Siemens Industry Inc., the apparent low bidders, as non-responsive for failure to bid on approved equipment that meets the technical specifications as identified in the invitations for bid.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and One Source Distributors, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

Discussion

On October 8, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the purchase of ten, battery-electric buses (BEB) as a pilot for operation of OC Bus fixed-route service. Two of the pilot buses are projected to arrive in September 2021. To support the charging of these vehicles, OCTA is partnering with Southern California Edison (SCE) and the Charge Ready Transport Program to provide electrical infrastructure at the Garden Grove Base. In order to qualify for the program, which covers the cost of the electrical infrastructure, only battery chargers from the SCE-approved list can be used in

conjunction with the SCE-installed infrastructure. As such, the only battery chargers that will be permitted for use are those approved by SCE, capable of delivering a minimum 150 Kilowatts (KW) of energy. In addition to the equipment being provided by SCE, OCTA is required to provide the BEB chargers. The chargers will consist of ten, 150KW battery chargers that will provide power to ten depot charging stations. The chargers can supply power evenly or sequentially to the charging stations. This allows buses to be intelligently charged in a manner tailored to the power and logistical needs of each bus. Once installed and connected to the SCE equipment, the chargers will provide the power, interface, and connection to the BEB. In addition to the hardware components, training for both charging station operators and the facilities technicians who will maintain the equipment is included in the pricing.

Procurement Approach

This procurement was handled in accordance with OCTA's Board-approved procedures for competitive sealed bid procurements. These procedures, which conform to both federal and state requirements, are used when minimum requirements can be clearly specified and, therefore, the lowest price is the only criterion for choosing among the bidders who are responsive and responsible after a sealed bidding process.

On March 22, 2021, the Board authorized the release of Invitation for Bids (IFB) 0-2731 through OCTA's CAMM NET system. The project was advertised on March 23 and March 29, 2021, in a newspaper of general circulation. A pre-bid conference was held on March 30, 2021 and was attended by three firms. Four addenda were issued to post the pre-bid conference registration sheets, respond to questions received, and handle administrative issues related to the IFB. On April 13, 2021, four bids were received and publicly opened.

All bids were reviewed by staff from both Contracts Administration and Materials Management and Maintenance Administration departments to ensure compliance with the contract terms and conditions, as well as technical specifications.

The list of bidders and bid amounts is presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
La Marche Manufacturing Co. Des Plaines, Illinois	\$348,000
Siemens Industry Inc. Windell, North Carolina	\$805,875

OneSource Distributors Oceanside, California	\$863,079
New Flyer of America, Inc. Winnipeg, Canada	\$1,224,542

The apparent lowest bidder, La Marche Manufacturing Co., as well as the apparent second lowest bidder, Siemens Industry Inc., submitted bids on chargers that are not on the published SCE-approved list at the time of bid submission, as required on the equipment specifications of the IFB. Therefore, these two firms were found non-responsive for failure to meet the required technical specifications identified in the IFB. As such, award is being recommended to OneSource Distributors, as the lowest responsive, responsible bidder.

The cost estimate for this project was \$1,406,072. The recommended firm's bid is approximately 39 percent lower than the OCTA project manager's independent cost estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to OneSource Distributors, the lowest responsive, responsible bidder, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in BEBs.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2021 Budget, Operations Division/Maintenance Department, Account No. 2114-9022-D2108-OUV, and is funded through the Low Carbon Transit Operations Program.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-0-2731 between the Orange County Transportation Authority and OneSource Distributors, the lowest responsive, responsible bidder, in the amount of \$863,079, to provide ten battery chargers for 40-foot plug-in battery-electric buses.

Attachment

None.

Prepared by:



Dayle Withers
Department Manager, Maintenance
(714) 560-5538

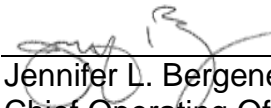
Approved by:



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



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



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



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for 40-Foot Compressed Natural Gas-Powered Buses

Overview

On October 12, 2020, the Orange County Transportation Authority Board of Directors approved the selection of GILLIG LLC, as the firm to provide up to 165, 40-foot compressed natural gas-powered buses, with an option to purchase up to 134 additional buses. Bus configuration changes have been identified through the ongoing design review process and an amendment is necessary to incorporate these changes.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Discussion

On October 12, 2020, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the selection of GILLIG LLC (GILLIG), as the firm to provide up to 165, 40-foot compressed natural gas (CNG)-powered buses in the amount of \$100,371,600, with an option to purchase up to 134 additional CNG-powered buses. The configuration of the 165 buses was based on the known and anticipated needs at the time of award, including five buses configured for BRAVO! service and five buses configured for EXPRESS. As a result of the coronavirus pandemic and the decrease in ridership, staff reviewed the configuration of the bus order and recommends that it be modified

to match the current OCTA bus service plan. This means that the configuration for five BRAVO! and five EXPRESS buses will be moved to the optional 134, CNG-powered bus lot, and those ten buses will be converted to a regular service configured bus for the initial order. OCTA anticipates exercising a portion of the 134, CNG-powered bus option no later than December 2022.

In addition, staff recommends three additional changes:

- Removing the option for the tire pressure monitoring system and the rear end collision avoidance system
- Adding the GILLIG Low Floor Plus configuration
- Adding passenger and driver's storage box Universal Serial Bus (USB) charging ports for mobile device charging to the bus order

Based on the various tire pressure monitoring products available on the market for heavy duty applications, staff recommends testing a tire pressure monitoring system before implementation on the entire bus fleet.

The rear end collision avoidance offered by GILLIG consists only of provisions for cabling, wiring, and the needed power supply for a potential future installation of such device(s), which are not yet available for transit buses in the commercial market. The Maintenance Department will consider a pilot program with bus builders and industry suppliers of these devices to explore the feasibility of these systems in transit buses.

GILLIG's Low Floor Plus configuration was recently presented to OCTA and includes an improved roofline design which can assist in mitigating slip and fall accidents while mechanics work on the roof of the bus. The more aerodynamic profile will match the current configuration of the OCTA bus fleet.

Passenger USB charging ports for mobile devices, such as cell phones, is a recurring customer amenity requested by OCTA bus riders. Most recently during the June 2021 service change public involvement process, OCTA gathered feedback on current OC Bus service using a variety of tactics, including an online/print questionnaire (2,108 responses) and virtual community meetings (169 attendees).

When asked for desired amenities, several respondents to the questionnaire and virtual customer roundtables requested the addition of USB charging ports for their mobile and electronic devices. OCTA received seven questionnaire write-in

responses and two roundtable suggestions regarding adding USB charging ports.

It is likely that the ubiquity of mobile phones and electronics is behind the interest in USB charging ports. Nearly all questionnaire respondents reported having either a smartphone or cellphone (98 percent), with most respondents owning a smartphone (91 percent). In addition, bus riders do not always have an opportunity to charge their mobile device throughout the day; therefore, providing a USB charging port on the bus can be an important amenity for many bus riders, which also supports the use of OCTA's mobile apps. The USB charging ports will be located in the driver's storage box and below the passenger seats.

Procurement Approach

This amendment was handled in accordance with OCTA's Board-approved policies and procedures for goods and services. The original agreement was awarded on October 12, 2020, in the amount of \$100,371,600, for the purchase of up to 165, 40-foot CNG-powered buses, with an option to purchase up to 134 additional buses.

The proposed Amendment No. 1 is to change the bus configuration to match OCTA's current bus service plan and change five BRAVO! configured buses and five EXPRESS configured buses to regular service configured buses on the original 165, 40-foot CNG-powered bus order. In addition, this amendment will also remove the tire pressure monitoring and rear end collisions systems and add GILLIG's Low Floor Plus configuration and USB ports in the driver's storage box and below passenger seats. The additional firm-fixed costs after removing the optional provisions, moving the BRAVO! and EXPRESS bus configuration to the option lot, and changing the bus configuration is illustrated in the following chart:

Item	Quantity	Price Per Each Including Sales Tax	Total Cost
Remove BRAVO! Configuration	5	(\$605,822)	(\$3,029,112)
Remove EXPRESS Configuration	5	(\$614,888)	(\$3,074,442)
Remove Tire Pressure Monitoring System	165	(\$953)	(\$157,164)
Remove Rear End Collision System	165	(\$1,014)	(\$167,298)
Add Standard Low Floor Configuration	10	\$604,771	\$6,047,707
Add Low Floor Plus	165	\$8,189	\$1,351,185
USB Passenger Ports (20 Per Bus)	165	\$3,004	\$495,672
USB Driver's Box Port (1 Per Bus)	165	\$119	\$19,557
Net Additions			\$1,486,105

Contracts Administration and Materials Management staff conducted a price review based on the changes and deemed the costs to be fair and reasonable, as the updated configuration is approximately one percent lower than the overall total of the next closest bid when originally competed.

Amending this agreement will increase the maximum cumulative payment obligation by \$1,486,105, bringing the total contract value to \$101,857,705 which will allow for the configuration changes to the 40-foot CNG-powered buses. A subsequent amendment will be presented to the Board for the option purchase, if exercised.

Fiscal Impact

Funds for the procurement of 40-foot CNG-powered buses are included in OCTA's Fiscal Year 2020-21 Budget, Transit Technical Services, Account No. 2114-9024-D2108-00Q, and is funded with Federal Transit Administration Section 5307 Congestion Mitigation and Air Quality Improvement Program funds.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-9-1836 between the Orange County Transportation Authority and GILLIG LLC, in the amount of \$1,486,105, for configuration changes on up to 165, 40-foot compressed natural gas-powered buses with an option to purchase up to 134 additional buses. This will increase the maximum obligation of the agreement to a total contract value of \$101,857,705.

Attachment

A. GILLIG LLC, Agreement No. C-9-1836 Fact Sheet

Prepared by:



Dayle Withers
Department Manager, Maintenance
(714) 560-5538

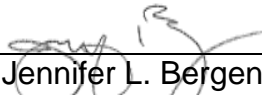
Approved by:



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



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



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

GILLIG LLC
Agreement No. C-9-1836 Fact Sheet

1. October 12, 2020, Agreement No. C-9-1836, \$100,371,600, approved by the Board of Directors (Board).
 - Agreement to purchase up to 165, 40-foot compressed natural gas (CNG)-powered buses with an option to purchase up to 134 additional buses.
 - Agreement term effective December 23, 2020 through December 22, 2025.
2. June 14, 2021, Amendment No. 1 to Agreement No. C-9-1836, \$1,486,105, pending approval by the Board.
 - Move BRAVO! and EXPRESS configured buses to the optional lot of 134, 40-foot CNG-powered buses.
 - Remove the tire pressure monitoring and rear end collision systems from the original bus order.
 - Add GILLIG's Low Floor Plus configuration and USB charging ports.

Total funds committed to GILLIG LLC after approval of Amendment No. 1 to Agreement No. C-9-1836: \$101,857,705.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Joint Agreement with the County of Orange for the Operation, Maintenance, and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System

Overview

On December 13, 2004, the Board of Directors approved a joint agreement with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System. The Orange County Transportation Authority utilizes both the Countywide Coordinated Communications System and its own Intelligent Transit Management System to provide an integrated, robust, and redundant communication network with interoperable connectivity to the Orange County Sheriff's Department, Transit Police Services, and other County emergency management agencies. The Countywide Coordinated Communications System Governance Committee and County of Orange have developed a new agreement for continued membership.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the Orange County Transportation Authority equipment used on the system, equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.

Discussion

The Orange County Transportation Authority (OCTA) entered into a joint agreement in 2005 with the County of Orange for the operation, maintenance, and financial management of the Orange County 800 Megahertz Countywide Coordinated Communications System (CCCS) connecting OCTA to 36 cities, eight county members and 18 mutual aid members on a common communication platform with shared operation and management costs across members. In June 2015, OCTA executed an amendment to the agreement for the upgrade of the CCCS required to bring the system to the Project 25 (P25) standards mandated for public safety and first responders. The agreement to assist with the upgrade includes 54 cities and agencies, including OCTA, sharing the cost of the upgrade to the system. The upgrade also required each of the participating cities and agencies to replace equipment at the time with P25-compliant equipment.

Having completed upgrades to CCCS to comply with the P25 standards, the CCCS Governance Committee made the decision to issue a new joint agreement replacing the agreement that originated in 2004.

Membership in the CCCS is important to OCTA as members of the Orange County Emergency Operations Plan, allowing communication with all other members when the Emergency Operations Center is activated, or any other time OCTA needs to coordinate with another city or agency. Another benefit of being a member of CCCS is that OCTA has access to several private communication channels for use by OCTA during emergencies and to support daily operating activities, including communication between Transit Police Services, Field Supervision, Central Communications and Maintenance groups. To continue as members of the CCCS, OCTA is required to continue to contribute to the operation, maintenance, and financial management of the system. While any participating member may withdraw from this agreement by serving written notice to the Governance Committee of their intent to withdraw, this agreement automatically renews each year.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-1-3535 between the Orange County Transportation Authority and the County of Orange, in the amount of \$90,315, to share in the cost of the operation, maintenance, and repair of the OCTA equipment used on the system,

**Joint Agreement with the County of Orange for the Operation,
Maintenance, and Financial Management of the Orange
County 800 Megahertz Countywide Coordinated
Communications System**

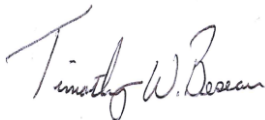
Page 3

equipment replacement, and financial management of the Countywide Coordinated Communications System for fiscal year 2021-22. Amendments for each subsequent fiscal year budget will be brought forth to the Board of Directors for consideration on an annual basis.


Attachment

- A. County of Orange 800 MHz Backbone Cost Sharing – Cost Allocations Based on Radio Counts

Prepared by:



Timothy W. Beseau
Manager, Operations Support
714-265-4359



Pia Veasapen
Director, Contracts Administration
and Materials Management
714-560-5619

Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



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

County of Orange 800 MHz Backbone Cost Sharing
Cost Allocations Based on Radio Counts

ATTACHMENT A

800 MHz Backbone Cost Sharing - Cost Allocations based on Radio Counts

FY 21-22 COST ALLOCATION

Financial -
Attachment #2

	FY 21-22 RADIO COUNT						FY 21-22 Annual Payment								
	LAW EQUIP.	FIRE EQUIP.	LIFEGR D EQUIP.	PW EQUIP.	TOTAL	ALLOCATION PERCENT (60/40)	OPERATIONS	BACKBONE INFRASTR. (1)	800 MHZ SUSTAIN. FUND (1)	TOTAL (60/40)	TOTAL Straight Radio Count	FY 20-21 PAYMENT	FY 20-21 Radio Counts)	# CHANGE	\$ Change over FY 19-20
CITY/AGENCY															
ALISO VIEJO	42	0	0	12	54	0.41%	\$12,987	\$2,199	\$1,034	\$16,220	\$18,756	\$ 17,079	54	0	\$ (858)
ANAHEIM	1081	459	0	363	1,903	14.35%	\$457,668	\$77,493	\$36,452	\$571,614	\$660,962	\$ 599,967	1,897	6	\$ (28,353)
BREA	227	87	0	38	352	2.66%	\$84,655	\$14,334	\$6,743	\$105,732	\$122,259	\$ 105,635	334	18	\$ 97
BUENA PARK	232	0	0	59	291	2.19%	\$69,985	\$11,850	\$5,574	\$87,409	\$101,072	\$ 92,035	291	0	\$ (4,626)
COSTA MESA	380	157	0	111	648	4.89%	\$155,843	\$26,388	\$12,413	\$194,643	\$225,067	\$ 204,944	648	0	\$ (10,301)
CYPRESS	144	0	0	33	177	1.34%	\$42,568	\$7,208	\$3,390	\$53,166	\$61,477	\$ 55,664	176	1	\$ (2,497)
DANA POINT	54	0	0	4	58	0.44%	\$13,949	\$2,362	\$1,111	\$17,422	\$20,145	\$ 17,079	54	4	\$ 343
FOUNTAIN VALLEY	127	64	0	63	254	1.92%	\$61,087	\$10,343	\$4,865	\$76,295	\$88,221	\$ 80,017	253	1	\$ (3,721)
FULLERTON	331	144	0	34	509	3.84%	\$122,414	\$20,727	\$9,750	\$152,891	\$176,789	\$ 160,033	506	3	\$ (7,142)
GARDEN GROVE	406	0	0	67	473	3.57%	\$113,756	\$19,261	\$9,060	\$142,077	\$164,285	\$ 149,596	473	0	\$ (7,519)
HUNTINGTON BEACH	518	197	79	164	958	7.23%	\$230,397	\$39,011	\$18,351	\$287,759	\$332,739	\$ 302,672	957	1	\$ (14,912)
IRVINE	570	0	0	165	735	5.54%	\$176,766	\$29,930	\$14,079	\$220,776	\$255,285	\$ 221,390	700	35	\$ (614)
LAGUNA BEACH	155	98	60	68	381	2.87%	\$91,630	\$15,515	\$7,298	\$114,443	\$132,331	\$ 119,551	378	3	\$ (5,108)
LAGUNA HILLS	38	0	0	4	42	0.32%	\$10,101	\$1,710	\$805	\$12,616	\$14,588	\$ 13,283	42	0	\$ (668)
LAGUNA NIGUEL	76	0	0	12	88	0.66%	\$21,164	\$3,584	\$1,686	\$26,433	\$30,565	\$ 27,832	88	0	\$ (1,399)
LAGUNA WOODS	11	0	0	0	11	0.08%	\$2,645	\$448	\$211	\$3,304	\$3,821	\$ 3,479	11	0	\$ (175)
LAKE FOREST	89	0	0	4	93	0.70%	\$22,366	\$3,787	\$1,781	\$27,935	\$32,301	\$ 29,413	93	0	\$ (1,478)
LA HABRA	172	14	0	58	244	1.84%	\$58,682	\$9,936	\$4,674	\$73,292	\$84,748	\$ 77,170	244	0	\$ (3,879)
LA PALMA	61	0	0	11	72	0.54%	\$17,316	\$2,932	\$1,379	\$21,627	\$25,007	\$ 22,772	72	0	\$ (1,145)
LOS ALAMITOS	51	0	0	0	51	0.38%	\$12,265	\$2,077	\$977	\$15,319	\$17,714	\$ 16,130	51	0	\$ (811)
MISSION VIEJO	96	0	0	22	118	0.89%	\$28,379	\$4,805	\$2,260	\$35,444	\$40,984	\$ 36,687	116	2	\$ (1,243)
NEWPORT BEACH	320	122	62	119	623	4.70%	\$149,830	\$25,370	\$11,934	\$187,134	\$216,384	\$ 197,353	624	(1)	\$ (10,220)
ORANGE	340	215	0	104	659	4.97%	\$158,488	\$26,836	\$12,623	\$197,947	\$228,888	\$ 210,004	664	(5)	\$ (12,057)
PLACENTIA	152	48	0	0	200	1.51%	\$48,100	\$8,144	\$3,831	\$60,075	\$69,465	\$ 45,859	145	55	\$ 14,216
RANCHO SANTA MARGARITA	41	0	0	1	42	0.32%	\$10,101	\$1,710	\$805	\$12,616	\$14,588	\$ 13,283	42	0	\$ (668)
SAN CLEMENTE	86	0	15	5	106	0.80%	\$25,493	\$4,317	\$2,030	\$31,840	\$36,817	\$ 33,525	106	0	\$ (1,685)
SAN JUAN CAPISTRANO	39	0	0	2	41	0.31%	\$9,860	\$1,670	\$785	\$12,315	\$14,240	\$ 12,651	40	1	\$ (335)
SANTA ANA	648	0	0	151	799	6.03%	\$192,158	\$32,537	\$15,305	\$240,000	\$277,514	\$ 246,692	780	19	\$ (6,692)
SEAL BEACH	134	0	27	8	169	1.27%	\$40,644	\$6,882	\$3,237	\$50,763	\$58,698	\$ 53,134	168	1	\$ (2,370)
STANTON	57	0	0	23	80	0.60%	\$19,240	\$3,258	\$1,532	\$24,030	\$27,786	\$ 25,302	80	0	\$ (1,272)
TUSTIN	228	0	0	39	267	2.01%	\$64,213	\$10,873	\$5,114	\$80,200	\$92,736	\$ 83,812	265	2	\$ (3,612)
VILLA PARK	5	0	0	2	7	0.05%	\$1,683	\$285	\$134	\$2,103	\$2,431	\$ 2,214	7	0	\$ (111)
WESTMINSTER	196	0	0	59	255	1.92%	\$61,327	\$10,384	\$4,885	\$76,596	\$88,568	\$ 80,333	254	1	\$ (3,737)
YORBA LINDA	53	0	0	48	101	0.76%	\$24,290	\$4,113	\$1,935	\$30,338	\$35,080	\$ 31,627	100	1	\$ (1,289)
METRONET	0	55	0	0	55	0.41%	\$13,227	\$2,240	\$1,054	\$16,521	\$19,103	\$ 17,395	55	0	\$ (874)
															\$ -
CITY TOTAL	7,160	1,660	243	1,853	10,916	82.34%	\$2,625,279	\$444,519	\$209,097	\$3,278,895	\$3,791,414	\$ 3,405,609	10,768	148	\$ (126,715)
OCFA	0	1,916	0	0	1,916	14.45%	\$460,795	\$78,023	\$36,701	\$575,519	\$665,477	\$ 596,804	1,887	29	\$ (21,285)
OCTA	0	0	0	124	124	0.94%	\$29,822	\$5,049	\$2,375	\$37,247	\$43,068	\$ 39,218	124	0	\$ (1,971)
OC LIFEGUARD TOTAL	0	0	54	0	54	0.41%	\$12,987	\$2,199	\$1,034	\$16,220	\$18,756	\$ 17,079	54	0	\$ (859)
COAST COMMUNITY COLLEGE DISTRICT	12	0	0	0	12	0.09%	\$2,886	\$489	\$230	\$3,605	\$4,168	\$ 3,795	12	0	\$ (190)
IRVINE VALLEY COLLEGE POLICE	23	0	0	0	23	0.17%	\$5,531	\$937	\$441	\$6,909	\$7,989	\$ 7,274	23	0	\$ (365)
SADDLEBACK COLLEGE CAMPUS PD	18	0	0	0	18	0.14%	\$4,329	\$733	\$345	\$5,407	\$6,252	\$ 6,009	19	(1)	\$ (602)
CAL STATE FULLERTON	76	0	0	0	76	0.57%	\$18,278	\$3,095	\$1,456	\$22,829	\$26,397	\$ 24,037	76	0	\$ (1,208)
SANTA ANA UNIF. SCH. DIST. POLICE	70	0	0	0	70	0.53%	\$16,835	\$2,851	\$1,341	\$21,026	\$24,313	\$ 22,139	0	70	\$ (1,113)
COSTA MESA SANITARY DISTRIC	0	0	0	8	8	0.06%	\$1,924	\$326	\$153	\$2,403	\$2,779	\$ 2,530	8	0	\$ (127)
EAST ORANGE COUNTY WATER DISTRICT	0	0	0	7	7	0.05%	\$1,683	\$285	\$134	\$2,103	\$2,431	\$ 2,214	7	0	\$ (111)
EL TORO WATER DISTRICT	0	0	0	2	2	0.02%	\$481	\$81	\$38	\$601	\$695	\$ 633	2	0	\$ (32)
GOLDEN STATE WATER COMPANY	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
IRVINE RANCH WATER DISTRICT	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 1,265	4	0	\$ (64)
MOULTON NIGUEL WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
MIDWAY SANITATION DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
MESA WATER DISTRICT	0	0	0	5	5	0.04%	\$1,202	\$204	\$96	\$1,502	\$1,737	\$ 1,581	5	0	\$ (79)
METROPOLITAN WATER DISTRICT OF SO. C	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
ORANGE COUNTY WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
SANTA MARGARITA WATER DISTRICT	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 316	1	3	\$ 885
SOUTH ORANGE COUNTY WATER AUTHORITY	0	0	0	4	4	0.03%	\$962	\$163	\$77	\$1,202	\$1,389	\$ 1,265	4	0	\$ (64)
SERRANO WATER DISTRICT	0	0	0	1	1	0.01%	\$240	\$41	\$19	\$300	\$347	\$ 316	1	0	\$ (16)
TRABUCO CANYON WATER DISTRICT	0	0	0	2	2	0.02%	\$481	\$81	\$38	\$601	\$695	\$ 316	1	1	\$ 284
MUNICIPAL WATER DISTRICT OF OC (WERO	0	0	0	5	5	0.04%	\$1,202	\$204	\$96	\$1,502	\$1,737	\$ 1,581	5	0	\$ (79)
YORBA LINDA WATER DISTRICT	0	0	0	2	2	0.02%	\$481	\$							



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line.

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2020-21, Federal Coronavirus, Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Transit Funding

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for capital projects, capital cost of contracting, and preventive maintenance. The federal fiscal year 2020-21 program, including amendments to prior programs, is presented for Board of Directors' review and approval. Also included are recommendations for the use of federal transit funding being provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and the American Rescue Plan Act of 2021.

Recommendations

- A. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities Program of projects, including federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Authorize the acceptance and use of \$1.207 million in Federal Transit Administration Section 5339 Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.

**Federal Transit Administration Program of Projects for
Federal Fiscal Year 2020-21, Federal Coronavirus, Response
and Relief Supplemental Appropriations Act of 2021 and
American Rescue Plan Act of 2021 Transit Funding**

Page 2

- D. Authorize the use of \$43.489 million in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (Public Law 116-260) funds and \$186.658 million in American Rescue Plan Act of 2021 (Public Law 117-2) funds for bus and rail operating expenses.
- E. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Fixing America's Surface Transportation Act, and direct staff to include updated numbers in grant and programming status reports.
- F. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications required for the recommendations above to the Federal Transit Administration.
- G. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The Fixing America's Surface Transportation (FAST) Act provides transportation funding for federal fiscal year (FFY) 2015-16 through FFY 2019-20. On October 1, 2020, the Continuing Appropriations Act, 2021 and Other Extensions Act was enacted, which extended the FAST Act through FFY 2020-21. Under the FAST Act, the Federal Transit Administration (FTA) makes federal formula funds available through four major funding programs.

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

OCTA is an eligible recipient for each of these four programs. The FTA publishes annual apportionments for each program. The Southern California Association of Governments (SCAG) then confirms the apportionments for each recipient in the SCAG region. Following that confirmation, the transit agencies are able to submit grant applications consistent with the authorized apportionment. The full apportionment for FFY 2020-21 was released by the FTA in January 2021.

The proposed selection of projects for FTA funding is based on the current policies outlined in the Capital Programming Policies (CPP) (Attachment A), federal funding rules and regulations, and the Orange County Transportation Authority's (OCTA) adopted Comprehensive Business Plan (CBP). Project descriptions for the proposed FTA program of projects (POP) are provided in Attachment B. The FTA requires agencies to have a public participation process for transit POP. OCTA satisfies this requirement through the SCAG Federal Transportation Improvement Program approval process, which includes a public hearing and meets the FTA requirement.

OCTA was awarded \$1.207 million in FTA Section 5339 Bus and Bus Facilities Competitive Program (FTA 5339) funds for rehabilitation and renovation projects at OCTA bus facilities. Those funds will also be included in this FTA POP report. In addition to the traditional FTA programs noted above, OCTA also expects to program approximately \$230 million in federal stimulus funds, which are made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), Title IV of Division M, Public Law 116-260, which was signed into law on December 27, 2020, and the American Rescue Plan Act of 2021 (ARPA), Public Law 117-2, which was signed into law on March 11, 2021. Both programs are meant to support the transit industry due to the impacts from the coronavirus (COVID-19) pandemic and will be distributed through the FTA 5307 and FTA 5310 formula grant programs.

Discussion

FTA 5307

OCTA expects to receive \$60.143 million in FTA 5307 funds for FFY 2020-21. The proposed projects are consistent with the selection of projects listed in the CPP and CBP and how these funds were used in previous years. The use of funds for the projects listed below allows for the most immediate use of grant funds, thereby improving OCTA's transit program cash flow. The proposed projects/programs for these funds are also provided in Attachment C.

- Preventive maintenance (\$34.781 million),
- Capital cost of contracting (\$13.333 million), and
- Non-fixed-route paratransit operating assistance (\$12.029 million).

Changes to prior year grants are also reflected in Attachment C. The five-year programming plan for FTA 5307 projects is provided in Attachment D.

FTA 5310

OCTA expects to receive \$2.291 million in FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for FFY 2020-21. These funds are proposed to be used for the capital cost of contracting for OC ACCESS services (Attachment E), consistent with the CPP assumptions. OC ACCESS service provides enhanced curb-to-curb paratransit service for seniors and disabled in Orange County. Also, as the Consolidated Transportation Services Agency for Orange County, OCTA coordinates and provides services for seniors and disabled, which allows OCTA to utilize FTA 5310 funds for OC ACCESS services. OCTA certifies that OC ACCESS services are included in the locally developed Human Services Transportation Coordination Plan, which was approved by the Board of Directors (Board) on November 23, 2020. OCTA conducted extensive local outreach in developing this plan including contacting local providers for input, conducting surveys, and hosting interviews and meetings with stakeholders. The proposed use of funds also allows for the most immediate use of grant funds, thereby improving OCTA cash flow. In addition, changes to prior year grants and the five-year programming plan for FTA 5310 funds are provided in Attachment E. The five-year plan for these funds recommends that continued use for OC ACCESS services over the five-year period.

OCTA is currently developing the Enhanced Mobility for Senior and Disabled (EMSD) call for projects (call), which will provide funding to non-profit organizations and local public agencies to help meet the special transportation needs of seniors and individuals with disabilities. Notification of funding availability and local outreach efforts have included two workshops in April 2021, email notifications, surveys, and presentations at the January 2021 and April 2021 Senior Needs Advisory Committee meetings. The EMSD call will utilize local funds in lieu of federal funding, which allows grantees to streamline project implementation. OCTA retains the federal apportionment to support OC ACCESS service and to reduce the risk of non-compliance with federal requirements.

FTA 5337

OCTA expects to receive \$18.316 million in FTA 5337 State of Good Repair funds for FFY 2020-21. The following projects are proposed for these funds (Attachment F).

- Southern California Regional Rail Authority (SCRRA) rehabilitation (\$14.398 million),
- San Juan Creek Bridge Replacement Project (\$0.643 million),
- Metrolink Station Tactile Tile Project (\$0.316 million),
- Railroad Corridor Slope and culvert improvements (\$0.300 million), and

- OCTA bus preventive maintenance (\$2.659 million).

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

A five-year programming plan for FTA 5337 projects, focusing on OCTA bus preventive maintenance and commuter rail rehabilitation projects, is provided in Attachment G. In addition, changes to prior year grants are reflected in Attachment F.

FTA 5339

OCTA expects to receive \$6.201 million in FTA 5339 bus and bus facilities funds for FFY 2020-21. The use of these funds is proposed for the Paratransit Vehicle Replacement Project and capital cost of contracting expenses (Attachment H).

There are currently 117 paratransit vehicles that are due to be replaced in FFY 2020-21, consistent with the useful life of vehicles defined by OCTA's Transit Asset Management Plan. The FFY 2020-21 funds will support the replacement of 15 vehicles, and a combination of local funds and prior grants will fund the remaining vehicles.

- Paratransit Vehicle Replacement Project (\$1.725 million), and
- Capital cost of contracting (\$4.476 million).

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

FTA 5339 Competitive

Staff proposes to utilize \$1.207 million in FTA 5339 Competitive funds and \$0.386 million of local match funds for rehabilitation and renovation projects at OCTA bus facilities. The projects include heating, ventilation and air conditioner replacements, and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. This program is essential to maintaining the OCTA facilities and rolling stock.

CRRSAA and ARPA

OCTA expects to receive \$43.489 million in CRRSAA funds and \$186.658 million in ARPA funds, with no local match required, which will support bus and rail COVID-19-related operating expenses. These funds will be distributed through the FTA 5307 and FTA 5310 formula programs. The following projects are proposed for these funds (Attachment J).

FTA 5307

- OCTA COVID-19-related operating costs (\$38.042 million in CRRSAA and \$161.194 million in ARPA),
- SCRRA COVID-19-related operating costs (\$4.351 million in CRRSAA and \$22.274 million in ARPA), and
- Anaheim Transportation Network COVID-19-related operating costs (\$0.705 million in CRRSAA and \$2.799 million in ARPA).

FTA 5310

- Capital cost of contracting and COVID-19-related operating costs for ACCESS services (\$0.391 million in CRRSAA and \$0.391 million in ARPA).

SCRRA will receive the amount of CRRSAA and ARPA funding that has been provided to Orange County based on commuter rail operations in Orange County. These funds will be used for qualifying operating expenses that are typically funded through OCTA's standard share of the SCRRA annual essential operating budget. These funds will also support costs for deep cleaning of the trains and offices. Staff will monitor the use of these funds and ensure that SCRRA assigns these funds in lieu of requesting additional subsidy from OCTA to address the OCTA share of additional subsidies due to loss of fares and other revenues supporting the service. The use of these funds aligns with the intent of CRRSAA to mitigate revenue loss due to the pandemic and ARPA to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic.

**Federal Transit Administration Program of Projects for
Federal Fiscal Year 2020-21, Federal Coronavirus, Response
and Relief Supplemental Appropriations Act of 2021 and
American Rescue Plan Act of 2021 Transit Funding**

Page 7

FFY 2020-21 FTA POP

The following table summarizes the recommended formula programming for the FFY 2020-21 FTA POP.

Formula Programs	Bus	Rail	Total
FTA 5307	\$ 60,143,314		\$ 60,143,314
FTA 5310	\$ 2,291,380		\$ 2,291,380
FTA 5337	\$ 2,658,762	\$15,656,815	\$ 18,315,576
FTA 5339	\$ 6,200,560		\$ 6,200,560
CRRSAA	\$ 39,138,524	\$ 4,350,630	\$ 43,489,154
ARPA	\$164,384,560	\$22,273,889	\$186,658,449
Total	\$274,817,100	\$42,281,334	\$317,098,433

Overall, the proposed POP includes \$317.098 million of FTA formula funding for transit projects, of which approximately 13 percent is for investments in rail and approximately 87 percent will be utilized for bus transit. This funding also breaks down to approximately 89 percent directed towards operating expenses and approximately 11 percent for capital projects. Directing the majority of the federal funds towards operating expenses allows for timely use of grant funds, hereby reducing pressure on local transit funds which were affected by the pandemic.

Next Steps

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

Summary

Board approval is requested to program \$86.951 million in FTA formula funding for the FFY 2020-21 FTA POP, the five-year programming plan for FTA 5307, 5310, 5337, and 5339, and to adjust prior year programming. The Board is also asked to direct \$230.147 million in CRRSAA and ARPA funds to bus and rail operating costs and to confirm the use of \$1.207 million in FTA 5339 Competitive funds for bus rehabilitation and renovation projects.

Attachments

- A. Excerpt from Capital Programming Policies by Fund Source, February 2019
- B. Orange County Transportation Authority, Federal Transit Administration Program of Projects Description
- C. Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2020-21)
- D. Proposed Five-Year Programming Plan for FTA Section 5307 Funds, Urbanized Area Formula Program (FFY 2020-21 through FFY 2024-25)
- E. Program of Projects for FTA Section 5310 Funds (FFY 2019-20 through FFY 2020-21)
- F. Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds, State of Good Repair Program (FFY 2020-21 through FFY 2024-25)
- H. Program of Projects for FTA Section 5339 Funds (FFY 2019-20 through FFY 2020-21)
- I. Proposed Five-Year Programming Plan for FTA Section 5339 Funds, Bus and Bus Facilities Program (FFY 2020-21 through FFY 2024-25)
- J. Program of Projects for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and American Rescue Plan Act of 2021 Funds
- K. Capital Funding Program Report

Prepared by:



Heidi Busslinger
Senior Transportation Funding Analyst
Formula Funding Programs
(714) 560-5098

Approved by:



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

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

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

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

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

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

This attachment includes project descriptions for all projects noted throughout the federal fiscal year 2020-21 FTA POP staff report. Additionally, project descriptions for projects that received prior year funding revisions, which are included in the attachments, are also included here for reference.

Preventive Maintenance

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

Non-Fixed-Route Paratransit Operations Assistance

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

Capital Cost of Contracting

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

Paratransit Vehicle Replacement Project

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

Southern California Regional Rail Authority (SCRRA) Rehabilitation/Renovation

The SCRRA Rehabilitation/Renovation Project will rehabilitate and/or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

commuter rail system in a state of good repair. FTA 5337 funds will support these commuter rail rehabilitation/renovation projects.

Since fiscal year (FY) 2012-13, OCTA's share of the SCRRA Rehabilitation/Renovation Program has been reduced through the Rotem Rail Cars Settlement Plan (Settlement Plan). The Settlement Plan provides OCTA with a total credit of \$33.147 million and as of FY 2020-21, the credit has been paid in full by the SCRRA member agencies.

SCRRA Preventive Maintenance

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

SCRRA New Capital

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

Metrolink Station Tactile Tile

Tactile tile is placed on the edge of Metrolink Station platforms to warn riders they are at the edge of the platform. This project is to replace worn tactile tile at Orange County stations and the proposed funding plan is shown below.

Proposed Funding in 000s	Total	FTA Section 5337	FTA Section 5307	M2
Construction	\$ 1,304	\$ 1,149	\$ 124	\$ 31
TOTAL	\$ 1,304	\$ 1,149	\$ 124	\$ 31
Increase/(Decrease)	\$ 316	\$ 316	-	-

M2 – Measure M2

Railroad Corridor Slope and Culvert Improvements

This project includes slope rehabilitation and culvert improvements on OCTA's existing right-of-way (ROW). There are several locations where the existing sloped area is suffering severe soil erosion and mass wasting along the railroad, potentially putting the railroad at risk. Mitigation efforts may include placing shotcrete along the exposed slopes face or recompacting the slope face and place new vegetation to provide long-term stability. Furthermore, an existing earthen culvert that is located on the property line of OCTA's ROW and a private development is experiencing erosion and overgrowth of weed

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

and plants. Efforts to mitigate these issues would include to concrete line the culvert and add a vehicle crossing to provide access to a signal mass located within the same area. This effort would include clearing the area of any environment requirements, any technical studies to support the project, and any permits requirements.

Orange County Maintenance Facility

The Orange County Maintenance Facility (OCMF) will be located on a 21.3-acre parcel owned by OCTA, adjacent to Marine Way, and located along the Metrolink Orange Subdivision between mileposts 183.5 and 184 in the City of Irvine. SCRRRA completed a project study report in January 2019, which defined the purpose and need for the OCMF. Existing Metrolink maintenance facilities are at full capacity, and there is a need to perform maintenance on locomotives and rail cars to comply with safety and operations standards. The proposed OCMF will provide space and equipment to inspect, clean, and maintain cars and locomotives on a regular and efficient basis. Much of the inspection and maintenance activity is federally mandated and must be performed at specific intervals.

San Juan Creek Bridge Replacement

The San Juan Creek Bridge is a 100-year-old bridge that crosses over San Juan Creek between Control Point (CP) Oso and CP Capistrano on the Orange Subdivision, owned by OCTA, in the Los Angeles-San Diego Rail Corridor. This project will support the replacement and construction of a new bridge that will significantly reduce the amount of maintenance required and will meet current design standards and rail load capabilities. Construction is anticipated to begin in March 2023. Proposed FTA 5337 funds will support the replacement of the bridge. The current funding plan is provided below.

Funding in 000s	Total	FTA Section 5337	CMAQ	Demo	Proposition 1B TSSSDRA	M2
Engineering	\$ 1,300	\$ 1,300				
Right-of-Way	\$ 1,438				\$ 59	\$ 1,379
Construction	\$ 40,353	\$ 38,532	\$ 908	\$ 913		
TOTAL	\$ 43,091	\$ 39,832	\$ 908	\$ 913	\$ 59	\$ 1,379

Demo – Federal Demonstration funds

TSSSDRA - Transit System Safety, Security and Disaster Response Account

CMAQ – Congestion Mitigation and Air Quality

Rehabilitation and Renovation at OCTA Bus Facilities

This project at various OCTA bus facilities includes heating, ventilation and air conditioner replacements, and rehabilitation of a bus wash and steam cleaning areas to maintain the bus fleet. This program is essential to maintaining the overall stock of both federally funded facilities and rolling stock.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

OCTA Coronavirus (COVID-19)-Related Operating Expenses

This project includes various expenses such as salaries and benefits for OCTA-employed coach operators and administrative staff, COVID-19 contracted fixed-route costs, and emergency supplies. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan of 2021 (ARPA) funds will support salaries and benefits for OCTA-employed coach operators and OCTA administrative employees, which are directly related to extra work caused by COVID-19, administrative leave due to COVID-19 regulations, and additional cleaning needs. The COVID-19 contracted fixed-route costs will support First Transit, the contractor for fixed-route service for expenses related to furloughs and administrative leave caused by COVID-19. These funds will also be utilized for COVID-19 emergency supplies, such as face masks, gloves, cleaning products, and sanitizing products.

Anaheim Transportation Network (ATN) COVID-19-Related Operating Expenses

These CRRSAA and APRA funds will support ATN's operating expenses, which were incurred as a result of the COVID-19 pandemic.

SCRRA COVID-19-Related Operating Expenses

These CRRSAA and APRA funds will support SCRRA's operating expenses, which were incurred as a result of the COVID-19 pandemic. Operating expenses include items such as train operations, fuel, security, public safety, passenger relations, ticket vending machine maintenance/collection, marketing, media, and external communications, utilities, system transfer agreements, general and administrative costs, insurance and various equipment, and facility and station maintenance expenses not covered by other FTA grants.

COVID-19-Related Operating Expenses for OC ACCESS Services

These CRRSAA and ARPA FTA 5310 grant funds will cover contract costs for paratransit services, along with any COVID-19-related costs incurred by the OC ACCESS contractor MV Transportation.

Program of Projects for FTA Section 5307 Funds (FFY 2018-19 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ⁴
Preventive Maintenance	34,781,305	-	34,781,305	100%	6,956,261
Capital Cost of Contracting ¹	13,333,346	-	13,333,346	100%	2,666,669
Non Fixed-Route Paratransit Operations Assistance ²	12,028,663	48,114,652	60,143,315	20%	-
FFY 2020-21 Total (All Projects) ³	\$ 60,143,314	\$ 48,114,652	\$ 108,257,966		\$ 9,622,930

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5307 Amount	Adjustment Increase (Decrease) ⁵	Revised FTA 5307 Amount	Statewide Match Credit ⁴
Preventive Maintenance	20,767,980	366,441	21,134,421	4,226,884
Capital Cost of Contracting ¹	18,956,090	-	18,956,090	3,791,218
Non Fixed-Route Paratransit Operations Assistance ²	12,056,017	91,611	12,147,628	
SCRRA Preventive Maintenance	8,500,000	-	8,500,000	1,700,000
FFY 2019-20 Total (All Projects)	60,280,087	\$ 458,052	\$ 60,738,139	\$ 9,718,102

FFY 2018-19 Adjustments

Line Item Description	FFY 2018-19 FTA 5307 Amount	Adjustment Increase (Decrease)	Revised FTA 5307 Amount	Statewide Match Credit ⁴
Preventive Maintenance	20,899,245	5,978	20,905,223	4,181,045
Non Fixed-Route Paratransit Operations Assistance	11,813,834	(5,978)	11,807,856	-
Capital Cost of Contracting ¹	17,856,090	-	17,856,090	3,571,218
SCRRA Preventive Maintenance	8,479,026		8,479,026	1,695,805
SCRRA New Capital ⁶	20,974		20,974	
FFY 2018-19 Total (All Projects)	\$ 59,069,169	\$ -	\$ 59,069,169	\$ 9,448,068

Notes:

- The project includes \$28.434 million in local OCTA funds in FFY 2019-20 and \$26.784 million in local OCTA funds in FFY 2018-19.
- The overall project cost requires local and state funds, which are already committed to the project. As a result, the match credit is not used on this project.
- SCRRA will utilize CARES Act funding for their FFY 2020-21 preventive maintenance costs.
- The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
- Actual apportionments were more than Board-approved FTA 5307 funding.
- \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance. \$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.

Acronyms:

Board - Board of Directors
 CARES - Coronavirus Aid, Relief, and Economic Security Act
 FFY - Federal fiscal year

FTA - Federal Transit Administration
 OCTA - Orange County Transportation Authority
 SCRRA -Southern California Regional Rail Authority

Proposed Five-Year Programming Plan for FTA Section 5307 Funds
Urbanized Area Formula Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ⁴	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ⁵
Preventive Maintenance ¹	34,781,305	17,558,561	17,558,561	17,558,561	17,558,561
Capital Cost of Contracting ¹	13,333,346	22,056,090	22,056,090	22,056,090	22,056,090
Non Fixed-Route Paratransit Operations Assistance	12,028,663	12,028,663	12,028,663	12,028,663	12,028,663
SCRRRA Preventive Maintenance/Commuter Rail Projects ^{1,2,3}		8,500,000	8,500,000	8,500,000	8,500,000
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314	\$ 60,143,314

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally-funded at 100 percent.
2. Federal formula funds generated through rail operations will be used for commuter rail projects.
3. SCRRRA will utilize CARES Act funding for FFY 2020-21 preventive maintenance projects.
4. Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
5. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors
 CARES - Coronavirus Aid, Relief, and Economic Security Act
 FTA - Federal Transit Administration
 FFY - Federal fiscal year
 SCRRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5310 Funds (FFY 2019-20 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ¹
Capital Cost of Contracting for ACCESS Services	2,291,380	-	2,291,380	100%	458,276
FFY 2020-21 Total (All Projects)	\$ 2,291,380	\$ -	\$ 2,291,380		\$ 458,276

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5310 Amount	Adjustment Increase (Decrease) ²	Revised FTA 5310 Amount	Statewide Match Credit ¹
Capital Cost of Contracting for ACCESS Services	2,223,572	31,601	2,255,173	451,035
FFY 2019-20 Total (All Projects)	\$ 2,223,572	\$ 31,601	\$ 2,255,173	\$ 451,035

Notes:

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

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

**Proposed Five-Year Programming Plan for FTA Section 5310 Funds
Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2020-21 through FFY 2024-25)**

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ²	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ³
Capital Cost of Contracting for ACCESS Services ¹	2,291,380	2,291,380	2,291,380	2,291,380	2,291,380
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 2,291,380	\$ 2,291,380	\$ 2,291,380	\$ 2,291,380	2291380

Notes:

- The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
- Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
- Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	14,397,467	-	14,397,467	100%	2,879,493
San Juan Creek Bridge Replacement	643,347	-	643,347	100%	128,669
Tactile Tile	316,000	-	316,000	100%	63,200
Slope and Culvert Improvements	300,000	-	300,000	100%	60,000
OCTA Bus Preventive Maintenance ³	2,658,762	-	2,658,762	100%	531,752
FFY 2020-21 Total (All Projects)	\$ 18,315,576	\$ -	\$ 18,315,576	100%	\$ 3,663,114

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5337 Amount	Adjustment Increase (Decrease) ⁴	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	16,922,245	(5,569,009)	11,353,236	2,270,647
San Juan Creek Bridge Replacement ⁵	-	2,663,838	2,663,838	532,768
Fullerton Transportation Center Stairs Repair	-	1,295,000	1,295,000	259,000
OCTA Bus Preventive Maintenance ³	3,814,170	(343,716)	3,470,454	694,091
FFY 2019-20 Total (All Projects)	\$ 20,736,415	\$ (1,953,887)	\$ 18,782,528	\$ 3,756,506

FFY 2018-19 Adjustments

Line Item Description	FFY 2018-19 FTA 5337 Amount	Adjustment Increase (Decrease)	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	13,287,099	(13,082,665)	204,434	40,887
SCRRA Preventive Maintenance ⁶	20,974	(20,974)	-	-
SCRRA New Capital ⁷	495,006	(495,006)	-	-
San Juan Creek Bridge Replacement	2,833,025	13,598,645	16,431,670	3,286,334
OCTA Bus Preventive Maintenance ³	3,749,676	-	3,749,676	749,935
FFY 2018-19 Total (All Projects)	\$ 20,385,780	\$ (0)	\$ 20,385,780	\$ 4,077,156

Program of Projects for FTA Section 5337 Funds (FFY 2017-18 through FFY 2020-21)

FFY 2017-18 Adjustments

Line Item Description	FFY 2017-18 FTA 5337 Amount	Adjustment Increase (Decrease) ⁸	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	-	4,284,386	4,284,386	856,877
San Juan Creek Bridge Replacement	17,594,262	-	17,594,262	3,518,852
OCTA Bus Preventive Maintenance ³	3,766,601	-	3,766,601	753,320
FFY 2017-18 Total (All Projects)	\$ 21,360,863	\$ 4,284,386	\$ 25,645,249	\$ 5,129,049

FFY 2016-17 Adjustments

Line Item Description	FFY 2016-17 FTA 5337 Amount	Adjustment Increase (Decrease) ⁸	Revised FTA 5337 Amount	Statewide Match Credit ²
SCRRA Rehabilitation/Renovation ¹	793,245	8,600,279	9,393,524	1,878,705
SCRRA Preventive Maintenance ⁶	-	20,974	20,974	4,195
San Juan Creek Bridge Replacement	13,598,645	(13,598,645)	-	-
Tactile Tile	833,000	-	833,000	166,600
SCRRA New Capital	-	495,006	495,006	99,001
OC Maintenance Facility	-	198,000	198,000	39,600
OCTA Bus Preventive Maintenance ³	3,137,729	-	3,137,729	627,546
FFY 2016-17 Total (All Projects)	\$ 18,362,619	\$ (4,284,386)	\$ 14,078,233	\$ 2,815,647

Notes:

1. The Rotem Rail Cars Settlement Plan provides OCTA with a total credit of \$33.147 million. SCRRA member agencies' rolling stock repayment contributions (METRO, SBCTA, and VCTC) reduced amount of funding required from OCTA's share of SCRRA rehabilitation and renovation.
2. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
3. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance. Other funds are FTA 5307.
4. Actual apportionments were less than Board-approved FTA 5337 funding.
5. OCTA grant of \$965,770 and balance in an SCRRA grant.
6. \$20,974 of OCTA's share of SCRRA New Capital was not eligible for FTA Section 5337, substituted FTA Section 5307 previously programmed for preventive maintenance.
\$20,974 of FTA Section 5337 was programmed to preventive maintenance in exchange.
7. SCRRA New Capital projects eligible for FTA Section 5337.
8. Fund swap of \$4.284 million from FFY2016-17 to FFY2017-18 with SCRRA results in net zero across fiscal years.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

METRO - Los Angeles County Metropolitan Transportation Authority

OC - Orange County

OCTA - Orange County Transportation Authority

SBCTA - San Bernardino County Transportation Authority

SCRRA - Southern California Regional Rail Authority

VCTC - Ventura County Transportation Commission

Proposed Five-Year Programming Plan for FTA Section 5337 Funds State of Good Repair Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on June 14, 2021)

Line Item Description	FFY 2020-21 ⁵	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ⁶
SCRRA Rehabilitation/Renovation FY 2020-21 ^{1,2}	14,397,467	-	-	-	-
SCRRA Rehabilitation/Renovation FY 2021-22 ^{1,2}	-	15,656,814	-	-	-
SCRRA Rehabilitation/Renovation FY 2022-23 ^{1,2}	-	-	15,656,814	-	-
SCRRA Rehabilitation/Renovation FY 2023-24 ^{1,2}	-	-	-	15,656,814	-
SCRRA Rehabilitation/Renovation FY 2024-25 ^{1,2}	-	-	-	-	15,656,814
San Juan Creek Bridge Replacement ³	643,347	-	-	-	-
Tactile Tile ³	316,000	-	-	-	-
Slope and Culvert Improvements ³	300,000				
OCTA Bus Preventive Maintenance ^{1,4}	2,658,762	2,658,762	2,658,762	2,658,762	2,658,762
Total (All Projects)	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576	\$ 18,315,576

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. SCRRA rehabilitation amounts are based on the SCRRA-adopted FY 2020-21 Budget and the OCTA Comprehensive Business Plan thereafter.
3. These funds will be in an OCTA grant.
4. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance.
5. Continuing Appropriations Act of 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
6. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FFY - Federal fiscal year

FTA - Federal Transit Administration

FY - Fiscal year

OCTA - Orange County Transportation Authority

SCRRA - Southern California Regional Rail Authority

Program of Projects for FTA Section 5339 Funds (FFY 2019-20 through FFY 2020-21)

(Pending Board approval on June 14, 2021)

FFY 2020-21

Line Item Description	Federal Amount	Local Match	Total	Federal Percentage Share	Statewide Match Credit ¹
Capital Cost of Contracting	4,475,458	-	4,475,458	100%	895,092
Paratransit Vehicle Replacement Project	1,725,102	-	1,725,102	100%	345,020
FFY 2020-21 Total (All Projects)	\$ 6,200,560	\$ -	\$ 6,200,560		\$ 1,240,112

FFY 2019-20 Adjustments

Line Item Description	FFY 2019-20 FTA 5339 Amount	FTA 5339 Funding Increase (Decrease) ²	Revised FTA 5339 Amount	Statewide Match Credit ¹
Paratransit Vehicle Replacement Project	6,739,788	54,912	6,794,700	1,358,940
FFY 2019-20 Total (All Projects)	\$ 6,739,788	\$ 54,912	\$ 6,794,700	\$ 1,358,940

Notes:

1. The project is utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Actual apportionments were greater than Board-approved FTA 5339 funding.

Acronyms:

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

Proposed Five-Year Programming Plan for FTA Section 5339 Funds
Bus and Bus Facilities Program (FFY 2020-21 through FFY 2024-25)

(Pending Board approval on May 24, 2021)

Line Item Description	FFY 2020-21 ²	FFY 2021-22	FFY 2022-23	FFY 2023-24	FFY 2024-25 ³
Capital Cost of Contracting ¹	4,475,458	6,200,560	6,200,560	6,200,560	6,200,560
Paratransit Vehicle Replacement Project	1,725,102	-	-	-	-
FFY 2020-21 to 2024-25 Total (All Projects)	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560	\$ 6,200,560

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally-funded at 100 percent.
2. Continuing Appropriations Act, 2021 and Other Extensions Act extended the Fixing America's Surface Transportation Act through FFY 2020-21.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

Program of Projects for Coronavirus Response and Relief Supplemental Appropriations Act of 2021
and American Rescue Plan Act of 2021 Funds

(Pending Board approval on June 14, 2021)

CRRSAA

Line Item Description	FTA 5307	FTA 5310	Total
OCTA COVID-19-Related Operating Expenses	38,041,875	-	38,041,875
SCRRA COVID-19-Related Operating Expenses	4,350,630	-	4,350,630
ATN COVID-19-Related Operating Expenses	705,344	-	705,344
OCTA Capital Cost of Contracting and COVID-19-Related Operating Expenses for ACCESS	-	391,305	391,305
CRRSAA Total (All Projects)	\$ 43,097,849	\$ 391,305	\$ 43,489,154

(Pending Board approval on June 14, 2021)

ARPA

Line Item Description	FTA 5307	FTA 5310	Total
OCTA COVID-19-Related Operating Expenses	161,194,361	-	161,194,361
SCRRA COVID-19 Related Operating Expenses	22,273,889	-	22,273,889
ATN COVID-19-Related Operating Expenses	2,798,887	-	2,798,887
OCTA Capital Cost of Contracting and COVID-19-Related Operating Expenses for ACCESS	-	391,311	391,311
ARPA Total (All Projects)	\$ 186,267,137	\$ 391,311	\$ 186,658,448

Acronyms:

ATN - Anaheim Transportation Network

Board - Board of Directors

COVID-19 - Coronavirus

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021

FTA - Federal Transit Administration



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts) ^{1,2}		\$349,243		\$185,623							\$163,620
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25 ^{1,2}		\$420,500		\$84,101							\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34					
OCTA Transit Security & Operations Center		\$6,310	\$50					\$6,260			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{1,2}		\$167,572		\$167,572							
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase 117 replacement paratransit vehicles ¹		\$14,995		\$14,995							
Rehabilitation and Renovation at OCTA Bus Facilities ³		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,569,498	\$214,453	\$622,969	\$341	\$210	\$21,830	\$43,155	\$5,730	\$55,845	\$604,965

ATTACHMENT K



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Bus Transit Project												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$837,763										
State Funding Total		\$65,195										
Local Funding Total		\$666,540										
Total Funding (000's)		\$1,569,498										

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (10)		\$12,978					\$5,640	\$7,338				
Bus Transit Project Completed Totals		\$13,383		\$313			\$5,732	\$7,338				
Federal Funding Total		\$313										
State Funding Total		\$13,070										
Local Funding Total		\$0										
Total Funding (000's)		\$13,383										



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Board Actions:

1. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.
3. Authorize the use of \$1.207 million in Federal Transit Administration Section 5339b Bus and Bus Facilities Competitive Program funds and \$0.386 million of local match funds for rehabilitation and renovation projects at the Orange County Transportation Authority bus facilities.

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)	M1/S	\$423,438	\$62,412	\$162,554				\$25,586		\$172,886	
OC Streetcar (non-New Starts)	M1/S	\$8,601		\$341					\$6,904	\$1,213	\$143
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center Stair Rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano Passing Siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$516		\$516							
Metrolink rehabilitation/renovation - FY 2016-17 to FY 2024-25 ^{1,2}	R	\$102,257		\$102,257							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Orange Olive Wye Connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRRA - Metrolink) - FY 16-17 to FY 24-25 ^{1,2}	R	\$51,000		\$51,000							
San Juan Creek Bridge replacement ¹	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Ticket vending machines	R	\$6,857									\$6,857
VSS at Commuter Rail Stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Maintenance Facility ¹		\$198		\$198							
Slope and Culvert Improvements ¹		\$300		\$300							
Tactile Tile Project ¹		\$1,304		\$1,273						\$31	
Rail Project Totals		\$886,819	\$118,858	\$371,801	\$913	\$32,750		\$89,870	\$16,622	\$219,860	\$36,145
Federal Funding Total		\$491,572									
State Funding Total		\$122,620									
Local Funding Total		\$272,627									
Total Funding (000's)		\$886,819									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$732					\$1,645		
Metrolink Grade Crossing Safety Improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink Service Track Expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid Connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium Crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail Station Platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail Crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$809,073	\$93,439	\$99,160	\$4,735	\$44,081		\$193,357	\$205,975	\$83,692	\$84,634
Federal Funding Total		\$197,334									
State Funding Total		\$237,438									
Local Funding Total		\$374,301									
Total Funding (000's)		\$809,073									



Capital Funding Program Report

Pending OCTA Board of Directors (Board) Approval - June 14, 2021

Board Actions:

1. Approve the federal fiscal year 2020-21 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities program of projects, including federal and local funds, and the use of match credit for projects.
2. Approve the five-year programming plans for Federal Transit Administration Section 5307, Federal Transit Administration Section 5310, Federal Transit Administration Section 5337, and Federal Transit Administration Section 5339.

Acronyms:

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



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

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

Overview

The Orange County Transportation Authority contracts with six special agencies to assist in providing and managing the demand for OC ACCESS service. On October 22, 2018, the Board of Directors approved five-year cooperative agreements with six special agencies to provide this service. These cooperative agreements are to be amended each year to adjust the per trip rate and the maximum obligations. Board of Directors' approval is requested to amend the cooperative agreements with five special agencies for the provision of transportation services.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No C-8-1917 between the Orange County Transportation Authority and North County Senior Services, LLC, doing business as Acacia Adult Day Services, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,302,621 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1918 between the Orange County Transportation Authority and Alzheimer's Family Center for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,343,599 due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

- C. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1919 between the Orange County Transportation Authority and Alzheimer's Orange County for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$566,323, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- D. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1920 between the Orange County Transportation Authority and Community SeniorServ, doing business as Meals on Wheels Orange County, for continued services and to adjust the per trip rate to \$16.55, effective July 1, 2021 through June 30, 2022. This increase in rate will not change the current contract maximum obligation of \$1,362,793, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.
- E. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-8-1921 between the Orange County Transportation Authority and Orange County Adult Achievement Center, doing business as My Day Counts, for continued services and to adjust the per trip rate to \$16.18, and the Regional Center of Orange County pass-through per trip rate to \$6.18, for continued services effective July 1, 2021 through June 30, 2022. This increase in rate will not change the contract maximum obligation of \$3,111,668, due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

Discussion

Since the implementation of the paratransit growth management strategies beginning in 2005, the Orange County Transportation Authority (OCTA) has been proactive in establishing community partnerships and encouraging the availability of alternative transportation programs as a viable option for OC ACCESS riders to help reduce the growth in the demand and cost of the OC ACCESS service. A significant portion of OC ACCESS trips are provided to and from special agencies that serve seniors and persons with disabilities. For example, these special agencies offer programs that include nutrition sites, adult day care, educational or social programs, rehabilitative programs, sheltered workshops, and vocational programs. OCTA has had long-standing cost sharing agreements with six special agencies in which OC ACCESS riders have been transitioned to alternative transportation providers. OCTA provides a

reimbursement of up to 80 percent of the total cost of these trips while the special agencies must pay a minimum of 20 percent of the total cost per trip.

Under these cooperative agreements, OCTA provides an operating subsidy based on a per trip cost for OC ACCESS-eligible riders traveling between their homes and the special agencies utilizing an alternative transportation provider. Since 2006, OCTA has worked in coordination with these special agencies and their transportation service providers to successfully transition more than 750 OC ACCESS riders to transportation services selected by the special agencies receiving these subsidies. This allows individuals to receive transportation that meets their specialized needs. The per trip subsidy provided by OCTA ranges from \$16.18 per trip to \$16.55 per trip. It should be noted, one of the special agencies, Sultan Adult Day Health Care, has suspended service until January 2022, and the existing agreement does not require an amendment at this time.

Implementation of these community transportation partnerships have been a benefit to OCTA and the special agencies. OCTA's potential cost savings for trips provided by these agreements is estimated to be \$7.6 million if these trips were operated on the OC ACCESS service at the fiscal year (FY) 2019-20 cost per trip of \$55.49. The special agencies are able to provide specialized assistance to their participants, such as door-through-door service, and better manage the daily attendance of participants, a key function to their operation.

Under the terms of the current agreements, the total cost for all five agreements for FY 2021-22 is projected to be \$4.6 million. OCTA's share is estimated at \$3.7 million based on the per trip subsidies provided and the special agencies' share is estimated at \$900,000. There is a provision in the agreements to increase the reimbursement rate by an inflation factor on an annual basis. The agreements also cap the annual number of trips subsidized by OCTA for each special agency. However, there is a provision in each contract that allows for the total number of trips to grow beyond the cap amount if the special agency can provide information to OCTA that demonstrates that the additional trips would provide a direct-cost offset to OC ACCESS service.

Fiscal Impact

The project is included in the proposed OCTA FY 2021-22 Budget, Operations Division, Account No. 2131-7312-D1208, and is funded through the Local Transportation Fund.

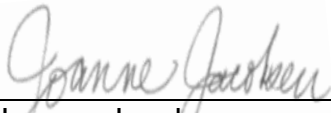
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute amendments to cooperative agreements with North County Senior Services, LLC, doing business as Acacia Adult Day Services, Alzheimer's Family Service Center, Alzheimer's Orange County, Community SeniorServ doing business as Meals on Wheels Orange County, and Orange County Adult Achievement Center, doing business as My Day Counts. These amendments adjust the cost per trip rates, which will provide an operating subsidy for trips transitioned from the OC ACCESS service to alternate service providers through June 30, 2022. The increase in rates will not change the contract maximum obligations due to sufficient underruns that cover the projected expenses due to the coronavirus pandemic.

Attachments

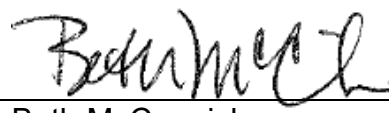
- A. North County Senior Services, LLC doing business as Acacia Adult Day Services, Cooperative Agreement No. C-8-1917 Fact Sheet
- B. Alzheimer's Family Center, Cooperative Agreement No. C-8-1918 Fact Sheet
- C. Alzheimer's Orange County, Cooperative Agreement No. C-8-1919 Fact Sheet
- D. Community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

Prepared by:



Joanne Jacobsen
Senior Community Transportation
Coordinator
714-560-5660

Approved by:



Beth McCormick
Executive Director, Bus Operations
714-560-5964



Pia Veasapen
Director, Contracts Administration and
Materials Management
714-560-5619



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

North County Senior Services, LLC doing business as Acacia Adult Day Services
Cooperative Agreement No. C-8-1917 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1917, \$676,001, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1917, \$626,620, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1917, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to North County Senior Services, LLC doing business as Acacia Adult Day Services Cooperative Agreement No. C-8-1917: \$1,302,621.

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

1. October 22, 2018, Cooperative Agreement No. C-8-1918, \$733,469, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1918, \$610,130, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1918, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

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

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

1. October 22, 2018, Cooperative Agreement No. C-8-1919, \$360,198, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1919, \$206,125, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1919, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

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

ATTACHMENT D

Community SeniorServ doing business as Meals on Wheels Orange County Cooperative Agreement No. C-8-1920 Fact Sheet

1. October 22, 2018, Cooperative Agreement No. C-8-1920, \$769,153, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$16.22 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1920, \$593,640, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase reimbursed trip rate to \$16.49 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1920, \$0.00, pending approval by the Board.
 - Amendment to increase reimbursed trip rate to \$16.55 per trip.

Total committed to Community SeniorServ doing business as Meals on Wheels Orange County Cooperative Agreement No. C-8-1920: \$1,362,793.

ATTACHMENT E

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


1. October 22 ,2018, Cooperative Agreement No. C-8-1921, \$1,705,661, approved by the Board of Directors (Board).
 - Agreement to share in the cost of providing alternative transportation services for OC ACCESS customers.
 - Initial term effective July 1, 2019 through June 30, 2024, to be amended every year to adjust the per trip rate and the maximum obligation.
 - Reimbursed trip rate is \$15.56 per trip and the Regional Center of Orange County pass-through per trip rate is \$5.96 per trip.
2. May 22, 2020, Amendment No. 1 to Cooperative Agreement No. C-8-1921, \$1,406,007, approved by the Board.
 - Amendment to increase the maximum obligation to share in the cost of OC ACCESS service through June 30, 2021.
 - Amendment to increase the reimbursed trip rate to \$16.07 per trip and their Regional Center of Orange County pass-through per trip rate to \$6.14 per trip.
3. June 14, 2021, Amendment No. 2 to Cooperative Agreement No. C-8-1921, \$0.00, pending approval by the Board.
 - Amendment to increase the reimbursed trip rate to \$16.18 per trip and the Regional Center of Orange County pass-through per trip rate to \$6.18 per trip.

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



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

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

Overview

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

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$2,500,000, and extend the agreement term through September 30, 2022, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$26,083,841.

Discussion

On February 1, 2016, the Orange County Transportation Authority (OCTA) entered into Agreement No. C-5-3337 with HNTB Corporation (HNTB) for the design of the OC Streetcar project (Project). HNTB produced final plans, specifications, and estimates for the release of an invitation for bids for construction of the Project on December 11, 2017.

Construction activities have been underway since issuance of the Notice to Proceed to Walsh Construction Company II, LLC (Walsh), on March 4, 2019. The focus to date has been on underground utility relocations within City of Santa Ana streets, completion of bridges across the Santa Ana River and Westminster Avenue, work on the maintenance and storage facility (MSF), installation of the overhead catenary system (OCS) and traffic signal pole foundations, and installation of tracks on Santa Ana Boulevard, Mortimer Street,

and the Pacific Electric Right-of-Way. Walsh has started building stations at Fairview Street, Raitt Street, and Harbor Boulevard, as well as preparing sites for delivery of the traction power substations. The at-grade railroad crossing at Fairview Street is under construction, and railroad signaling equipment has been fabricated and will be delivered and installed on the Project in the upcoming months. Most of the OCS poles have been installed, and hardware and wire will go up following track installation.

As the engineer of record, HNTB, has been providing design support during construction (DSDC) as required by the contract, and efforts are consistent with most major construction projects. The efforts include review and response to Walsh's requests for information (RFI) and review and acceptance of contract submittals required in drawings and specifications. As of May 17, 2021, Walsh has submitted 949 RFIs and 1,312 contract submittals, which are significantly more than were anticipated for review and action by the designer. Additional support being provided by HNTB includes providing certification efforts required by permitting agencies, as well as performing design services for Project modifications that are being implemented in the construction phase.

The high number of interrelated elements of this Project, including railroad communications, track work, traffic control, and a 50,000 square foot MSF, make the design and construction complex and require the technical expertise of multiple disciplines. This complexity, combined with inadequate as-built drawings of the subsurface utilities in older public streets and multiple sites of soil contamination, has resulted in the high number of submittals, RFIs, and in some cases, design modifications to address unforeseen conditions. Given the unpredictable nature of the work and uncertainty as to how Walsh will address changes encountered in the field, the level of effort for the DSDC has been difficult to estimate. To most effectively manage the DSDC budget, staff has made conservative assumptions about the level of services needed through August 2022. Prior to November 2021, following completion of FTA's cost and schedule risk analysis, staff will return to the Board with recommendations for remaining cost and schedule adjustments required to complete the Project. This will allow the project team time to better assess field conditions and more reasonably estimate the anticipated quantity of remaining submittals, RFIs, and design modifications that require HNTB's support. Areas requiring an unanticipated increase in HNTB's level of effort include:

- Utility conflicts encountered during the installation of OCS poles are requiring additional field reviews and analysis to confirm pole placements and, in some cases, the redesign of foundations and pole specifications.

- Unidentified utilities and utilities in locations other than where record maps indicated has required HNTB to shift traffic signal pole locations and revise signal mast arm lengths.
- Unidentified shallow utilities have been encountered after pavement removal and excavation, necessitating a redesign of the duct banks that run the length of the track to provide supplemental traction power and fiber optic communications.
- Discovery of cultural resources at the MSF necessitated a modification to the wheel truing pit design and will require a modification to the site and landscaping plans to accommodate reinternment.

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

The proposed amendment will authorize continued DSDC for the following:

- Review and acceptance of contractor submittals addressing various project elements, including special trackwork, traction power substations, communication systems, and architectural finishes.
- Review and response to RFIs related to track, system, and MSF elements.
- Prepare requested modifications to plans and specifications and provide administrative support to address unforeseen conditions discovered during construction and/or to enhance system operations and safety.
- Attend project meetings with the construction management team to ensure and facilitate configuration of project elements being constructed, and to participate in construction partnering sessions.

In September 2020, the Board approved Amendment No. 10 for \$2,900,000, increasing the DSDC budget to \$5,563,316. The budget for Amendment No. 10 will be depleted by the end of July, and Amendment No. 11 is required to continue the DSDC and not delay construction, extending the term of the agreement by six months to September 30, 2022. An independent cost estimate for the additional DSDC work described above, in the amount of \$2,500,000, was prepared by the program management team. The cost of this additional

work will be funded from the Project supplemental contingency approved by the Board on March 22, 2021.

As discussed with the Board in March 2021, the Federal Transit Administration (FTA) requested that OCTA not finalize the forecast schedule or estimated cost to complete for the Project until FTA has conducted its own detailed cost and schedule risk analysis, which is anticipated to be complete in early fall. Design services are needed throughout construction, but the level of effort will decrease as the Project nears the end of construction. The complete term of the agreement and the associated cost of the services cannot be finalized until OCTA reaches concurrence with FTA on the Project cost and schedule risk analysis. Upon completion of FTA's risk analysis, staff will return to the Board with recommendations for cost and schedule adjustments to complete the Project. Staff intends to return to the Board following that date to address any additional design services required through the revised Project completion schedule, as agreed to by FTA.

Procurement Approach

This procurement was handled in accordance with Board-approved procedures for architectural and engineering services, which conform to both federal and state laws. On September 14, 2015, the Board approved an agreement with HNTB, in the amount of \$16,434,022, for preparation of the project plans, specifications, and estimates, and it has been previously amended in accordance with Attachment A.

Staff is requesting Board approval to add funds to the existing agreement for additional DSDC. OCTA project staff and HNTB have agreed upon the level of effort for the required services. OCTA found HNTB's price proposal, in the amount of \$2,500,000, to be fair and reasonable for the work to be performed and consistent with the independent cost estimate prepared by the OCTA project management team. Proposed Amendment No. 11 will also extend the term of the agreement by six months from April 1, 2022 through September 30, 2022, and increase the total contract value to \$26,083,841.

Fiscal Impact

Funding for the Project is included in OCTA's proposed fiscal year 2021-22 budget, Capital Programs Division, Account No. 0051-7519-TS010-Z84, and will be funded through local Measure M2 and federal Congestion Mitigation and Air Quality funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 11 to Agreement No. C-5-3337 with HNTB Corporation, in the amount of \$2,500,000, for continued design support services during construction for the OC Streetcar project and to extend the agreement term through September 30, 2022.

Attachment

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

Prepared by:



Ross Lew, P.E.
Program Manager Sr
(714) 560-5775



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619

Approved by:



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

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

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

- Provide additional design services during the extended bid period, modify traffic signal plans, Orange County Sanitation District sewer, TPSS site designs, the northeast corner of Santa Ana Boulevard and Ross Street, and the pedestrian plaza adjacent to Sasscer Park, and to review the construction schedule and engineer's estimate.
8. November 12, 2018, Amendment No. 7 to Agreement No. C-5-3337, \$1,152,212, approved by the Board.
- Provide additional design services during the extended bid period, extended coordination with third-party utility relocations, addition of traffic signal interconnects, closed-circuit television (CCTV) cameras at Harbor Boulevard park-and-ride, modifications to the maintenance and storage facility (MSF), including moving CCTV servers into the facility and automatic operation of the rail gates into the yard, power isolation, TPSS revisions, and added effort to obtain the MSF building permit.
9. October 28, 2019, Amendment No. 8 to Agreement No. C-5-3337, \$1,500,000, approved by the Board.
- Provide additional design support services during construction and extend the contract term by 27 months from December 31, 2019 through March 31, 2022.
10. June 22, 2020, Amendment No. 9 to Agreement No. C-5-3337, \$ 0, approved by the CAMM Department.
- Transfer \$67,176 unspent design budget for preparation of procurement specifications for ticket vending machines to design support services during construction.
11. September 14, 2020, Amendment No. 10 to Agreement No. C-5-3337, \$2,900,000, approved by the Board.
- Provide additional design support services during construction.
12. June 28, 2021, Amendment No. 11 to Agreement No. C-5-3337, \$2,500,000, pending Board approval.
- Provide additional design support services during construction and extend the contract term by six months from April 1, 2022 through September 30, 2022.

Total funds committed to HNTB Corporation after approval of Amendment No. 11 to Agreement No. C-5-3337: \$26,083,841.



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Bus Operations Performance Measurements Report for the Third Quarter of Fiscal Year 2020-21

Overview

The Orange County Transportation Authority operates fixed-route bus and demand-response paratransit service throughout Orange County and into neighboring counties. The established measures of performance for these services assess the safety, courtesy, reliability, and overall quality of the services. This report summarizes the year-to-date performance of these services through the third quarter of fiscal year 2020-21.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA) operates a countywide network of 58 routes, including local, community, rail connector, and express bus routes serving over 5,000 bus stops. Fixed-route bus (OC Bus) service operates in a 798 square-mile area, serving more than three million residents in 34 cities and unincorporated areas, with connections to transit services in Los Angeles, Orange, and Riverside counties. OCTA provides these services through both directly operated fixed-route (DOFR) and contracted fixed-route (CFR) service. OCTA also provides OC ACCESS, a federally mandated paratransit service, which is a shared-ride program available for people unable to use the OC Bus service due to functional limitations. Performance measures for both OC Bus and OC ACCESS services are summarized and reported quarterly (Attachment A).

In response to a significant decline in ridership as the result of the coronavirus (COVID-19) pandemic, OC Bus service was modified to operate on a Sunday-only schedule seven days a week effective March 23, 2020. To support

ridership returning to the system, at the service change in June 2020, a Saturday schedule was implemented six days a week. To provide some connectivity beyond the core service area, eight additional routes that typically only operate on weekdays were also included in the June 2020 service plan, with a total of 50 of the 58 total routes currently being operated. To further address the return of ridership and ensure social distancing is possible while on-board buses, particularly on routes with the heaviest passenger loads, trippers operating on key segments of these routes continue to be deployed, as needed, to provide additional capacity throughout the third quarter of the fiscal year (FY).

Discussion

This report provides an update on the performance of the OC Bus and OC ACCESS services by presenting the current trends and comparisons with OCTA-established performance standards for transit system safety, courtesy, and reliability. OCTA counts preventable vehicle accidents to evaluate system safety, customer complaints to assess courtesy, and uses both on-time performance (OTP) and miles between road calls (MBRC) to measure service reliability.

This report includes performance through the third quarter, including the months of January, February, and March in FY 2020-21. The performance during the third quarter continues to reflect the impact of the COVID-19 pandemic in many of the metrics.

- Safety – DOFR OC Bus service performed below the accident frequency standard of one preventable accident per 100,000 service miles. To address this trend, OCTA Operations staff continue to focus on and stress safety in the bus loading/unloading zones and passenger safety inside the vehicle (passenger falls). CFR OC Bus service and OC ACCESS service both performed above standard.
- Customer Service – Customer service is measured by evaluating the number of valid customer complaints received compared to boardings. Through the third quarter, all modes of service performed above their respective standards.
- Reliability – The OTP for OC Bus and OC ACCESS through the third quarter was above standard and continues to perform well, primarily a result of a decrease in local traffic and lower traffic volumes overall due to the COVID-19 pandemic. The OTP for DOFR and CFR was 84.5 percent and 80.7 percent, respectively. The OTP for OC ACCESS was 98.5 percent, 4.5 percent above the standard.

- The MBRC for DOFR OC Bus Service and OC ACCESS exceeded the standard while CFR OC Bus fell below the standard for MBRC.

The report also includes:

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

Summary

Through the third quarter of FY 2020-21, the performance of OC Bus service exceeded standards in the areas of courtesy and reliability as measured by OTP but fell below the performance standard for safety (DOFR) and reliability with respect to MBRC (CFR). OC ACCESS performed above standard for all measures of safety, courtesy, and reliability. OCTA staff continue to focus on continuous improvement in safety as detailed in the report. In addition to tracking the established key performance indicators, staff will continue to manage the service contracts pursuant to contract requirements and work to identify other strategies to improve overall system performance.

Attachment

- A. Bus Operations Performance Measurements Report, Third Quarter,
Fiscal Year 2020-21

Prepared by:



Johnny Dunning, Jr.
Department Manager, Scheduling and
Bus Operations Support
(714) 560-5710

Approved by:



Beth McCormick
Executive Director, Operations
(714) 560-5964



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

Bus Operations Performance Measurements Report



Third Quarter
Fiscal Year 2020-21

About This Report

The Orange County Transportation Authority (OCTA) operates a countywide network of 58 routes including local, community, rail connector, and express bus routes serving over 5,000 bus stops known as OC Bus. OCTA also operates paratransit service (OC ACCESS), a shared-ride program available for people unable to use the standard OC Bus service because of functional limitations. OC Bus service is provided through both direct operations by OCTA referred to as directly operated fixed-route (DOFR) and contracted operations referred to as contracted fixed-route (CFR) service. The OC ACCESS service is a contract-operated demand-response service required by the Americans with Disabilities Act that is complementary to the fixed-route service and predominately accounts for the overall paratransit services operated by OCTA. These services make up the bus transit system and are evaluated by the performance measurements summarized in this report.

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

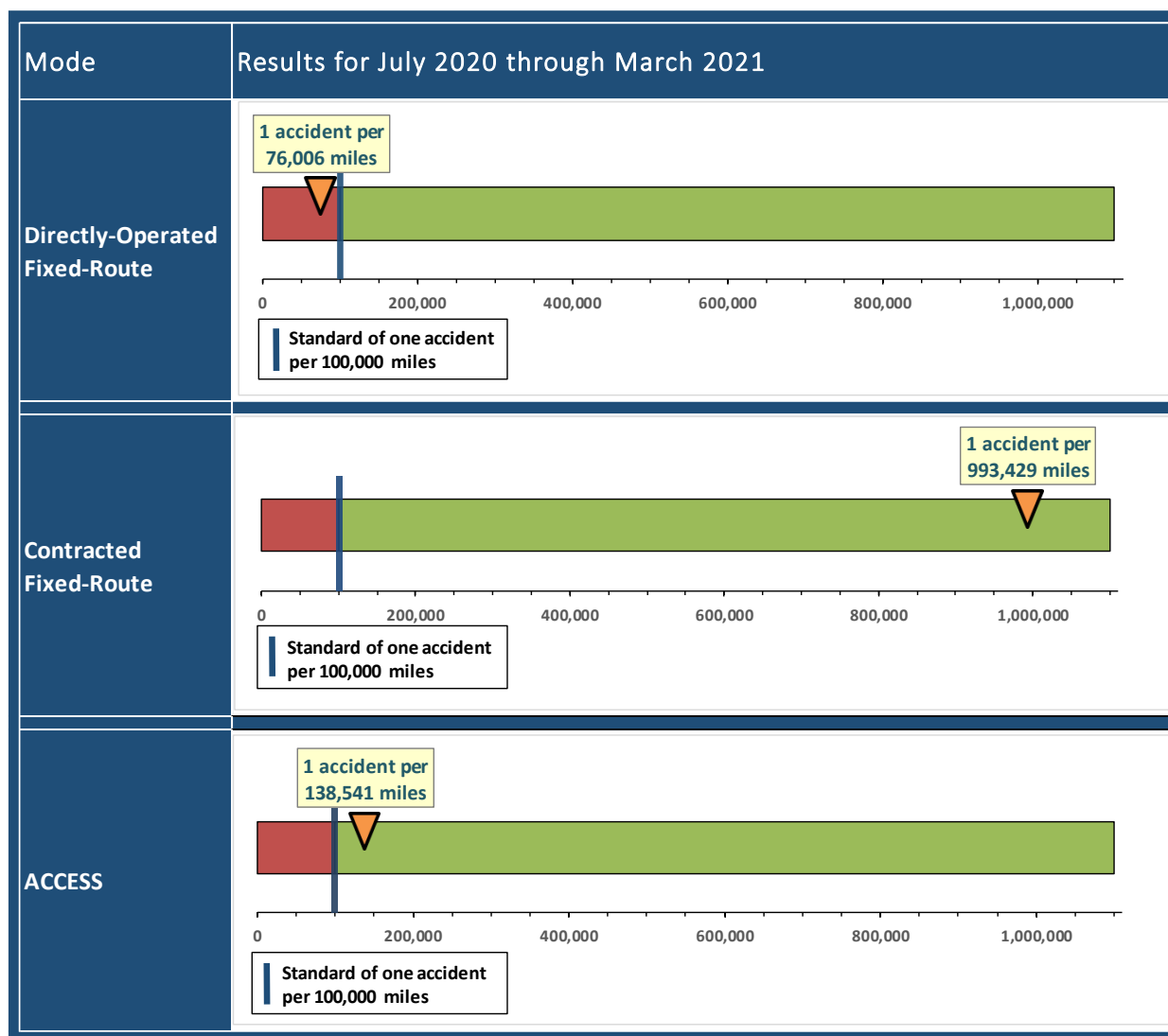
It is important to note that OCTA implemented a reduced service schedule for OC Bus on March 23, 2020 in direct response to the coronavirus (COVID-19) pandemic. The impact that the COVID-19 pandemic has had on both OC Bus and OC ACCESS continues to be significant, as reflected in the performance to be discussed in this report.

FY2020-21 Q3 SUMMARY

- **Safety:**
 - DOFR - ▼
 - CFR - ▲
 - OC ACCESS - ▲
- **Courtesy:**
 - DOFR - ▲
 - CFR - ▲
 - OC ACCESS - ▲
- **On-Time Performance (OTP):**
 - DOFR - ▲
 - CFR - ▲
 - OC ACCESS - ▲
- **Miles Between Road Calls (MBRC):**
 - DOFR - ▲
 - CFR - ▼
 - OC ACCESS - ▲

Safety: Preventable Vehicle Accidents

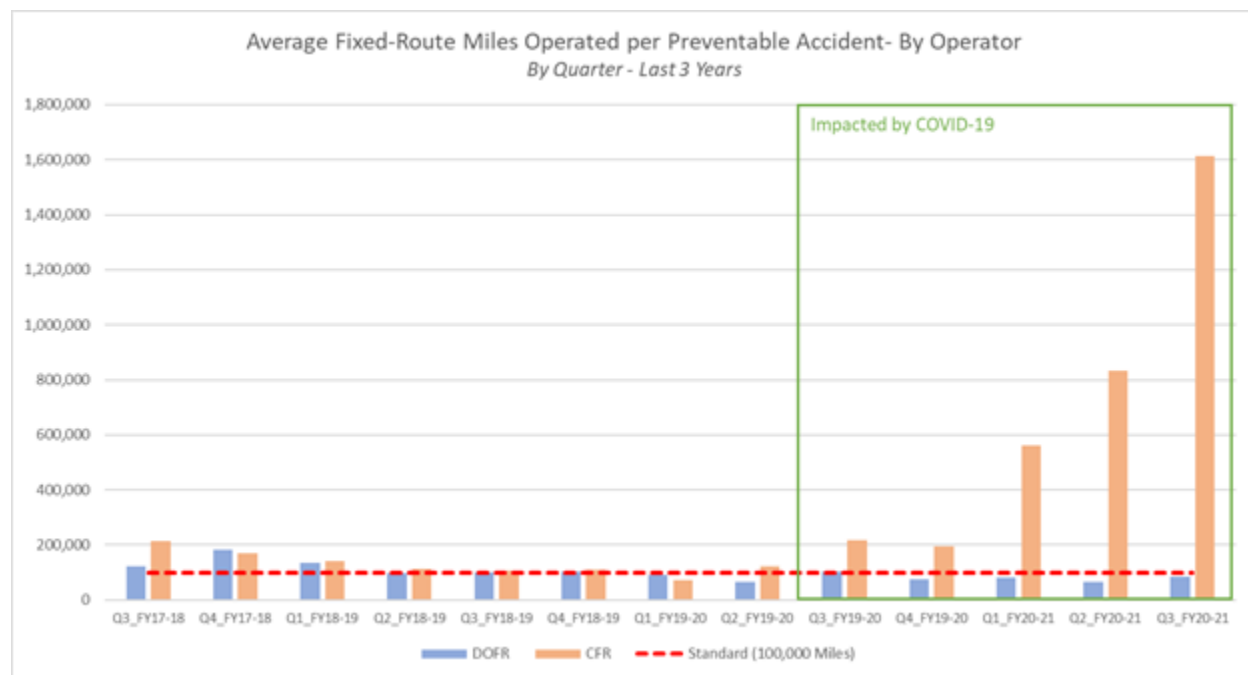
OCTA is committed to the safe delivery of the OC Bus service. The safety standard for DOFR, CFR, and OC ACCESS services is no more than one vehicle accident per 100,000 miles. Preventable vehicle accidents are defined as incidents when physical contact occurs between vehicles used for public transit and other vehicles, objects, or pedestrians, and where a coach operator failed to do everything reasonable to prevent the accident. On-board passenger falls determined to be preventable are also included among these accidents. Through the third quarter of fiscal year (FY) 2020-21, CFR and OC ACCESS continued to perform above the safety standard while DOFR did not meet the standard of operating more than 100,000 miles between preventable accidents.



DOFR OC Bus continued to perform below the accident frequency standard and OCTA Operations staff continue to focus on and stress the importance of safety, conduct safety-related campaigns, and promote the safe driving award program. During the past quarter, training continued to focus on safety as most of the accidents during January and February were a result of the operator driving and making contact with

another vehicle, a pole, or a sign. To help mitigate preventable accidents, Bus Operations posted a campaign to remind operators of safe driving techniques and safety in the bus zones.

The following chart shows the average number of miles operated between preventable accidents for both DOFR and CFR. Over the eight quarters prior to the COVID-19 pandemic, performance for both DOFR and CFR was either slightly above or below the standard.

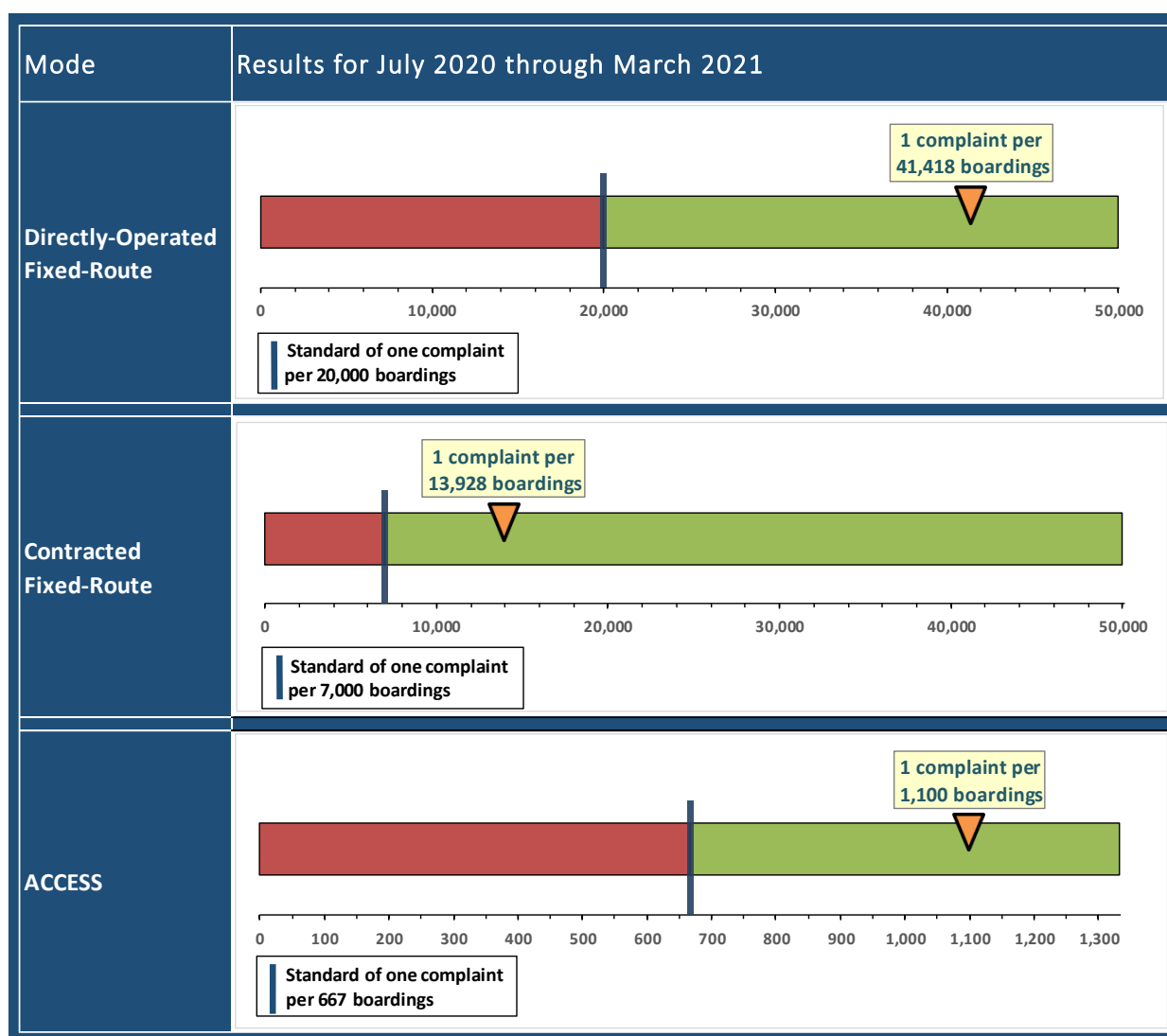


In the third quarter of FY 2019-20, the beginning of the COVID-19 pandemic, the miles operated between preventable accidents for CFR began to increase to unprecedented levels, with approximately 1.6 million miles operated without a preventable accident in the third quarter of the current FY. As reported last quarter, attributable factors include the reduced service levels, particularly miles operated, and ridership. Staff presumes that lower ridership reduces the opportunities for passenger-related accidents, some of which could be counted as preventable accidents. Between January and March of 2021, the miles operated by CFR and the associated ridership were 35 percent and 59 percent lower than pre-COVID-19 pandemic levels (second quarter, FY 2019-20), respectively. The miles operated and the ridership for DOFR service were 20 percent and 49 percent lower than pre-COVID-19 pandemic levels, respectively. OCTA Operations staff continue to focus on and stress safety in the bus loading/unloading zones and passenger safety inside the vehicle (passenger falls).

Courtesy: Customer Complaints

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

Through the third quarter of FY 2020-21, all modes of service continue to perform well, exceeding the courtesy standard with less than one valid complaint per 20,000, 7,000, and 667 boardings, respectively.



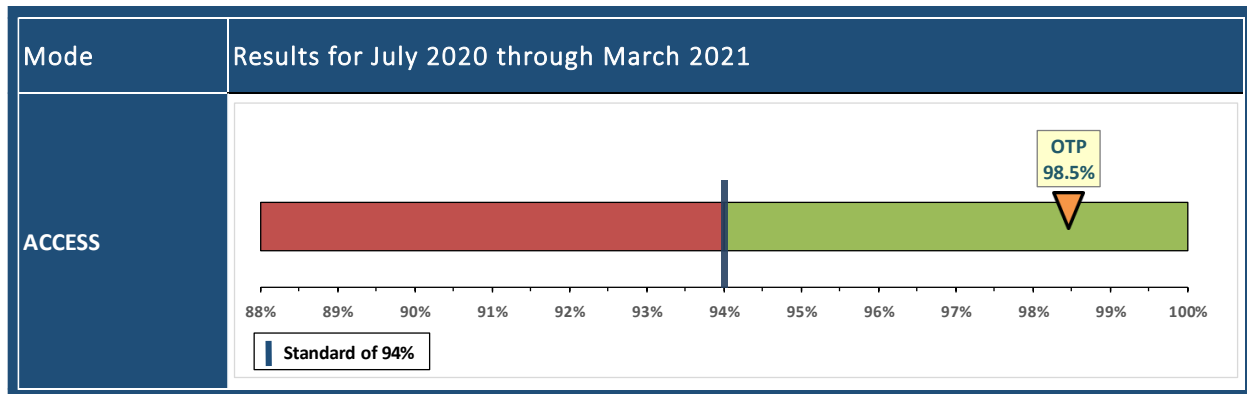
Reliability: On-Time Performance

Reliability is vital to a successful transportation network. Reliability for OCTA is measured in part by OTP. OTP is a measure of performance which evaluates the schedule adherence of a bus operating in revenue service according to a published schedule. Schedule adherence is tracked by monitoring the departure of vehicles from time points, which are designated locations on a route used to control vehicle spacing as shown in the published schedule. For OC Bus service, a trip is considered on-time if it departs the scheduled time point from zero minutes before up to no more than five minutes after the time as printed on the bus route schedule. OCTA's fixed-route system standard for OTP is 80 percent. For OC ACCESS service, OTP is a measure of performance evaluating a revenue vehicle's adherence to a scheduled pickup time for transportation on a demand-response trip. A trip is considered on-time if the vehicle arrives within a 30-minute window. The OC ACCESS OTP standard is 94 percent.

The OTP for OC Bus and OC ACCESS services exceeded the standard during the third quarter of FY 2020-21. Systemwide OTP was 83.2 percent, 0.1 percent higher compared to last quarter. DOFR and CFR both performed above standard as the OTP for DOFR increased by 0.2 percent while there was no change in the CFR's OTP.

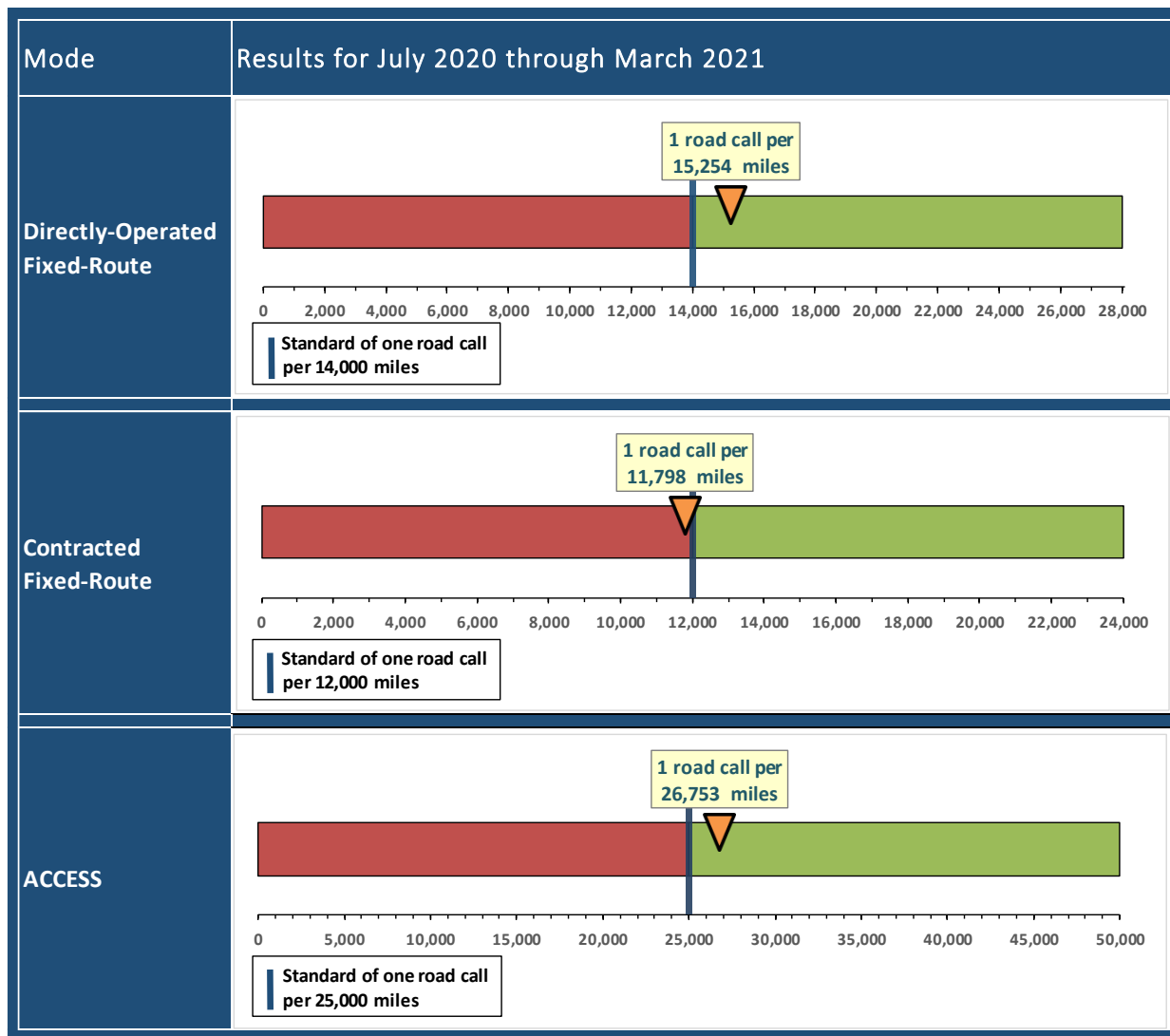


The OTP for OC ACCESS also came in above standard with a rate of 98.5 percent, 0.2 percent higher than the rate reported last quarter and 4.5 percent above the standard.



Reliability: Miles Between Road Calls

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

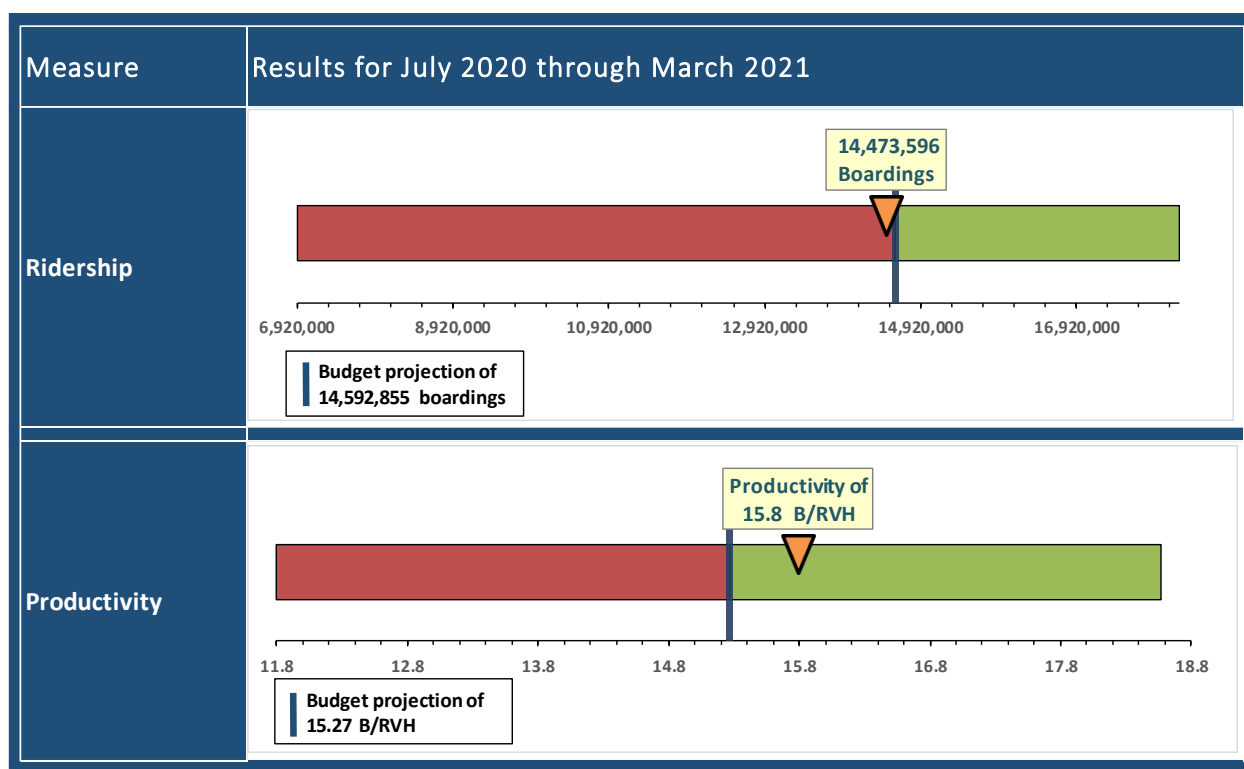


Through the third quarter of FY 2020-21, DOFR OC Bus service and OC ACCESS both continue to exceed the MBRC standard while CFR OC Bus remains below the standard. MBRC for CFR were slightly below the standard primarily due to a known engine control module prone to failure and short on supply, as well as major component failures that led to valid road calls. Staff is currently working with the manufacturer to resolve these issues. OCTA staff will continue to monitor performance in this area and work with the contractor to improve overall performance with an emphasis on a comprehensive road call reduction plan.

Ridership and Productivity – OC Bus

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

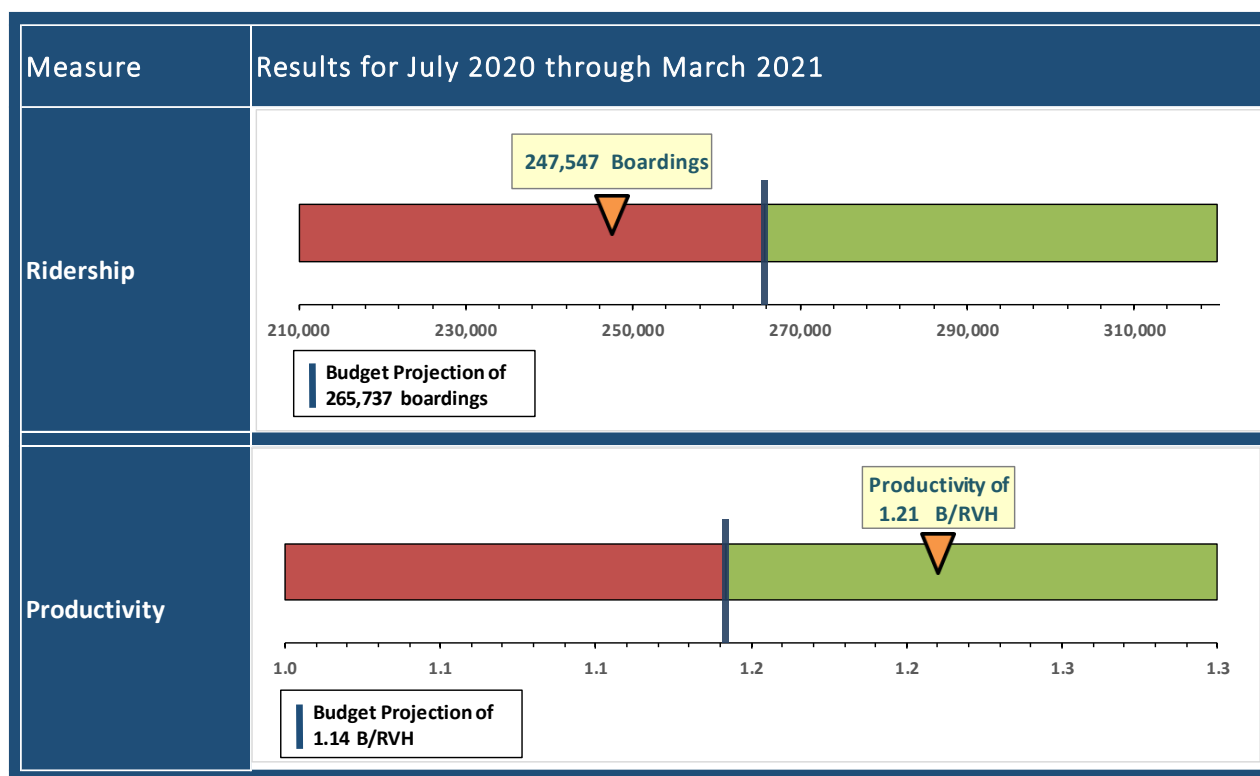
Although lower when compared to ridership in FY 2019-20, through the third quarter of FY 2020 -21, OC Bus ridership is just under the budgeted projection of 14.5 million. Productivity for OC Bus service remains higher than budgeted projections, trending at nearly 16 boardings per revenue vehicle hour.



Ridership and Productivity – OC ACCESS

(Primary Service Provider and Supplemental Taxi Service)

Through the third quarter of FY 2020-21, total ridership of 247,547 for OC ACCESS is trending below budgeted projections by 6.8 percent while productivity of 1.21 B/RVH is above the 1.14 B/RVH projection by 6.1 percent. As with the fixed-route service, ridership and productivity for OC ACCESS continue to be impacted by the COVID-19 pandemic. With recommendations in place that persons 65 years of age or older or those with underlying health issues stay home, as well as the closure of many adult day programs, many individuals who typically use OC ACCESS service continue to make fewer trips, resulting in the drop in average daily ridership of 80 percent. Due to lower need for OC ACCESS service, less RVH were provided compared to the budgeted amount, resulting in a B/RVH higher than the budgeted figure.



Contractor Performance: Fixed-Route

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

Through the third quarter of FY 2020-21, the overall performance of the contracted OC Bus service as determined by the performance categories outlined in the contract was below standard for OTP, an unreported accident, road calls, and missed trips.

Table 1 provides the penalties and incentives assessed to the contractor by quarter for FY 2020-21. The incentives paid in the third quarter relate to on-time performance, courtesy and accident frequency ratio, which totaled \$22,000. The total penalties assessed to the contractor during the third quarter total \$67,237 with an adjustment of \$24,097 for key positions, resulting in a net payment to OCTA of \$21,139. This brings the year-to-date total payment to OCTA to \$29,439.

Table 1:	Performance Categories	FY21 Q1	FY21 Q2	FY21 Q3	FY21 Q4	FYTD 21
Penalties	On-Time Performance	\$ (1,000)	\$ (3,000)	\$ -	\$ -	\$ (4,000)
	Valid Complaints: Per 7,000 boardings	\$ -	\$ -	\$ -	\$ -	\$ -
	Unreported Accident	\$ (5,000)	\$ (5,000)	\$ (20,000)	\$ -	\$ (30,000)
	Accident Frequency Ratio	\$ -	\$ -	\$ -	\$ -	\$ -
	Key Positions	\$ -	\$ -	\$ (24,097)	\$ -	\$ (24,097)
	CHP Terminal Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
	Reports	\$ -	\$ -	\$ -	\$ -	\$ -
	Preventive Maintenance	\$ -	\$ -	\$ (8,339)	\$ -	\$ (8,339)
	Road Calls	\$ (2,900)	\$ (400)	\$ (1,800)	\$ -	\$ (5,100)
	Vehicle Damage: Per vehicle per day	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ (16,000)	\$ (17,000)	\$ (13,000)	\$ -	\$ (46,000)
	Total	\$ (24,900)	\$ (25,400)	\$ (67,237)	\$ -	\$ (117,537)
Incentives	On-Time Performance	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000
	Valid Complaints: Per 7,000 boardings	\$ 10,400	\$ 6,600	\$ 6,000	\$ -	\$ 23,000
	Accident Frequency Ratio	\$ 10,000	\$ 15,000	\$ 15,000	\$ -	\$ 40,000
	Total	\$ 20,400	\$ 21,600	\$ 22,000	\$ -	\$ 64,000
Adjustment	Unreported Accident (Prior Period)	\$ -	\$ -	\$ -	\$ -	\$ -
	Waived Penalties (Key Positions)	\$ -	\$ -	\$ 24,097	\$ -	\$ 24,097
	Waived Incentives	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ 24,097	\$ -	\$ 24,097
All	Total	\$ (4,500)	\$ (3,800)	\$ (21,139)	\$ -	\$ (29,439)

Contractor Performance: OC ACCESS

(Primary Service Provider)

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

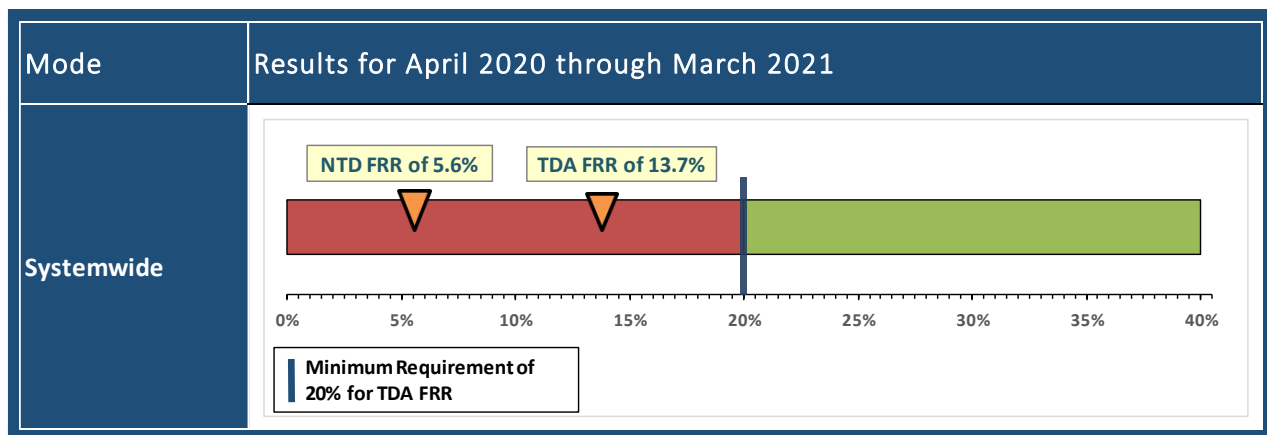
As presented in this report, the overall performance of the contractor providing OC ACCESS service through the third quarter of FY 2020-21 is above standard with respect to courtesy, safety, and on-time performance. Table 2 below lists, by quarter, the penalties and incentives assessed to the OC ACCESS contractor as established in the agreement. Through the third quarter, incentives related to excessively late trips totaled \$45,000. The penalties totaled \$178,600 for performance in passenger productivity, call center hold times, and an unreported accident. Due to the circumstances of the COVID-19 pandemic, the incentive for excessively late trips and the penalties related to passenger productivity were waived resulting in a net payment to OCTA of \$37,100 in the third quarter.

Table 2:	Performance Categories	FY21 Q1	FY21 Q2	FY21 Q3	FY21 Q4	FYTD 21
Penalties	Passenger Productivity	\$ (30,000)	\$ (30,000)	\$ (30,000)	\$ -	\$ (90,000)
	On-Time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Customer Comments	\$ -	\$ -	\$ -	\$ -	\$ -
	Call Center Hold Times	\$ (10,000)	\$ (31,000)	\$ (32,000)	\$ -	\$ (73,000)
	Excessively Late Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Missed Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Unreported Accident	\$ (5,000)	\$ (5,000)	\$ (5,000)	\$ -	\$ (15,000)
	Preventive Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
	Road calls	\$ (500)	\$ -	\$ (100)	\$ -	\$ (600)
	Reports	\$ -	\$ -	\$ -	\$ -	\$ -
	Key Positions	\$ -	\$ -	\$ -	\$ -	\$ -
	CHP Terminal Inspections	\$ -	\$ -	\$ -	\$ -	\$ -
	Vehicle Damage	\$ -	\$ -	\$ -	\$ -	\$ -
	Fare Variance	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ (45,500)	\$ (66,000)	\$ (67,100)	\$ -	\$ (178,600)
Incentives	Passenger Productivity	\$ -	\$ -	\$ -	\$ -	\$ -
	On-Time Performance	\$ -	\$ -	\$ -	\$ -	\$ -
	Excessively Late Trips	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ 45,000
	Missed Trips	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	\$ 45,000
Adjustment	Unreported Accident (Prior Period)	\$ -	\$ -	\$ -	\$ -	\$ -
	Waived Penalties	\$ 40,000	\$ 35,000	\$ 30,000	\$ -	\$ 105,000
	Waived Incentives	\$ (15,000)	\$ (15,000)	\$ (15,000)	\$ -	\$ (45,000)
	Total	\$ 25,000	\$ 20,000	\$ 15,000	\$ -	\$ 60,000
All	Total	\$ (5,500)	\$ (31,000)	\$ (37,100)	\$ -	\$ (73,600)

Farebox Recovery Ratio

FRR is a measure of the proportion of operating costs recovered by passenger fares, calculated by dividing the farebox revenue by total operating expenses. A minimum FRR of 20 percent for all service is required by the Transportation Development Act for transit agencies to receive the state sales tax available for public transit purposes. To normalize seasonal fluctuations, data shown below reflects actuals over the last 12 months from April 2020 through March 2021.

Based on the National Transit Database definition in which only passenger fares are included under revenue, FRR did not meet the 20 percent goal. However, as a result of the passage of SB 508 (Chapter 716, Statutes of 2015), OCTA was able to adjust the FRR to include local funds. SB 508 states, “If fare revenues are insufficient to meet the applicable ratio of fare revenues to operating cost required by this article, an operator may satisfy that requirement by supplementing its fare revenues with local funds. As used in this section, “local funds” are any non-federal or non-state grant funds or other revenue generated by, earned by, or distributed to an operator.” After incorporating property tax revenue, advertising revenue, and Measure M fare stabilization, the adjusted FRR was 13.7 percent, a decrease of 2.7 percentage points from the previous quarter and a 7.9 percent point drop from the same quarter last year. Because of statewide impacts to the farebox as a result of the COVID-19 pandemic, last year the Governor signed AB 109 (Chapter 17, Statutes of 2020), which removed all financial penalties for failing to meet the 20 percent FRR requirement until January 1, 2022. Governor Newsom’s proposed FY 2021-22 budget includes a proposed extension until January 1, 2023.

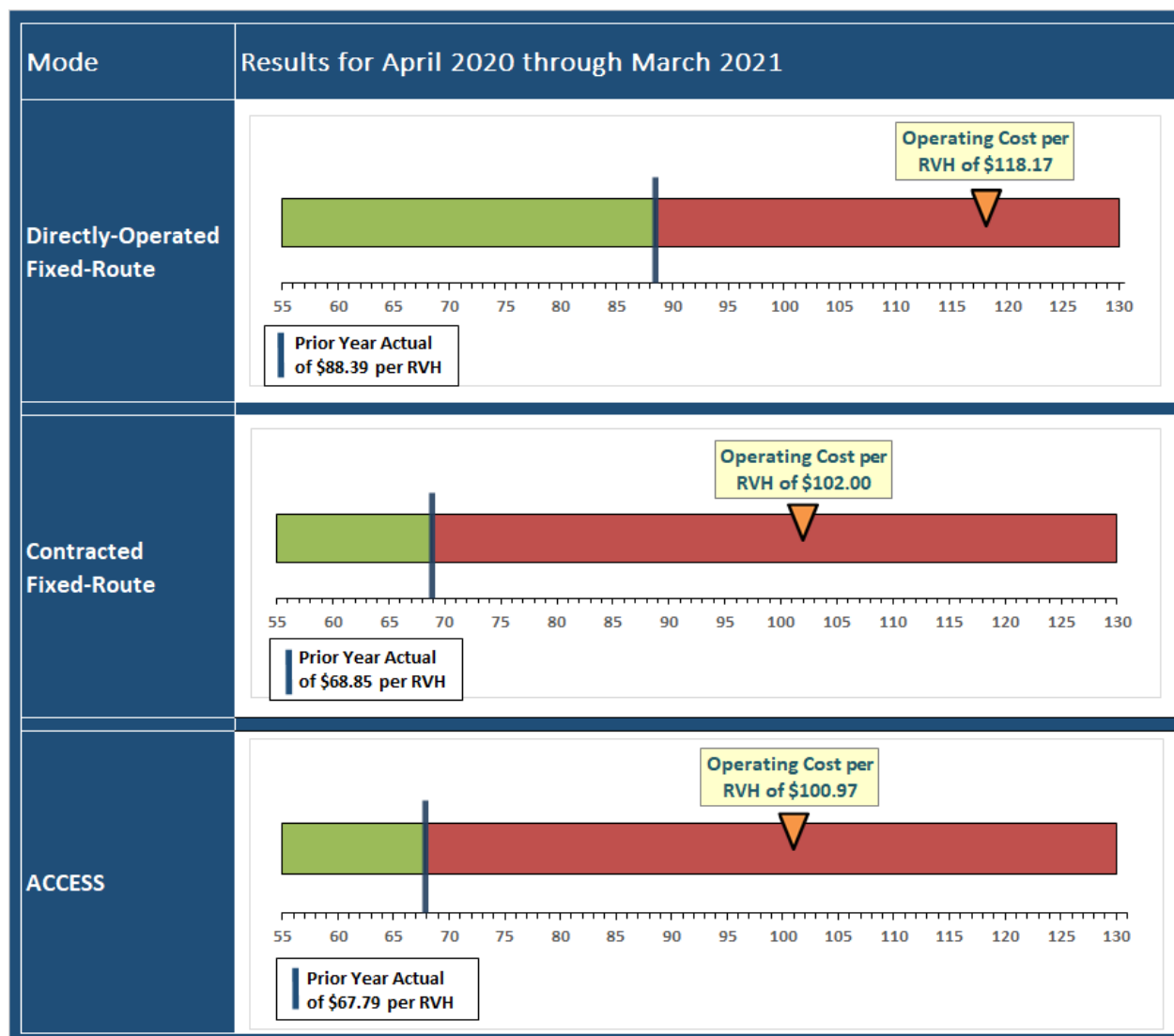


Note:

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

Operating Cost per Revenue Vehicle Hour

Cost per RVH is one of the industry standards used to measure the cost efficiency of transit service. It is derived by dividing actual operating expenses by RVH that is scheduled for the reporting period. To provide a more comparable illustration, all metrics below are calculated based on direct operating cost, which excludes capital, general administrative, and other overhead costs. DOFR cost includes labor costs for coach operator and maintenance employees. It also includes consumables such as replacement parts, fuel, and tires. CFR and OC ACCESS cost includes contracted costs (net of assessed penalties and incentives) and costs incurred by OCTA for maintenance, parts, and fuel for the contracted fleet.



Similar to the FRR, the statistics above depict actuals over the last 12 months. The difference in cost per RVH from the prior period was a 33.7 percent increase in DOFR, a 48.1 percent increase in CFR, and a 48.9 percent increase in OC ACCESS. All modes operated at a higher cost per RVH when compared to the prior 12-months. This is primarily due to a decrease in service hours and efficiency, all related to the COVID-19 pandemic. The current 12-month period includes 12 months which were impacted by COVID-19. This translates to lower RVH provided without a proportional reduction in staffing levels.

DOFR and CFR cost per RVH also increased as a result of alternative fuel tax credits (AFTCs) received in the prior period, offsetting fuel costs. In the prior period, AFTCs received represented approximately 12 months of credit. The current period AFTCs received, which are contingent upon legislation for approval, represent three months of credit.

OC ACCESS cost per RVH increased because of an amendment for variable costs coupled with the impact of the COVID-19 pandemic. The contract amendment was approved in February 2021 but was implemented to cover increased costs for service readiness for COVID-19 demand levels dating back to April 2020.

Performance Evaluation by Route

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

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

The tables on the following pages summarize route-level performance through the third quarter. The first two tables present the route-level performance sorted by routes with the highest net subsidy per boarding to routes with a lower net subsidy per boarding, and the remaining two tables present the same information sorted by routes that have the highest boardings to routes with a lower level of boardings.

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

- **Routes 1 to 99:** Local routes include two sub-categories:
 - Major: These routes operate as frequently as every 15 minutes during peak times. Major routes operate seven days a week throughout the day. Together, the Major routes form a grid on arterial streets throughout the highest transit propensity portions of the OC Bus service area, primarily in northern parts of the county.
 - Local: These routes operate on arterials within the grid created by the Major routes, but at lower frequencies. Local routes also operate in parts of Orange County with lower transit demand. Most Local routes operate seven days per week; however, some operate on weekdays only.
- **Routes 100 to 199:** Community routes to connect pockets of transit demand with major destinations and offer local circulation. Routes tend to be less direct than Local routes, serving neighborhoods and destinations off the arterial grid. Approximately half of Community routes operate seven days per week.
- **Routes 200 to 299:** Intra-county express routes operate on weekdays only at peak times and connect riders over long distances to destinations within Orange County, using freeways to access destinations. **(Did not operate during Q3 FY 2020-21).**
- **Routes 400 to 499:** Stationlink routes are rail feeder services designed to connect Metrolink stations to nearby employment destinations. These routes have relatively short alignments, with schedules tied to Metrolink arrivals and departures. They operate during weekday peak hours only, in the peak direction, from the station to destinations in the morning and the reverse in the evening.
- **Routes 500 to 599:** Bravo! routes are limited-stop services operated with branded vehicles. **(Only Route 543 operated during Q3 FY 2020-21).**
- **Routes 600 to 699:** Seasonal or Temporary routes (these are not included on the following charts) such as the OC Fair Express. **(Did not operate during Q3 FY 2020-21).**
- **Routes 700 to 799:** Inter-county express routes that operate on weekdays only at peak times and connects riders over long distances to destinations outside of Orange County, often using freeways to access destinations. **(Did not operate during Q3 FY 2020-21).**



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Subsidy per Boarding)
Fiscal Year 2020-21

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
085	S	1.9%	\$ 34.81	\$ 19.73	\$ 13.68	\$ 1.40	\$ 0.64	26,617	\$ 150.91	\$ 93.24	\$ 12.03	4.43	6,006	2	-	-
167	C	1.3%	33.08	18.85	12.78	1.45	0.42	51,397	150.19	92.96	12.50	4.69	10,967	4	-	-
862	C	1.6%	32.76	20.79	10.53	1.44	0.50	25,768	173.05	106.42	17.85	5.44	4,738	2	-	-
178	C	1.6%	30.01	17.21	11.66	1.14	0.48	32,700	149.67	92.93	12.05	5.10	6,413	2	-	-
123	N	1.5%	26.76	15.31	10.38	1.07	0.40	69,652	149.42	93.03	10.84	5.73	12,159	4	-	-
086	C	2.3%	24.01	13.55	9.40	1.06	0.55	52,477	149.70	93.02	11.57	6.37	8,236	3	-	-
087	S	2.6%	23.19	13.07	9.07	1.05	0.60	35,388	152.36	93.87	10.31	6.70	5,281	2	-	-
076	C	2.2%	20.47	11.66	7.83	0.98	0.43	38,139	152.37	93.83	13.04	7.65	4,986	2	-	-
177	S	3.7%	20.26	11.53	7.81	0.92	0.74	40,563	149.05	92.82	11.60	7.42	5,464	2	-	-
082	S	3.4%	19.86	11.24	7.80	0.82	0.67	22,628	152.63	93.67	11.05	7.75	2,921	1	-	-
153	N	2.8%	19.66	11.33	7.68	0.65	0.56	57,097	149.01	92.39	11.68	7.61	7,498	2	-	-
079	C	1.6%	18.33	10.48	7.27	0.58	0.29	96,173	150.46	92.61	13.34	8.34	11,529	3	-	-
091	S	4.6%	17.41	9.86	6.84	0.71	0.80	157,409	153.08	93.70	10.64	8.75	17,997	6	-	-
083	C	2.9%	15.85	9.22	6.19	0.44	0.45	230,784	168.67	105.43	8.85	10.63	21,707	6	-	-
001	S	3.2%	15.82	9.19	6.17	0.46	0.51	261,557	169.05	105.31	10.66	10.65	24,562	6	-	-
143	N	3.2%	15.62	9.02	6.11	0.49	0.49	75,525	150.05	92.62	12.29	9.60	7,867	2	-	-
129	N	4.3%	15.33	8.75	5.93	0.65	0.66	86,268	154.84	93.76	11.87	10.10	8,544	3	-	-
059	C	3.4%	15.21	8.65	6.00	0.56	0.52	132,200	165.04	96.01	15.55	10.88	12,147	4	-	-
090	S	4.9%	13.82	7.92	5.50	0.40	0.68	93,584	154.62	93.94	9.65	10.96	8,535	2	-	-
026	N	3.5%	13.13	7.39	5.12	0.62	0.46	105,650	151.88	92.83	13.00	11.71	9,020	4	-	-
025	N	4.3%	12.43	7.07	4.90	0.46	0.54	121,296	152.76	93.30	12.14	12.21	9,936	3	-	-
037	N	3.5%	11.94	6.89	4.63	0.42	0.42	352,131	192.65	118.37	16.36	16.13	21,831	7	-	-
050	N	3.5%	11.68	6.71	4.51	0.46	0.41	561,920	176.28	108.65	15.05	15.16	37,078	14	-	-
066	N	3.5%	11.67	6.67	4.48	0.52	0.40	160,482	156.54	96.32	14.18	13.55	11,847	5	-	-
070	C	3.6%	11.56	6.55	4.54	0.47	0.41	316,433	158.45	95.10	12.58	13.78	22,968	8	-	-
071	N	4.4%	11.47	6.56	4.55	0.36	0.51	259,775	154.83	93.64	11.92	13.33	19,483	5	-	-
053	C	3.8%	11.07	6.50	4.37	0.20	0.43	913,331	236.64	144.66	25.03	20.95	43,588	10	-	-
089	S	5.6%	10.96	6.25	4.34	0.37	0.63	124,666	158.10	93.89	12.20	14.09	8,845	2	-	-
038	N	5.0%	10.49	5.94	4.12	0.43	0.53	343,292	169.25	97.00	12.51	15.98	21,480	7	-	-
033	N	3.7%	10.49	5.94	4.12	0.43	0.38	86,234	149.08	92.46	11.75	14.27	6,043	2	-	-
055	C	5.5%	10.47	6.10	4.10	0.27	0.60	548,584	166.04	102.03	15.19	15.38	35,672	8	-	-
046	N	4.5%	10.24	5.88	4.08	0.28	0.47	197,828	155.79	93.65	13.61	14.93	13,246	3	-	-
060	C	3.8%	9.95	5.80	3.89	0.26	0.38	1,043,107	192.72	118.71	16.13	19.13	54,515	12	-	-
057	C	4.5%	9.67	5.59	3.75	0.33	0.44	1,198,182	182.03	111.81	17.13	18.61	64,401	-	-	15
030	N	5.5%	9.56	5.38	3.73	0.45	0.53	208,814	160.91	95.05	12.15	16.69	12,512	4	-	-
543	N	3.8%	9.46	5.42	3.64	0.40	0.36	279,101	156.67	96.40	14.23	16.62	16,797	6	-	-
054	N	4.5%	9.38	5.40	3.63	0.35	0.43	395,564	158.12	97.37	13.67	16.73	23,649	9	-	-
066	C	5.0%	9.38	5.45	3.66	0.27	0.48	856,303	207.27	126.93	20.22	21.60	39,640	12	-	-
047	C	5.3%	9.34	5.40	3.63	0.31	0.51	840,979	178.03	109.59	14.82	18.68	45,028	14	-	-
029	N	5.5%	9.26	5.31	3.57	0.38	0.51	1,009,122	180.54	111.15	15.45	19.23	52,482	-	-	15
035	N	4.4%	9.16	5.22	3.62	0.32	0.41	292,610	154.91	93.56	13.19	16.75	17,470	5	-	-
072	C	5.1%	8.91	5.15	3.46	0.30	0.46	184,354	155.52	96.11	11.69	17.15	10,751	3	-	-
043	N	5.0%	8.84	5.13	3.45	0.26	0.45	919,485	169.69	104.04	16.85	18.81	48,886	12	-	-
042	N	5.1%	8.38	4.76	3.30	0.32	0.43	580,892	159.36	94.50	13.98	18.77	30,945	11	-	-
064	C	5.1%	7.92	4.56	3.06	0.30	0.41	949,723	173.52	106.10	18.91	21.60	43,964	18	-	-

(1) Total bus count (287) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for Stationlink Service (Sorted by Subsidy per Boarding)
Fiscal Year 2020-21

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
463	C	1.3%	\$ 75.95	\$ 38.61	\$ 26.03	\$ 11.31	\$ 0.82	6,582	\$ 193.88	\$ 98.46	\$ 18.05	2.96	2,222	4	-	-
473	C	1.8%	49.99	25.39	17.12	7.48	0.76	6,223	200.06	98.70	17.56	4.62	1,346	3	-	-
480	C	2.3%	38.72	19.72	13.30	5.70	0.79	6,525	195.56	98.83	15.78	5.78	1,128	2	-	-
453	N	2.3%	34.25	17.75	11.97	4.53	0.69	8,217	205.86	100.31	31.68	6.77	1,214	2	-	-
472	C	3.5%	28.85	13.44	9.06	6.35	0.82	10,265	174.43	94.11	15.16	7.48	1,372	4	-	-

(1) Total bus count (287) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for Local and Community Services (Sorted by Boardings)
Fiscal Year 2020-21

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
057	C	4.5%	\$ 9.67	\$ 5.59	\$ 3.75	\$ 0.33	\$ 0.44	1,198,182	\$ 182.03	\$ 111.81	\$ 17.13	18.61	64,401	-	-	15
060	C	3.8%	9.95	5.80	3.89	0.26	0.38	1,043,107	192.72	118.71	16.13	19.13	54,515	12	-	-
029	N	5.5%	9.26	5.31	3.57	0.38	0.51	1,009,122	180.54	111.15	15.45	19.23	52,482	-	-	15
064	C	5.1%	7.92	4.56	3.06	0.30	0.41	949,723	173.52	106.10	18.91	21.60	43,964	18	-	-
043	N	5.0%	8.84	5.13	3.45	0.26	0.45	919,485	169.69	104.04	16.85	18.81	48,886	12	-	-
053	C	3.8%	11.07	6.50	4.37	0.20	0.43	913,331	236.64	144.66	25.03	20.95	43,588	10	-	-
066	C	5.0%	9.38	5.45	3.66	0.27	0.48	856,303	207.27	126.93	20.22	21.60	39,640	12	-	-
047	C	5.3%	9.34	5.40	3.63	0.31	0.51	840,979	178.03	109.59	14.82	18.68	45,028	14	-	-
042	N	5.1%	8.38	4.76	3.30	0.32	0.43	580,892	159.36	94.50	13.98	18.77	30,945	11	-	-
050	N	3.5%	11.68	6.71	4.51	0.46	0.41	561,920	176.28	108.65	15.05	15.16	37,078	14	-	-
055	C	5.5%	10.47	6.10	4.10	0.27	0.60	548,584	166.04	102.03	15.19	15.38	35,672	8	-	-
054	N	4.5%	9.38	5.40	3.63	0.35	0.43	395,564	158.12	97.37	13.67	16.73	23,649	9	-	-
037	N	3.5%	11.94	6.89	4.63	0.42	0.42	352,131	192.65	118.37	16.36	16.13	21,831	7	-	-
038	N	5.0%	10.49	5.94	4.12	0.43	0.53	343,292	169.25	97.00	12.51	15.98	21,480	7	-	-
070	C	3.6%	11.56	6.55	4.54	0.47	0.41	316,433	158.45	95.10	12.58	13.78	22,968	8	-	-
035	N	4.4%	9.16	5.22	3.62	0.32	0.41	292,610	154.91	93.56	13.19	16.75	17,470	5	-	-
543	N	3.8%	9.46	5.42	3.64	0.40	0.36	279,101	156.67	96.40	14.23	16.62	16,797	6	-	-
001	S	3.2%	15.82	9.19	6.17	0.46	0.51	261,557	189.05	105.31	10.66	10.65	24,562	6	-	-
071	N	4.4%	11.47	6.56	4.55	0.36	0.51	259,775	154.83	93.64	11.92	13.33	19,483	5	-	-
083	C	2.9%	15.85	9.22	6.19	0.44	0.45	230,784	188.67	105.43	8.15	10.63	21,707	6	-	-
030	N	5.5%	9.56	5.28	3.73	0.45	0.53	208,814	160.91	95.05	12.85	16.69	12,512	4	-	-
046	N	4.5%	10.24	5.88	4.08	0.28	0.47	197,828	155.79	93.65	13.61	14.93	13,246	3	-	-
072	C	5.1%	8.91	5.15	3.46	0.30	0.46	184,354	155.52	96.11	11.69	17.15	10,751	3	-	-
056	N	3.5%	11.67	6.67	4.48	0.52	0.40	160,482	156.54	96.32	14.18	13.55	11,847	5	-	-
091	S	4.6%	17.41	9.86	6.84	0.71	0.80	157,409	153.08	93.70	10.64	8.75	17,997	6	-	-
059	C	3.4%	15.21	8.65	6.00	0.56	0.52	132,200	165.04	96.01	15.55	10.88	12,147	4	-	-
089	S	5.6%	10.96	6.25	4.34	0.37	0.63	124,666	158.10	93.89	12.20	14.09	8,845	2	-	-
025	N	4.3%	12.43	7.07	4.90	0.46	0.54	121,296	152.76	93.30	12.14	12.21	9,936	3	-	-
026	N	3.5%	13.13	7.39	5.12	0.62	0.46	105,650	151.88	92.83	13.00	11.71	9,020	4	-	-
079	C	1.6%	18.33	10.48	7.27	0.58	0.29	96,173	150.46	92.61	13.34	8.34	11,529	3	-	-
090	S	4.9%	13.82	7.92	5.50	0.40	0.68	93,584	154.62	93.94	9.65	10.96	8,535	2	-	-
129	N	4.3%	15.33	8.75	5.93	0.65	0.66	86,268	154.84	93.76	11.87	10.10	8,544	3	-	-
033	N	3.7%	10.49	5.94	4.12	0.43	0.38	86,234	149.08	92.46	11.75	14.27	6,043	2	-	-
143	N	3.2%	15.62	9.02	6.11	0.49	0.49	75,525	150.05	92.62	12.29	9.60	7,867	2	-	-
123	N	1.5%	26.76	15.31	10.38	1.07	0.40	69,652	149.42	93.03	10.84	5.73	12,159	4	-	-
153	N	2.8%	19.66	11.33	7.68	0.65	0.56	57,097	149.01	92.39	11.68	7.61	7,498	2	-	-
086	C	2.3%	24.01	13.55	9.40	1.06	0.55	52,477	149.70	93.02	11.57	6.37	8,236	3	-	-
167	C	1.3%	33.08	18.85	12.78	1.45	0.42	51,397	150.19	92.96	12.50	4.69	10,967	4	-	-
177	S	3.7%	20.26	11.53	7.81	0.92	0.74	40,563	149.05	92.82	11.60	7.42	5,464	2	-	-
076	C	2.2%	20.47	11.66	7.83	0.98	0.43	38,139	152.37	93.83	13.04	7.65	4,986	2	-	-
087	S	2.6%	23.19	13.07	9.07	1.05	0.60	35,388	152.36	93.87	10.31	6.70	5,281	2	-	-
178	C	1.6%	30.01	17.21	11.66	1.14	0.48	32,700	149.67	92.93	12.05	5.10	6,413	2	-	-
085	S	1.9%	34.81	19.73	13.68	1.40	0.64	26,617	150.91	93.24	12.03	4.43	6,006	2	-	-
862	C	1.6%	32.76	20.79	10.53	1.44	0.50	25,768	173.05	106.42	17.89	5.44	4,738	2	-	-
082	S	3.4%	19.86	11.24	7.80	0.82	0.67	22,628	152.63	93.67	11.05	7.75	2,921	1	-	-

(1) Total bus count (287) is based on PM weekday equipment requirements.

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



OCTA Operating Statistics By Route for StationLink Service (Sorted by Boardings)
Fiscal Year 2020-21

Route	Zone	Farebox	Subsidy per Boarding	Direct Subsidy	Indirect Subsidy	"Capital Subsidy" Per Boarding	Revenue per Boarding	Boardings	CostVSH	Direct CostVSH	CostVSM	BoardVSH	VSH	Bus Count		
														40 FT	32 FT	60 FT
472	C	3.5%	\$ 28.85	\$ 13.44	\$ 9.06	\$ 6.35	\$ 0.82	10,265	\$ 174.43	\$ 94.11	\$ 15.16	7.48	1,372	4	-	-
453	N	2.3%	34.25	17.75	11.97	4.53	0.69	8,217	205.86	100.31	31.68	6.77	1,214	2	-	-
463	C	1.3%	75.95	38.61	26.03	11.31	0.82	6,582	193.88	98.46	18.05	2.96	2,222	4	-	-
480	C	2.3%	38.72	19.72	13.30	5.70	0.79	6,525	195.56	98.83	15.78	5.78	1,128	2	-	-
473	C	1.8%	49.99	25.39	17.12	7.48	0.76	6,223	200.06	98.70	17.56	4.62	1,346	3	-	-

(1) Total bus count (287) is based on PM weekday equipment requirements.

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

Route Reference Table

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

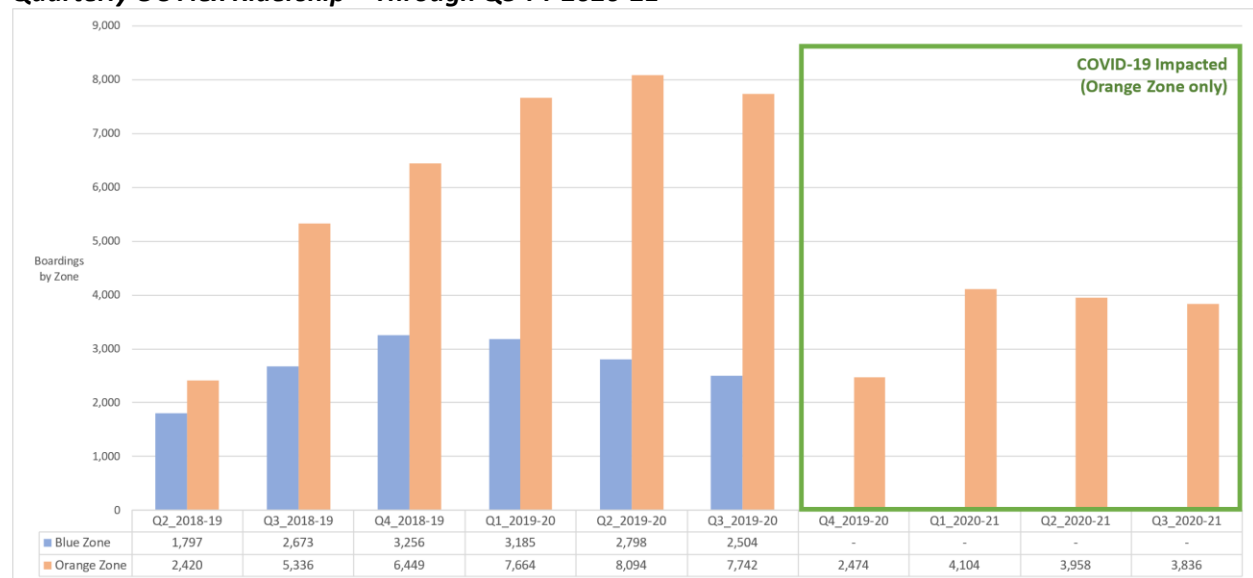
OC Bus 360° Initiatives

OC Flex Pilot Program

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

For the third quarter of FY 2020-21, the trends for ridership in the Orange Zone, as well as other metrics, have been stable during the pandemic. Service in the Blue Zone remained suspended. As travel restrictions are lifted and the Orange Zone recovers from the impacts of the pandemic, staff will continue to evaluate these trends under the Board-approved extension of the pilot program through December 2021.

Quarterly OC Flex Ridership – Through Q3-FY 2020-21



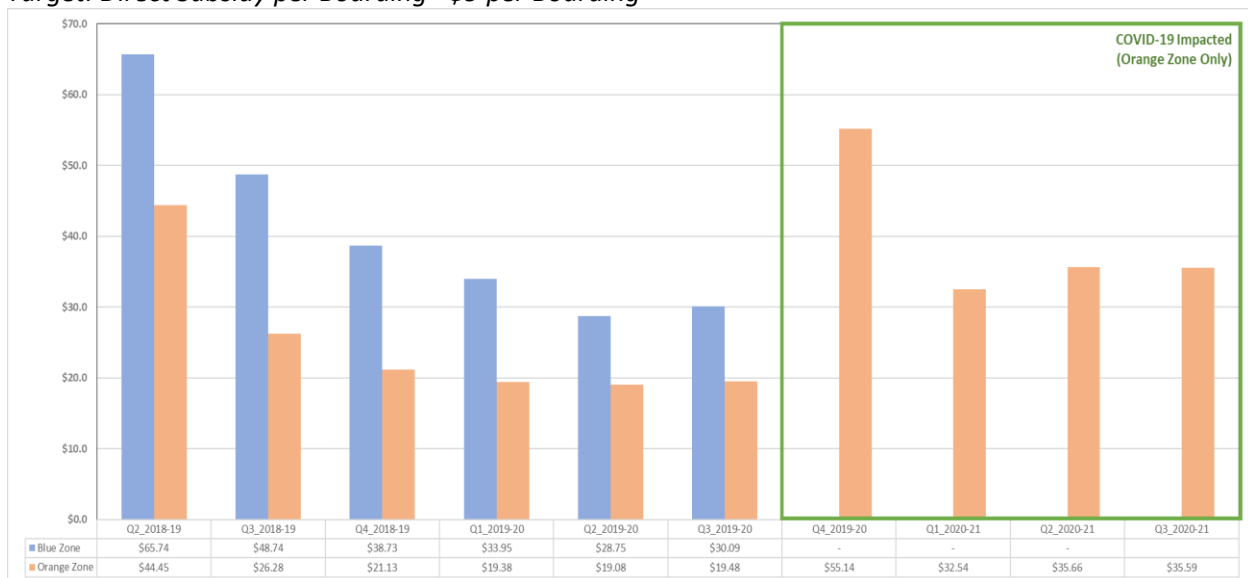
OC Flex Productivity (Boarding/Revenue Vehicle Hour) – Through Q3-FY 2020-21

Target: Productivity – 6 B/RVH



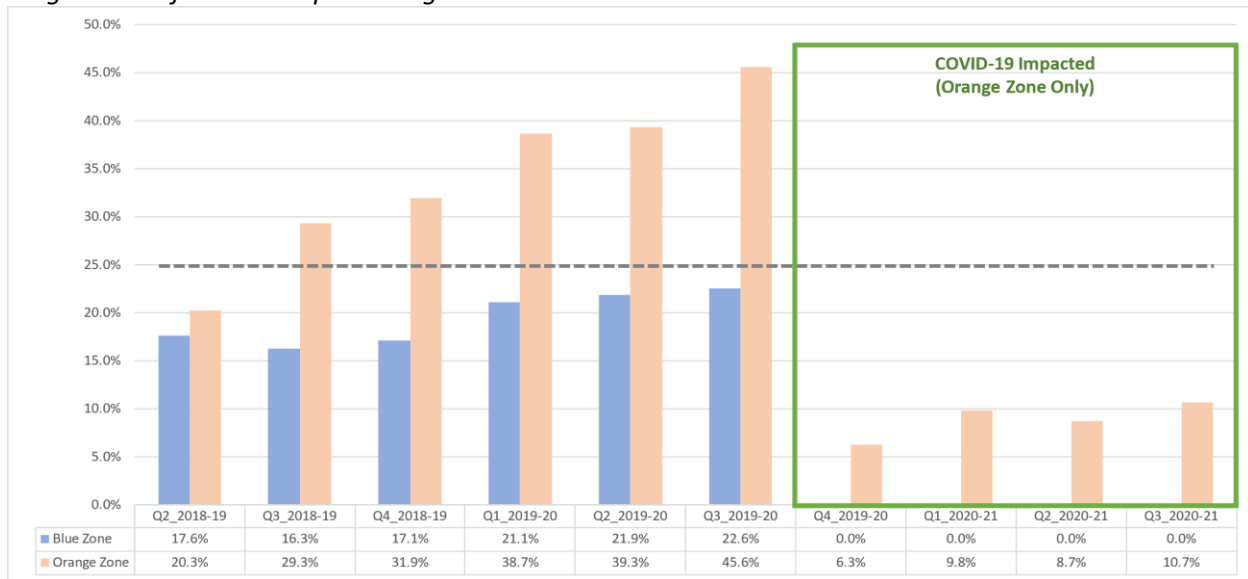
Quarterly OC Flex Direct Subsidy per Boarding – Through Q3-FY 2020-21

Target: Direct Subsidy per Boarding - \$9 per Boarding



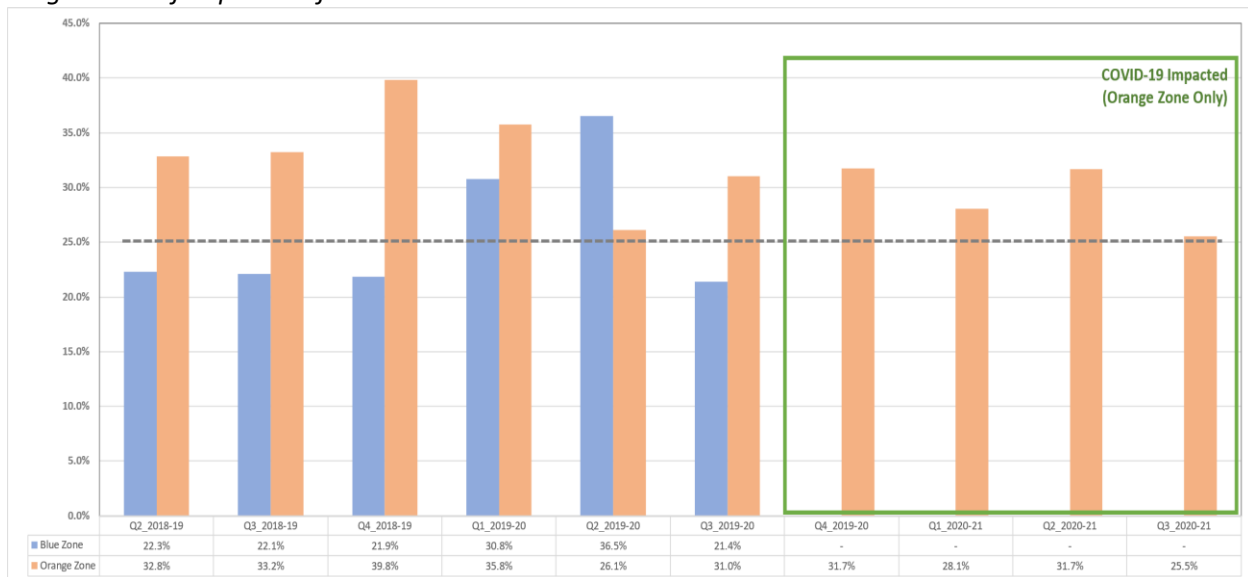
OC Flex Shared Trips – Through Q3-FY 2020-21

Target: 25% of Booked Trips Sharing a Vehicle



OC Flex Connecting Trips (Transfers) – Through Q3-FY 2020-21

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



College Pass Program

The College Pass Program started in August 2017 with students from Santa Ana College and continuing education students from Santa Ana College and Santiago Canyon College. OCTA has continued to add schools interested in joining the program, including Santiago Canyon College (August 2018), Golden West and Fullerton colleges (fall 2019), and Saddleback College (fall 2020).

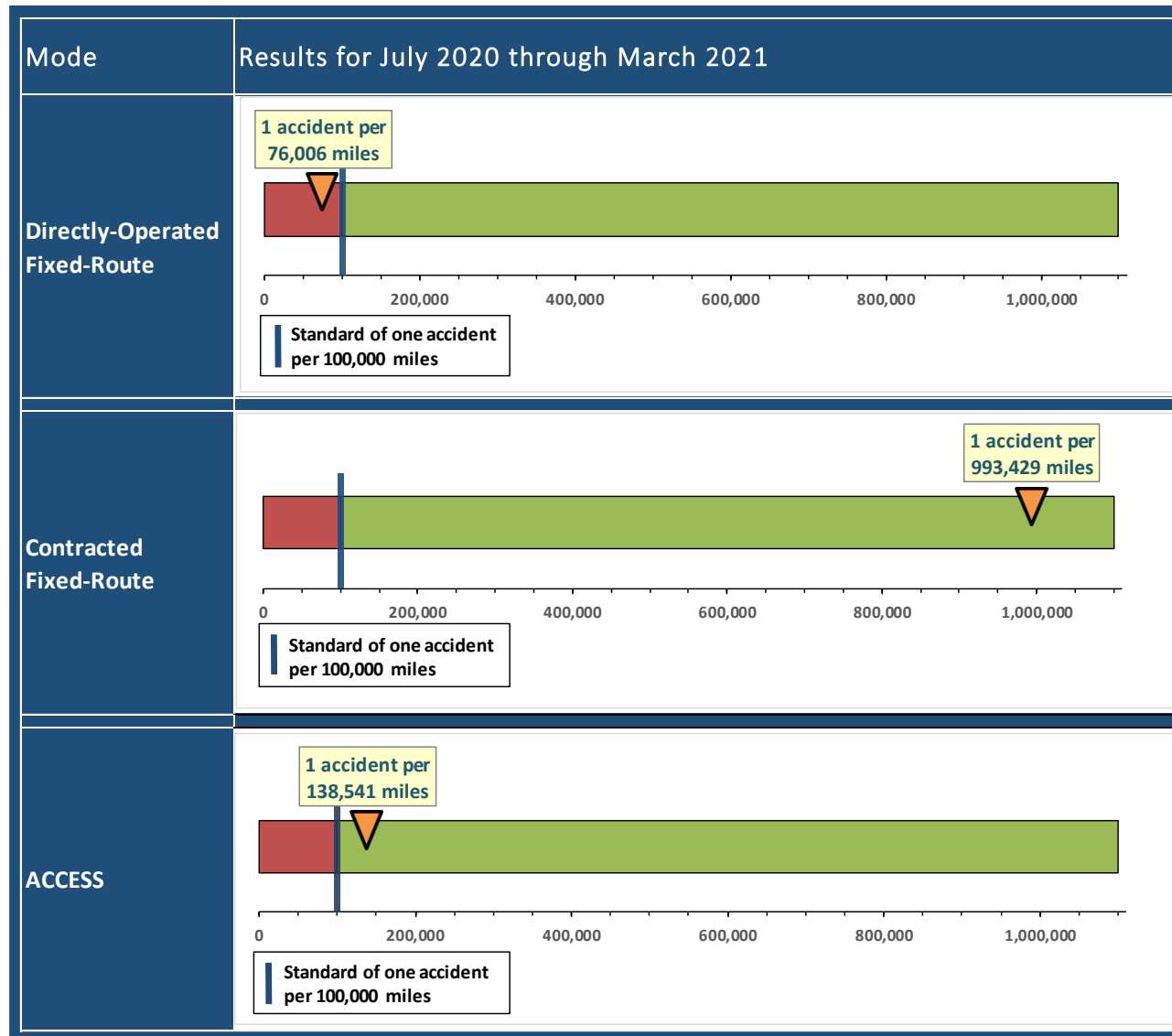
Despite challenges from the COVID-19 pandemic, OCTA added Cypress College to the College Pass Program starting in spring 2021. Looking towards fall 2021 and the potential of many schools returning to in-person instruction, OCTA continues to work with other interested colleges to expand the College Pass Program with college-provided funding or student fees and available Low Carbon Transit Operations Program grant funds.

BUS OPERATIONS PERFORMANCE MEASUREMENTS REPORT FOR THE THIRD QUARTER OF FISCAL YEAR 2020-21

Performance Measurements

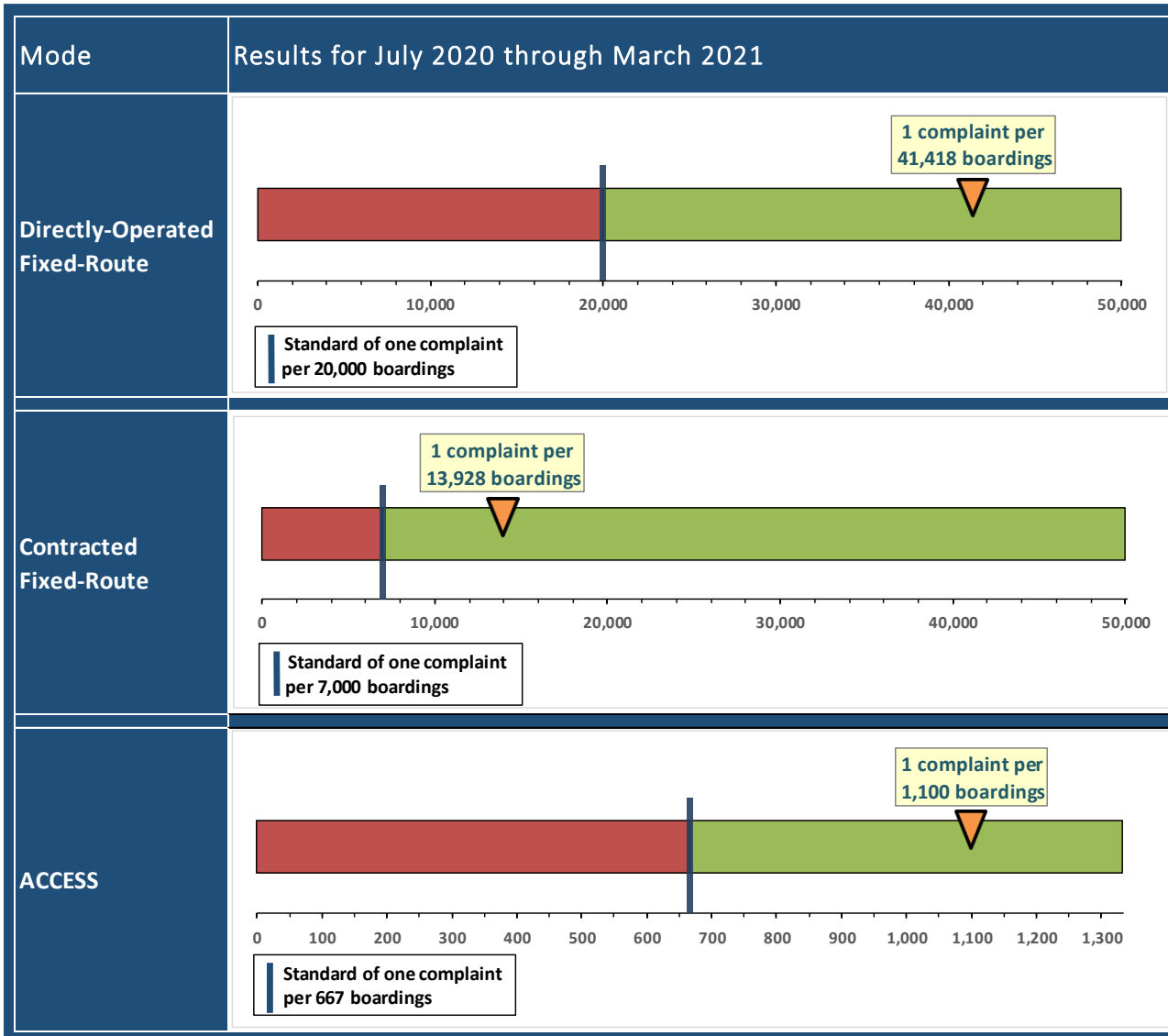
- Safety – Preventable Vehicle Accidents
- Courtesy – Customer Complaints
- Reliability – On-Time Performance (OTP) and Miles Between Road Calls (MBRC)
- Ridership and Productivity
- Farebox Recovery Ratio (FRR)
- Operating Cost per Revenue Vehicle Hour (RVH)
- Performance by Route

Safety



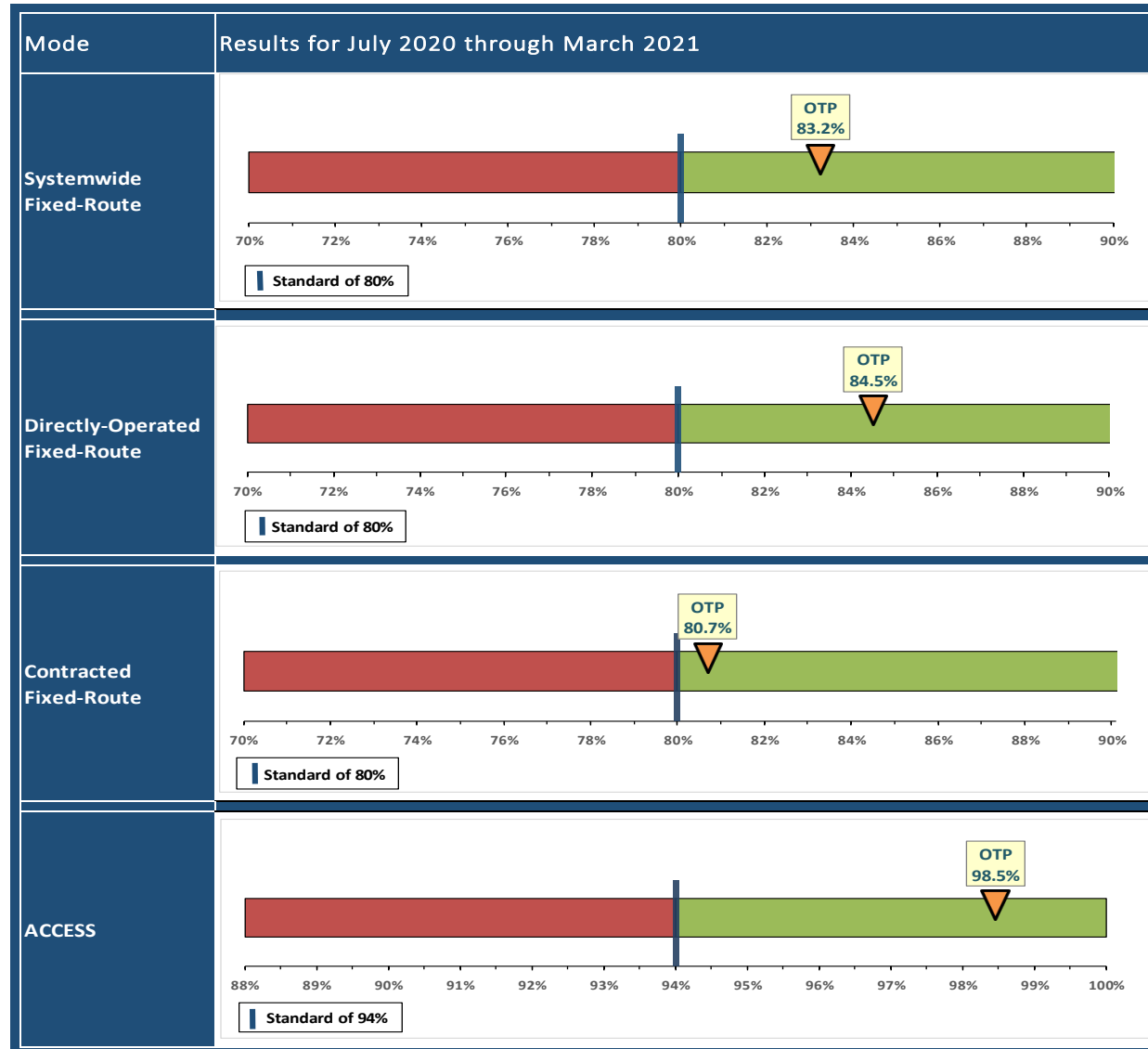
- All modes of service, except directly-operated fixed-route (DOFR), performed above the safety standard
- Campaigns are ongoing to enhance safety awareness

Courtesy



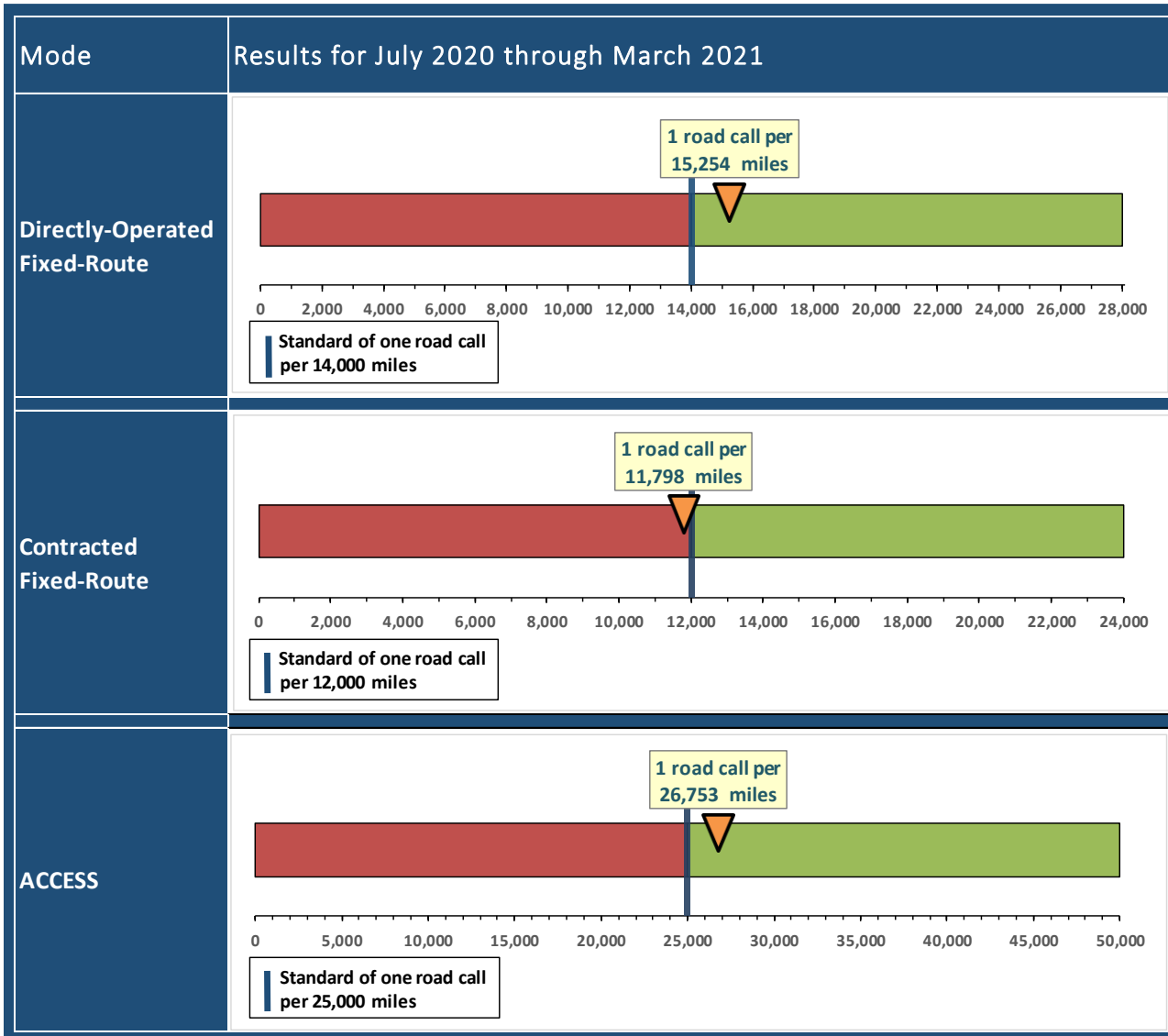
- All three modes of service exceeded the courtesy standard

Reliability-OTP



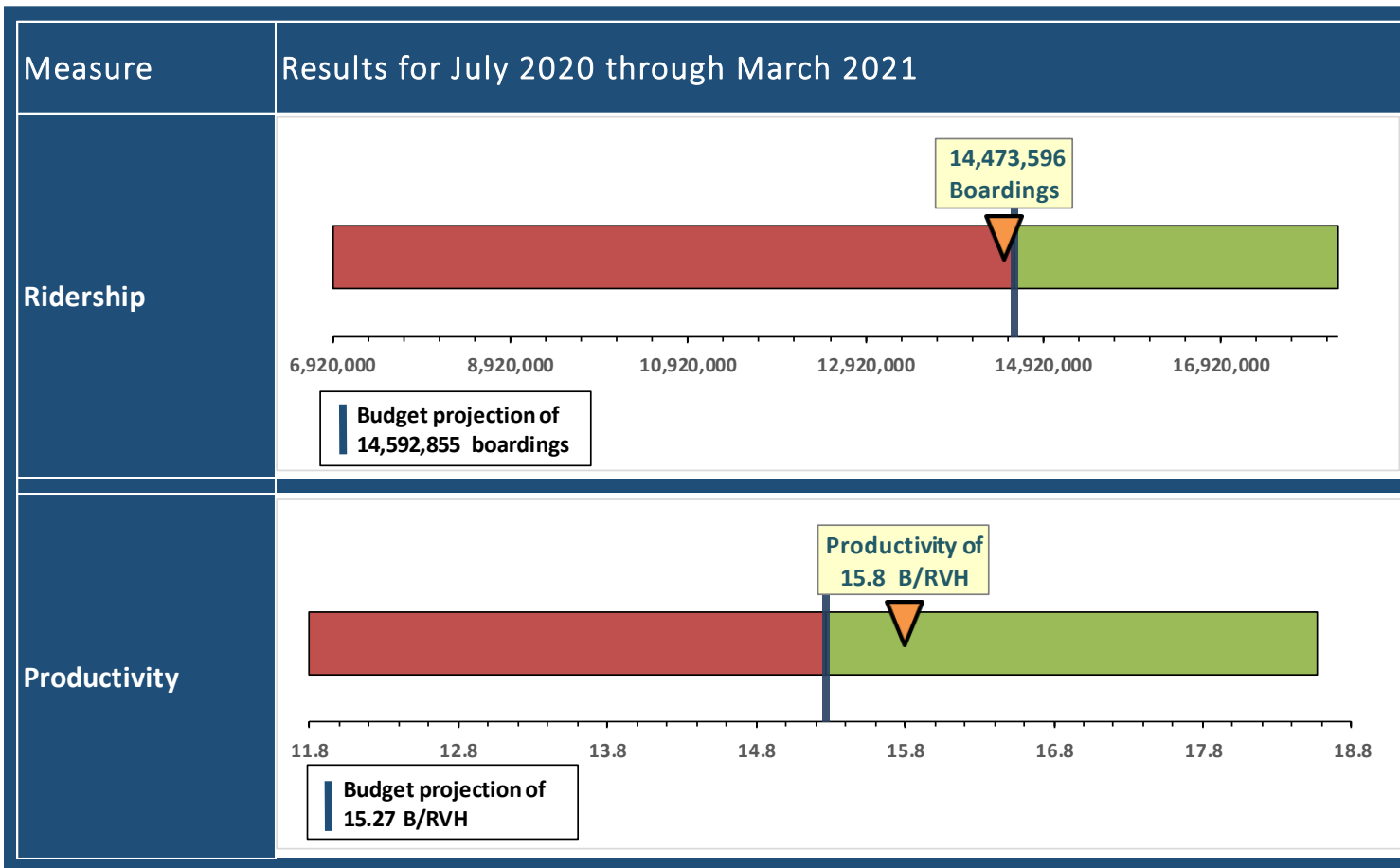
- Systemwide fixed-route service was 3.2 percentage points above the standard
- DOFR service was 4.5 percentage points above the standard
- Contracted fixed-route (CFR) service was 0.7 percentage points above the standard
- OC ACCESS service was 4.5 percentage points above the standard

Reliability-MBRC



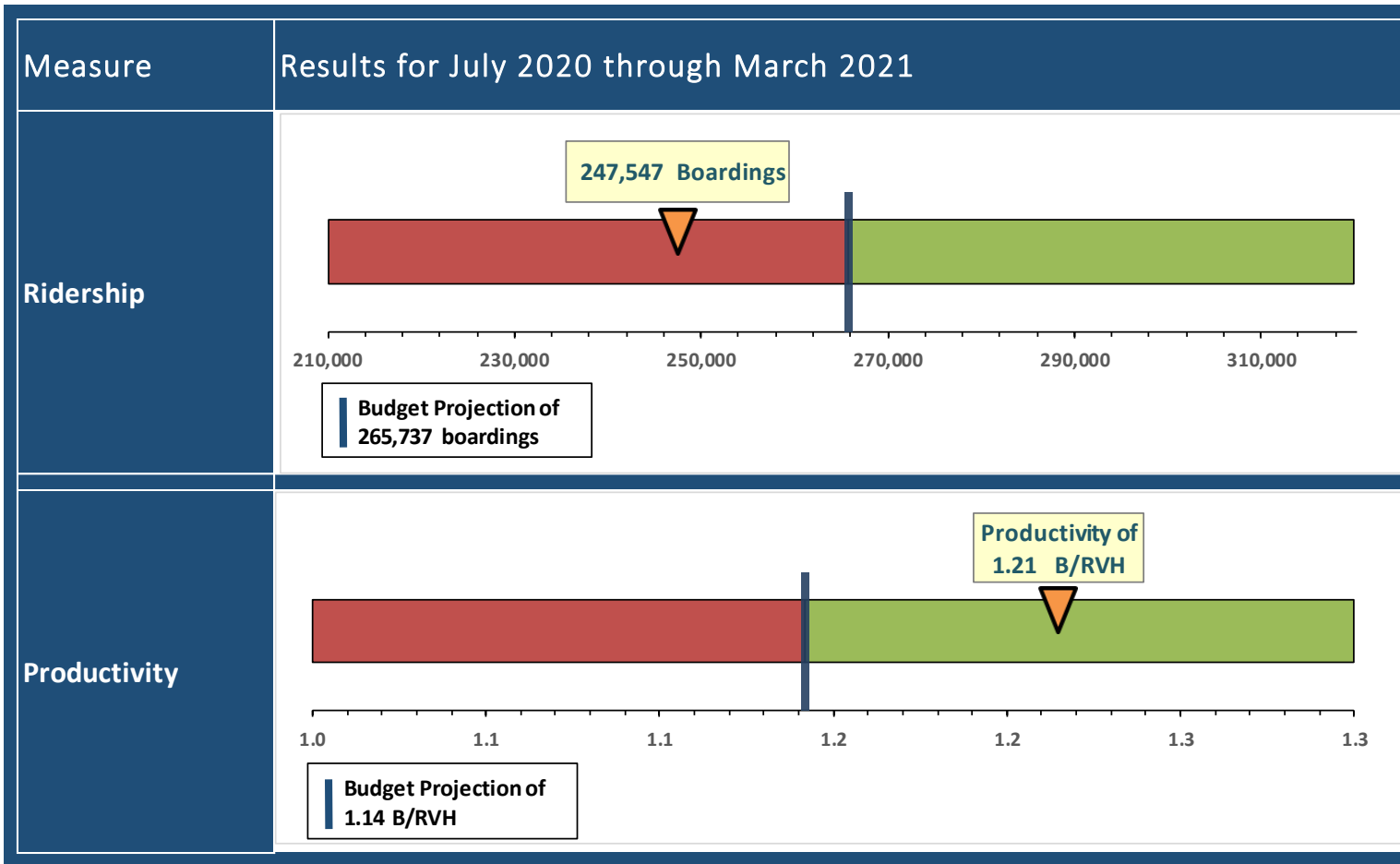
- OC Bus services performed above the standard for DOFR and OC ACCESS, but below the standard for CFR
- With traffic levels increasing on local streets and roads, route analyses are being conducted on routes with chronic OTP issues for future adjustment

Fixed-Route Ridership and Productivity



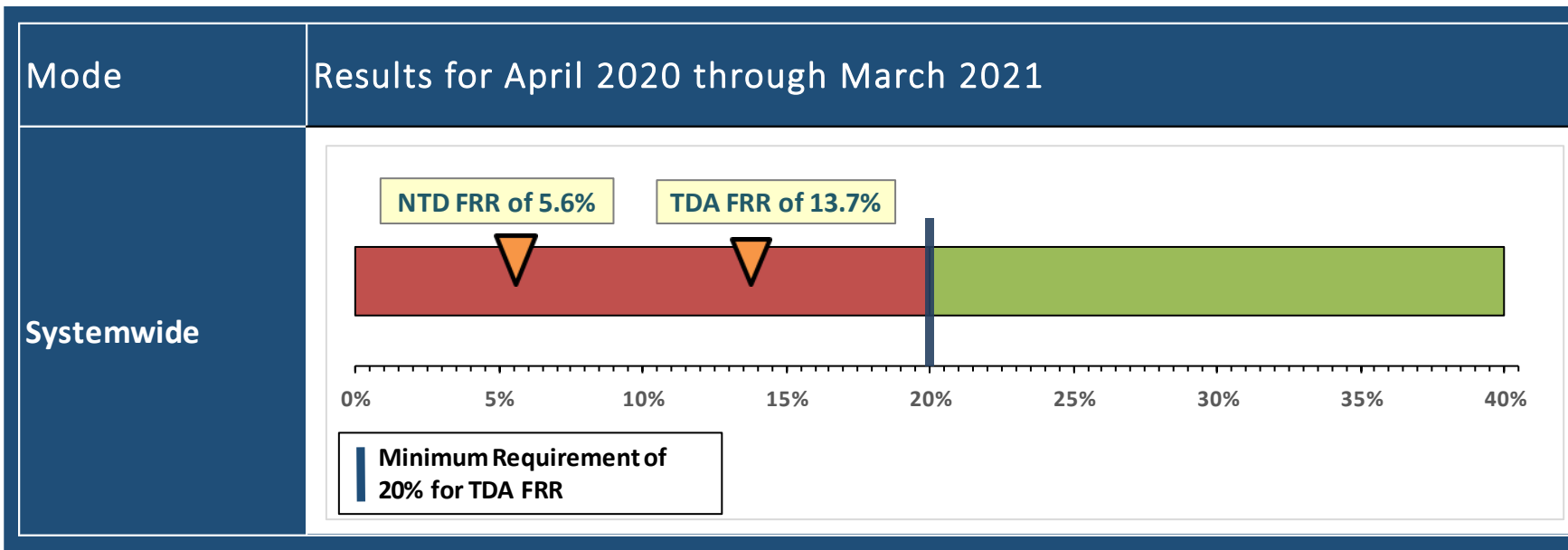
- Fixed-route service was just below the budget projection for ridership, but above the budget for productivity
- Lower RVH provided led to higher B/RVH compared to budget

OC ACCESS-Ridership and Productivity



- OC ACCESS service was 6.8 percent below the budget projection for ridership
- Productivity is 6.1 percent above the budgeted projections, due to lower RVH provided

Farebox Recovery Ratio

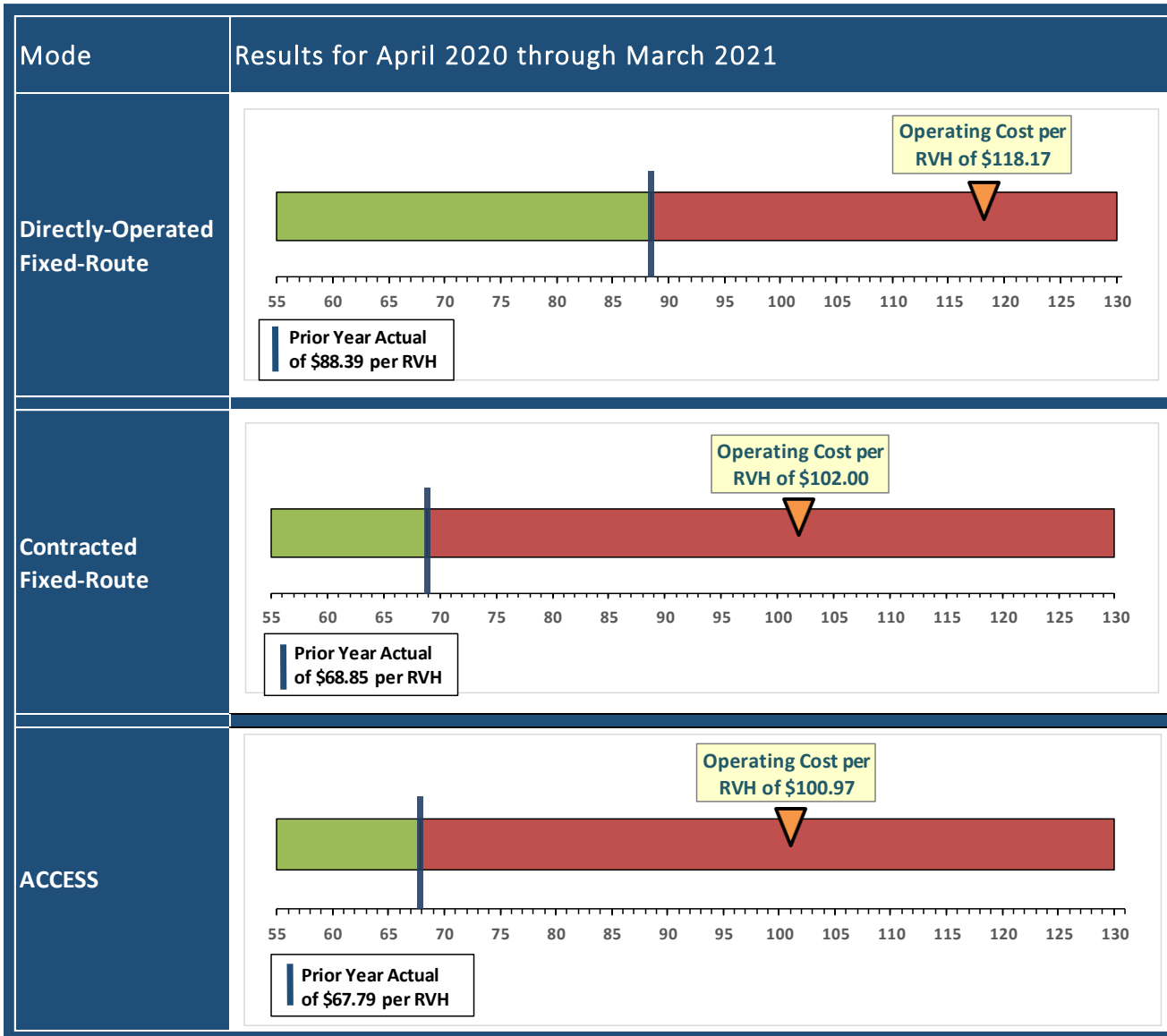


Note:

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

- NTD FRR was 14.4 percentage points under the standard
- TDA FRR was 6.3 percentage points under the standard

Cost per RVH



- DOFR operating cost increased 33.7 percent from the prior year actuals
- CFR operating cost increased 48.1 percent from the prior year actuals
- OC ACCESS operating cost increased 48.9 percent from the prior year actuals

Performance: Local Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
085	1.9%	\$ 34.81	26,617	4.43	6,006	2	-	-
086	2.3%	24.01	52,477	6.37	8,236	3	-	-
087	2.6%	23.19	35,388	6.70	5,281	2	-	-
076	2.2%	20.47	38,139	7.65	4,986	2	-	-
082	3.4%	19.86	22,628	7.75	2,921	1	-	-
079	1.6%	18.33	96,173	8.34	11,529	3	-	-
091	4.6%	17.41	157,409	8.75	17,997	6	-	-
083	2.9%	15.85	230,784	10.63	21,707	6	-	-
001	3.2%	15.82	261,557	10.65	24,562	6	-	-
059	3.4%	15.21	132,200	10.88	12,147	4	-	-
090	4.9%	13.82	93,584	10.96	8,535	2	-	-
026	3.5%	13.13	105,650	11.71	9,020	4	-	-
025	4.3%	12.43	121,296	12.21	9,936	3	-	-
037	3.5%	11.94	352,131	16.13	21,831	7	-	-
050	3.5%	11.68	561,920	15.16	37,078	14	-	-
056	3.5%	11.67	160,482	13.55	11,847	5	-	-
070	3.6%	11.56	316,433	13.78	22,968	8	-	-
071	4.4%	11.47	259,775	13.33	19,483	5	-	-
053	3.8%	11.07	913,331	20.95	43,588	10	-	-

VSH - vehicle service hour

BoardVSH - boardings per vehicle service hour

Cont.								
Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
089	5.6%	\$ 10.96	124,666	14.09	8,845	2	-	-
033	3.7%	\$ 10.49	86,234	14.27	6,043	2	-	-
038	5.0%	\$ 10.49	343,292	15.98	21,480	7	-	-
055	5.5%	\$ 10.47	548,584	15.38	35,672	8	-	-
046	4.5%	\$ 10.24	197,828	14.93	13,246	3	-	-
060	3.8%	\$ 9.95	1,043,107	19.13	54,515	12	-	-
057	4.5%	\$ 9.67	1,198,182	18.61	64,401	-	-	15
030	5.5%	\$ 9.56	208,814	16.69	12,512	4	-	-
543	3.8%	\$ 9.46	279,101	16.62	16,797	6	-	-
054	4.5%	\$ 9.38	395,564	16.73	23,649	9	-	-
066	5.0%	\$ 9.38	856,303	21.60	39,640	12	-	-
047	5.3%	\$ 9.34	840,979	18.68	45,028	14	-	-
029	5.5%	\$ 9.26	1,009,122	19.23	52,482	-	-	15
035	4.4%	\$ 9.16	292,610	16.75	17,470	5	-	-
072	5.1%	\$ 8.91	184,354	17.15	10,751	3	-	-
043	5.0%	\$ 8.84	919,485	18.81	48,886	12	-	-
042	5.1%	\$ 8.38	580,892	18.77	30,945	11	-	-
064	5.1%	\$ 7.92	949,723	21.60	43,964	18	-	-

Performance: Community and Stationlink Routes

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
167	1.3%	\$ 33.08	51,397	4.69	10,967	4	-	-
862	1.6%	32.76	25,768	5.44	4,738	2	-	-
178	1.6%	30.01	32,700	5.10	6,413	2	-	-
123	1.5%	26.76	69,652	5.73	12,159	4	-	-
177	3.7%	20.26	40,563	7.42	5,464	2	-	-
153	2.8%	19.66	57,097	7.61	7,498	2	-	-
143	3.2%	15.62	75,525	9.60	7,867	2	-	-
129	4.3%	15.33	86,268	10.10	8,544	3	-	-

Route	Farebox	Subsidy per Boarding	Boardings	BoardVSH	VSH	40 FT	32 FT	60 FT
463	1.3%	\$ 75.95	6,582	2.96	2,222	4	-	-
473	1.8%	49.99	6,223	4.62	1,346	3	-	-
480	2.3%	38.72	6,525	5.78	1,128	2	-	-
453	2.3%	34.25	8,217	6.77	1,214	2	-	-
472	3.5%	28.85	10,265	7.48	1,372	4	-	-

VSH - vehicle service hour

BoardVSH - boardings per vehicle service hour

Future Reports

Ongoing: Monthly Update on OC Bus service to Transit Committee

Quarterly Performance Measures Reports:

October – 4th Quarter

Other: July – OC Flex Pilot Update



June 10, 2021

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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

Overview

On March 23, 2015, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management and operation of contracted fixed-route, Stationlink, and express bus services. The initial term of the agreement expired on May 31, 2019. The first option term was exercised in 2019 and expired May 31, 2021. To ensure continuity of these services, until this item could be finalized and brought before the Board of Directors, an administrative amendment was executed to extend the agreement through June 30, 2021. At this time, staff seeks Board of Directors' approval to exercise the second and final, two-year option term and apply revised rates for the option term through June 10, 2023.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$69,714,520, to exercise the second two-year option term to provide contracted fixed-route services through May 31, 2023, with adjustment of the end date to June 10, 2023, and permit reimbursement of First Transit, Inc. expenses related to maintaining a state of readiness and eligible for federal funding at amounts not to exceed \$5,000,000 for the first and \$3,000,000 for the second year of the option term, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

Background

The Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded a contract to First Transit, Inc. (First Transit) to provide management, operations, and vehicle maintenance of contracted fixed-route service in

March 2015. First Transit began operating the service in June 2015, following the transition from the prior contractor. The original agreement was for an initial term of four years, with two, two-year options. The contract reimbursement structure includes both a fixed rate and variable rate that are estimated based on an assumed number of revenue vehicle hours (RVH) to be operated during each year of the contract. This agreement has been amended 14 times to expand the scope of work to include providing iShuttle services and additional Measure M2 Project V-funded circulators on behalf of cities as well as to exercise the first option term and adjust reimbursement rates.

Discussion

The contract was most recently amended through approval by the Board in February 2021, to modify the fiscal year (FY) 2020-21 rates and authorize payment of additional financial relief using federal funds for coronavirus (COVID-19) pandemic-related impacts. Previously, the agreement has been amended 13 times, including two amendments, in June 2020 and December 2020, approved by the Board to provide financial relief related to the impacts of the COVID-19 pandemic for the period March 23, 2020 through May 31, 2021. Amendment No. 13 was administratively approved to extend the current contract term from May 31, 2021 to June 30, 2021, to afford staff additional time to re-present the costs associated with exercising the second option term, now presented for approval as Amendment No. 14. All amendments to this agreement are detailed in Attachment A.

Option Term: The maximum term for the agreement, including the second and final option term as defined in the original agreement, expires on May 31, 2023. Following the administrative amendment to extend the current option term for one month to June 30, 2021, as noted above, staff seeks Board approval to exercise the second option term effective July 1, 2021, with the first-year rates effective retroactively to the original option term start date of June 1, 2021. Staff also seeks Board approval to exercise this option term with the addition of ten days so the contract will expire on June 10, 2023, which aligns with the planned June 11, 2023 service change. A procurement will be conducted prior to this date to select a contractor to perform these services beginning June 11, 2023, and this ten-day period will facilitate an orderly transition to a new agreement.

Service Levels: OCTA has incrementally increased the amount of service provided by First Transit from less than 28 percent in March 2015 to levels ranging between 38 to 40 percent of OC Bus service.

In March 2020, due to the COVID-19 pandemic and the state's stay-at-home order, OC Bus fixed-route service was reduced to Sunday service levels seven days a week, approximately 40 percent of the total service provided on weekdays prior to the COVID-19 pandemic. This in turn reduced the amount of service First Transit provides by more than 50 percent. In June 2020, a Saturday service was implemented six days a week, which resulted in a slight increase to the service levels operated by First Transit, increasing to approximately 67 percent of the service provided pre-pandemic. A small increase is expected in June 2021, and staff will develop service level plans for contracted services through June 10, 2023.

From June 14, 2020 to June 12, 2021, First Transit will provide approximately 415,000 RVH, which is 35 percent of total OC Bus service. During the first year of the second and final option term, it is anticipated some level of additional bus service will be deployed to meet growing demands for service as COVID-19 pandemic-related restrictions continue to ease and weekday traffic patterns begin to return to pre-COVID-19 pandemic conditions. The proposed changes in the option term allow for an agreed-upon adjustment to the rates should service levels increase or decrease 20 percent or more, providing staff with flexibility in meeting service demand as it may change over the next two years. During the second year of the option term, staff will develop a service plan and conduct a procurement for the operation of contract fixed-route services, allowing for an award and transition period to have a new contract in place by June 11, 2023.

Option Term Rates: The current agreement does not contain rates reflective of the magnitude of the decrease in service resulting from the COVID-19 pandemic. Staff and First Transit have worked to develop rates for the final two-year option, which will be effective from July 1, 2021 through June 10, 2023, with the first-year rates retroactively applied to the original option term start date of June 1, 2021.

First Transit anticipates additional labor costs associated with the implementation of the state-mandated \$1.00 increase in the minimum wage, effective January 1, 2022. Those costs are spread over the first and second years. The rates for both years reflect a continued reliance on federal funding to off-set COVID-19 pandemic-related expenses and costs associated with maintaining a state of readiness. Reliance on the federal funding is anticipated to gradually subside as the OC Bus service levels increase.

Based on 415,000 RVH, the proposed rates result in a less than five percent increase in total annual cost in both years of the option term.

OC Bus Rates	Fixed Monthly Rate	Percent Increase	Variable Rate	Percent Increase	Annual Cost	Overall Percent Increase
Current Year	\$246,122		\$69.90		\$31,961,964	
Option Year 1	\$255,475	3.80%	\$73.40	5.01%	\$33,526,700	4.90%
Option Year 2	\$265,183	3.80%	\$76.92	4.80%	\$35,103,996	4.70%

To determine a reasonable level of increase to the fixed and variable rates, staff surveyed transit operators who contract for the operation and maintenance of fixed-route service and have current competitive bid proposal results. Recognizing that service delivery models vary and looking at the relationship of percent increase in the overall cost per RVH, the percentage increases range from two and a half percent to six percent.

As previously mentioned, rates have also been developed to allow for flexibility in meeting growing demand for OC Bus service as the COVID-19 pandemic-related restrictions begin to lessen, and the service plan requires changes resulting in an increase or decrease of 20 percent or more; these are provided below. Should either of these occur, staff would present the service plan to the Board consistent with prior practice, and the applicable variable rate would become effective on the same date as the service change in which the change becomes effective.

OC Bus Rates	Base Variable Rate	RVH Increase Greater than 20%	RVH Decrease Greater than 20%
Current Year	\$69.90	\$69.22	\$72.96
Option Year 1	\$73.40	\$72.22	\$76.91
Option Year 2	\$76.92	\$76.51	\$80.08

The option term rates continue to be based on operational and maintenance costs, with all costs related to the COVID-19 pandemic handled separately. Costs incurred due to the COVID-19 pandemic will continue to be eligible for reimbursement with Coronavirus Aid, Relief, and Economic Security (CARES) Act funds and subject to review and approval by OCTA staff as part of the invoice approval process. Based on experience gained since March 2020, a total of \$8 million has been estimated as possible costs associated with COVID-19 that would qualify for reimbursement during the second option term, dependent upon CARES Act eligibility.

iShuttle Rates: With the onset of the COVID-19 pandemic and issuance of the state's stay-at-home order, the iShuttle service was suspended in March 2020. The City of Irvine has requested that OCTA resume operation of four of the six routes on July 1, 2021, routes 400A, 401B, 403D, and 405F. The remaining two routes (402C and 404E) may be resumed in fall 2021, but resumption will be dependent on service demands. The iShuttle hourly variable rates will match the OC Bus variable rate. The fixed monthly rates are specific to the iShuttle service and will be \$25,974 in year one, and \$29,478 per month in year two of the option term. Costs associated with this service are tracked and billed separately from the OC Bus service, since these costs are reimbursed by the City of Irvine and have alternative sources of funding.

Procurement Approach

This procurement was handled in accordance with OCTA Board-approved policies and procedures for professional and technical services.

On March 23, 2015, the Board approved the award of the agreement with First Transit for a four-year initial term with two, two-year option terms in the amount of \$143,487,171, from June 1, 2015, through May 31, 2019. The original agreement was awarded on a competitive basis and was previously amended as described in Attachment A.

The proposed Amendment No. 14 is to exercise the second two-year option term of the agreement through June 10, 2023. This amendment will also include the negotiated rates for the reduced service levels as a result of the COVID-19 pandemic during the second option term, as well as the estimated additional pass-through reimbursement of COVID-19 pandemic-related expenses effective June 1, 2021, through June 10, 2023.

OCTA staff has reviewed all the itemized costs of eligible expenses, including salaries and benefits for contracted employees on leave due to reduced service levels, bus maintenance costs, and personal protective equipment (PPE) and cleaning supplies provided by First Transit. Based on the reduced service levels, the total cost of PPE and cleaning supplies to meet safety requirements, and the level of efforts associated with maintaining the buses, as well as the cost to ensure a state of readiness is maintained, staff found the hourly rates and the estimated pass-through total amount to be fair and reasonable.

Amending this agreement using the rates discussed above and estimated RVH will increase costs by \$97,018,249. The prior maximum contract obligation was \$246,142,285. Because of the pandemic, OC Bus provided a lower level of service beginning on March 23, 2020. As a result of this significant reduction in

OC Bus service, the maximum obligation for the first option term has not been exhausted. In considering the lower level of service provided during the first option term with the anticipated service plan and the estimated costs for the second option term, this reconciliation indicates that the maximum obligation needs to only be adjusted by \$69,714,520, bringing the maximum contract obligation to \$315,856,805. The amendment will allow continued management, operation, and vehicle maintenance of contracted fixed-route service for two additional years through June 10, 2023.

	Two-Year Option Term
iShuttle, For Two Years	\$ 4,096,741
iShuttle, For 10 Days (6/1/2023-6/10/2023)	\$ 57,891
OC Bus, Year 1, 486,000 RVH and OC Bus, Year 2, 540,000 RVH	\$ 83,457,096
OC Bus, For 10 Days (6/1/2023-6/10/2023)	\$ 1,225,178
Additional Services (Bus Bridge, Non-iShuttle Project V, OC Fair)	\$ 82,373
Maintenance Cost	\$ 98,970
Total Fixed-Route Service:	\$ 89,018,249
COVID-19 Expenses/State of Readiness	\$ 8,000,000
Total Amendment 14 Cost	\$ 97,018,249
Current Contract Underrun	\$ (27,303,729)
Net Contract Increase for OC Bus and iShuttle	\$ 69,714,520
Prior Contract Maximum Obligation	\$ 246,142,285
New Maximum Contract Obligation:	\$ 315,856,805

Fiscal Impact

Funding for this project will be included in OCTA's Proposed FY 2021-22, Operations Division Budget.

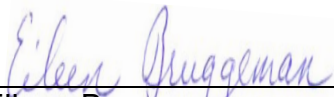
Summary

Staff requests Board authorization for the Chief Executive Officer to negotiate and execute Amendment No. 14 to Agreement No. C-4-1737 between OCTA and First Transit to exercise the second two-year option term to provide contracted fixed-route services through June 10, 2023, and implement rates effective June 1, 2021 through end of the contract, for an additional \$69,714,520 inclusive of major maintenance, additional services, and an amount not-to-exceed \$8,000,000 for COVID-19-related costs, increasing the maximum obligation of the agreement to a total contract value of \$315,856,805.

Attachment

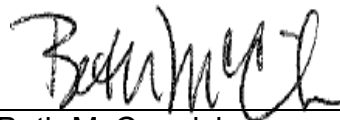
A. First Transit, Inc., Agreement No. C-4-1737 Fact Sheet

Prepared by:



Eileen Bruggeman
Section Manager III
Contracted Services, Operations
714-560-5846

Approved by:



Beth McCormick
Executive Director, Operations
714-560-5964



Pia Veasapen
Director, Contracts Administration and
Materials Management
714-560-5619



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

**First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet**

1. March 23, 2015, Agreement No. C-4-1737, \$143,487,171, approved by the Board of Directors (Board).
 - Agreement to provide all management and operation of contracted fixed-route, StationLink, and express bus service.
 - Initial term effective June 1, 2015 through May 31, 2019, with two, two-year option terms.
2. October 26, 2015, Amendment No. 1 to Agreement No. C-4-1737, \$0, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Amendment to reimburse for costs associated with start-up of the operation.
 - Reimbursement costs for the start-up of the operation were included as part of the original agreement.
3. May 23, 2016, Amendment No. 2 to Agreement No. C-4-1737, \$3,476,956, approved by the Board.
 - Amendment to transfer the management and operation of the iShuttle service to First Transit, Inc., on June 13, 2016.
4. November 14, 2016, Amendment No. 3 to Agreement No. C-4-1737, \$1,838,402, approved by the Board.
 - Amendment to accommodate the operation of additional community circulator services through the Measure M2 Project V program.
5. April 10, 2018, Amendment No. 4 to Agreement No. C-4-1737, (\$286,021), approved by CAMM.
 - Amendment to update the price summary to capture the original contract amount and subsequent addenda.
6. April 26, 2018, Amendment No. 5 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to revise exhibit A, scope of work, related to assessment of penalties, performance of repair, and/or replacement of major mechanical components.

First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet

7. June 25, 2018, Amendment No. 6 to Agreement No. C-4-1737, \$383,744, approved by the Board.
 - Amendment to increase service to accommodate the expansion of the iShuttle service.
8. November 2, 2018, Amendment No. 7 to Agreement No. C-4-1737, \$0, approved by CAMM.
 - Amendment to update First Transit key personnel assigned to the local management team.
9. November 12, 2018, Amendment No. 8 to Agreement No. C-4-1737, \$87,126,726, approved by the Board.
 - Amendment to exercise the first two-year option term to extend the current agreement through May 31, 2021.
10. July 22, 2019, Amendment No. 9 to Agreement No. C-4-1737, \$6,544,810, approved by the Board.
 - Amendment to increase the contract value to accommodate a wage increase for coach operators, dispatchers, road supervisors, and trainers.
11. June 22, 2020, Amendment No. 10 to Agreement No. C-4-1737, \$1,750,555, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the coronavirus (COVID-19) pandemic effective March 23, 2020 through June 13, 2020.
12. December 14, 2020, Amendment No. 11 to Agreement No. C-4-1737, \$1,819,942, approved by the Board.
 - Amendment to allow reimbursement of specific expenses related to the COVID-19 pandemic effective June 14, 2020 through May 31, 2021.
13. February 22, 2021, Amendment No. 12 to Agreement No. C-4-1737, \$0.00, approved by the Board.
 - Amendment to allow additional reimbursement of specific expenses related to the COVID-19 pandemic in the amount of \$3,149,737, effective June 14, 2020 through May 31, 2021.
 - Revised the price summary sheet to include the negotiated rates, which reflect service levels during the pandemic effective June 14, 2020 through May 31, 2021.

First Transit, Inc.
Agreement No. C-4-1737 Fact Sheet

14. May 20, 2021, Amendment No. 13 to Agreement No. C-4-1737, \$0.00, approved by CAMM.
 - Amendment to extend the first option term through June 30, 2021.
15. June 14, 2021, Amendment No. 14 to Agreement No. C-4-1737, \$69,714,520, pending Board approval.
 - Amendment to exercise the second two-year option term to extend the current agreement through June 10, 2023.
 - Allow additional reimbursement of specific expenses related to the COVID-19 pandemic in the amount of \$8,000,000, effective June 1, 2021 through June 10, 2023.
 - Revise the price summary sheet to include the negotiated rates, which reflect service levels during the pandemic effective June 1, 2021 through June 10, 2023.

Total committed to First Transit, Inc., Agreement No. C-4-1737: \$315,856,805.