



Orange County Transportation Authority

Transit Committee Agenda Thursday, April 10, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Valerie Amezcua
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen

Accessibility

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's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

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.

Public Availability of Agenda Materials

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.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific

TRANSIT COMMITTEE MEETING AGENDA

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.

Call to Order

Pledge of Allegiance

Director Klopfenstein

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 and 2)

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.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the March 13, 2025, Transit Committee meeting.

Attachments:

[Minutes](#)

2. Low Carbon Transit Operations Program Recommendations for OC Bus Transit Projects

Jason Huang/Rose Casey

Overview

The Low Carbon Transit Operations Program provides funding to transit agencies on a formula basis to support transit operations and capital projects that promote transit ridership and reduce greenhouse gas emissions. Funding recommendations for the Orange County Transportation Authority fiscal year 2024-25 are presented for Board of Directors' consideration.

Recommendation(s)

- A. Approve Resolution No. 2025-015 to authorize the use of \$10,144,185 in fiscal year 2024-25 Low Carbon Transit Operations Program funds for the Youth Ride Free Program.
- B. Authorize staff to request the California Department of Transportation to approve a Letter of No Prejudice for use of local funds until the Low Carbon Transit Operations Program funds are awarded, currently expected to be December 1, 2025.
- C. Authorize staff to make all necessary amendments to the Federal Transportation

TRANSIT COMMITTEE MEETING AGENDA

Improvement Program as well as negotiate and execute any necessary agreements and/or amendments to agreements with regional, state, or federal agencies to facilitate the recommendations above.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

3. Agreement for Replacement of Mechanical Units at the Santa Ana Bus Base

George Olivo/James G. Beil

Overview

Mechanical units, including heating, ventilation and air conditioning units, heating and ventilation make-up air units, exhaust fan units, and bus vacuum units at the Santa Ana Bus Base require replacement to maintain quality of the work environment, bus maintenance operations, and overall state of good repair compliance. An invitation for bids was released on November 25, 2024, for the replacement of mechanical units at the Santa Ana Bus Base. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation(s)

- A. Find ACCO Engineered Systems, Inc., doing business as ACCO Engineered Systems, the apparent low bidder, as non-responsive due to failure to provide complete information on the superintendent and experience for the past three years as required by the bid documents on the Information Required of Bidder form.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2550 between the Orange County Transportation Authority and NKS Mechanical Contracting, Inc., the lowest responsive, responsible bidder, in the amount of \$4,593,000, for the replacement of mechanical units at the Santa Ana Bus Base.

Attachments:

[Staff Report](#)

Discussion Items

4. OC Bus Ridership Growth Trends

Eric Hoch/Rose Casey

Overview

This report is an update to the OC Bus Ridership Growth Trends analysis that was presented to the Transit Committee on August 8, 2024. This report outlines OC Bus performance compared with peer agencies and examines individual route performance statistics. The resulting performance data is used to craft future service change recommendations and guide decision-making on OC Bus improvements.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Presentation](#)

5. **Public Comments**
6. **Chief Executive Officer's Report**
7. **Committee Members' Reports**
8. **Adjournment**

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, May 8, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Fred Jung, Chair
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Committee Members Absent

Vicente Sarmiento, Vice Chair
Valerie Amezcua

Call to Order

The March 13, 2025, regular meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and passed by those present to approve the minutes of the February 13, 2025, Transit Committee meeting.

Director Leon was not present to vote on this item.

2. Contract Change Orders for Construction of the OC Streetcar Project

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 3.4 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$657,000, for removal and disposal of contaminated materials.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 61.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$300,000, for the train to wayside control loop installed in embedded track.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 77.4 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$350,000, for pavement modifications and restoration.



- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 177.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$100,000, for the traffic signal pole foundation revisions.

- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 275 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$750,000, for overhead contact system pole modifications.

Director Leon was not present to vote on this item.

3. Approval to Award Contract for Lease and Full Service of Bus Tires

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2552 between the Orange County Transportation Authority and Bridgestone Americas Tire Operations, LLC, in the amount of \$9,223,781 for the lease and full service of bus tires for a five year term.

Director Leon was not present to vote on this item.

4. Amendment to the Agreement for OC ACCESS Paratransit and OC Flex Microtransit Service

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 7 to Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$79,867,843, to exercise the first option term to provide paratransit and microtransit services through December 31, 2027. This amendment will increase the maximum obligation to a total contract value of \$322,447,064.

Director Leon was not present to vote on this item.

5. May 2025 OC Bus Service Change

A motion was made by Director Klopfenstein, seconded by Director Janet Nguyen, and passed by those present to receive and file as an information item.

Director Leon was not present to vote on this item.



Regular Calendar

6. OC Flex Microtransit Pilot Program Update

Jack Garate, Department Manager, Paratransit Services, provided a presentation.

A motion was made by Director Klopfenstein, seconded by Committee Chair Jung, and passed by those present to:

- A. Authorize staff to undertake efforts necessary to discontinue OC Flex service effective July 1, 2025.
- B. Authorize staff to notify riders and stakeholders, and coordinate with the service operator to ensure a seamless conclusion of service and communicate alternative mobility options to impacted riders to support their travel needs.

Discussion Items

7. Bimonthly Transit Performance Report

Kim Tucker, Department Manager, Scheduling and Bus Operations Support, provided a presentation.

No action was taken on this item.

8. Orange County Transportation Authority's Proposed New Fare Media Preliminary Public Outreach Results

Ryan Armstrong, Department Manager, Marketing and Customer Engagement, provided a presentation.

No action was taken on this item.

9. Public Comments

No public comments were received.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- SB 743 Implementation Working Group
- Transit Employee Appreciation Day – Tuesday, March 18



11. Committee Members' Reports

There were no Committee Member's reports.

12. Adjournment

The meeting adjourned at 9:25 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, April 10, 2025

OCTA Headquarters

550 South Main Street

Orange, California



April 10, 2025

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 of the header.

Subject: Low Carbon Transit Operations Program Recommendations for OC Bus Transit Projects

Overview

The Low Carbon Transit Operations Program provides funding to transit agencies on a formula basis to support transit operations and capital projects that promote transit ridership and reduce greenhouse gas emissions. Funding recommendations for the Orange County Transportation Authority fiscal year 2024-25 are presented for Board of Directors' consideration.

Recommendations

- A. Approve Resolution No. 2025-015 to authorize the use of \$10,144,185 in fiscal year 2024-25 Low Carbon Transit Operations Program funds for the Youth Ride Free Program.
- B. Authorize staff to request the California Department of Transportation to approve a Letter of No Prejudice for use of local funds until the Low Carbon Transit Operations Program funds are awarded, currently expected to be December 1, 2025.
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program as well as negotiate and execute any necessary agreements and/or amendments to agreements with regional, state, or federal agencies to facilitate the recommendations above.

Background

The California Department of Transportation (Caltrans) Low Carbon Transit Operations Program (LCTOP) provides funds to transit agencies on a formula basis to support expanded or new transit operations and capital projects that reduce greenhouse gas emissions, improve mobility, and prioritize disadvantaged communities. The revenues for this program are generated through the California Climate Investments Program, commonly referred to as

Cap and Trade. On February 13, 2025, the State Controller's Office notified all eligible transit operators that the fiscal year (FY) 2024-25 LCTOP will make \$202,270,719 available statewide.

The Orange County Transportation Authority's (OCTA) share is \$10,144,185. This amount includes an allocation of approximately \$33,915, for the City of Laguna Beach. OCTA will utilize these funds and provide the City of Laguna Beach a commensurate amount of local funds to allow them to use less restrictive local funds in place of the LCTOP funds. Eligible projects must be submitted for consideration by Caltrans and the California Air Resources Board (CARB) and are expected to be approved by December 1, 2025.

Consistent with OCTA's Capital Programming Policies, LCTOP funds are primarily to be used for transit operations, capital projects that support bus transit expansion, and fare reduction programs to enhance transit availability and accessibility. LCTOP funds from previous funding cycles have been used for transit fare subsidy programs, bicycle racks on buses, bus purchases, a hydrogen fueling station, and the expansion of bus and commuter rail operations.

Discussion

The Youth Ride Free Program was launched in September 2021 with the goal to increase youth ridership and encourage future use of the OC Bus system. Through January 2025, ridership using the Youth Ride Free pass exceeded 10.6 million rides with more than 55,000 unique riders using the pass by the 2023-24 school year. On February 14, 2022, the OCTA Board of Directors (Board) approved continuing the program, authorized adding the pass to the schedule of fares and directed staff to pursue the use of LCTOP funds for the program.

Building on OCTA's prior fare programs investments, staff proposes to use \$10,144,185 in FY 2024-25 LCTOP funding to support the continuation of the Youth Ride Free Program. It is estimated this new funding will support approximately 30 months of the program from April 1, 2025 through September 30, 2027. The recommended project includes \$300,000 to provide all Youth Ride Free Program participants with new passes for the new Rider Validation System which plans to start July 2025. A more detailed description for the project is provided in Attachment A.

With Board approval, staff will also request a Letter of No Prejudice as part of the allocation request. Previously allocated LCTOP funds, FY 2023-24, are estimated to fund the Youth Ride Free Program until the end of March 2025. Since FY 2024-25 LCTOP awards are not expected to be released until December 2025, local funds will need to be expended from April 1, 2025, until the award date. Following Caltrans' approval of the Letter of No Prejudice and

Caltrans and CARB's approval of the project, OCTA will be able to use the LCTOP allocation to reimburse the local funds.

Consistent with Caltrans' LCTOP guidelines, the Board is requested to adopt a resolution that authorizes the use of funds towards the Youth Ride Free Program and the request for a Letter of No Prejudice (Attachment B).

Next Steps

With Board approval, staff will submit the Board resolution to direct the use of up to \$10,144,185 in FY 2024-25 LCTOP to the Youth Ride Free Program and also submit a request for approval of a Letter of No Prejudice. The use of LCTOP funds is subject to approval by both Caltrans and CARB.

Summary

Board approval is requested for the use of LCTOP funds to continue supporting the Youth Ride Free Program, for staff to submit a request for a Letter of No Prejudice, and to approve the use of local funds as needed for the Youth Ride Free Program until LCTOP funds are available. Board authorization is also requested to amend the Federal Transportation Improvement Program and to negotiate and execute agreements and/or amendments, as appropriate.

Attachments

- A. Orange County Transportation Authority Low Carbon Transit Operations Program – Project Descriptions
- B. Resolution No. 2025-015, Authorization for the Execution of the Certifications and Assurances, and Authorized Agent Forms for the Low Carbon Transit Operations Program, and for the Execution of the Low Carbon Transit Operations Program Projects

Prepared by:



Jason Huang
Transportation Funding Analyst
(714) 560-5982

Approved by:



Rose Casey,
Executive Director, Planning
(714) 560-5741

**Orange County Transportation Authority
Low Carbon Transit Operations Program – Project Descriptions**

Youth Ride Free Program

OC Bus 360°, the Orange County Transportation Authority's (OCTA) comprehensive plan to improve bus service from all angles, identifies youth as a key audience for bus service growth. Beginning in September 2021, OCTA began offering subsidized youth passes to youth aged 18 and under allowing them to ride the OC Bus system for free. The free transit service allows this transit-dependent group to reach destinations such as home, schools, parks, and other recreation centers at no cost and trains youth to use the bus system in the future.

Fiscal year (FY) 2019-20 Low Carbon Transit Operations Program (LCTOP) Age Based Fare Program (19-20-D12-160) funded a six-month promotional Youth Ride Free Program. The OCTA Board of Directors approved an extension on February 14, 2022, and revised the fare structure to add the Youth Ride Free pass to allow all youth 18 and under to ride free.

Since FY 2021-22, an estimated amount of \$11.88 million has been invested into the Youth Ride Free Program. This prior year LCTOP funding is expected to fund the program through the end of March 2025.

The FY 2024-25 LCTOP funding is expected to fund an additional 30 months. The FY 2024-25 LCTOP funds will include the \$300,000 cost for the distribution of new passes for OCTA's new Rider Validation System which will plan to start in July 2025.

RESOLUTION NO. 2025-015

AUTHORIZATION FOR THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES, AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM, AND FOR THE EXECUTION OF THE LOW CARBON TRANSIT OPERATIONS PROGRAM PROJECTS

\$10,144,185 IN FISCAL YEAR (FY) 2024-25 FUNDS FOR THE YOUTH RIDE FREE PROGRAM

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, SB 862 (Chapter 36, Statutes of 2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, OCTA wishes to delegate authorization to execute these documents, the authorized agent form and any amendments thereto or other related documents to Darrell E. Johnson, Chief Executive Officer (CEO); and

WHEREAS, OCTA wishes to implement the LCTOP project listed above;

NOW, THEREFORE, BE IT RESOLVED by the OCTA Board of Directors (Board) that the fund recipient agrees to comply with all applicable conditions and requirements set forth in the Certification and Assurances and the authorized agent documents and applicable statutes, regulations, and guidelines for all LCTOP-funded transit projects;

NOW THEREFORE, BE IT FURTHER RESOLVED that Darrell E. Johnson, CEO, or his designee, be authorized to execute all required documents of the LCTOP and any amendments thereto with Caltrans;

NOW, THEREFORE, BE IT FURTHER RESOLVED that the OCTA Board hereby authorizes the submittal of the following project nominations and allocation requests to Caltrans in FY 2024-25 LCTOP funds:

Project Name: Youth Ride Free Program

Amount of LCTOP funds requested: FY 2024-25 LCTOP funding at \$10,144,185

Short Description of Project:

Youth Ride Free Program

The Youth Ride Free Program allows youth aged 18 and under to ride OC Bus free of charge. The service will allow this transit-dependent group to reach destinations such as homes, schools and parks at no cost. The program has been supported with prior LCTOP funds and interest. In addition, the FY 2024-25 LCTOP funds are expected to fund an estimated 30 months of the program as well as approximately \$300,000 for providing all youth with new passes for the new Rider Validation System.

Benefit to Priority Populations: The project will benefit disadvantaged communities (DAC). OCTA provides service to 95 DAC tracts with 564,264 residents. The project will also benefit low-income communities. OCTA provides service to 662 low-income communities block groups with 1,120,092 residents. Finally, the program will benefit low-income communities or households within one-half mile of a DAC. OCTA provides service to 450 low-income block groups within one-half mile of a DAC with 791,631 residents. The project will reduce greenhouse gas emissions in these communities, improving health for the residents in these impacted communities. The project will also provide clean transportation options in these communities allowing these transit dependent groups to reach destinations such as home, schools, parks, and other recreation centers. In addition, residents in these SB 535 (Chapter 830, Statutes of 2012) communities are more transit dependent and represent a higher proportion of OC Bus riders.

Amount to benefit Priority Populations: At least 50 percent of the allocation will be used to benefit DAC.

Contributing Sponsors (if applicable): City of Laguna Beach is providing \$33,915.

ADOPTED, SIGNED AND APPROVED this ____ day of April 2025.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Doug Chaffee, Chair
Orange County Transportation Authority

OCTA Resolution No. 2025-015



April 10, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Replacement of Mechanical Units at the Santa Ana Bus Base

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

Overview

Mechanical units, including heating, ventilation and air conditioning units, heating and ventilation make-up air units, exhaust fan units, and bus vacuum units at the Santa Ana Bus Base require replacement to maintain quality of the work environment, bus maintenance operations, and overall state of good repair compliance. An invitation for bids was released on November 25, 2024, for the replacement of mechanical units at the Santa Ana Bus Base. Bids were received in accordance with procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendations

- A. Find ACCO Engineered Systems, Inc., doing business as ACCO Engineered Systems, the apparent low bidder, as non-responsive due to failure to provide complete information on the superintendent and experience for the past three years as required by the bid documents on the Information Required of Bidder form.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2550 between the Orange County Transportation Authority and NKS Mechanical Contracting, Inc., the lowest responsive, responsible bidder, in the amount of \$4,593,000, for the replacement of mechanical units at the Santa Ana Bus Base.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Santa Ana Bus Base in 2005. Building mechanical units, including heating, ventilation, and air conditioning units, heating and ventilation make-up air units, exhaust fan units, and bus vacuum units require replacement to maintain quality

of the work environment, bus maintenance operations, and overall state of good repair compliance. This project will replace rooftop mechanical units at the operations building, maintenance building, fuel building, bus wash and detail building, including safety compliance and related work. The project will address mechanical equipment life cycle replacement and increase energy efficiency.

Procurement Approach

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

Invitation for Bids (IFB) 4-2550 was released on November 25, 2024, through OCTA’s CAMM NET system. The project was advertised on November 25, 2024 and December 2, 2024, in a newspaper of general circulation. A pre-bid conference and site visit were held on December 5, 2024, and were attended by 12 firms. Six addenda were issued to make available the pre-bid conference registration sheets, answer questions received, and handle administrative issues related to the IFB. On February 25, 2025, six bids were received and publicly opened.

All bids were reviewed by staff from OCTA’s Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with contract terms and conditions, and technical specifications. The lowest bid submitted by ACCO Engineered Systems, Inc., doing business as ACCO Engineered Systems, in the amount of \$3,899,559, was deemed non-responsive due to their failure to furnish their superintendent’s past three years of experience on a required form. The list of responsive bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
NKS Mechanical Contracting, Inc. Anaheim, California	\$4,593,000
RAN Enterprises, Inc. Huntington Beach, California	\$4,684,000
AireMasters Air Conditioning Santa Fe Springs, California	\$4,703,000

Agreement for Replacement of Mechanical Units at the Santa Ana Bus Base **Page 3**

AC Pros, Inc. Reseda, California	\$6,280,000
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Golden Gate Steel, Inc., doing business as Golden Gate Construction Norwalk, California	\$8,800,036
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The OCTA engineer's estimate for this project was \$7,000,000. The recommended firm's bid is 34 percent lower than the engineer's estimate. A bid analysis was completed to confirm that the bid submitted accounts for all the elements of the scope of work and technical specifications. A bid breakdown was requested from the contractor and reviewed by the project manager, and as a result, the bid amount was determined to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends the award to NKS Mechanical Contracting, Inc., the lowest responsive, responsible bidder, in the amount of \$4,593,000, for the replacement of mechanical units at the Santa Ana Bus Base.

Fiscal Impact

Funding for this project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 1722-9022-D3126-Q69, and is funded through State of California SB 1 (Chapter 5, Statutes of 2017) State of Good Repair grant funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2550 between the Orange County Transportation Authority and NKS Mechanical Contracting, Inc., the lowest responsive, responsible bidder, in the amount of \$4,593,000, for the replacement of mechanical units at the Santa Ana Bus Base.

Attachment

None.

Prepared by:



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

Approved by:



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



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



OC Bus Ridership Growth Trends

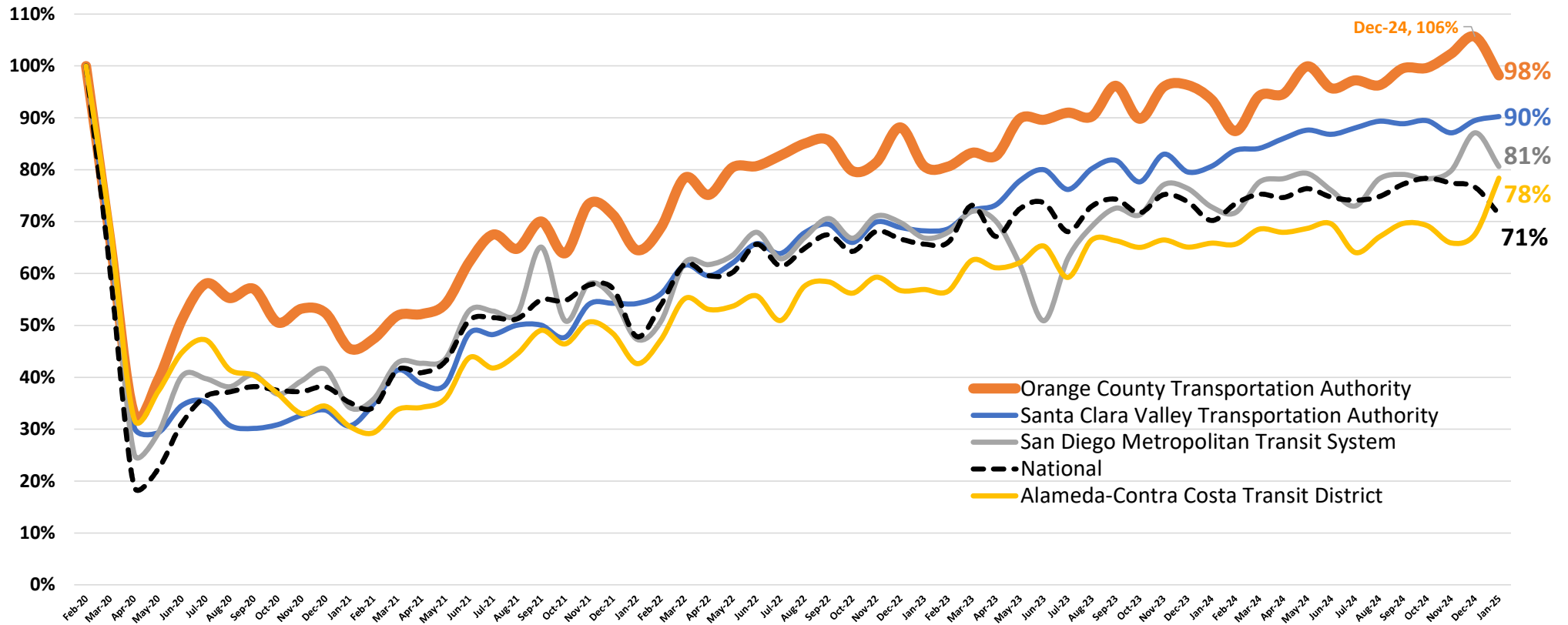
Goals and Objectives

- Evaluate Ridership Changes
- Compare to Peer Agencies
- Highlight Ridership and Performance Trends
- Observations and Next Steps

Peer Agencies - Ridership Trends

Ridership Changes Total Bus System (2/2020 to 1/2025, Unlinked Passenger Trips)

Source: NTD/APTA

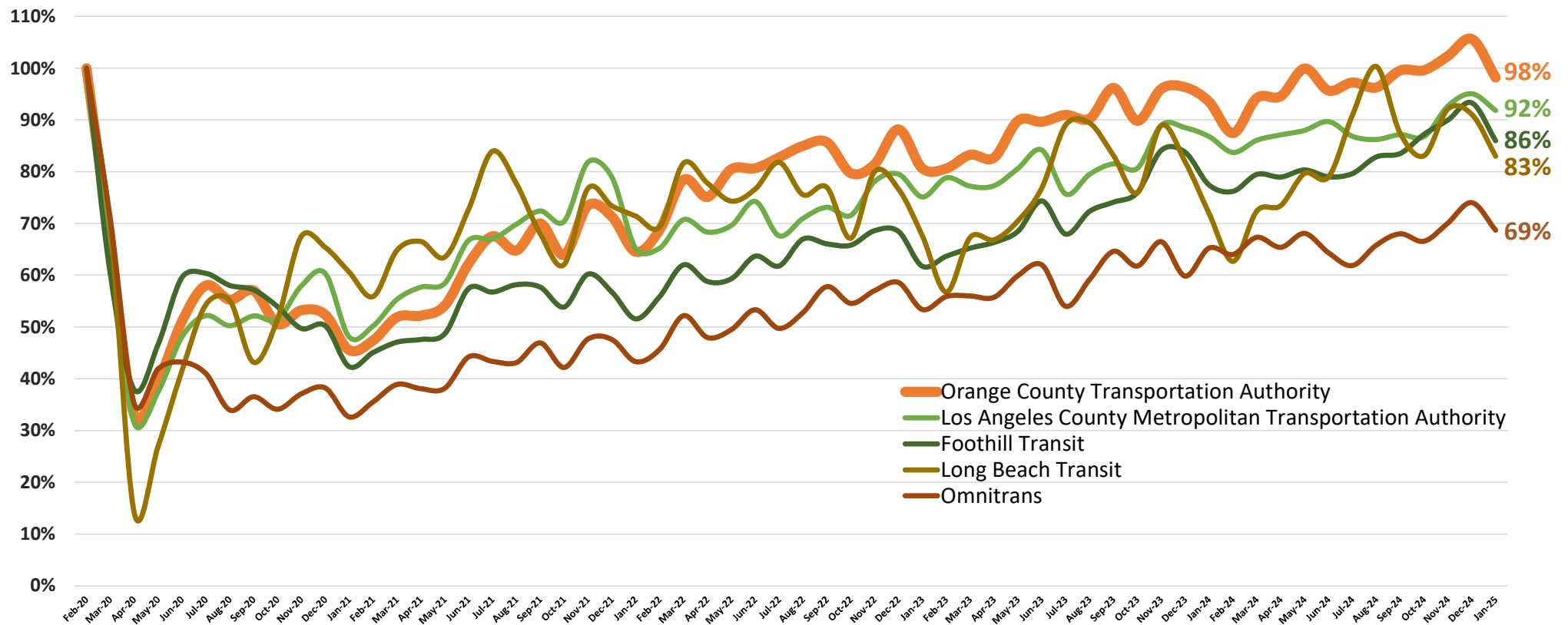


APTA - American Public Transportation Association
 NTD - National Transit Database

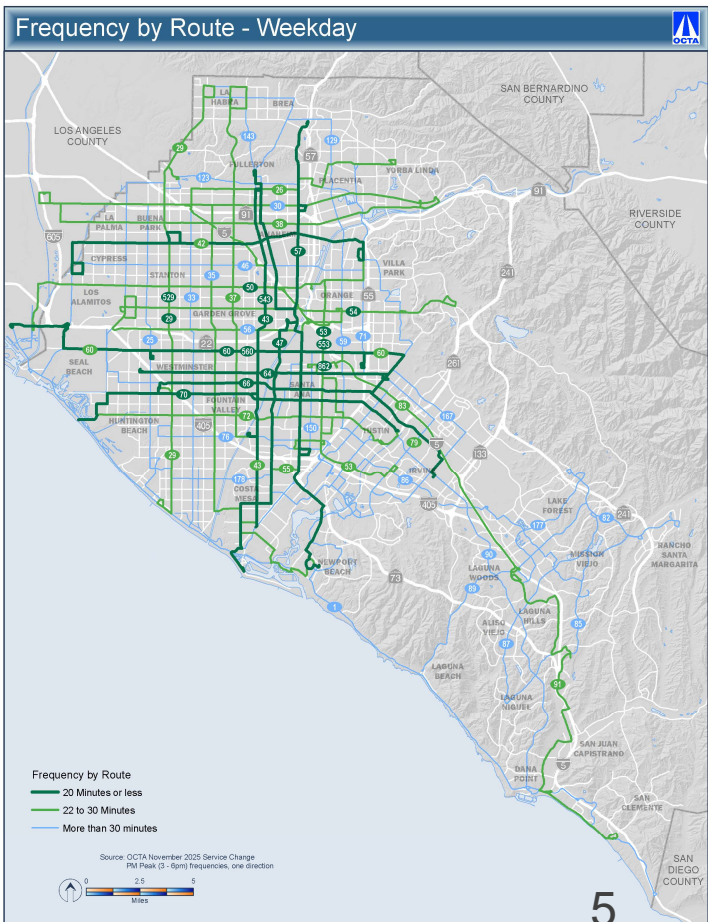
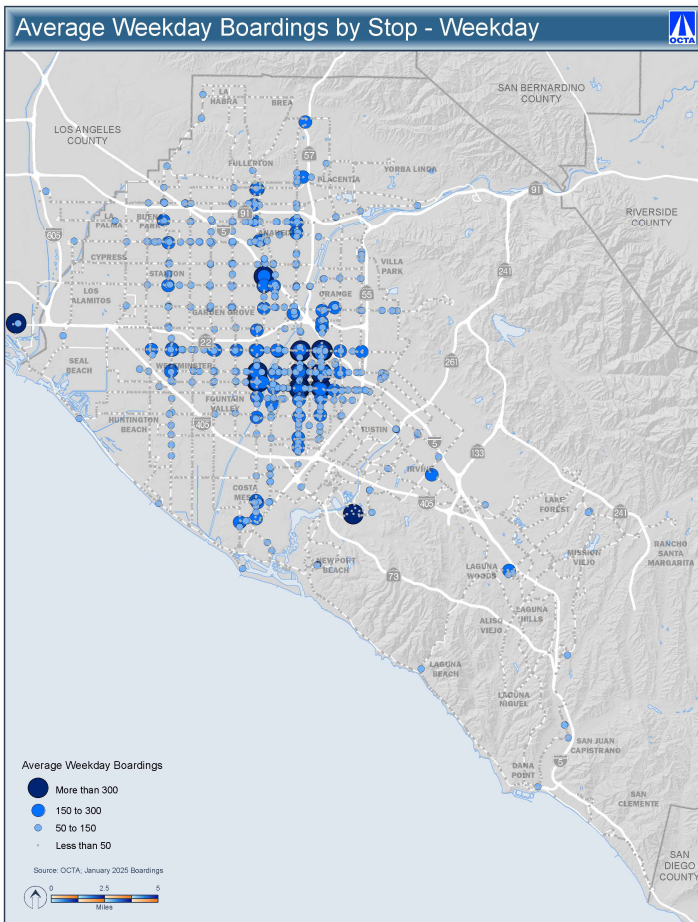
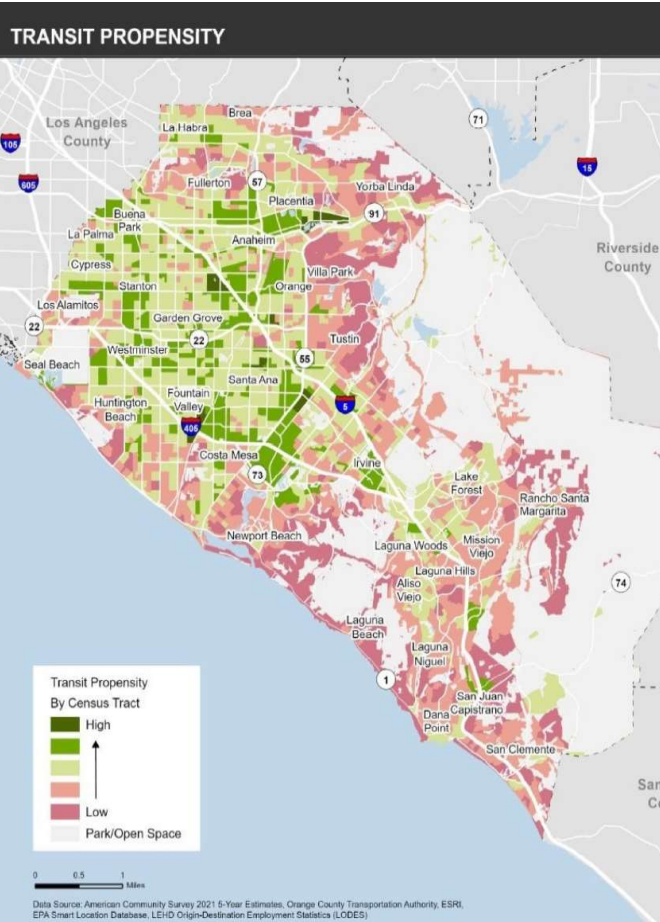
Southern California Agencies - Ridership Trends

Ridership Changes Total Bus System (2/2020 to 1/2025, Unlinked Passenger Trips)

Source: NTD/APTA



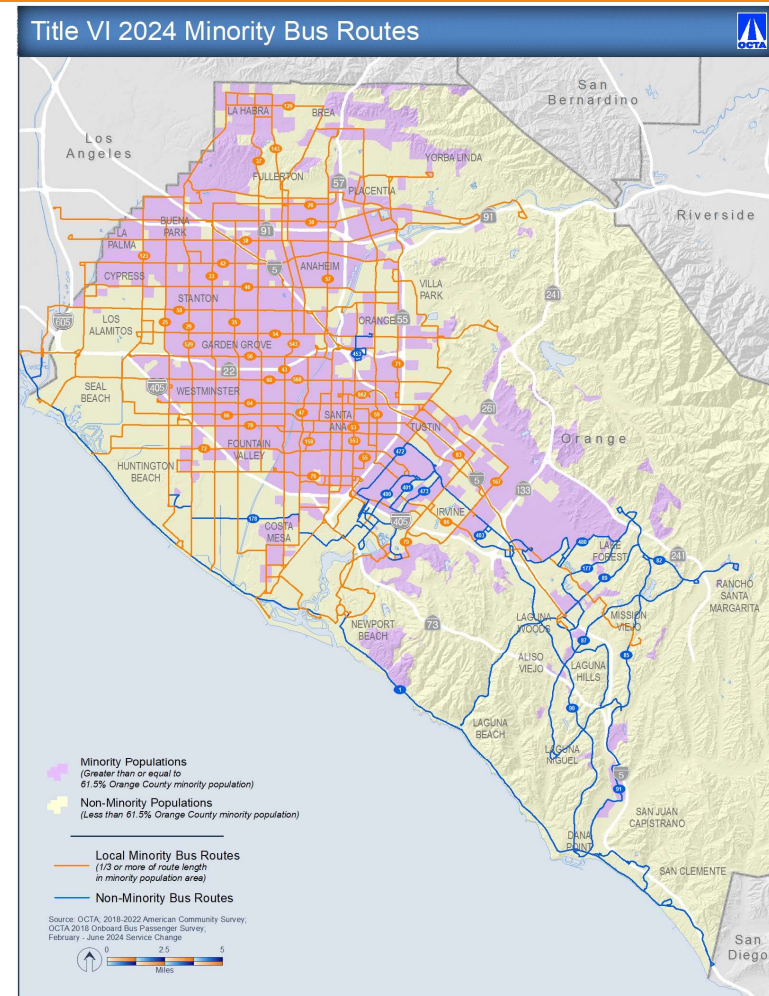
Transit Propensity/Demand/Supply



Transit Accessibility

- **62%** of Orange County Population is Composed of Minority Populations
- **82%** of OCTA Routes Serve Minority Population Areas in Orange County
- **94%** of Jobs and Households in Minority Areas are Within a Ten-Minute Walk of OC Bus Routes

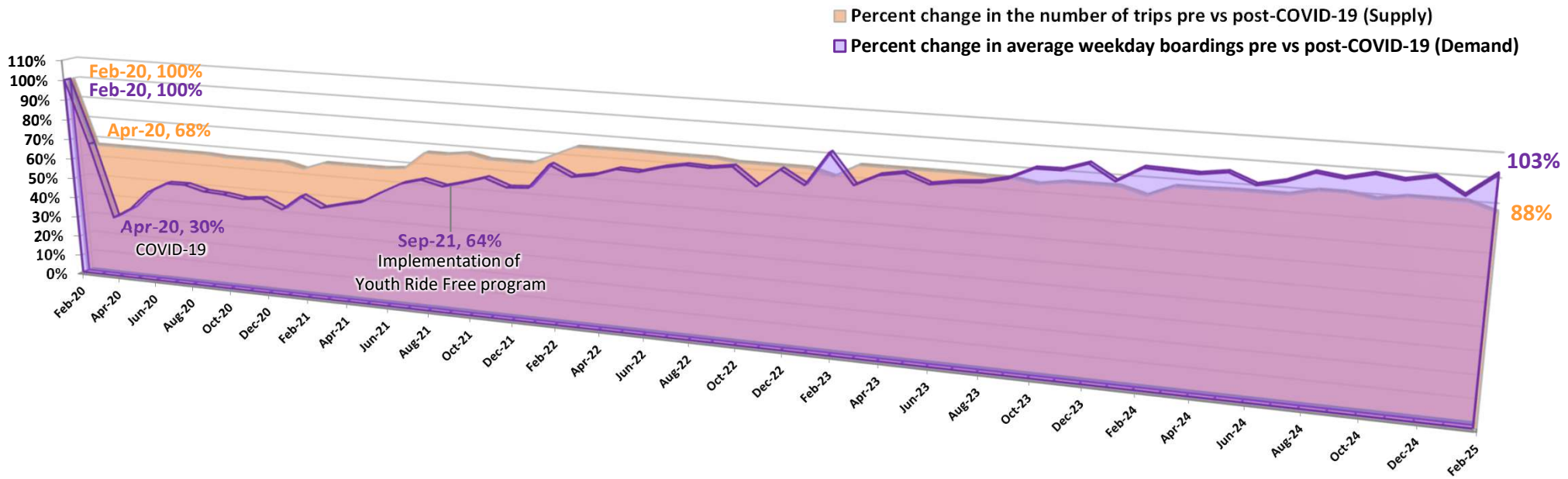
OCTA – Orange County Transportation Authority



Supply and Demand Changes

Ridership Changes Average Weekday (2/2020 to 2/2025)

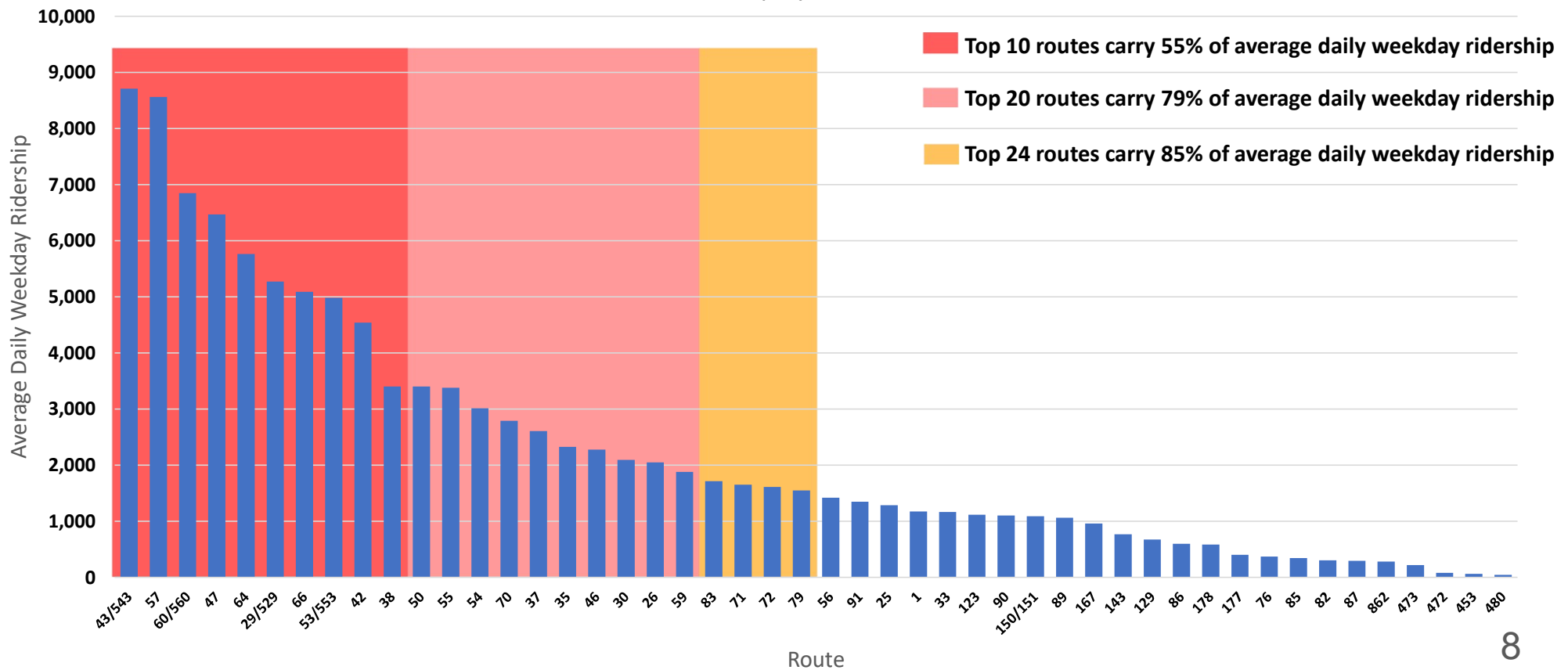
Source: APC



APC – Automated Passenger Counter
 COVID-19 – Coronavirus
 VS – Versus

Weekday Ridership by Route – February 2025

Ridership by Route



Key Takeaways/Next Steps

- Ridership and Route Performance Remains Strong in the Core
- Recovery Above Peer Agencies
- Demand has Surpassed Supply Over Time
- Recovery Varies by Route
- Service Improvements Likely to Grow Ridership
- Continue Implementation of MBC Service Plan

