



February 9, 2023

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

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Subject: Capital Programming Update – Federal Transit Administration Savings

Overview

The Orange County Transportation Authority uses federal, state, and local funding sources to implement planning efforts, construct capital projects, and deliver transit service. Project costs can vary from the original programmed amount due to changing circumstances, which may require revisions to the project funding. Board of Directors' authorization is requested to provide funding for the Tactile Tile Replacement Project at Metrolink station platforms and the Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion Project as described herein.

Recommendations

- A. Authorize the use of \$264,702 in Federal Transit Administration Section 5337 State of Good Repair funds for the Tactile Tile Project at Metrolink station platforms from savings on the Fullerton Transportation Center Stair Rehabilitation Project.
- B. Authorize the use of \$403,519 in Congestion Mitigation and Air Quality Improvement funds for the Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion (Americans with Disabilities Act ramps) project from savings on the Laguna Niguel Passing Siding Project.
- C. 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 Orange County Transportation Authority (OCTA) directs the use of federal, state, and local funds based on the Board of Directors' (Board)-approved Capital Programming Policies (CPP) included in Attachment A.

This capital programming update item seeks Board approval to utilize cost savings in order to maximize the use of external funds.

As projects progress through development, costs estimates are refined, funding requirements may limit the anticipated use of funds, opportunities to maximize external funding may arise, savings may be identified, or additional or different funding may be required. OCTA regularly reports on specific project costs through the quarterly Capital Action Plan (CAP), which highlights project costs, schedules, and status. Board action to update funding for projects is requested periodically to support project cost estimates consistent with the revised funding need. The Capital Funding Program includes a summary of how OCTA’s capital projects are currently funded along with the proposed changes requested in this item and is provided as Attachment B. A list of Board actions, which directed capital funds towards OCTA capital projects over the last six months, is provided in Attachment C.

Discussion

The CAP lists freeway, grade separation, rail, and station projects, and includes the cost estimate at completion, as well as the schedule for key milestones for Board-approved projects. Programming staff works in coordination with project managers to recommend or make funding adjustments to projects in the CAP. Other projects that may be managed outside of the CAP are also reviewed and may be recommended for funding adjustments as appropriate. The following projects are not included in the CAP, but funding recommendations are presented in order to maximize the use of federal funds for transit projects.

The Tactile Tile Project replaces or places a tactile tile surface at Metrolink station platforms to warn riders they are near the edge of the platform. This project, which we are nearing completion, replaces worn tactile tiles and additional funding is needed to account for construction management services. OCTA is the lead on this project and is responsible for the tactile tiles due to their proximity to the track. Staff is recommending authorization to use \$264,702 in Federal Transit Administration (FTA) Section 5337 savings from the completed Fullerton Transportation Center Stair Rehabilitation Project for the Tactile Tile Project. Proposed funding actions are depicted below.

Tactile Tile Project Funding

Proposed Funding (in 000s)	FTA 5307	FTA 5337	M2	Total
Design	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CON	\$124	\$1,414	\$31	\$1,569
TOTAL	\$124	\$1,414	\$31	\$1,569
CHANGE	\$0	\$265	\$0	\$265

CON – Construction

M2 – Measure M2

ROW – Right-of-way

The Laguna Niguel-Mission Viejo Station Parking Improvements and Expansion Project made improvements to enhance Americans with Disabilities Act (ADA) accessibility at the Metrolink Station. The project included the construction of an ADA ramp on either side of the existing pedestrian undercrossing, ADA compliant restrooms, additional passenger amenities including shade structures space for a vending machine, and maintenance storage. While the project is complete, FTA funds may be added after project completion if needed. Additional FTA savings from the completed Laguna Niguel to San Juan Capistrano Passing Siding Project are recommended to support a prior increase. The increase is the result of unexpected site conditions requiring shoring, additional k-rail, and extended field overhead costs. Staff is recommending the use of \$403,519 in Congestion Mitigation and Air Quality (CMAQ) Improvement funding savings from the Laguna Niguel to San Juan Capistrano Passing Siding Project for use on these ADA enhancements. Proposed funding actions are depicted below.

Laguna Niguel Mission Viejo Station Parking Improvements and Expansion (ADA Ramps) Funding

Proposed Funding (in 000s)	FTA 5307	CMAQ	Measure M	Total
Design	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0
CON	\$732	\$3,204	\$1,645	\$5,581
TOTAL	\$732	\$3,204	\$1,645	\$5,581
CHANGE	\$0	\$404	\$0	\$404

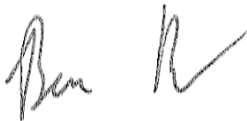
Summary

To ensure that OCTA projects are fully funded, and external funds are maximized, staff is seeking Board approval to use savings from completed rail projects for other rail projects.

Attachments

- A. Capital Programming Policies by Fund Source, December 2021
- B. Capital Funding Program Report
- C. List of Board of Directors Reports with Programming Actions,
July 2022 – December 2022

Prepared by:



Ben Ku
Section Manager,
Formula Funding Programs
(714) 560-5473

Approved by:



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