

**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

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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

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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.

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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.