

**Adjustments to
FFY 2023-24 Program of Projects for FTA Section 5307 Funds and Proposed Five Year Programming Plan for FTA Section 5307 Funds**

(Pending Board approval on September 22, 2025)

FY 2023-24 Adjustments

Line Item Description	FFY 2023-24 FTA 5307 Amount	Adjustment Increase (Decrease) ⁴	Revised FFY 2023-24 FTA 5307 Amount ⁴	Local Match ²	Revised Statewide Match Credit ¹
Preventive Maintenance	40,667,309	(8,541,636)	32,125,673	-	6,425,135
Capitalized Cost of Contracted Services (OC Bus and OC ACCESS combined) ²	22,634,582	8,541,636	31,176,218	7,794,055	-
Metrolink Operating Subsidy Suballocation ³	9,841,215	-	9,841,215		1,968,243
Anaheim Transportation Network Suballocation ⁴	1,179,833	-	1,179,833		235,967
FFY 2023-24 Total (All Projects) ⁴	\$ 74,322,939	\$ -	\$ 74,322,939	\$ 7,794,055	\$8,629,345

Notes:

1. The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
2. In 2025, FTA now requires Caltrans to certify the use of statewide match credit before grant execution, and OCTA learned only 50 percent of the match credit assumed in the FFY 2023-24 POP was available. Local funds were substituted for match credit applied to capitalized cost of contracted services. Since FTA 5307 can only fund 40 percent of this type of project, this change did not require additional funding as these funds were already applied to 60 percent of capitaized cost of contracted services.
3. SCRRA/Metrolink will be the grantee for these funds.
4. OCTA will be the grantee for these funds and pass through to Anaheim Transportation Network.
5. The guidelines for use of formula funds for PM state FTA 5307 can only be used for PM for up to 2 years including the current FFY and the prior FFY. The period for use of PM was originally beyond the FFY 24-25 period.

Proposed Five-Year Programming Plan for FTA Section 5307 Funds
Urbanized Area Formula Program (FFY 2024-25 through FFY 2028-29)

(Pending Board approval on September 22, 2025)

Line Item Description	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28	FFY 2028-29 ⁵
Preventive Maintenance ¹	25,214,650	25,214,650	25,214,650	25,214,650	25,214,650
Capitalized Cost of Contracted Services for Fixed-Route Service ²	23,037,765	23,037,765	23,037,765	23,037,765	23,037,765
Capitalized Cost of Contracted Services for OC ACCESS ²	15,832,796	15,832,796	15,832,796	15,832,796	15,832,796
Safety Projects (0.75 percent minimum) ^{1,4}	565,838	565,838	565,838	565,838	565,838
Metrolink Preventive Maintenance ^{2,3}	6,659,886	6,659,886	6,659,886	6,659,886	6,659,886
Metrolink New Capital ^{2,3}	3,084,444	3,084,444	3,084,444	3,084,444	3,084,444
Anaheim Transportation Network Suballocation ¹	1,049,704	1,049,704	1,049,704	1,049,704	1,049,704
FFY 2024-25 to 2028-29 Total (All Projects)	\$ 75,445,083	\$ 75,445,083	\$ 75,445,083	\$ 75,445,083	\$ 75,445,083

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
2. Assumes local match from local transit funds.
3. Federal formula funds generated through rail operations will be used for commuter rail projects.
4. FTA 5307 requires that agencies that do not meet their safety risk reduction program performance targets must select safety projects in the following fiscal year to projects that are reasonably likely to assist the agency in meeting the performance targets. In prior years, OCTA used PM to satisfy the 0.75 perecent minimum, but in 2024 OCTA did not meet four performance targets.
5. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program. Assumes extension or reauthorization of the Infrastructure Investment and Jobs Act.

Acronyms:

Board - Board of Directors
FFY - Federal Fiscal Year
FTA - Federal Transit Administration

OCTA - Orange County Transportation Authority
PM - Preventive Maintenance
SCRRA - Southern California Regional Rail Authority/Metrolink