



Orange County Transportation Authority

Transit Committee Agenda

Thursday, September 11, 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 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.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the August 14, 2025, Transit Committee meeting.

Attachments:

[Minutes](#)

2. Amendment to Agreement for Design Support Services for the OC Streetcar Project

Jeff Mills/James G. Beil

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors authorized an agreement with HNTB Corporation, to provide design consultant services for plans, specifications, and estimates for the OC Streetcar Project. An amendment to the existing agreement is required for continued design support services during construction for the OC Streetcar Project.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$37,819,150.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)

[Attachment A](#)

3. **Amendment to Agreement for Janitorial Services**

Gretchen Burrow/Johnny Dunning, Jr.

Overview

On September 26, 2022, the Board of Directors approved an agreement with Gamboa Services, Inc., doing business as Corporate Image Maintenance, to provide janitorial services for a three-year initial term with a two-year option term. The initial term expires October 31, 2025. Staff is requesting the Board of Directors' approval to exercise the two-year option term effective November 1, 2025, through October 31, 2027.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2438 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, to exercise the option term in the amount of \$3,286,118, to continue providing janitorial services effective November 1, 2025, through October 31, 2027. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$7,086,446.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. **Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance**

Gretchen Burrow/Johnny Dunning, Jr.

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC, for a three-year initial term with two, one-year option terms, to provide operation and maintenance of compressed natural gas fueling facilities located at the Anaheim, Garden Grove, and Santa Ana bus bases. An amendment is required to exercise the second option term for continued station operation and maintenance.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3317 between the Orange County Transportation Authority and Trillium USA Company, LLC, in the amount of \$640,802 to exercise the second option term of the agreement from December 1, 2025, through November 30, 2026, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$3,127,144.

Attachments:

[Staff Report](#)

[Attachment A](#)

TRANSIT COMMITTEE MEETING AGENDA

5. Amendment to Agreement for Lot Sweeping Services

Gretchen Burrow/Johnny Dunning, Jr.

Overview

On October 23, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Superior Sweeping Ltd. to provide lot sweeping services for an initial two-year term with a one-year option term. The initial term expires October 31, 2025. Staff is requesting the Board of Directors' approval to exercise the one-year option term effective November 1, 2025, through October 31, 2026.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-3-2835 between the Orange County Transportation Authority and Superior Sweeping Ltd. to exercise the option term in the amount of \$307,380, to continue providing lot sweeping services effective November 1, 2025, through October 31, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$681,972.

Attachments:

[Staff Report](#)

[Attachment A](#)

6. Federal Transit Administration Program of Projects for Federal Fiscal Year 2024-25

Jason Huang/Rose Casey

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for transit capital projects, capitalized cost of contracted services, and preventive maintenance. The federal fiscal year 2024-25 program (October 1, 2024 through September 30, 2025), including amendments to prior programs, is presented for Board of Directors' review and approval.

Recommendation(s)

- A. Approve the Federal Fiscal Year 2024-25 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 changes to funding for preventive maintenance and capitalized cost of contracted services in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
- C. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit

TRANSIT COMMITTEE MEETING AGENDA

Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.

- D. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Infrastructure Investment and Jobs Act, and direct staff to include updated numbers in grant and programming status reports.
- E. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications that are required for the recommendations above to the Federal Transit Administration.
- F. 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.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Attachment E](#)

[Attachment F](#)

[Attachment G](#)

[Attachment H](#)

[Attachment I](#)

7. November 2025 OC Bus Service Change

Eric Hoch/Rose Casey

Overview

The proposed November 2025 OC Bus service change implements changes consistent with the Making Better Connections final service plan. These changes will reduce wait times and improve overall service quality and reliability. Minor adjustments to bus schedules in response to customer comments and coach operator feedback are also included.

Recommendation(s)

Receive and file as an information item.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

Regular Calendar

8. Agreement for OC ACCESS Eligibility Assessments and Transit Support Services

Jack Garate/Johnny Dunning, Jr.

Overview

On March 24, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide OC ACCESS eligibility assessments and transit support services. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for OC ACCESS eligibility assessments and transit support services

Recommendation(s)

- A. Approve the selection of MTM Transit, Inc., as the firm to provide the management and operations of the OC ACCESS eligibility assessments and transit support services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3959 between the Orange County Transportation Authority and MTM Transit, Inc., in the amount of \$4,428,810, to provide OC ACCESS eligibility assessments and transit support services for an initial three-year term commencing on January 1, 2026, with one two-year option term.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

Discussion Items

9. Bimonthly Transit Performance Report

Kim Tucker/Johnny Dunning, Jr.

Overview

Staff will provide an update on the OC Bus and OC ACCESS services.

Attachments:

[Presentation](#)

TRANSIT COMMITTEE MEETING AGENDA

10. Public Comments

11. Chief Executive Officer's Report

12. Committee Members' Reports

13. Adjournment

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

9:00 a.m. on Thursday, October 9, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Vicente Sarmiento, Vice Chair
Stephanie Klopfenstein
Valerie Amezcua
Carlos A. Leon
Janet Nguyen

Staff Present

Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Seema Shanti Kulkarni, Clerk of the Board Intern
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

Fred Jung, Chair
Tam T. Nguyen

Call to Order

The August 14, 2025 meeting of the Transit Committee was called to order by Committee Vice Chair Sarmiento at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Amezcua, seconded by Director Klopfenstein, and passed by those present to approve the minutes of the July 10, 2025, Transit Committee meeting.

2. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report and Grant Confirmation for the 2024 Balboa Peninsula Trolley

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

- A. Receive and file the Project V Ridership Report.
- B. Confirm Project V funding for the City of Newport Beach's 2024 Balboa Peninsula Trolley grant of \$3,274,720, consistent with prior Board of Directors' action.
- C. Authorize the Chief Executive Officer or his designee to negotiate, amend, and enter into an agreement with the City of Newport Beach for the grant amount of \$3,274,720 for the Balboa Peninsula Trolley.

3. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program and SB 125 (Chapter 54, Statutes of 2023) Transit Program Funding Recommendations for Fiscal Year 2025-26 and 2026-27

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

- A. Approve Resolution No. 2025-069 to authorize the use of fiscal year 2025-26 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.542 million, for the following proposed projects:
 - Heating-ventilation replacement at the Santa Ana Bus Base (\$1.747 million)
 - Battery-electric chargers at the Santa Ana Bus Base (\$1.290 million)
 - Hydrogen fueling station at the Garden Grove Bus Base (\$4.505 million)
- B. Authorize the use of the following funds for a hydrogen fueling station at the Garden Grove Bus Base:
 - Fiscal year 2026-27 SB 1 State of Good Repair (\$3.651 million)
 - SB 125 Transit Program accrued interest (\$0.424 million)
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Regular Calendar

4. OC Streetcar Project Quarterly Update

Jeff Mills, Capital Programs, and Tresa Oliveri, Public Outreach, provided a presentation.

No action was taken on this item.

Discussion Items

5. Ridership Update

Kim Tucker, Operations, provided a presentation.

No action was taken on this item.



6. Public Comments

No public comments were received.

7. Chief Executive Officer's Report

Jennifer L. Bergner, Deputy Chief Executive Officer, reported on the OC Fair Express, which has been receiving higher ridership than 2024 and is moving into its final week of service.

8. Committee Members' Reports

There were no Committee Members' reports.

9. Adjournment

The meeting adjourned at 9:15 a.m.

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

9:00 a.m. on Thursday, September 11, 2025

OCTA Headquarters
550 South Main Street
Orange, California



September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Design Support Services for the OC Streetcar Project

Overview

On September 14, 2015, the Orange County Transportation Authority Board of Directors authorized an agreement with HNTB Corporation, to provide design consultant services for plans, specifications, and estimates for the OC Streetcar Project. An amendment to the existing agreement is required for continued design support services during construction for the OC Streetcar Project.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$37,819,150.

Discussion

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar to operate between the Santa Ana Regional Transportation Center in the City of Santa Ana and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar Project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 (M2) Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile Project involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, stops with canopies, two bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, variable message signs, video cameras, a public address system, and ticket vending machines. Platforms are 14 inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF also includes secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

On February 13, 2025, the Board of Directors (Board) approved a revised project funding and schedule update which anticipates the Project to be complete and operational for revenue service in spring 2026. The Board also approved the revised estimated cost to complete the Project of \$649 million. The updated cost includes continued professional services needed through the revised revenue service date plus project closeout, including those for the designer of record, project management consultant, construction management consultant, public outreach, safety education, quality manager, legal services, and those provided by OCTA staff.

As the designer of record, HNTB Corporation (HNTB) provided the plans, specifications, and estimates (PS&E) for the Project as well as design support during construction as required by the contract. The current term of the HNTB contract expires on December 31, 2025, and requires an amendment to extend the expiration date through December 31, 2026, and additional funding for continued design support services during construction through project completion and closeout.

A majority of the increased cost being requested is due to the extended time HNTB is required to provide services beyond what was originally assumed in the level of effort estimate. Specific efforts that require additional design support include:

- The high number of interrelated elements of the Project, including railroad communications, trackwork, and the 50,000-square-foot MSF, make the design and construction complex and require the technical expertise of multiple disciplines. This complexity, especially at the MSF with design elements for electrical, mechanical, structural, civil, communication, and security, has resulted in a high number of submittals, requests for information (RFI), and in some cases, design modifications to address a variety of conditions. As of mid-July 2025, the construction contractor has submitted 2,151 RFIs and 2,538 contract submittals, each of which require review and action by the designer. This resulted in additional efforts to review, coordinate and respond to the extensive volume of RFIs and submittals submitted by the contractor.
- The volume and complexity of the construction contractor's submittals and RFIs for project elements related to the OCS system, and train and traffic signal controls, required extensive coordination between various technical disciplines to review and approve. Modifications to design plans and specifications were needed to address unforeseen issues discovered during construction. This resulted in efforts beyond what was anticipated in prior level of effort estimates.

A continuation of design services is required for timely reviews of upcoming RFIs and submittals for remaining construction and Project elements that are being finalized for start-up and testing, including communication systems, railroad signaling systems, traction power substations, OCS system, system integration, and testing of various elements inside the MSF. Additional design services are anticipated for modifications to address unforeseen conditions discovered during construction and/or to enhance system operations and safety. Finally, HNTB will be required to participate in project meetings with the construction management team and contractor to ensure and facilitate configuration of remaining project elements being constructed are functioning as designed.

Staff is requesting Board approval for the additional funds, in the amount of \$3,735,309, for continued design support services and to extend the term of the agreement through December 31, 2026.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved procedures for architectural and engineering services, which conform to both federal and state laws. The original firm-fixed price agreement

was issued on February 1, 2016, in the amount of \$16,434,022. This agreement has been previously amended as shown in Attachment A.

OCTA staff and HNTB have agreed upon the level of effort for the required services, and staff found HNTB's price proposal, in the amount of \$3,735,309, to be fair and reasonable relative to the negotiated level of effort and the independent cost estimate prepared by the OCTA program management team. Proposed Amendment No. 16, in the amount of \$3,735,309, will increase the total contract value to \$37,819,150 and extend the term of the agreement by 12 months through December 31, 2026.

Fiscal Impact

Funding for the HNTB contract amendment is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 0051-7519-TS010-Z84 and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local M2 funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 16 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,735,309, and extend the agreement term through December 31, 2026, for continued design support services during construction for the OC Streetcar Project.

Attachment

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

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

Approved by:



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



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

**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 (MSF) 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 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 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 14, 2021, Amendment No. 11 to Agreement No. C-5-3337, \$2,500,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by six months from April 1, 2022 through September 30, 2022.

13. July 25, 2022, Amendment No. 12 to Agreement No. C-5-3337, \$3,000,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 12 months from September 30, 2022 through September 30, 2023.
14. April 24, 2023, Amendment No. 13 to Agreement No. C-5-3337, \$3,000,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 12 months from September 30, 2023 through September 30, 2024.
15. March 25, 2024, Amendment No. 14 Agreement No. C-5-3337, \$2,000,000, approved by the Board.
 - Provide additional design support services during construction and extend the contract term by 11 months from September 30, 2024 through August 31, 2025.
16. July 21, 2025, Amendment No. 15 to Agreement No. C-5-3337, \$ 0, approved by the CAMM Department.
 - Extend the contract term by four months from August 31, 2025 through December 31, 2025.
17. September 22, 2025, Amendment No. 16 Agreement No. C-5-3337, \$3,735,309, pending Board approval.
 - Provide additional design support services during construction and extend the contract term by 12 months from December 31, 2025 through December 31, 2026.

Total funds committed to HNTB Corporation after approval of Amendment No. 16 to Agreement No. C-5-3337: \$37,819,150.



September 11, 2025

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Amendment to Agreement for Janitorial Services

Overview

On September 26, 2022, the Board of Directors approved an agreement with Gamboa Services, Inc., doing business as Corporate Image Maintenance, to provide janitorial services for a three-year initial term with a two-year option term. The initial term expires October 31, 2025. Staff is requesting Board of Directors' approval to exercise the two-year option term effective November 1, 2025 through October 31, 2027.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2438 between the Orange County Transportation Authority and Gamboa Services, Inc., doing business as Corporate Image Maintenance, to exercise the option term in the amount of \$3,286,118, to continue providing janitorial services effective November 1, 2025, through October 31, 2027. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$7,086,446.

Discussion

Janitorial services are currently provided at five Orange County Transportation Authority (OCTA)-owned bus maintenance and operations bases, five transportation centers, two park-and-ride facilities, one streetcar maintenance and storage facility, and 16 streetcar passenger platforms throughout Orange County. These facilities require janitorial services on a daily, weekly, monthly, and quarterly basis. OCTA utilizes the vendor provided labor forces sufficient to complete all specified requirements in the prescribed time and to furnish all cleaning materials and equipment to perform these services. OCTA and its contracted fixed-route bases provide the paper products needed for these services.

Services performed include the cleaning of offices, restrooms, locker rooms, and break areas in the operations and maintenance buildings, bus yards, and maintenance shop areas. The scope of work also provides for monthly pressure washing service, with the capture of all fluids, and quarterly window cleaning. Additionally, Gamboa Services, Inc., doing business as Corporate Image Maintenance (Corporate Image), ensures that the transit centers and the park-and-ride facilities are free from trash and debris. In total, Corporate Image is responsible for the cleanliness of more than 400,000 square feet of OCTA-owned bus bases, 1,570 parking stalls for buses and cars, 79 maintenance bays, and 70 multi-stall restrooms.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$3,670,328 and a two-year option term. The agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 2 is to exercise the option term of the agreement through October 31, 2027, and increase the maximum cumulative payment obligation by \$3,286,118, bringing the total contract value to \$7,086,446. The budget for this amendment is based on the firm-fixed monthly rates for scheduled janitorial services, as well as hourly rates for as-needed janitorial services established in the original agreement. Exercising the option term will allow Corporate Image to continue providing janitorial services effective November 1, 2025, through October 31, 2027.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Operations Division/Maintenance Department, account nos. 2166-D3107-2WR-7615 and 0035-OC110-2WR-7615 and will be funded through local transportation funds.

Summary

Staff requests the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2438 with Gamboa Services, Inc., doing business as Corporate Image Maintenance, in the amount of \$3,286,118, to continue providing janitorial services through October 31, 2027. This will increase the maximum obligation of the agreement to a total contract value of \$7,086,446.

Attachment

- A. Gamboa Services, Inc., doing business as Corporate Image Maintenance, Agreement No. C-2-2438 Fact Sheet

Prepared by:



Gretchen Burrow
Section Manager III, Maintenance
Resource Management
714-560-5533



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

Approved by:



Cliff Thorne
Director of Maintenance
714-560-5975



Johnny Dunning Jr.
Chief Operating Officer, Operations
714-560-5710

**Gamboa Services, Inc. doing business as Corporate Image Maintenance
Agreement No. C-2-2438 Fact Sheet**

1. September 26, 2022, Agreement No. C-2-2438, \$3,670,328 approved by the Board of Directors (Board).
 - Agreement with Gamboa Services, Inc. doing business as Corporate Image Maintenance to provide janitorial services.
 - Initial Term effective November 1, 2022, through October 31, 2025, with a two-year option term.
2. June 1, 2025, Amendment No. 1 to Agreement No. C-2-2438, \$130,000, approved by the Contracts Administration and Materials Management Department.
 - Revised service locations to add OC Streetcar sites.
3. September 22, 2025, Amendment No. 2 to Agreement No. C-2-2438, \$3,286,118, pending approval by the Board.
 - Amendment to exercise the option term and extend the agreement effective November 1, 2025 through October 31, 2027.

Total committed to Gamboa Services, Inc. doing business as Corporate Image Maintenance, after approval of Amendment No. 2 to Agreement No. C-2-2438: \$7,086,446.



September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC, for a three-year initial term with two, one-year option terms, to provide operation and maintenance of compressed natural gas fueling facilities located at the Anaheim, Garden Grove, and Santa Ana bus bases. An amendment is required to exercise the second option term for continued station operation and maintenance.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3317 between the Orange County Transportation Authority and Trillium USA Company, LLC, in the amount of \$640,802 to exercise the second option term of the agreement from December 1, 2025, through November 30, 2026, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$3,127,144.

Discussion

The Orange County Transportation Authority (OCTA) currently operates a fleet of 429 compressed natural gas (CNG)-powered buses in fixed-route service. To meet the daily fueling demand of these buses, each of OCTA's four fixed-route bus bases are equipped with a CNG fueling station. Natural gas is provided to these bases by Southern California Gas Company, where it is then compressed and dispensed into high pressure tanks on board CNG buses. The operation and maintenance (O&M) of the CNG compression and dispensing equipment is provided under contract at each of the four fixed-route bus bases. OCTA and its fixed-route contractors are responsible for providing natural gas,

electrical power, and personnel (OCTA and contracted) for dispensing fuel into the bus buses. The O&M of the CNG equipment at the Anaheim, Garden Grove, and Santa Ana fixed-route bus bases are contracted under one agreement, and the Irvine Sand Canyon bus base is contracted under a separate agreement. This amendment is for the O&M of the CNG equipment at the Anaheim, Garden Grove, and Santa Ana fixed-route bus bases.

The scope of work for the O&M agreement requires the firm to furnish qualified personnel, parts, and materials sufficient to operate and maintain the CNG fueling stations in accordance with all federal, state, and local regulatory agencies, while providing capabilities to fuel the OCTA fleet per established specifications. Staff is recommending an amendment to exercise the second option term to allow Trillium USA Company, LLC (Trillium) to continue providing O&M services for the CNG fueling stations at the Anaheim, Garden Grove, and Santa Ana fixed-route bus bases.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors' (Board)-approved policies and procedures for professional and technical services. On September 13, 2021, the Board approved the award of the agreement with Trillium to provide CNG fueling station O&M services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$1,845,540 and two one-year option terms.

The proposed Amendment No. 3 is to exercise the second option term of the agreement from December 1, 2025, through November 30, 2026. Amending this agreement to continue service will increase the maximum cumulative payment obligation by \$640,802, bringing the total contract value to \$3,127,144. Pricing for the second option term will remain the same through November 30, 2026, as negotiated in the original agreement.

Fiscal Impact

Funds for these services are included in OCTA's Fiscal Year 2025-26 and 2026-27 Budget, Operations Division/Maintenance Department, account nos. 2166-7611-D3103-F59 and 2166-7611-D3107-F59, which are funded with Federal Transit Administration Formula 5337 State of Good Repair grant program.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-1-3317 with Trillium USA Company, LLC, in the amount of \$640,802, to exercise the second option term of the agreement from December 1, 2025, through November 30, 2026, for continued compressed natural gas station operation and maintenance.

Attachment

A. Trillium USA Company, LLC, Agreement No. C-1-3317 Fact Sheet

Prepared by:



Gretchen Burrow
Section Manager III, Maintenance
Resource Management
714-560-5533

Approved by:



Cliff Thorne
Director of Maintenance
714-560-5975



Pia Veasapen
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714-560-5619



Johnny Dunning Jr.
Chief Operating Officer, Operations
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**Trillium USA Company, LLC
Agreement No. C-1-3317 Fact Sheet**


1. September 13, 2021, Agreement No. C-1-3317, \$1,845,540, approved by the Board of Directors (Board).
 - Agreement to provide compressed natural gas fueling facility operation and maintenance for a three-year initial term effective December 1, 2021 through November 30, 2024, with two, one-year option terms.
2. August 26, 2022, Amendment No. 1 to Agreement No. C-1-3317, \$0.00, approved by the Contracts Administration and Materials Management Department.
 - Incorporated Federal Transit Administration requirements.
3. September 23, 2024, Amendment No. 2 to Agreement No. C-1-3317, \$640,802, approved by the Board.
 - To exercise the first option term of the agreement effective December 1, 2024, through November 30, 2025.
4. September 22, 2025, Amendment No. 3 to Agreement No. C-1-3317, \$640,802, pending approval by the Board.
 - To exercise second option term of the agreement effective December 1, 2025, through November 30, 2026.

Total committed to Trillium USA Company, LLC, Agreement No. C-1-3317: \$3,127,144.



September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Amendment to Agreement for Lot Sweeping Services

Overview

On October 23, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Superior Sweeping Ltd. to provide lot sweeping services for an initial two-year term with a one-year option term. The initial term expires October 31, 2025. Staff is requesting Board of Directors' approval to exercise the one-year option term effective November 1, 2025 through October 31, 2026.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-3-2835 between the Orange County Transportation Authority and Superior Sweeping Ltd. to exercise the option term in the amount of \$307,380, to continue providing lot sweeping services effective November 1, 2025 through October 31, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$681,972.

Discussion

Superior Sweeping Ltd. (Superior) currently provides lot sweeping services at five Orange County Transportation Authority (OCTA)-owned bus maintenance and operations bases, four transportation centers, three park-and-ride facilities, one streetcar maintenance and storage facility, and the streetcar flangeway throughout Orange County. Each of these facilities require lot sweeping services twice per week to maintain clean and safe operating conditions. Superior is responsible for furnishing all services, equipment, and materials necessary for sweeping, blowing, and vacuuming to complete cleaning and removal of all debris from the entire paved area of each lot, driveway, and flangeway.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. The original agreement was awarded on a competitive basis and includes a two-year initial term in the amount of \$374,592 and a one-year option term. The agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 2 is to exercise the option term through October 31, 2026, and increase the maximum obligation in the amount of \$307,380, bringing the total contract value to \$681,972. The budget for this amendment is based on the current rates negotiated in the original agreement, anticipated routine usage of the service, and the inclusion of additional lot sweeping services for the OC Streetcar facilities. Exercising the option term will allow Superior to continue providing lot sweeping services effective November 1, 2025 through October 31, 2026.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Operations Division/Maintenance Department, account nos. 2166-7611-D3107-015, 0035-7611-OC110-015 and 0035-7611-OC111-015, and it will be funded through Local Transportation Funds.

Summary

Staff requests the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-3-2835 with Superior Sweeping Ltd, in the amount of \$307,380, to continue providing lot sweeping services through October 31, 2026. This will increase the maximum obligation of the agreement to a total contract value of \$681,972.

Attachment

A. Superior Sweeping Ltd., Agreement No. C-3-2835 Fact Sheet

Prepared by:



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Section Manager III, Maintenance
Resource Management
714-560-5533

Approved by:



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Johnny Dunning, Jr.
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**Superior Sweeping Ltd.
Agreement No. C-3-2835 Fact Sheet**

1. October 23, 2023, Agreement No. C-3-2835, \$374,592 approved by the Board of Directors (Board).
 - Agreement executed November 1, 2023, with Superior Sweeping Ltd. to provide lot sweeping services.
 - Two-year initial term effective November 1, 2023 through October 31, 2025, with a one-year option term.
2. June 24, 2025, Amendment No. 1 to Agreement No. C-3-2835, \$0.00, approved by the Contracts Administration and Materials Management Department.
 - Revised service locations.
3. September 22, 2025, Amendment No. 2 to Agreement No. C-3-2835, \$307,380, pending approval by the Board.
 - Amendment to exercise the option term of the agreement effective November 1, 2025 through October 31, 2026.

Total committed to Superior Sweeping Ltd., after approval of Amendment No. 2 to Agreement No. C-3-2835: \$681,972.



September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2024-25

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for transit capital projects, capitalized cost of contracted services, and preventive maintenance. The federal fiscal year 2024-25 program (October 1, 2024 through September 30, 2025), including amendments to prior programs, is presented for Board of Directors' review and approval.

Recommendations

- A. Approve the Federal Fiscal Year 2024-25 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 changes to funding for preventive maintenance and capitalized cost of contracted services in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
- C. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.

- D. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Infrastructure Investment and Jobs Act, and direct staff to include updated numbers in grant and programming status reports.
- E. Authorize the Chief Executive Officer to submit the Federal Transit Administration grant applications that are required for the recommendations above to the Federal Transit Administration.
- F. 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 Infrastructure Investment and Jobs Act (IIJA) was enacted by Congress and signed into law by President Biden on November 15, 2021. The IIJA provides funding for public transportation programs for federal fiscal year (FFY) 2021-22 through FFY 2025-26 as well as advance appropriations for certain programs. The IIJA provides funding of up to \$108 billion for federal public transportation programs with \$91 billion in guaranteed funding. Under the IIJA, the Federal Transit Administration (FTA) makes federal formula funds available through annual apportionments for four major funding programs:

- FTA Section 5307 Urbanized Area Formula Program (FTA 5307)
- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310)
- FTA Section 5337 State of Good Repair (SGR) Program (FTA 5337)
- FTA Section 5339 Bus and Bus Facilities Program (FTA 5339)

The Orange County Transportation Authority (OCTA) is an eligible recipient for each of these four programs. The Southern California Association of Governments (SCAG) confirms the apportionments of FTA 5307, FTA 5337, and FTA 5339 for each recipient in the SCAG region, and the Los Angeles County Metropolitan Transportation Authority (LA Metro) confirms the apportionments of FTA 5310. Following those confirmations, the transit agencies develop a Program of Projects (POP) and submit grant applications consistent with the confirmed apportionment. FTA published the apportionment levels for FFY 2024-25 on May 5, 2025, and OCTA's shares were confirmed by LA Metro on June 30, 2025, and SCAG on July 1, 2025. The FTA-issued apportionments need to be obligated by September 2025. However, the funds can be spent in FFY 2024-25 or in subsequent years as needed. OCTA staff lists the programming year as FFY 2024-25 to represent the year the funds were provided.

The FTA requires agencies to develop, publish, and afford an opportunity for a public hearing on the transit FTA POP for grant-funded projects. OCTA satisfies this requirement through the public participation carried out by SCAG with every amendment or modification of the Federal Transportation Improvement Program (FTIP). SCAG's process meets the FTA requirement. Once the FFY 2024-25 FTA POP is approved, staff will begin the application process for the four grant programs.

Discussion

Project recommendations for FTA funding are based on the current policies outlined in OCTA's Capital Programming Policies (CPP) (Attachment A), federal funding requirements, and the OCTA-adopted Comprehensive Business Plan (CBP). Descriptions of the recommended projects for the FFY 2024-25 FTA POP are provided in Attachment B.

The proposed FFY 2024-25 FTA POP, organized by FTA program, is provided in Attachment C. In addition, the proposed FFY 2024-25 FTA POP, organized by project and type of transit service, is provided in Attachment D.

FTA 5307

OCTA expects to receive \$75,445,083 in FTA 5307 funds for FFY 2024-25. This is an increase of 1.5 percent from FFY 2023-24 due to several factors including prior year service and ridership increases following the pandemic and population changes. The projects recommended for funding are generally consistent with prior year FTA POPs and with the projects or project types listed or described in the CPP and CBP. One difference this year is that the FTA POP includes a dedicated set-aside for safety projects. This set-aside is required to help OCTA meet safety performance targets related to miles between road calls, fatalities, injuries, and the prevention of safety incidents for both OC Bus and OC ACCESS services. FTA 5307 funds, which were generated based on services provided through the Southern California Regional Rail Authority (Metrolink) and the Anaheim Transportation Network (ATN), are recommended to be provided to projects or activities that support those services, consistent with both the CPP and CBP. The funding for Metrolink is consistent with the budget assumptions for the approved fiscal year (FY) 2025-26 Metrolink budget and OCTA budget.

- OC Bus Preventive Maintenance (PM) (\$25,214,650)
- Capitalized Cost of Contracted Services for Fixed Route (\$23,037,765)
- Capitalized Cost of Contracted Services for OC ACCESS (\$15,832,796)
- Safety Projects (0.75 percent minimum) (\$565,838)
- Metrolink Preventive Maintenance – Operating Subsidy (\$6,659,886)
- Metrolink New Capital (\$3,084,444)
- ATN Suballocation (\$1,049,704)

Adjustments to the FFY 2023-24 FTA POP for FTA 5307 were necessary as the FTA guidance limits the use of FTA 5307 for PM to two years. The period for use of PM was originally beyond the FFY 2024-25 period but had to be adjusted to comply with the FTA guidance. The adjustment of funds is reflected in Attachment E.

Attachment E also provides a multi-year plan for the use of FTA 5307 funds through FFY 2028-29. This multi-year plan assumes the continuation of funding at the same level as the current year through either an extension of the IIJA or the authorization of a new transportation act. OCTA uses the multi-year plan to program future funds to projects in the FTIP, which helps OCTA access those funds when needed.

FTA 5310

OCTA expects to receive \$3,237,798 in FTA 5310 funds for FFY 2024-25. This amount represents a decrease of 5.5 percent over FFY 2023-24. These funds are proposed to be used for capitalized costs of contracted services for OC ACCESS service (Attachment E), consistent with the CPP.

Adjustment to the FFY 2023-24 FTA POP for FTA 5310 was necessary to match the actual FFY 2023-24 apportionment and is reflected in Attachment F along with a multi-year plan for the use of FTA 5310 funds through FFY 2028-29.

FTA 5337

OCTA expects to receive \$23,654,753 in FTA 5337 SGR funds for FFY 2024-25. This amount represents a decrease of 1.8 percent over FFY 2023-24. The amount of service provided directly impacts the amount of funding that is made available. During the reporting period that is reflected in this funding amount, rail service was suspended several times due to coastal erosion and slope failure issues. The funding was also decreased due to the addition of other transit agencies throughout the country, which reduced the SCAG region's share. The following projects are proposed for these funds:

- Metrolink Rehabilitation and Renovation (\$19,267,925)
- Metrolink PM (\$3,084,444)
- OC Bus PM Facilities (\$1,302,384)

Each year, Metrolink submits a budget request to OCTA to fund rehabilitation projects that are required to maintain the Metrolink system. FTA 5337 funds can only be used for this type of work. Consistent with the CPP, funds are split between rail and bus projects based on the formula used to calculate the overall revenues for the program. The proposed funding for Metrolink is consistent with

the FY 2025-26 Metrolink budget and the OCTA FY 2025-26 Budget which were both approved by the Board of Directors (Board) on June 9, 2025.

Like the FTA 5307 and FTA 5310 multi-year plans, a multi-year plan for the use of FTA 5337 through FFY 2028-29 is provided in Attachment G.

FTA 5339

OCTA expects to receive \$5,973,699 in FTA 5339 funds for FFY 2024-25, including \$122,167 generated by services provided by ATN. This represents an increase of 2.9 percent over FFY2023-24. The 5339 funds are recommended to support the replacement of paratransit vehicles that have met their useful life. Funds generated by services provided by ATN are also recommended to be directed to ATN.

The FFY 2024-25 FTA 5339 funds will support the replacement of three of 13 22-foot cutaway paratransit vehicles and 27 of 108 gasoline paratransit vans.

- Replacement Cutaway Paratransit Vehicles (\$711,485)
- Replacement Gasoline Paratransit Vans (\$5,140,047)
- ATN Suballocation (\$122,167)

Like the FTA 5307, 5310, and 5337 multi-year plans above, a multi-year plan for the use of FTA 5339 through FFY 2028-29 is provided in Attachment H.

FFY 2024-25 FTA POP

The following table summarizes the recommended formula programming for the FFY 2024-25 FTA POP.

Formula Programs	Bus	Rail	ATN Suballocation	Total
FTA 5307	\$ 64,651,049	\$ 9,744,330	\$ 1,049,704	\$ 75,445,083
FTA 5310	\$ 3,237,798			\$ 3,237,798
FTA 5337	\$ 1,302,384	\$ 22,352,369		\$ 23,654,753
FTA 5339	\$ 5,851,532		\$ 122,167	\$ 5,973,699
Total	\$75,042,763	\$ 32,096,699	\$ 1,171,871	\$ 108,311,333
Percentage of FTA Formula Funding	69.3%	29.6%	1.1%	100%

Overall, the recommended FY 2024-25 FTA POP includes \$108.311 million in FTA formula funding for transit projects. For the \$75.043 million in OC Bus funding, 92.2 percent of the funding is directed towards capitalized operating

expenses and only the FTA 5339 funding at approximately 7.8 percent is directed towards capital projects. Using most of the federal funds for operating expenses ensures the timely use of grant funds and preserves local transit funds.

Next Steps

With Board approval, staff will initiate the programming and grant submittal and execution 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 (Attachment I).

Summary

Board approval is requested to program \$108.311 million in FTA formula funding for the FFY 2024-25 FTA POP, adjust the FFY 2023-24 FTA POP for FTA 5307 and FTA 5310, and move forward with the five-year programming plans for FTA 5307, 5310, 5337, and 5339.

Attachments

- A. Capital Programming Policies by Fund Source, December 2021
- B. Orange County Transportation Authority, Federal Transit Administration Program of Projects Description
- C. Proposed Program of Projects for Federal Fiscal Year 2024-25 by Fund Source
- D. Proposed Program of Projects for Federal Fiscal Year 2024-25 by Project
- E. Adjustments to FFY 2023-24 Program of Projects for FTA Section 5307 Funds and Proposed Five-Year Programming Plan for FTA Section 5307 Funds
- F. Adjustments to FFY 2023-24 Program of Projects for FTA Section 5310 Funds and Proposed Five-Year Programming Plan for FTA Section 5310 Funds
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds
- H. Proposed Five-Year Programming Plan for FTA Section 5339 Funds
- I. Capital Funding Program Report

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Approved by:



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**Capital Programming Policies by Fund Source
December 2021**

Equity consideration for all funding programs: In addressing the mobility needs of the County, the Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Delivery Plan (Next 10 Plan), specifically Measure M2 (M2) projects, and to maintain existing OCTA assets in a state of good repair (SGR) and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.
Funding Source/Agency	Federal Programming Policies
Federal Programs	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highway Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, • new or expanded transit operations (three years of CMAQ funding may be used for the first five years), and • eligible bicycle and pedestrian projects. <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR 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>
Funding Source/Agency	Federal Programming Policies
FTA Section 5310 Formula/FTA	Use funds for eligible enhancements to paratransit capital and operations.
FTA Section 5337 Formula/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 express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA express bus services.

**Capital Programming Policies by Fund Source
December 2021**

FTA Section 5339 Formula/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	These funds are administered by the State through the Trade Corridor Enhancement Program.
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	<p>Use funds for M2 freeway program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads, bicycle, pedestrian, and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually.</p> <p>Projects will be recommended based on performance.</p>
Transportation Alternatives Program – CTC/Southern California Association of Governments (SCAG) through Active Transportation Program (ATP)	These funds are administered by the State through the ATP and OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call for projects through Board action with every cycle.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Included herein are project descriptions for all projects referenced throughout the federal fiscal year (FFY) 2024-25 Federal Transit Administration (FTA) Program of Projects staff report and its attachments.

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 FTA 5307 and FTA 5337 funds. FTA 5307 funds salaries and benefits for preventive maintenance. Since FTA 5337 is provided based on operating statistics related to express bus services on high-occupancy vehicle (HOV) lanes, FTA 5337 guidance requires these funds are directed to preventive maintenance for facilities that support express bus service that run on HOV lanes.

Capitalized Cost of Contracted Services

The capitalized 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 the Orange County Transportation Authority (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). In FFY 2024-25, capitalized cost of contracted services is funded through FTA 5307 and 5310.

Safety Projects

Use of FTA Section 5307 requires that agencies using these funds have a Public Transportation Agency Safety Plan (PTASP) and that not less than 0.75 percent of the total apportionment be used on safety-related projects included in the PTASP. Further, a recipient receiving assistance under Section 5307 that does not meet the safety risk reduction program performance targets established under the PTASP must select safety projects in the following fiscal year that are reasonably likely to assist the recipient in meeting the performance targets, including modifications to rolling stock and de-escalation training. In 2024 the following safety performance targets were not met:

- OC Bus – Two targets were missed in 2024 for the miles between road calls and fatalities safety targets
- OC Access – Two safety targets were missed related to the number of injuries and safety events

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Specific projects are currently being identified that will assist OCTA in meeting its safety performance targets in the future.

Replacement of Gasoline Paratransit Vans Project

There are 108 paratransit vans and 13 cutaway paratransit vehicles that are due to be replaced with gasoline paratransit vehicles, consistent with the useful life of vehicles defined by OCTA's Transit Asset Management Plan. The FFY 2024-25 FTA 5339 funds will support the replacement of 27 paratransit vans, specifically Ford 350 EL Class V vehicles, which operate on gasoline and have a capacity of six passengers and two wheelchairs, and three cutaway paratransit vehicles which are Ford E350 Class B with gasoline used as the fuel type with a capacity of 12 passengers and five wheelchairs. For both the vans and cutaways, the contract will include equipping the vehicles with radio equipment, an onboard video surveillance system, Kidde fire detection and suppression systems, and other OCTA requirements such as a Vapor Contactless Acoustic Sensing System, drivers barriers, Americans with Disabilities Act compliance, and Cradlepoint router.

Southern California Regional Rail Authority (SCRRA [Metrolink]) 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 commuter rail system in a state of good repair. FTA 5337 funds will support these commuter rail rehabilitation/renovation projects. The proposed funding for the fiscal year (FY) 2025-26 rehabilitation/renovation budget, as adopted by the Board of Directors (Board) on June 9, 2025, is provided below:

Rehabilitation/ Renovation Fund Source	FTA 5337	SB 125	Total
FY 2025-26 Budget Amount	\$19,267,925	\$13,187,583	\$32,455,508

SB 125 (Chapter 54, Statutes of 2023)

Metrolink 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 and FTA 5337 funds will support OCTA's share of Metrolink preventive maintenance costs. Preventive maintenance is part of the Metrolink operating budget. The proposed funding for the FY 2025-26 operating budget, as adopted by the Board on June 9, 2025, is provided in the following table.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Operating Fund Source	FTA 5337	FTA 5307	SB 125	M2	Total
FY 2025-26 Budget Amount	\$3,084,444	\$6,659,886	\$26,000,000	\$16,228,213	\$51,972,543

SCRRA New Capital

The proposed FTA 5307 funds will support OCTA's share of SCRRA New Capital costs as shown in the following table which was provided by Metrolink as part of the budget information provided to OCTA staff:

New Capital Project	Project Description	OCTA Share
Information Technology (IT) Infrastructure Library-compliant IT Service Management Solution	Implement an IT Infrastructure Library-compliant IT Service Management solution to support the critical cyber security domain of the National Institute of Standards and Technology Cyber Security Framework. Current program is unable to maintain a comprehensive inventory of technology assets, critical functions, and cyber security risks to ensure their protection, and properly manage the services they provide.	\$ 45,738
Enhance Network Infrastructure Security	Enhance the Network Infrastructure Security by implementing Software Firewalls in SCRRA's Cloud Environments and introduce Artificial Intelligence security products.	\$ 46,728
Rolling Stock Smart Maintenance	<ul style="list-style-type: none"> Rebuild the onboard maintenance system with sensor technology. Build wireless network infrastructure in Metrolink rolling stock Connection capacity to onboard system that could be delivered by other projects. Develop software for wireless maintenance and connection to the onboard systems. 	\$ 990,990
Los Angeles Union Station (LAUS) West Portal Customer Service Office Refurbishment	<ul style="list-style-type: none"> Expand the West Portal ticketing and lost and found offices, provide necessary office space. Increase the number of windows and the frontage of the ticketing office at LAUS. 	\$ 82,368
Mobile Train Dispatch Operations Center	Procure and upfit a mobile dispatch trailer with appropriate equipment and software capable to being trailered by a truck, procured by this project. The mobile train dispatch center equips SCRRA with the ability to execute remote train dispatch over all SCRRA lines, independent of the current dispatch centers.	\$ 778,140
Construction of Positive Train Control (PTC) Training Center	The construction of the PTC Training Center will include the following features: A. Two PTC simulator rooms, with an instructor's room positioned between them, equipped with glass windows for direct observation of trainee activities. B. Two training rooms: one with a capacity of 25-30 people, and a smaller room for 8-12 people.	\$ 427,878
Portable Wheel True and Rotor Equipment Acquisition	Procure and commission one portable wheel true lathe and one rotor change machine. Includes equipment and maintenance training for mechanical crew.	\$ 114,048
EV Infrastructure	<ul style="list-style-type: none"> Feasibility & Design Phase: Develop comprehensive drawings and plans for the EV charging infrastructure, including site layout, electrical specifications, and integration with existing facilities. Construction Phase: Build and install electric vehicle (EV) charging stations at designated Metrolink yards. The project aims to provide reliable and efficient charging facilities for the future electric non-revenue fleet. 	\$ 425,898
New Budget System	Modernize the SCRRA annual budget application.	\$ 172,656
New Capital TOTAL		\$ 3,084,444

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Anaheim Transportation Network (ATN)

OCTA will request funding representing the share of federal funds generated by ATN as defined by the National Transit Database Reporting System to support eligible capitalized operating costs, preventive maintenance, and/or transit capital projects. Eligible expenses for these funds include ATN maintenance personnel costs and bus engine replacements.

Proposed Program of Projects for Federal Fiscal Year 2024-25 by Fund Source

Pending Board Approval 9/22/25

Proposed Projects	FTA Sec 5307	Local Match²	Local Match Source	Statewide Match Credit¹
OC Bus Preventive Maintenance - Salaries & Benefits ⁵	\$ 25,214,650	\$ -		\$ 5,042,930
Capitalized Cost of Contracted Services for Fixed-Route Service ⁵	\$ 23,037,765	\$ 5,759,441	local transit funds	\$ -
Capitalized Cost of Contracted Services for OC ACCESS ⁵	\$ 15,832,796	\$ 3,958,199	local transit funds	\$ -
Safety Projects (0.75 percent minimum) ³	\$ 565,838			\$ 113,168
Metrolink FY 2025-26 Budget Preventive Maintenance - Operating Subsidy Suballocation ⁴	\$ 6,659,886	\$ 1,664,972	SB125 or M2	\$ -
Metrolink FY 2025-26 Budget New Capital Suballocation ⁴	\$ 3,084,444			\$ 616,889
Anaheim Transportation Network Suballocation	\$ 1,049,704	\$ -		\$ 209,941
Total FFY 2024 FTA 5307	\$ 75,445,083	\$ 11,382,612		\$ 5,982,928

Proposed Projects	FTA Sec 5310	Local Match	Local Match Source	Statewide Match Credit
Capitalized Cost of Contracted Services for OC ACCESS Services ⁵	\$ 3,237,798	\$ 809,450	local transit funds	\$ -
Total FFY 2024 FTA 5310	\$ 3,237,798	\$ 809,450		\$ -

Proposed Projects	FTA Sec 5337	Local Match	Local Match Source	Statewide Match Credit
Metrolink FY 2024-25 Budget Rehabilitation/Renovation Suballocation ⁴	\$ 19,267,925	\$ 4,816,981	SB125 or M2	\$ -
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation ⁴	\$ 3,084,444	\$ 771,111	SB125 or M2	\$ -
OC Bus Preventive Maintenance - Facilities ^{5,7}	\$ 1,302,384	\$ -		\$ 260,477
Total FFY 2024 FTA 5337	\$ 23,654,753	\$ 5,588,092		\$ 260,477

Proposed Projects⁶	FTA Sec 5339	Local Match	Local Match Source	Statewide Match Credit
Replacement Cutaway Paratransit Vehicles	\$ 711,485			\$ 142,297
Replacement Paratransit Vans	\$ 5,140,047	\$ -		\$ 1,028,009
Anaheim Transportation Network Suballocation	\$ 122,167	\$ -		\$ 24,433
Total FFY 2024 FTA 5339	\$ 5,973,699	\$ -		\$ 1,194,739

1. FTA-funded projects' match requirement are proposed to be met by using statewide transportation development credit (TDC) match, which allows projects to be federally-funded at 100 percent. Use of TDC match requires approval by the California Department of Transportation.
2. Local match at 20 percent of total cost is provided by either local transit funds, SB 125 Transit Program or M2 funds.
3. 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 recipient in meeting the performance targets. In prior years, OCTA used preventive maintenance to satisfy the 0.75 percent minimum, but in 2024 OCTA did not meet four performance targets.
4. Funding for SCRRA/Metrolink is consistent with the assumptions for the approved SCRRA and OCTA budgets for FY 2025-26.
5. OCTA projects are consistent with the Comprehensive Business Plan.
6. FTA 5339 will support replacing three cutaway paratransit vehicles and 27 paratransit vans.
7. In accordance with FTA 5337 guidance, preventive maintenance - facilities funded by FTA 5337 is directed to projects that support express.

Acronyms:

Board - Board of Directors
FTA - Federal Transit Administration
FY - Fiscal Year
FFY - Federal Fiscal Year
M2 - Measure M2

OCTA - Orange County Transportation Authority
POP - Program of Projects
SB 125 - SB 125 (Chapter 54, Statutes of 2023)
Sec - Section
SCRRA - Southern California Regional Rail Authority

Proposed Program of Projects for Federal Fiscal Year 2024-25 by Project

Pending Board Approval 09/22/25

Proposed Projects - Fixed-Route Bus	FTA Programs	Proposed Amount
OC Bus Preventive Maintenance - Salaries & Benefits	5307	\$ 25,214,650
Capitalized Cost of Contracted Services for Fixed-Route Service	5307	\$ 23,037,765
Safety Projects (0.75 percent minimum) ²	5307	\$ 565,838
OC Bus Preventive Maintenance - Facilities ¹	5337	\$ 1,302,384
Subtotal Fixed-Route		\$ 50,120,637
Proposed Projects - Paratransit		
Capitalized Cost of Contracted Services for OC ACCESS Service	5307	\$ 15,832,796
Capitalized Cost of Contracted Services for OC ACCESS Service	5310	\$ 3,237,798
Replacement Cutaway Paratransit Vehicles ³	5339	\$ 711,485
Replacement Paratransit Vans ³	5339	\$ 5,140,047
Subtotal Paratransit		\$ 24,922,126
Proposed Projects - Metrolink		
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation	5307	\$ 6,659,886
Metrolink New Capital (FY 2024-25 budget request)	5307	\$ 3,084,444
Metrolink FY 2023-24 Budget Rehabilitation/Renovation	5337	\$ 19,267,925
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation	5337	\$ 3,084,444
Subtotal Metrolink		\$ 32,096,699
Proposed Projects - Other		
Anaheim Transportation Network Suballocation	5307	\$ 1,049,704
Anaheim Transportation Network Suballocation	5339	\$ 122,167
Subtotal Other		\$ 1,171,871
Total FTA funds		\$ 108,311,333
FTA Total Bus and OC ACCESS		\$ 75,042,763
FTA Total Metrolink		\$ 32,096,699
FTA Total Anaheim Transportation Network		\$ 1,171,871

1. Preventive maintenance - facilities funded by FTA 5337 is directed to projects that support express bus services.
2. 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 preventive maintenance to satisfy the 0.75 percent minimum, but in 2024 OCTA did not meet four performance targets.
3. FTA 5339 combined will support the replacement of 30 paratransit vehicles.

Acronyms:

Board - Board of Directors

**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

Adjustments to FFY 2023-24 Program of Projects for FTA Section 5310 Funds and Proposed Five-Year Programming Plan for FTA Section 5310 Funds

FFY 2023-24 Adjustments

(Pending Board approval on September 22, 2025)

Line Item Description	FFY 2023-24 FTA 5310 Amount	Adjustment Increase (Decrease)²	Revised FFY 2023-24 FTA 5310 Amount	Local Match	Statewide Match Credit ¹
Capitalized Cost of Contracted Services for OC ACCESS Services ¹	3,425,366	(223,991)	3,201,375	800,344	-

Enhanced Mobility of Seniors and Individuals with Disabilities 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 2028-29³
Capitalized Cost of Contracted Services for OC ACCESS Services ¹	3,237,798	3,237,798	3,237,798	3,237,798	3,237,798
FFY 2024-25 to 2028-29 Total (All Projects)	\$ 3,237,798	\$ 3,237,798	\$ 3,237,798	\$ 3,237,798	\$ 3,237,798

Notes:

1. The projects are proposed to use local transit funds to provide 20 percent local match.
2. FFY 2023-24 POP assumed the FFY 2022-23 amount instead of actual FFY 2023-24 appropriation.
3. 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 IIJA.

Acronyms:

Board - Board of Directors
FTA - Federal Transit Administration
FFY - Federal fiscal year
IIJA - Infrastructure Investment and Jobs Act
POP - Program of Projects

Proposed Five-Year Programming Plan for FTA Section 5337 Funds

(Pending Board approval on September 22, 2025)

Line Item Description	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28	FFY 2028-2029⁵
Metrolink Rehabilitation FY 2025-26 ^{1,2}	19,267,925	-	-	-	-
Metrolink Preventive Maintenance FY 2025-26 ^{1,2}	3,084,444				
Metrolink Rehabilitation FY 2026-27 ^{1,2}	-	19,267,925	-	-	-
Metrolink Preventive Maintenance FY 2026-27 ^{1,2}		3,084,444			
Metrolink Rehabilitation FY 2027-28 ^{1,2}	-	-	19,267,925	-	-
Metrolink Preventive Maintenance FY 2027-28 ^{1,2}			3,084,444		
Metrolink Rehabilitation FY 2028-29 ^{1,2}	-	-	-	19,267,925	-
Metrolink Preventive Maintenance FY 2028-29 ^{1,2}				3,084,444	
Metrolink Rehabilitation FY 2029-30 ^{1,2}	-	-	-	-	19,267,925
Metrolink Rehabilitation FY 2029-30 ^{1,2}					3,084,444
OCTA Bus Preventive Maintenance - Facilities ^{1,3,4}	1,302,384	1,302,384	1,302,384	1,302,384	1,302,384
Total (All Projects)	\$ 23,654,753	\$ 23,654,753	\$ 23,654,753	\$ 23,654,753	\$ 23,654,753

Notes:

1. The projects are using local funds to provide 20 percent match.
2. Metrolink rehabilitation and preventive maintenance amounts are based on the SCRRA-adopted FY 2025-26 Budget and the OCTA Comprehensive Business Plan thereafter. Funds will be in an SCRRA grant.
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 on facilities. These funds are directed to projects that support express bus services.
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 IIJA.

Acronyms:

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

IIJA - Infrastructure Investment and Jobs Act
OCTA - Orange County Transportation Authority
SCRRA - Southern California Regional Rail Authority/Metrolink

Proposed Five-Year Programming Plan for FTA Section 5339 Funds

(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 ²
Replacement Cutaway Paratransit Vehicles	711,485	2,317,433			
Replacement Paratransit Vans	5,140,047	-	-	-	-
Capitalized Cost of Contracted Services	-	3,534,099	5,851,532	5,851,532	5,851,532
Anaheim Transportation Network Suballocation	122,167	122,167	122,167	122,167	122,167
Total (All Projects)	\$ 5,973,699	\$ 5,973,699	\$ 5,973,699	\$ 5,973,699	\$ 5,973,699

Notes:

1. Projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent except for capitalized costs of contracted services which is using local transit funds as 20 percent match.
2. 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 IIJA.

Acronyms:

Board - Board of Directors
 FTA - Federal Transit Administration
 FFY - Federal Fiscal Year
 IIJA - Infrastructure Investment and Jobs Act



Capital Funding Program Report

ATTACHMENT I

Pending Approval by OCTA Board of Directors - September 22, 2025

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	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Anaheim Transportation Network suballocation ^{1,3}		\$9,493		\$9,493							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts) ^{1,2,3}		\$463,410		\$365,958							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Boulevard dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base		\$4,593					\$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base		\$22,080					\$8,156	\$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base		\$2,790					\$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{1,2,3}		\$327,556		\$327,556							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles ^{1,3}		\$29,023		\$29,023							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects ¹		\$565		\$565							
Security Gates at Garden Grove, Santa Ana, Anaheim bus bases		\$5,859					\$5,859				
Standby backup generators at Anaheim and IRCC bus bases		\$1,374					\$1,374				



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

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
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero-emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero-emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,672,855	\$242,629	\$851,143	\$3,660	\$12,915	\$78,876	\$156,469	\$5,730	\$57,245	\$264,188
Federal Funding Total		\$1,097,432									
State Funding Total		\$248,260									
Local Funding Total		\$327,163									
Total Funding (000's)		\$1,672,855									

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
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
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
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and 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
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201, 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

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	
Federal Funding Total		\$241,418										
State Funding Total		\$46,399										
Local Funding Total		\$86,487										
Total Funding (000's)		\$374,304										



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

1. Approve the FFY 2024-25 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.
2. Approve changes to funding for preventive maintenance and capitalized cost of contracted services in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
3. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
Env - Environmental
FFY - Federal Fiscal Year
FTA - Federal Transit Administration
FY - Fiscal Year
Fed - Federal
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 - 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 Approval by OCTA Board of Directors - September 22, 2025

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
OC Streetcar (New Starts)	M1/S	\$649,000	\$130,132	\$171,961				\$175,427		\$171,480	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$0	\$0								
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	\$10,220			\$8,176					\$2,044	
Coastal Rail Stabilization Priority Project	R	\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Future VSS	R	\$217		\$174							\$43
Inland Slope Rehabilitation Phase II	R	\$8,170					\$2,400			\$5,770	
Irvine Station Improvement Project	R	\$6,330						\$6,330			
Metrolink new capital ^{1,3}	R	\$21,977	\$2,121	\$19,856							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28 ^{1,3}	R	\$271,246		\$71,212				\$135,745		\$64,289	
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26 ^{1,3}	R	\$209,117		\$209,117							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
MP 204.2 Mariposa Point	R	\$9,200				\$9,200					
OC Maintenance Facility	R	\$91,428		\$198		\$20,000		\$71,230			
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Rail track and structures	R	\$86,468						\$86,468			
San Clemente Track Protection (MP 204.6)	R	\$5,500				\$3,000	\$2,500				
San Juan Creek Bridge replacement	R	\$65,670	\$908	\$39,833	\$913		\$5,578	\$17,059		\$1,379	
SCRRA operating subsidy assistance	R	\$2,510								\$2,510	
OC Streetcar operations	S	\$164,971	\$18,050					\$74,659		\$40,506	\$31,756
Pedestrian Audible Warning System		\$2,036						\$1,818			\$218
Rail Project Totals		\$1,994,340	\$157,261	\$515,310	\$114,123	\$40,700	\$90,478	\$698,136	\$6,904	\$313,947	\$57,481
Federal Funding Total		\$786,694									
State Funding Total		\$829,314									
Local Funding Total		\$378,332									
Total Funding (000's)		\$1,994,340									

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
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$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		



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

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
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
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 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	
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
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
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
Tactile tile project	R	\$1,569		\$1,538						\$31	
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
Go Local	S	\$7,730							\$7,730		
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
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		\$933,401	\$148,927	\$111,471	\$4,735	\$58,331		\$211,182	\$215,693	\$86,790	\$96,272



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

Rail 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	
Federal Funding Total		\$265,133										
State Funding Total		\$269,513										
Local Funding Total		\$398,755										
Total Funding (000's)		\$933,401										



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - September 22, 2025

1. Approve the FFY 2024-25 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.
2. Approve changes to funding for Preventive Maintenance and capitalized cost of contracted services in prior FFYs for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
3. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.

Acronyms:

ADA - Americans with Disabilities Act
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
FFY - Federal Fiscal Year
FTA - Federal Transit Administration
FY - Fiscal Year
Fed - Federal
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
MP - Mile Post
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SB 1 - SB 1 (Chapter 5, Statutes of 2017)
SCRRA - Southern California Regional Rail Authority/Metrolink
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



September 11, 2025

To: Transit Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: November 2025 OC Bus Service Change

Overview

The proposed November 2025 OC Bus service change implements changes consistent with the Making Better Connections final service plan. These changes will reduce wait times and improve overall service quality and reliability. Minor adjustments to bus schedules in response to customer comments and coach operator feedback are also included.

Recommendation

Receive and file as an information item.

Background

In late 2022, the Orange County Transportation Authority (OCTA) completed a comprehensive study of the bus transit system, known as the Making Better Connections (MBC) Study. The MBC Study assessed emerging travel trends and recommended optimizing the transit network to better serve Orange County residents, workers, and visitors. The Board of Directors approved the final service plan that emerged from the MBC Study in October 2022. The MBC Study strives to improve bus service on high-ridership routes, reduce wait times, and optimize route structures. OCTA continues to implement these improvements steadily through the service change process. With the implementation of changes through the November 2025 service change, 90 percent of the recommendations included in the MBC study will have been implemented.

OCTA implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on November 9, 2025.

Discussion

OCTA regularly monitors OC Bus performance and makes adjustments as needed to improve the service. These adjustments consider changes in traffic conditions, school schedules, land-use changes, customer comments, current ridership demand, and coach operator feedback. The changes are intended to improve the performance of individual bus routes and transit service overall.

The proposed changes for November 2025 will primarily focus on improvements to service quality and reliability. These changes focus on the following enhancements/modifications:

- Alignment changes on Routes 1, 29, 54, 59, 123, and 129
 - Route 1
 - Eliminate the current loop at Warner Avenue and Pacific Coast Highway with service maintained at the nearby Pacific Coast Highway and Warner Avenue bus stops.
 - Route 29
 - Shorten the route from its current northern terminal at Beach Boulevard and La Habra Boulevard to the Buena Park Metrolink Station via Beach Boulevard, Artesia Boulevard, and Dale Street (see Route 129 for service on this segment).
 - Route 54
 - Due to construction at Santiago Canyon College, relocate the current northern terminal at Chapman Avenue and Santiago Canyon College to Broadmoor Trail and Santiago Canyon College.
 - Route 59
 - Extend the route from its current northern terminal at La Palma Avenue and Kraemer Boulevard to the Brea Mall.
 - Route 123
 - Relocate the northern terminal from outside Anaheim Canyon Metrolink Station at La Palma Avenue and Link Street to the newly opened bus bays adjacent to the station.

- Route 129
 - Extend the route from its current western terminal at Beach Boulevard and La Habra Boulevard to the Buena Park Metrolink Station via Beach Boulevard, Artesia Boulevard, and Dale Street.
 - Shorten the route from its current eastern terminal at La Palma Avenue and Kraemer Boulevard to the Brea Mall (see Route 59 for service on this segment).
- Frequency improvements on Routes 25, 33, 50, 53, 59, 129, and 143
- Frequency reduction on Routes 29 and 529
- Minor schedule adjustments to address customer feedback on Routes 43 and 56
- Schedule adjustments to improve on-time performance on Routes 42, 54, 59, 60, 66, 129, 143, and 553

The proposed November 2025 changes are detailed in Attachment A and represented in Attachments B, C, and D.

The proposed changes would result in an increase in bus service levels of approximately 43,000 revenue vehicle hours annually, which is consistent with the current OCTA Fiscal Year 2025-26 Budget.

Summary

The proposed November 2025 OC Bus service change will result in several adjustments to OC Bus service. These adjustments include improvements to service quality and reliability, frequency changes, and several route alignment changes. Customers will be notified of the changes three weeks prior to implementation.

Attachments

- A. November 2025 OC Bus Service Change: Recommendations by Route
- B. November 2025 Service Change: Bus Route Recommendations Map
- C. Routes 29, 59, and 129 Alignment Changes
- D. Routes 1, 54, and 123 Alignment Changes

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Executive Director, Planning
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November 2025 OC Bus Service Change: Recommendations by Route

Route	Description	CHANGE IN SERVICE LEVELS				
		WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
1	Eliminate Warner Avenue loop with service continuing on Pacific Coast Highway	(0.4)	(7.9)	(7.9)	(967)	-
25	Improve WKD peak frequency to every 30 minutes	17.2	-	-	4,390	3
29	Shorten route at Buena Park Metrolink Station; Reduce WKD frequency to every 30 minutes	(39.7)	(10.4)	(11.2)	(11,318)	(4)
33	Improve WKD frequency to every 30 minutes; Improve SAT/SUN frequency to every 55 minutes	16.5	9.8	9.8	5,273	1
42	Improve SAT/SUN OTP	-	3.9	3.9	433	-
43	Minor WKD schedule adjustment	-	-	-	-	-
50	Improve WKD peak frequency to every 15 minutes	29.0	-	-	7,390	4
53	Improve SAT/SUN frequency to every 15 minutes for short trips and every 30 minutes for long trips	-	22.7	22.7	2,492	-
54	Implement detour routing at Santiago Canyon College; Improve WKD/SAT/SUN OTP	(1.0)	(0.1)	0.2	(250)	-
56	Adjust WKD schedule to connect with Metrolink trains at OTC	0.1	-	-	17	-
59	Extend route from La Palma Avenue-Kraemer Boulevard to Brea Mall; Improve WKD frequency to every 30 minutes; Improve WKD/SAT/SUN OTP	66.4	31.7	38.6	20,814	5
60	Improve WKD/SAT/SUN OTP	(1.1)	(0.2)	(0.2)	(312)	-
66	Improve WKD/SAT/SUN OTP	12.6	18.5	18.5	5,238	-
123	Relocate terminal at Anaheim Canyon Metrolink Station	0.2	-	-	51	-
129	Extend route from Beach Boulevard-La Habra Boulevard to Buena Park Metrolink Station; Shorten route at Brea Mall; Improve WKD frequency to every 30 minutes; Improve WKD/SAT/SUN OTP	27.3	0.2	3.8	7,192	2
143	Improve SAT/SUN frequency to every 45-47 minutes; Improve SAT/SUN OTP	-	13.5	13.5	1,482	-
529	Reduce WKD frequency to every 30 minutes	1.3	-	-	327	-
553	Improve WKD OTP	5.0	-	-	1,262	-
Total of proposed year-round changes		133.2	81.6	91.6	43,513	11

Acronyms

OTC - Orange Transportation Center

OTP - On-time performance

RVH - Revenue vehicle hour

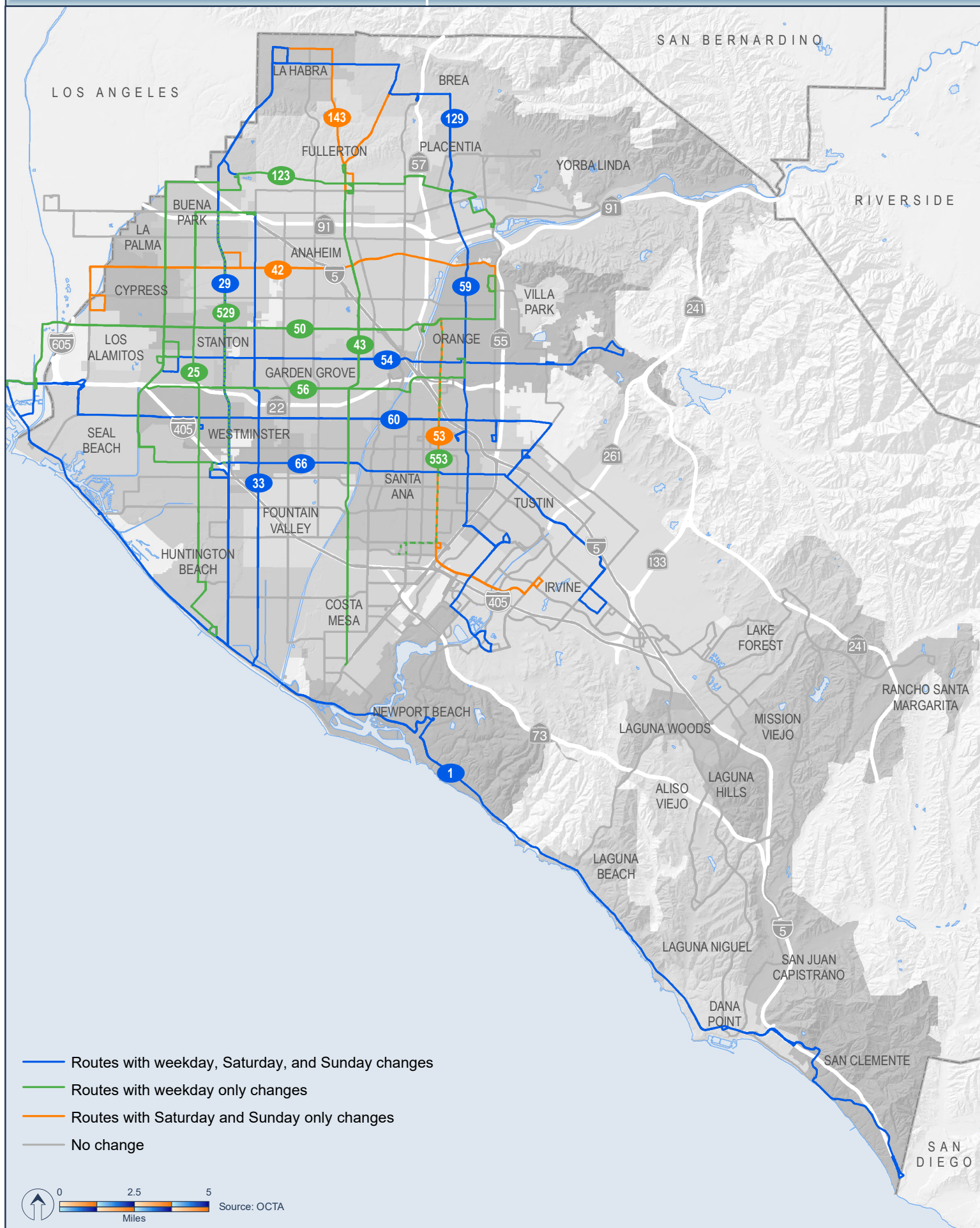
SAT - Saturday

SUN - Sunday

WKD - Weekday

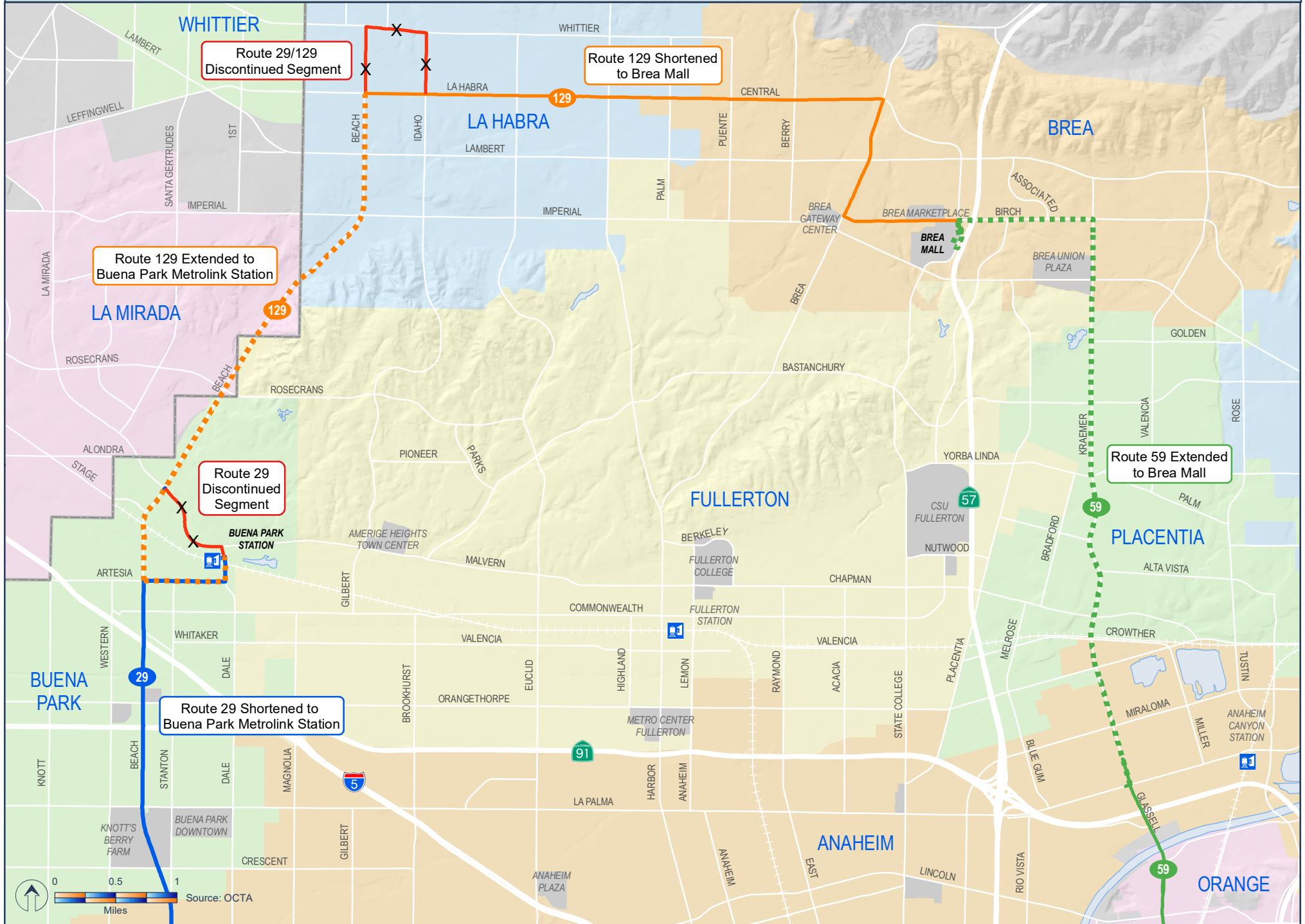
November 2025 Service Change: Bus Route Recommendations Map

ATTACHMENT B



Routes 29, 59, and 129 Alignment Changes

ATTACHMENT C

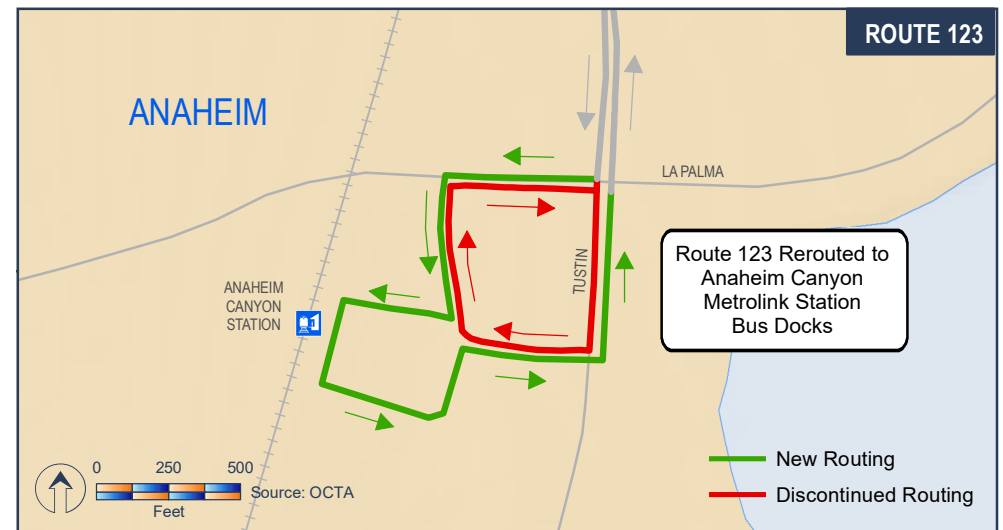
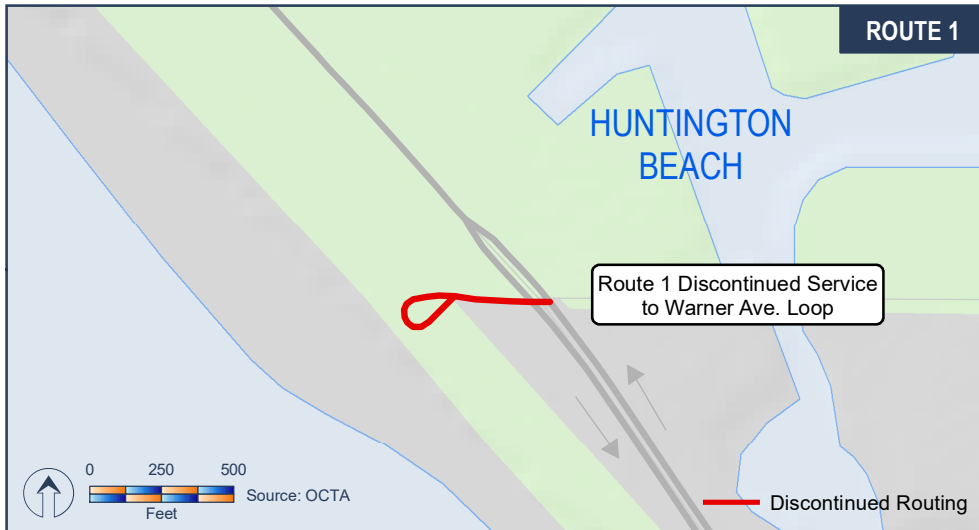
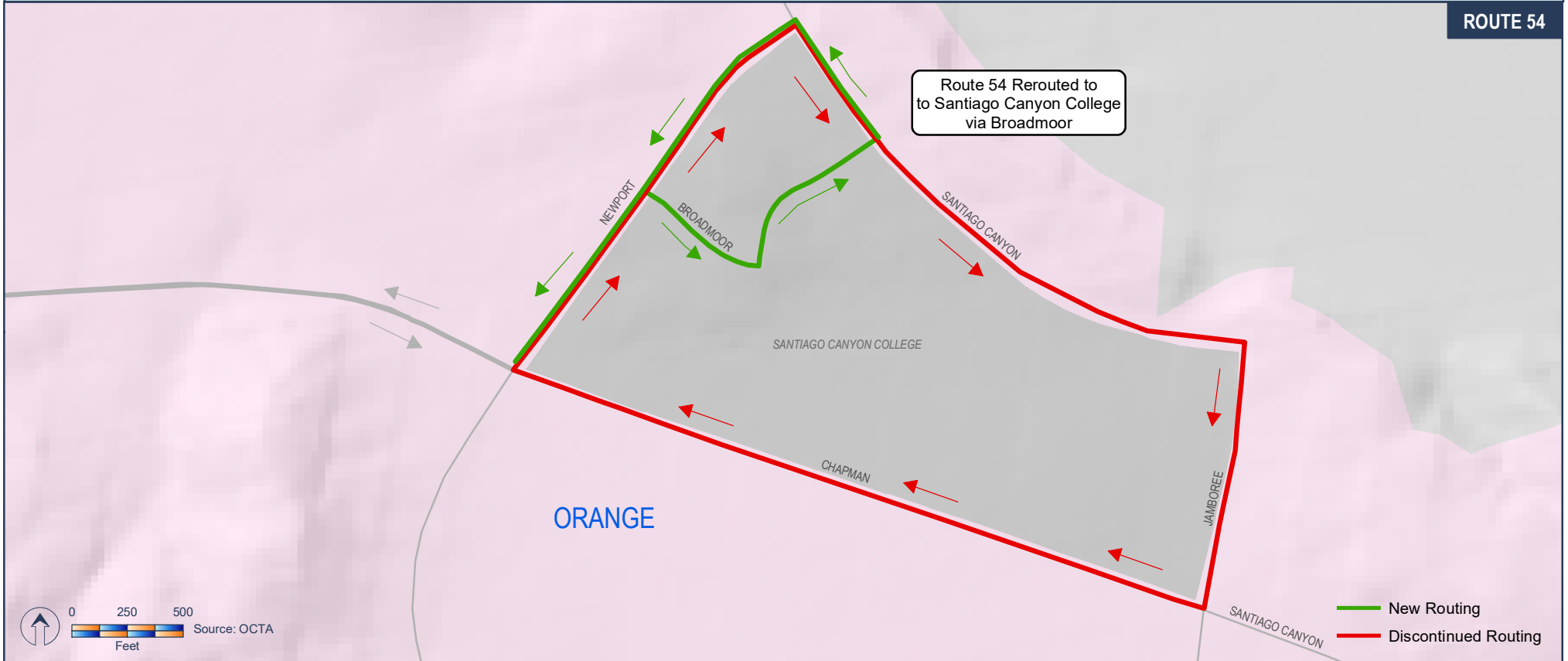


Routes 1, 54, and 123 Alignment Changes

ATTACHMENT D



ROUTE 54





September 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for OC ACCESS Eligibility Assessments and Transit Support Services

Overview

On March 24, 2025, the Board of Directors approved the release of a request for proposals to select a firm to provide OC ACCESS eligibility assessments and transit support services. Proposals were received in accordance with the Orange County Transportation Authority's procurement procedures for professional and technical services. Board of Directors' approval is requested to execute an agreement for OC ACCESS eligibility assessments and transit support services.

Recommendations

- A. Approve the selection of MTM Transit, Inc., as the firm to provide the management and operations of the OC ACCESS eligibility assessments and transit support services.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3959 between the Orange County Transportation Authority and MTM Transit, Inc., in the amount of \$4,428,810, to provide OC ACCESS eligibility assessments and transit support services for an initial three-year term commencing on January 1, 2026, with one, two-year option term.

Discussion

The Americans with Disabilities Act of 1990 (ADA) requires public transportation agencies that operate fixed-route services to provide complementary paratransit service for individuals who, due to a disability, are unable to use the fixed-route system. To comply with this requirement, the Orange County Transportation Authority (OCTA) implemented OC ACCESS service in 1993. Unlike fixed-route service, OC ACCESS requires trip reservations to be made at least one day in advance and offers door-to-door transportation.

Title 49, Part 37 of the Code of Federal Regulations under the ADA requires public entities providing complementary paratransit service to establish an eligibility process that verifies applicants meet regulatory criteria. Since 2005, all OC ACCESS applicants have completed an in-person functional assessment, which remains the most effective method to evaluate physical and cognitive limitations and determine eligibility under ADA standards.

Consistent with ADA guidelines, OCTA requires periodic recertification of paratransit eligibility. To enhance the rider experience and reduce costs, OCTA has implemented an automatic renewal process for individuals whose conditions are not expected to improve, eliminating the need for repeat in-person assessments. In addition, OCTA will begin offering virtual assessments in certain recertification cases, providing flexibility for applicants while improving efficiency.

OCTA's Travel Training Program, piloted in 2017 and formally adopted in 2019, helps OC ACCESS riders, seniors, and individuals with disabilities learn to use the fixed-route system. The program was expanded in 2020 to include the general public and multilingual support in Chinese, Korean, Mandarin, Spanish, and Vietnamese.

To further improve accessibility, OCTA is also introducing a Marking and Tethering (MAT) Program, which identifies the most effective securement points on mobility devices, reducing boarding times, improving safety, and enhancing overall service efficiency for both paratransit and fixed-route riders.

Under this agreement, the Travel Training and MAT programs will be integrated into the OC ACCESS eligibility assessment process, allowing direct referrals following in-person assessments.

The proposed new agreement includes fixed-rate and variable-rate components, offering both cost control and flexibility. Fixed costs will cover administration, overhead, the facility lease for the certification center and required equipment. Variable costs will be reimbursed on a per-unit basis for each service type, promoting efficient resource allocation and incentivizing the contractor to improve service quality and performance.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors (Board)-approved procedures for professional and technical services. Various factors are considered in an award for professional and technical services. Award is recommended to the firm offering the most comprehensive proposal considering factors such as qualifications of the firm, staffing and project organization, prior experience with similar projects, technical expertise, approach to the work plan, as well as cost and price.

On March 24, 2025, the Board approved the release of Request for Proposals (RFP) 5-3959 which was issued electronically on CAMM NET. RFP 5-3959 was advertised in a newspaper of general circulation on March 26 and April 2, 2025. A pre-proposal conference was held on April 2, 2025, with five attendees representing two firms. Four addenda were issued to make available the pre-proposal conference registration sheets and presentation, as well as to respond to questions received.

On April 23, 2025, two proposals were received. An evaluation committee comprised of staff from Contracts Administration and Materials Management, Specialized Transit Services, Contracted Services Administration, and Marketing and Customer Service departments, as well as an external evaluator from Los Angeles Access Services, met to review the proposals.

The proposals were evaluated based on the following Board-approved criteria and weightings:

- | | |
|-------------------------------------|------------|
| • Qualifications of the Firm | 20 percent |
| • Staffing and Project Organization | 30 percent |
| • Work Plan | 25 percent |
| • Cost and Price | 25 percent |

Several factors were considered in developing the evaluation criteria weightings. Qualifications of the firm was weighed at 20 percent to ensure the proposing firms demonstrated prior experience providing similar service as required in the RFP. Staffing and project organization was assigned the greatest level of importance with a weighting of 30 percent as it is critical for the firm to have experienced and qualified staff to perform the services. Work plan was weighed at 25 percent to emphasize the importance of the firm demonstrating its understanding and approach to completing the services as specified in the scope of work. Cost and price was weighed at 25 percent to ensure OCTA received competitive pricing and value for the services.

On May 13, 2025, the evaluation committee reviewed and discussed both proposals based on the evaluation criteria. The firms are listed below in alphabetical order:

Firm and Location

ADARide.com LLC (ADARide.com)
Headquarters: Carson, California
Project Office: Carson, California

MTM Transit, Inc. (MTM)
Headquarters: St. Louis, Missouri
Project Office: Orange, California

On May 20, 2025, the evaluation committee conducted interviews with both firms. The interviews consisted of a presentation by each firm to demonstrate the firms' understanding of OCTA's requirements and to discuss their approach to performing the scope of work. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the evaluation committee's questions. Questions were asked relative to the firms' understanding of the scope of work, their approach to performing the services as outlined in the scope of work, and their approach to addressing potential challenges based on the firm's experience on similar projects.

At the conclusion of the interviews, a request for a best and final offer (BAFO) was sent to both firms to seek additional clarifications and final pricing.

Based on evaluation of the written proposals, the firms' qualifications, the proposed pricing, as well as the information obtained from the interviews and BAFO, the evaluation committee recommends MTM for consideration of the award to provide OC ACCESS eligibility assessments and transit support services. The following is a summary of the evaluation results.

Qualifications of the Firm

MTM was established in 2009 with a local office in Orange, California. MTM is the current contractor performing functional assessments to determine OC ACCESS eligibility and has been performing these services for OCTA since August 2020. MTM has provided similar services to clients across the United States for over 15 years. MTM has 13 years of experience conducting travel training services and eight years of conducting MAT services. MTM received positive feedback from their references.

ADARide.com was established in 1994 and is based in Carson, California. The firm experience includes agencies such as the Los Angeles Access Services, Victor Valley Transit Authority, and North County Transit District. ADARide.com received positive feedback from references.

Staffing and Project Organization

MTM proposed a well-structured key personnel team to support OCTA's program objectives and ensure service continuity with readiness for program enhancements. The proposed staffing plan includes a project manager, an operations manager, a travel training coordinator, a mobility assessment evaluator (MAE) supervisor, and four MAEs. All key personnel will be fully dedicated to the OCTA program and based on-site at the local facility. These positions are proposed to support OCTA's current scope, and anticipated growth in eligibility assessments, travel training, and related MAT programs. During the interview, the MTM team described their tailored approach to each phase and how they would approach transitioning from the current program to the new fully integrated program.

ADARide.com proposed a qualified project team led by professionals. The local eligibility team lead brings over ten years of clinical experience. However, the proposed staffing plan includes a relatively small number of dedicated personnel, with four evaluators, one project supervisor, and an undefined virtual support team. During the interview, the team provided high-level details on their approach, which outlined a transition from in-person assessments to their integrated turnkey platform; however, details were not fully addressed.

Work Plan

MTM's work plan demonstrated a comprehensive understanding of OCTA's scope of work, its objectives, and key stakeholders from their experience supporting OCTA on the OC ACCESS Eligibility Assessments Program since August 2020.

The proposed work plan demonstrated a clear understanding of the requirements of the new contract term, including the addition of the travel training and MAT programs, consistent with the scope of work. MTM proposed a seamless transition with no service disruption, supported by a turnkey facility and opportunities for future service expansion. The proposal includes a detailed implementation timeline for new services and outlines the integration of OCTA's technology software into the program. Roles and responsibilities were clearly defined, with oversight provisions to ensure accurate and unbiased eligibility assessments. MTM has established ADA-compliant policies that align with both OCTA's and the Federal Transit Administration requirements, reflecting the firm's preparedness to effectively support OCTA's project delivery efforts.

ADARide.com's proposed work plan presents a comprehensive approach with a hybrid flexibility model and established location for mobility conferences. However, there were limited details regarding the delivery of MAT. While the travel training component demonstrated a strong focus on individuals who may qualify for fixed-route services, no emergency preparedness or contingency plans for potential transition issues were provided.

Cost and Price

Scores for cost and price were based on a formula that assigned the highest score to the lowest proposed price, and ranked the remaining prices based on their relation to the lowest proposed price. Cost and price were reviewed by staff from the Financial Planning and Analysis Department, which analyzed fixed and variable cost components. MTM proposed the lower overall price for the initial three-year term of the contract, and the option term. Therefore, MTM's proposed pricing is deemed fair and reasonable.

Firm	Initial Term Total Price	Option Term Total Price	Total Price All Years
MTM	\$4,428,811	\$3,774,487	\$8,203,298
ADARide.com	\$8,154,129	\$6,123,842	\$14,277,971

Procurement Summary

Based on the evaluation of the written proposals, the firm's qualifications, the information obtained during the interviews and the BAFO, the evaluation committee recommends the selection of MTM as the top-ranked firm to provide OC ACCESS eligibility assessment and transit support services. The firm demonstrated a thorough understanding of OCTA's requirements and submitted a comprehensive proposal that is responsive to all the requirements of the RFP.

Fiscal Impact

The budget associated with this project was included in OCTA's Fiscal Year 2025-26 Budget, Operations Division, Specialized Transit Services Department, account nos. 2147-7519-D1208-8T7 and 2147-7519-D1208-4AM.

Summary

Staff is recommending the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3959 between the Orange County Transportation Authority and MTM Transit, Inc., in the amount of \$4,428,811, to provide the management and operations of OC ACCESS eligibility assessments and transit support services for an initial three-year term commencing on January 1, 2026, with a two-year option term.

Attachments

- A. Review of Proposal RFP 5-3959 OC ACCESS Eligibility Assessments and Transit Support Services
- B. Proposal Evaluation Criteria Matrix, RFP 5-3959 OC ACCESS Eligibility Assessments and Transit Support Services
- C. Contract History for the Past Two Years, RFP 5-3959: OC ACCESS Eligibility Assessments and Transit Support Services

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Approved by:



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Pia Veasapen
Director, Contracts Administration and
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Review of Proposals
RFP 5-3959 OC ACCESS Eligibility Assessments and Transit Support Services
Presented to Transit Committee - September 11, 2025
2 firms proposed, 2 firms were interviewed, 1 firm is being recommended

ATTACHMENT A

Overall Ranking	Proposal Score	Firm & Location	Subcontractor	Evaluation Committee Comments	Initial Term Total Price
1	82	MTM Transit, Inc. Orange, California	None	Well-established, founded in 2009. Currently provides OC ACCESS eligibility assessments for OCTA. Diversified experience with other agencies and strong references. Proposed project team demonstrated relevant experience and a thorough understanding of the scope of work. Demonstrated a deep understanding of the project scope and delivered knowledgeable, detailed responses during the interview. Positive references received.	\$4,428,811.00
2	64	ADARide.com LLC Carson, California	None	Firm was founded in 1994 and demonstrated knowledge of statement of work. Experienced team of professionals. Proposal lacked detail on delivery marking and tethering program services. Proposal lacked emergency preparedness and contingency plans for transition issues. Positive references received.	\$8,154,129.00

Evaluation Panel:

Internal
Contracts Administration and Materials Management (1)
Marketing and Customer Service (1)
Contracted Service Administration (1)
Specialized Transit Services (1)

Proposal Criteria

Qualification of Firm
Staffing and Project Organization
Work Plan
Cost and Price

Weight Factors

20%
30%
25%
25%

External

Los Angeles Access Services (1)

PROPOSAL EVALUATION CRITERIA MATRIX
RFP 5-3959 OC ACCESS Eligibility Assessment and Transit Support Services

MTM Transit Inc.						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	4.5	4.5	4.5	4.0	4.0	4	17.2
Staffing/Project Organization	3.5	4.0	4.0	3.5	3.5	6	22.2
Work Plan	4.0	4.0	4.0	4.0	4.0	5	20.0
Cost and Price	4.5	4.5	4.5	4.5	4.5	5	22.5
Overall Score	81.5	84.5	84.5	79.5	79.5		82

ADARide.com LLC						Weights	Overall Score
Evaluator Number	1	2	3	4	5		
Qualifications of Firm	2.5	2.5	2.5	3.5	3.5	4	11.6
Staffing/Project Organization	3.0	3.0	2.5	3.0	3.0	6	17.4
Work Plan	3.0	3.0	3.0	3.0	3.0	5	15.0
Cost and Price	4.0	4.0	4.0	4.0	4.0	5	20.0
Overall Score	63.0	63.0	60.0	67.0	67.0		64

CONTRACT HISTORY FOR THE PAST TWO YEARS

RFP 5-3959: OC ACCESS Eligibility Assessment and Transit Support Services

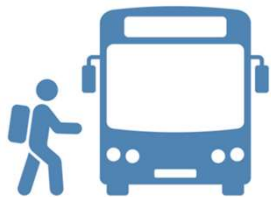
Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
ADARide.com LLC						
Contract Type: N/A	N/A	N/A	N/A	N/A		N/A
Subconsultants:						
None						
Total						\$ -
Prime and Subconsultants	Contract No.	Description	Contract Start Date	Contract End Date	Subconsultant Amount	Total Contract Amount
MTM TRANSIT, Inc.						
Contract Type: Time and Expense	C-9-1621	OC ACCESS Eligibility Determination Services	July 1, 2020	June 30, 2025		\$ 5,101,486
Subconsultants:						
None						
Total						\$ 5,101,486

Bimonthly Transit Performance Report

September 2025



What do we measure?



Service Demand

Measures boarding activity on OC Bus, OC Access, and OC Flex.



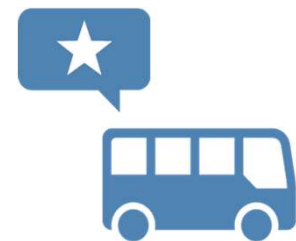
Reliability

Measures the reliability of the service in terms of schedule adherence on-time performance (OTP) and miles between road calls (MBRC).



Safety

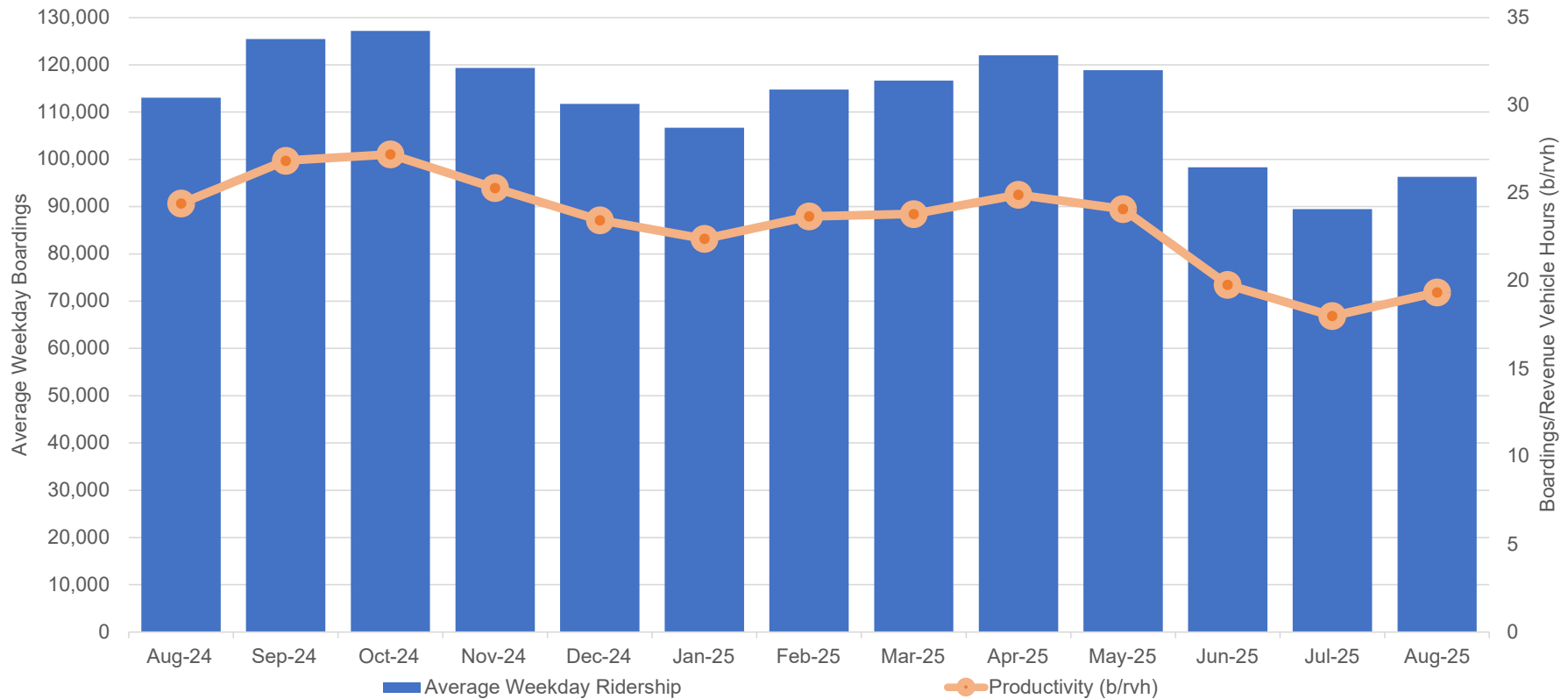
Measures the safety of the service in terms of preventable collisions normalized by miles traveled.



Courtesy

Measures customer feedback and is typically normalized by boardings.

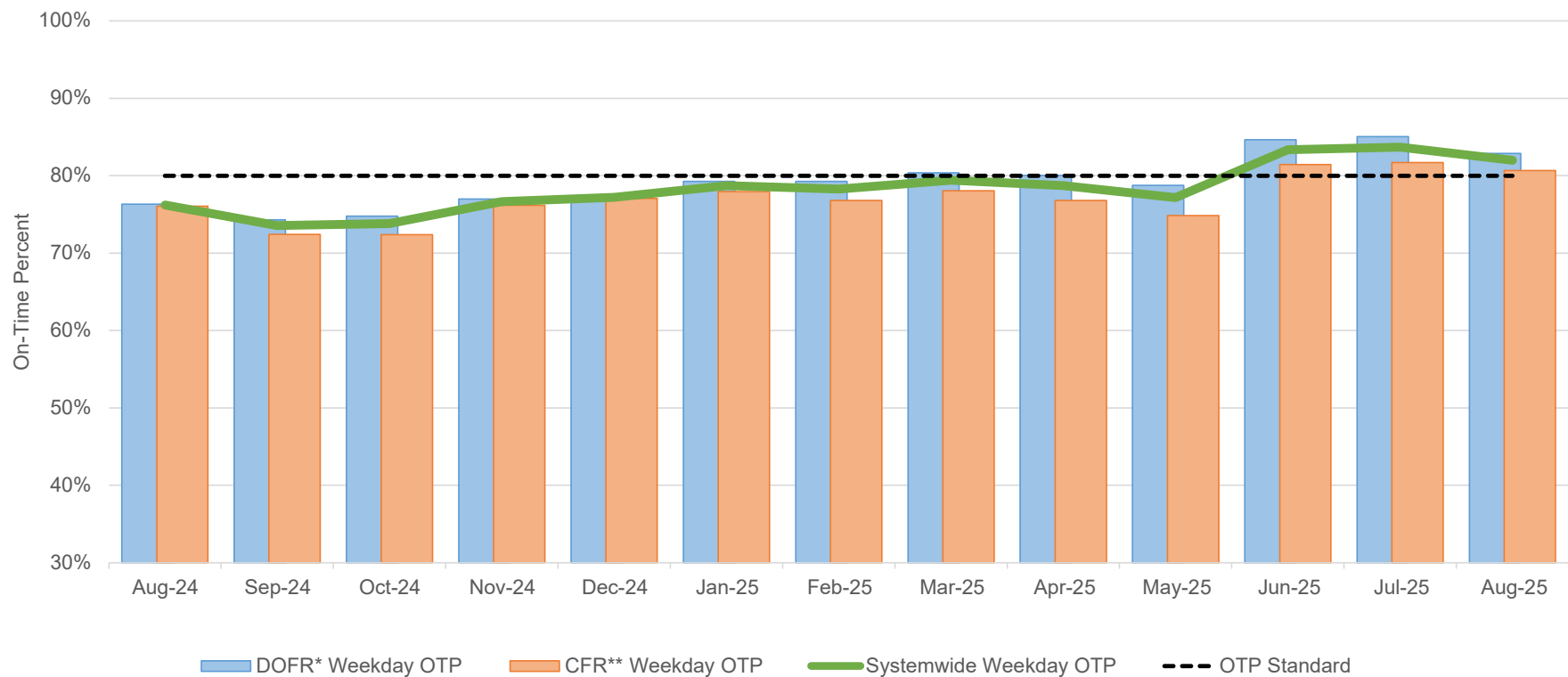
Service Demand - Ridership Snapshot



Service Demand: Ridership (or boardings) is the number of rides passengers take using public transit. The average weekday boarding activity is used to measure OC Bus service demand. Productivity is an industry measure that counts the average number of boardings for each revenue vehicle hour (RVH) that is operated.

Data reported through August 14, 2025

Service Reliability – On-Time Performance



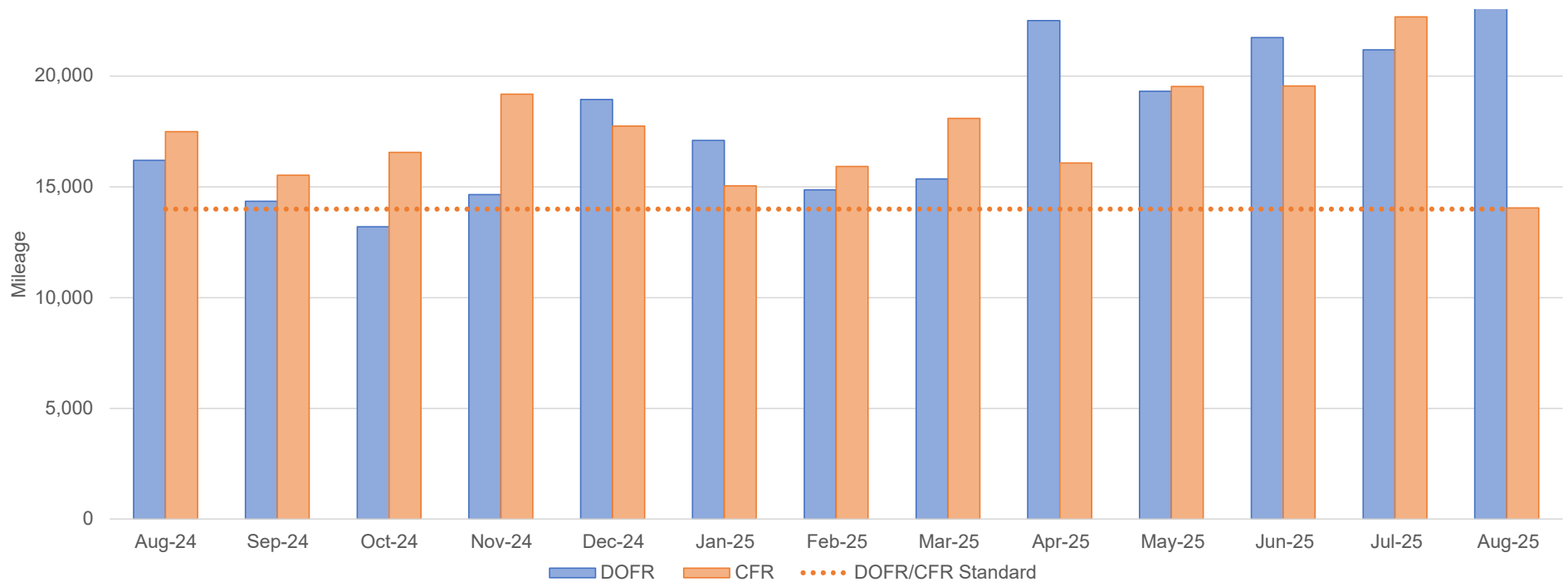
On-time Performance: Measures how well OCTA vehicles adhere to the schedule, and it is calculated by dividing the count of vehicle timepoint departures that are on time (within five minutes late or zero minutes early of the scheduled arrival time) by the number of total departures, reported system-wide. The systemwide OTP standard is 80%.

Data reported through August 14, 2025

*DOFR – Directly Operated Fixed Route

*CFR – Contracted Fixed Route

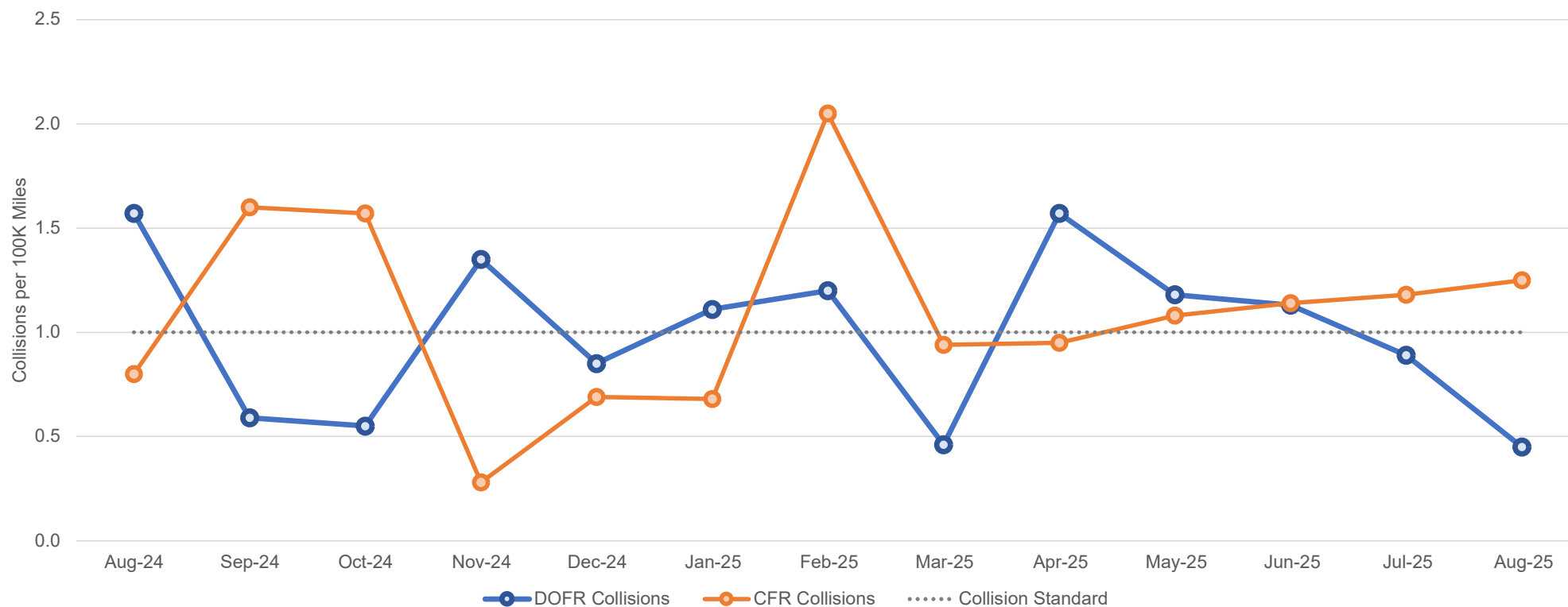
Service Reliability – Vehicle Performance



Miles Between Road Calls: MBRC is determined by the total vehicle mileage divided by the total road calls or disruptions due to mechanical failures in revenue service. The MBRC standard for DOFR and CFR is 14,000 miles.

Data reported through August 14, 2025

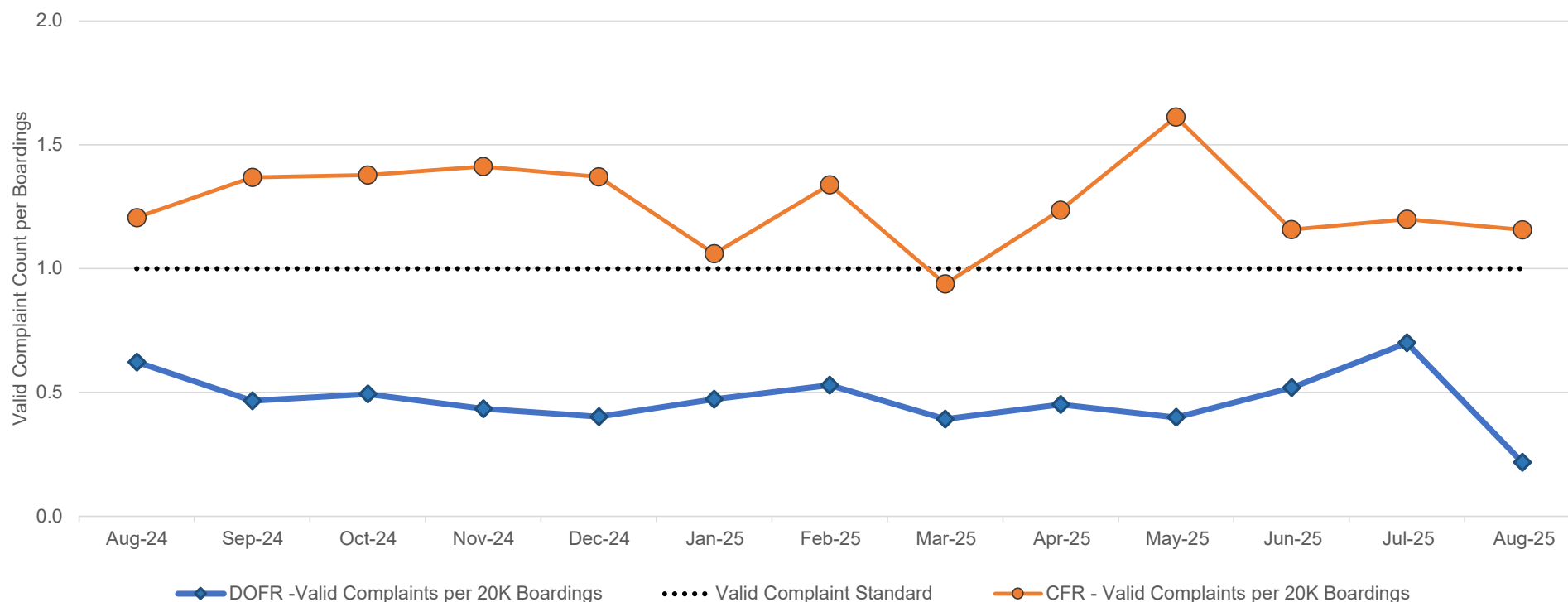
Safety – Preventable Collisions



Preventable Collisions: 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 reasonably to prevent the accident. The performance standard is no more than one vehicle accident per 100,000 miles.

Data reported through August 14, 2025

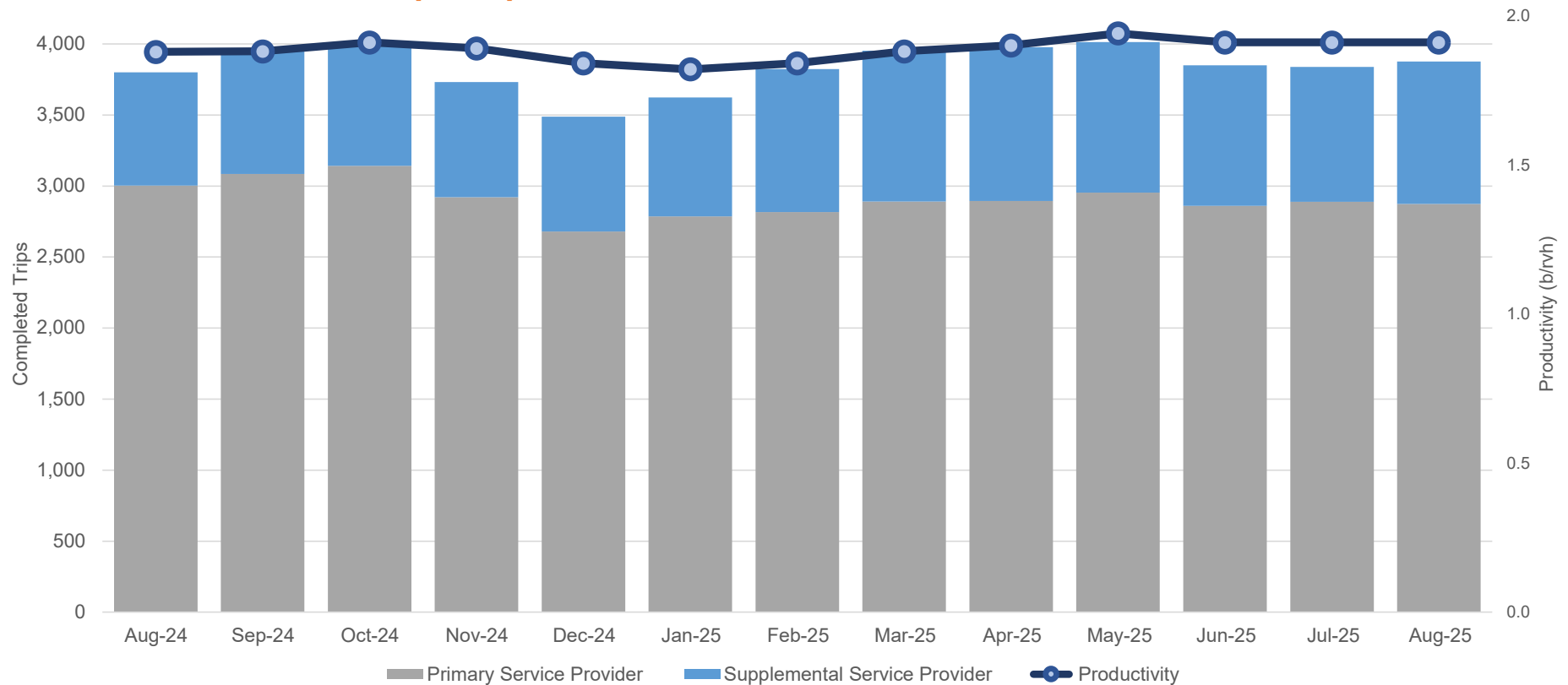
Service Quality – Customer Satisfaction



Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. Customer complaints are the count of incidents when a rider reports dissatisfaction with service. The standard adopted by OCTA for OC Bus is no more than one valid customer complaint per 20,000 boardings.

Data reported through August 14, 2025

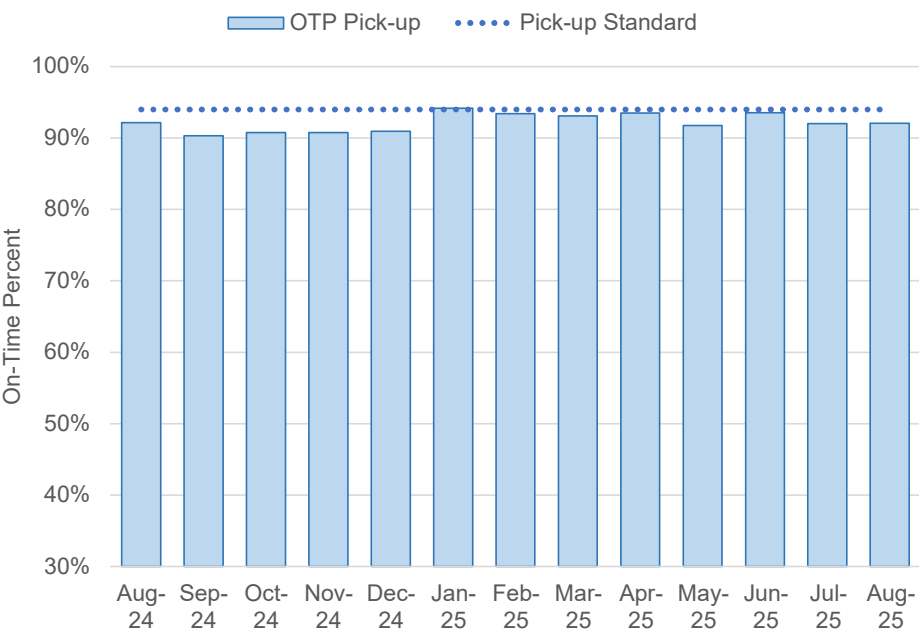
Service Demand – Ridership Snapshot



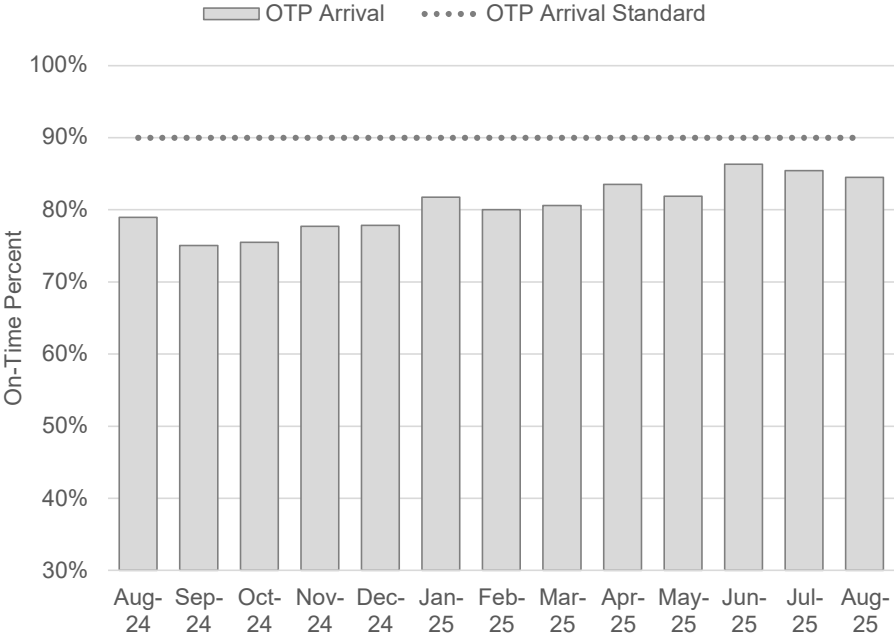
Service Provider Demand: OCTA has a primary service provider, First Transit, Inc., and supplemental providers which are contracted to meet demand on the network.

Data reported through August 14, 2025

Service Reliability – On-Time Performance



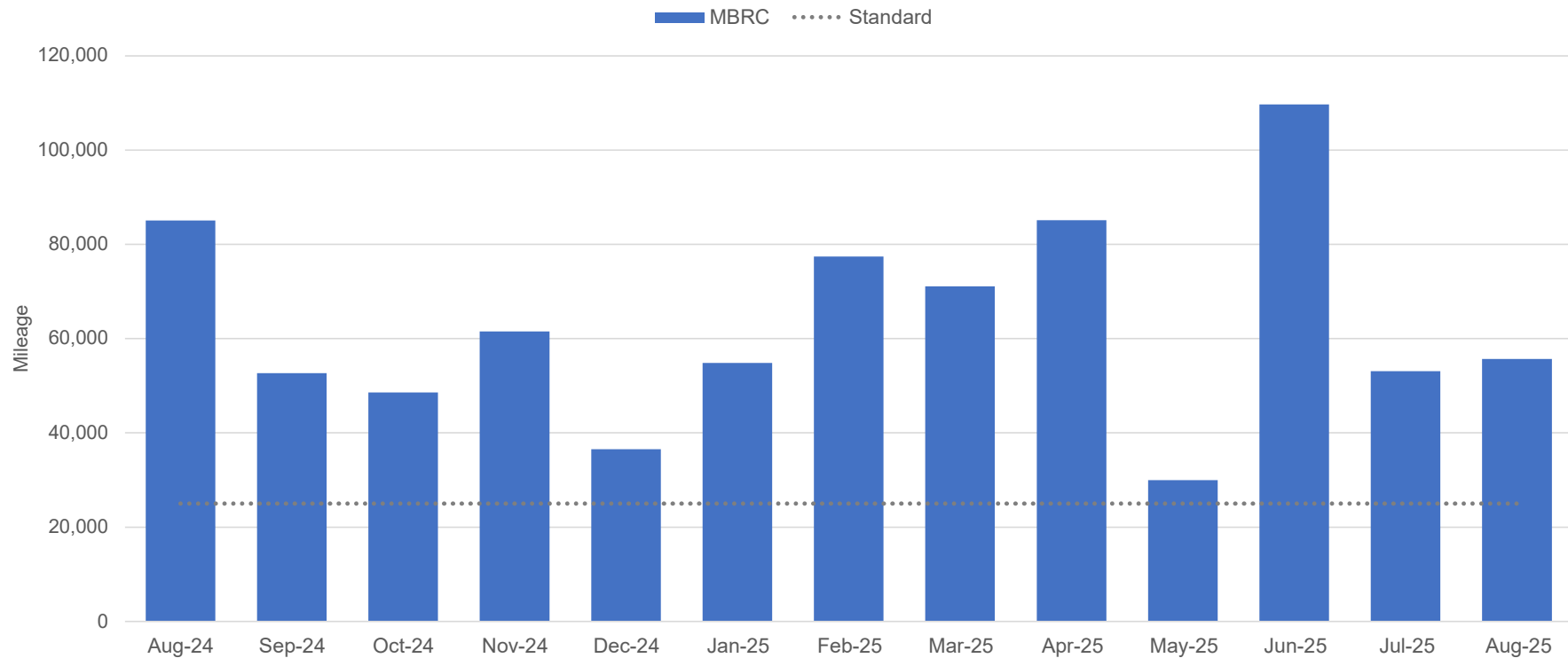
Pick-up OTP: The percentage of trips when the driver arrives within the 30-minute on-time window for scheduled pick-up trips.



Arrival OTP: The percentage of trips when the passenger arrived at their destination by or before the scheduled arrival time.

Data reported through August 14, 2025

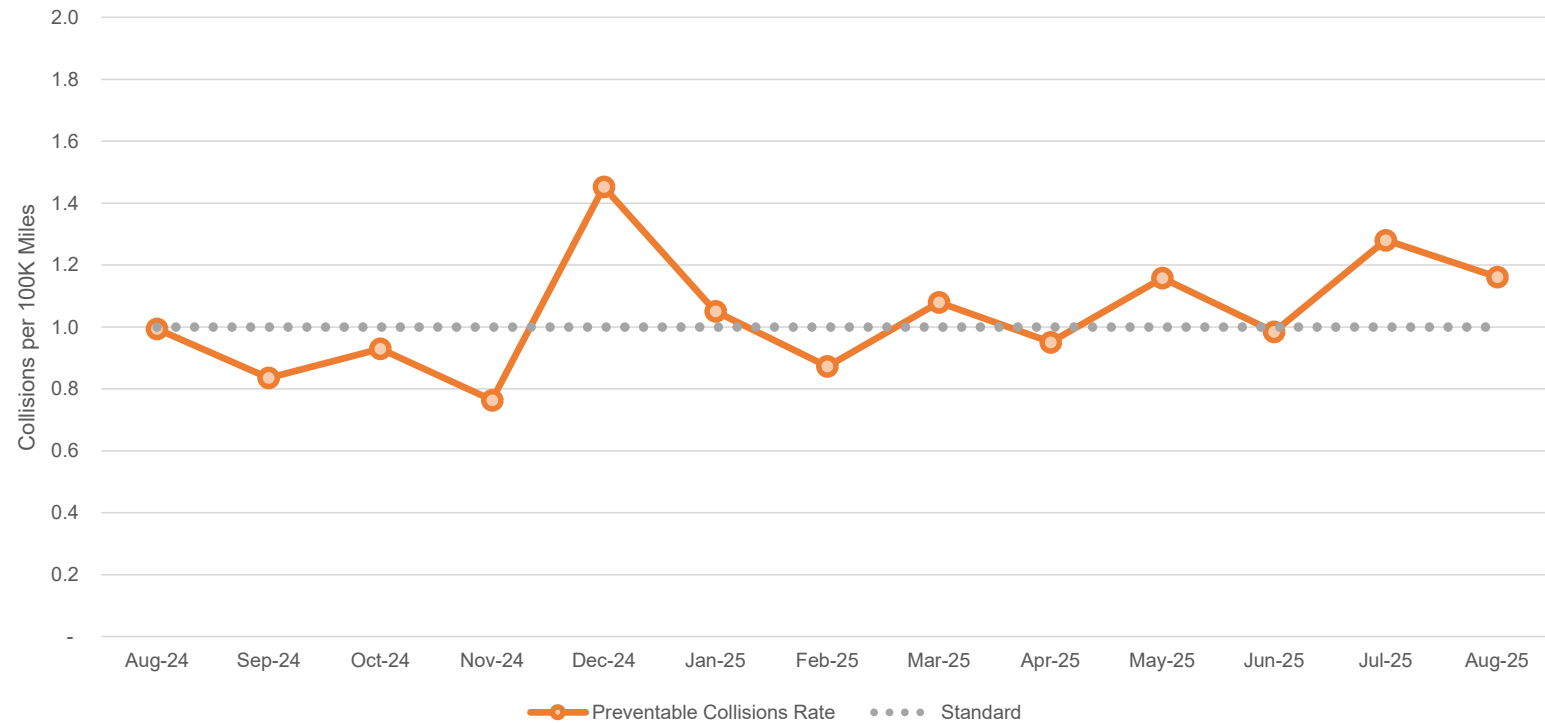
Service Reliability – Miles Between Road Calls



MBRC: MBRC is calculated by dividing the total miles traveled by all OC ACCESS vehicles over the calendar month by the total number of road calls or disruptions due to mechanical failures in revenue service during the same period. The MBRC standard for OC ACCESS is 25,000 miles.

Data reported through August 14, 2025

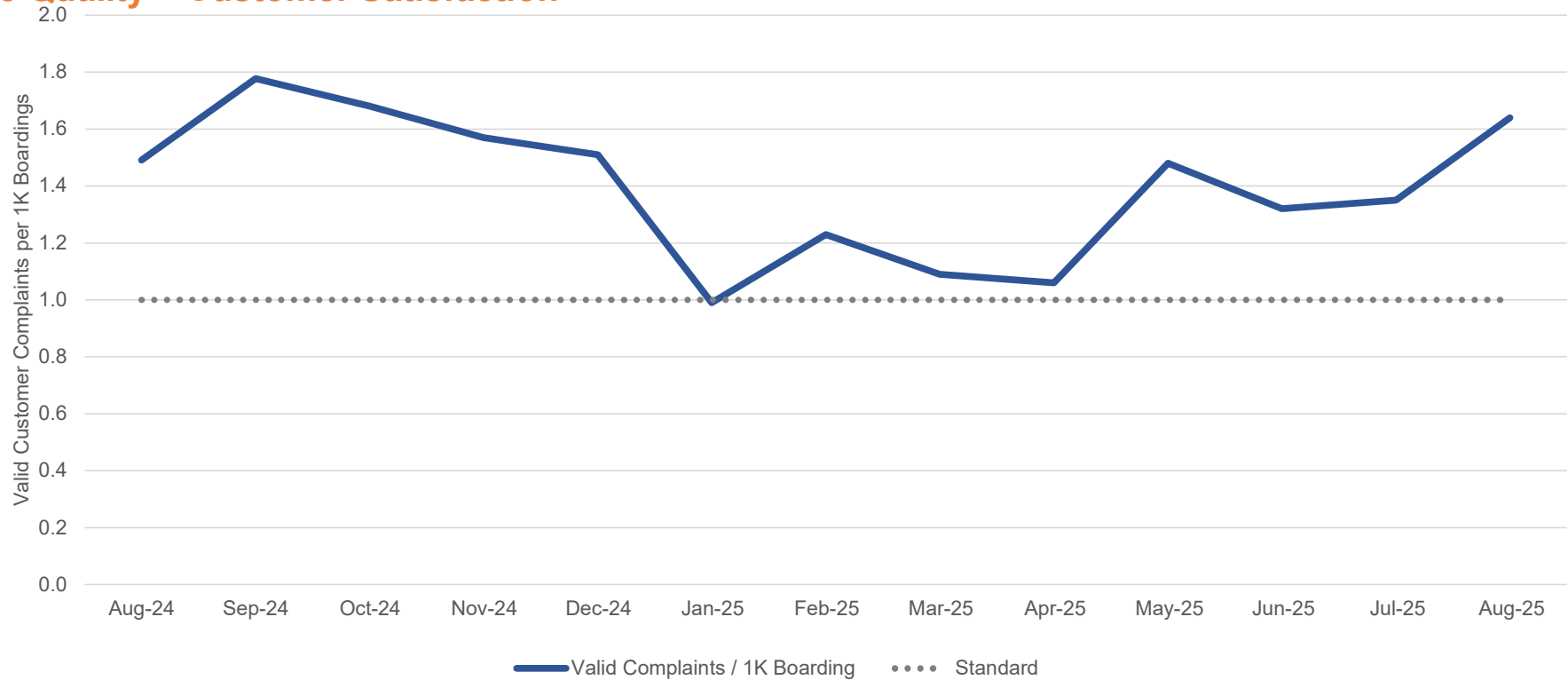
Safety – Preventable Collisions



Preventable Collisions: A preventable collision is defined as an event where a driver providing revenue service could have been reasonably avoided by the driver. The performance standard is no more than one vehicle accident per 100,000 miles.

Data reported through August 14, 2025

Service Quality – Customer Satisfaction



Customer Satisfaction: The performance standard for customer satisfaction is courtesy, measured by the number of valid complaints received. The contractual standard for OC ACCESS is no more than one valid complaint per 1,000 boardings.

Data reported through August 14, 2025

Service Changes

- OC Bus Service Change Implementation – November 9, 2025

Future Board Items

- Bimonthly Performance Report – November 13, 2025
- Award contract for OC ACCESS Eligibility and Transit Support Services – September 2025