



Orange County Transportation Authority

Transit Committee Agenda

Thursday, August 13, 2026 at 9:30 a.m.

Board Room, 550 South Main Street, Orange, California

To participate via Zoom: <https://us02web.zoom.us/j/83074408202>

Committee Members

Fred Jung, Chair

Vicente Sarmiento, Vice Chair

Valerie Amezcua

Lauren Kleiman

Stephanie Klopfenstein

Carlos A. Leon

Janet Nguyen

Tam T. Nguyen

Call to Order

Pledge of Allegiance

Director Amezcua

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 6)

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 July 9, 2026, Transit Committee Meeting.

Attachments:

[Minutes](#)

TRANSIT COMMITTEE MEETING AGENDA

2. **Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project**

Jason Lee/James G. Beil

Overview

On April 14, 2020, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the construction of the San Juan Creek Bridge Replacement Project. Board of Directors' approval is requested to amend the cooperative agreement to provide additional funding for construction, construction management, and flagging support services to complete the project.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-0-2540 between the Orange County Transportation Authority and the Southern California Regional Rail Authority to increase the Orange County Transportation Authority's maximum obligation by \$4,250,000, from \$63,435,942 to \$67,685,942, for additional construction and construction support services associated with the San Juan Creek Bridge Replacement Project.
- B. Authorize the use of up to \$4,250,000 in SB 125 (Chapter 54, Statutes of 2023) Transit Program accrued interest funds for the San Juan Creek Bridge Replacement Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

3. **Contract Amendments for Zero-Emission Buses**

Cliff Thorne/Johnny Dunning, Jr.

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved the purchase of 40 fuel-cell electric buses and ten battery-electric buses from New Flyer of America, Inc. Staff is requesting Board of Directors' approval to amend the bus purchase orders to provide additional funding to cover increased sales tax obligations resulting from the expiration of the California Department of Tax and Fee Administration's partial sales tax exemption for zero-emission transit buses and to incorporate changes to the vehicle specifications.

Recommendation(s)

TRANSIT COMMITTEE MEETING AGENDA

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Purchase Order No. C-3-3021 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$2,368,562, for vehicle enhancements and increased sales tax costs on 40, 40-foot fuel-cell electric buses. This will increase the maximum obligation to a total purchase order amount of \$65,963,073.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Purchase Order No. C-3-3022 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$491,669, for vehicle enhancements and increased sales tax costs on ten, 40-foot battery-electric buses. This will increase the maximum obligation to a total purchase order amount of \$14,362,057.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

4. Update to Orange County Transportation Authority Language Assistance Plan

Christina Perez/Maggie McJilton

Overview

The Orange County Transportation Authority is required by the Federal Department of Transportation to maintain and update a Language Assistance Plan, which guides the Orange County Transportation Authority's efforts to provide meaningful access to programs, services, and activities for individuals who have limited proficiency in English. Staff has updated the 2026 Language Assistance Plan for consideration by the Board of Directors.

Recommendation(s)

Review and approve Orange County Transportation Authority's updated 2026 Language Assistance Plan.

Attachments:

[Placeholder](#)

5. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Funding Recommendations for Fiscal Year 2026-27 and 2027-28

Priya Dhupar/Rose Casey

Overview

The State of California SB 1 State of Good Repair Program provides funding for projects to maintain a state of good repair. The proposed projects aim to enhance the Orange County Transportation Authority's transit infrastructure consistent with state program goals. Programming recommendations for fiscal year 2026-27 and 2027-28 funds are presented for Board of Directors' consideration.

TRANSIT COMMITTEE MEETING AGENDA

Recommendation(s)

- A. Approve Resolution No. 2026-057 to authorize the use of fiscal year 2026-27 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.120 million, for the following proposed projects:
- Hydrogen fueling station at the Garden Grove Bus Base (\$3.651 million)
 - Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project (\$3.469 million)
- B. Authorize the use of fiscal year 2027-28 SB 1 State of Good Repair Program funding for the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project (\$4.701 million).
- C. Authorize the Chief Executive Officer, or designee, to execute all documents and take all actions necessary to implement the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project.
- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

6. Federal Transit Administration Program of Projects for Federal Fiscal Year 2025-26

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 2025-26 program (October 1, 2025, through September 30, 2026), including amendments to prior programs, is presented for Board of Directors' review and approval.

Recommendation(s)

- A. Approve the Federal Fiscal Year 2025-26 Federal Transit Administration Section 5307 Urbanized Area Formula, Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Section 5337 State of Good Repair, 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, and the Federal Transit Administration, Section 5339 Bus and Bus Facility Program of Projects

TRANSIT COMMITTEE MEETING AGENDA

including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding and redirect prior Anaheim Transportation Network funding to bus projects.

- C. Authorize staff to adjust individual project funding consistent with final apportionments and eligibility determinations through the Infrastructure Investment and Jobs Act or future reauthorization, and direct staff to include updated numbers in grant and programming status reports.
- D. 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.
- E. 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:

[Placeholder](#)

Regular Calendar

7. 2026 OC Bus Customer Satisfaction Survey Results

Ryan Armstrong/Maggie McJilton

Overview

The Orange County Transportation Authority periodically surveys current OC Bus riders to assess satisfaction, service priorities, travel behavior, and rider characteristics. This staff report summarizes the 2026 OC Bus Customer Satisfaction Survey.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Placeholder](#)

Discussion Items

8. Transit Security and Operations Center Project Update

George Olivo/James G. Beil

Overview

The Orange County Transportation Authority Board of Directors approved the construction agreement for the Transit Security and Operations Center in late 2024. This report provides an update on construction progress from issuance of the Notice to Proceed through July 2026, including completed work, current construction activities, schedule status, and project budget.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Presentation](#)

- 9. **Public Comments**
- 10. **Chief Executive Officer's Report**
- 11. **Committee Members' Reports**
- 12. **Adjournment**

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

9:30 a.m. on Thursday, September 10, 2026

OCTA Headquarters
550 South Main Street
Orange, California

Accessibility

Any person with a disability requiring modification or accommodation to participate in this meeting should contact the Clerk of the Board's office at (714) 560-5676, no less than two business days prior to the meeting.

Agenda Descriptions and Public Availability of Agenda Materials

Agenda descriptions are intended to provide a general summary of items of business to be transacted or discussed. Posting the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or at OCTA Headquarters, 600 S. Main Street, Orange, CA.

Meeting Access and Public Comments on Agenda Items

Members of the public can access live streaming of Board and Committee meetings at <https://octa.legistar.com/Calendar.aspx>.

Public comments will be limited to three minutes (unless otherwise determined by the Chair), and can be provided the following ways:

In-Person Comment

Members of the public may attend in person and address the Board regarding any item. Complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board of the item number on which you wish to speak. The Clerk will recognize speakers during appropriate comment periods. Language translation can be provided upon request, if available.

Live Virtual Comment

Members of the public may provide live comments during the meeting by Zoom or conference call.

To join via Zoom:

TRANSIT COMMITTEE MEETING AGENDA

<https://us02web.zoom.us/j/83074408202>

When the Clerk calls for public comments on the item/s in which you wish to speak, virtually “raise” your hand on Zoom. After the Clerk confirms the commenter’s Zoom ID and unmutes them, you will be prompted to unmute yourself and may begin speaking.

To join via Conference call:

669-444-9171

Webinar ID: 830 7440 8202

When the Clerk calls for public comments on the item/s in which you wish to speak, dial *9 to “raise” your hand. After the Clerk confirms the commenter’s last four digits of the phone number, and unmutes them, press *6 to speak.

Written Comment

Written public comments may emailed to ClerkOffice@octa.net, and must be received by 5:00 p.m. the day prior to the meeting—noting the agenda item they are intended for. Timely public comments will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.



Committee Members Present

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Lauren Kleiman
Tam T. Nguyen

Committee Members Absent

Valerie Amezcua
Stephanie Klopfenstein
Carlos Leon
Janet Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Andrea West, Clerk of the Board Manager
Angel Garfio, Employee Rotation Program
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Call to Order

The July 9, 2026, meeting of the Transit Committee was called to order by Committee Chair Jung at 9:30 a.m.

Consent Calendar (Items 1 and 2)

1. Approval of Minutes

This item was deferred to the next regularly scheduled meeting of the Transit Committee because a quorum was not present to vote.

2. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report

This item was continued to July 27, 2026, regular meeting of the Board of Directors as a quorum was not present to vote on this item

Regular Calendar

3. Consultant Selection for Feasibility Study for Solar Photovoltaic Systems Installations at Bus Bases

George Olivo, Program Manager, Facilities Engineering, and Nhatran Do, Senior Project Manager, Facilities Engineering, presented on this item.

This item was continued until the July 27, 2026, regular meeting of the Board of Directors, as a quorum was not present to vote on it.



Discussion Items

4. Bimonthly Transit Performance Report

Melissa Mungia, Department Manager, Scheduling and Bus Operations Support, provided a report on this item.

No action was taken on this item.

5. Public Comments

A public comment was received from Craig Durfey.

6. Chief Executive Officer's Report

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

- World Cup bus service
- OC Fair Express Service

7. Committee Members' Reports

There were no Committee Member's reports.

8. Adjournment

The meeting was adjourned at 9:49 a.m.

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

9:30 a.m. on Thursday, August 13, 2026

OCTA Headquarters
550 South Main Street
Orange, California



August 13, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project

Overview

On April 14, 2020, the Orange County Transportation Authority Board of Directors approved a cooperative agreement between the Orange County Transportation Authority and the Southern California Regional Rail Authority for the construction of the San Juan Creek Bridge Replacement Project. Board of Directors' approval is requested to amend the cooperative agreement to provide additional funding for construction, construction management, and flagging support services to complete the project.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-0-2540 between the Orange County Transportation Authority and the Southern California Regional Rail Authority to increase the Orange County Transportation Authority's maximum obligation by \$4,250,000, from \$63,435,942 to \$67,685,942, for additional construction and construction support services associated with the San Juan Creek Bridge Replacement Project.
- B. Authorize the use of up to \$4,250,000 in SB 125 (Chapter 54, Statutes of 2023) Transit Program accrued interest funds for the San Juan Creek Bridge Replacement Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Discussion

The Orange County Transportation Authority (OCTA), in coordination with the Southern California Regional Rail Authority (SCRRA), is replacing the 100-year-old railroad bridge over San Juan Creek, located in the City of San Juan Capistrano, near the Interstate 5 Camino Capistrano off-ramp (Attachment A). This railroad bridge, built in 1917, used by Metrolink, Amtrak's Pacific Surfliner, and freight trains, has reached the end of its useful life. The San Juan Creek Bridge Replacement Project (Project) will construct a new bridge west of the existing structure to maintain the asset in a state of good repair, enhance safety, reduce maintenance needs, and meet current rail design and load standards. Environmental clearance under the California Environmental Quality Act and National Environmental Policy Act was completed by SCRRA on March 26, 2020.

OCTA and SCRRA executed Cooperative Agreement No. C-0-2540 on April 14, 2020, initially providing \$36,900,000 for construction capital and support services. Under this cooperative agreement, SCRRA would lead design and construction, and OCTA would support property acquisition and public outreach. After receiving bids and updating signal costs and contingencies, the Project budget increased to \$65,581,118. Amendment No. 1 was executed on February 14, 2024, to increase OCTA's maximum obligation to \$59,481,903. OCTA retained \$6,099,000 for project management, right-of-way and utilities, public outreach, and project contingency.

On November 13, 2025, the Board of Directors (Board) approved Amendment No. 2, which increased SCRRA's available funding by \$3,954,039 using project contingency funds. The additional funding was necessary due to increased level of effort to support project management, construction management, design services during construction, and railroad flagging. Amendment No. 2 increased OCTA's maximum obligation under the cooperative agreement from \$59,481,903 to \$63,435,942.

Additional unforeseen field conditions have resulted in a need of an additional \$4,250,000 in funding to complete the Project. The additional funds will support construction, construction management, and railroad flagging services associated with the remaining work, including the construction of sheet piles to protect the bridge from future stormwater erosion. During construction, unforeseen field conditions significantly changed the character of the work requiring different installation equipment, extended construction duration, and challenging installation conditions. With this amendment, OCTA's maximum obligation would increase from \$63,435,942 to \$67,685,942 (Attachment B).

Currently, the Project is partially funded with SB 125 funds, and as part of Amendment No. 2, received approval to use accrued interest from SB 125 funding. Staff is recommending Board approval for the use of additional accrued interest. The use of SB 125 accrued interest on existing projects, such as this project, is consistent with SB 125 guidelines. A summary of the recommended programming actions can be found in the Capital Funding Program Report (Attachment C).

On October 27, 2025, passenger and freight rail service began operating on the newly constructed San Juan Creek Bridge, marking a major project milestone. Demolition of the existing bridge was completed in early April 2026, and construction of the remaining sheet pile creek wall and substructure elements is underway. Completion of the remaining work is anticipated in early 2027.

While the Project remains on schedule, unforeseen field conditions have increased construction costs. Staff will continue to monitor project costs and schedule and present any significant impacts to the Board through future budget updates or cooperative agreement amendments, as necessary.

Fiscal Impact

Funding is programmed in the OCTA Fiscal Year 2026-27 Budget, Capital Programs Division, Account No. 0017-7831-TR022-ODM, in the amount of \$4,250,000, to accommodate Amendment No. 3 to Cooperative Agreement No. C-0-2540.

Summary

Board approval is requested to authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Cooperative Agreement No. C-0-2540 between OCTA and SCRRA, in the amount of \$4,250,000, for additional construction and construction support services associated with the Project. The amendment will increase OCTA's maximum obligation under the cooperative agreement from \$63,435,942 to \$67,685,942.

Attachments

- A. San Juan Creek Bridge Replacement Project Location Map
- B. Southern California Regional Rail Authority, Cooperative Agreement No. C-0-2540 Fact Sheet
- C. Capital Funding Program Report

Prepared by:

A blue ink signature of Jason Lee, consisting of stylized initials.

Jason Lee
Program Manager,
Capital Project Delivery
(714) 560-5833

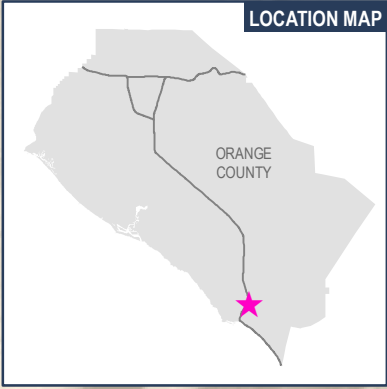
Approved by:

A blue ink signature of James G. Beil, featuring a cursive style with a prominent 'J'.

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

San Juan Creek Bridge Replacement Project Location Map

ATTACHMENT A



**Southern California Regional Rail Authority
Cooperative Agreement No. C-0-2540 Fact Sheet**

1. April 14, 2020, Cooperative Agreement No. C-0-2540, in the amount up to \$36,903,645, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - To replace the existing San Juan Creek Bridge located in the City of San Juan Capistrano near the Camino Capistrano exit of Interstate 5 (1-5) at Mile Post (MP) 197.9 on the Orange Subdivision.
 - Identify Board of Directors' (Board) authorized funds to be used for this project, including \$35,724,000 in Federal Transit Administration (FTA) Section 5337 from Urbanized Area (UZA) 2 and UZA 68 for fiscal years (FY) 2017-18 and 2018-19 and UZA 2 for FY 2020-21 to be administered by the Southern California Regional Rail Authority (SCRRA) and \$1,179,645 in surplus FTA Section 5337 funds in SCRRA grant CA-54-0043.
2. November 27, 2023, Amendment No. 1 to Cooperative Agreement No. C-0-2540, \$22,578,258, approved by the Board of Directors (Board).
 - To increase funding by utilizing \$17,000,000 in SB 125 (Chapter 54, Statutes of 2023) Transit Program and \$5,578,258 in SB 1 (Chapter 5, Statutes of 2017) State of Good Repair from FY 2024-25 funds for the construction phase.
3. November 24, 2025, Amendment No. 2 to Cooperative Agreement No. C-0-2540, \$3,954,039, approved by the Board.
 - Reallocated funding across SB 125, FTA Section 5337, and Measure M2 to ensure adequate financial support for construction and support services.
4. August 24, 2026, Amendment No. 3 to Cooperative Agreement No. C-0-2540, \$4,250,000 pending Board approval.
 - To increase the funding for SB 125 and maintain FTA Section 5337 and Measure M2 to ensure adequate financial support for construction and support services.

Total committed to SCRRA after approval of Amendment No. 3 to Cooperative Agreement No. C-0-2540: \$67,685,942, including funds drawn directly from FTA.



Capital Funding Program Report

ATTACHMENT C

Pending Approval by OCTA Board of Directors - August 24, 2026

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	\$720,705	\$130,132	\$171,961				\$175,427		\$243,185	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
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	R	\$11,690	\$2,121	\$9,569							
Metrolink Operating Subsidy - FY 2023-24 to FY 2027-28	R	\$271,246		\$71,212				\$135,745		\$64,289	
Metrolink rehabilitation/renovation	R	\$175,031	\$22,000	\$153,031							
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	\$91,230				\$20,000		\$71,230			
Pacific Coast Highway Coastal Rail Bridge	R	\$21,263				\$15,000					\$6,263
Pedestrian Audible Warning System (PAWS)	R	\$2,036						\$1,818			\$218
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive maintenance (SCRRRA - Metrolink)	R	\$73,312		\$73,312							
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 ¹	R	\$69,831	\$945	\$38,513	\$913		\$5,578	\$22,503		\$1,379	
SCRRRA operating subsidy assistance	R	\$2,510								\$2,510	
OC Streetcar operations	S	\$166,938	\$26,682					\$80,731		\$35,396	\$24,129
Rail Project Totals		\$2,122,177	\$187,930	\$520,731	\$114,123	\$55,700	\$90,478	\$709,652	\$6,904	\$380,542	\$56,117
Federal Funding Total		\$822,784									
State Funding Total		\$855,830									
Local Funding Total		\$443,563									
Total Funding (000's)		\$2,122,177									

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



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - August 24, 2026

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 rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
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 (ARTIC) 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 the Cities of 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 (Cities of 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 - August 24, 2026

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 - August 24, 2026

1. Authorize the use of up to \$4,250,000 in SB 125 (Chapter 54, Statutes of 2003) Transit Program accrued interest funds for the San Juan Creek Bridge Replacement Project.

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
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



August 13, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Amendments for Zero-Emission Buses

Overview

On November 25, 2024, the Orange County Transportation Authority Board of Directors approved the purchase of 40 fuel-cell electric buses and ten battery-electric buses from New Flyer of America, Inc. Staff is requesting Board of Directors' approval to amend the bus purchase orders to provide additional funding to cover increased sales tax obligations resulting from the expiration of the California Department of Tax and Fee Administration's partial sales tax exemption for zero-emission transit buses and to incorporate changes to the vehicle specifications.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Purchase Order No. C-3-3021 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$2,368,562, for vehicle enhancements and increased sales tax costs on 40, 40-foot fuel-cell electric buses. This will increase the maximum obligation to a total purchase order amount of \$65,963,073.
- B. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Purchase Order No. C-3-3022 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$491,669, for vehicle enhancements and increased sales tax costs on ten, 40-foot battery-electric buses. This will increase the maximum obligation to a total purchase order amount of \$14,362,057.

Discussion

The Orange County Transportation Authority (OCTA), through the California Department of General Services (DGS), issued Purchase Order No. C-3-3021 for the procurement of 40, 40-foot fuel-cell electric buses (FCEB) and Purchase

Order No. C-3-3022 for the procurement of ten, 40-foot battery-electric buses (BEB) from New Flyer of America Inc. (New Flyer).

Since the execution of the purchase orders, two factors have increased contract costs beyond the originally authorized funding amounts and have created a funding shortfall that must be addressed to ensure continued contract performance and timely payment of invoices.

The first factor is the expiration of the California Department of Tax and Fee Administration (CDTFA) partial sales and use tax exemption for qualifying zero-emission transit buses. At the time the purchase orders were awarded, eligible zero-emission transit bus procurements qualified for a reduced sales and use tax rate of 3.94 percent. The exemption expired on December 31, 2025, increasing the applicable tax rate to 7.75 percent. Because the buses had not yet been invoiced and delivered before the exemption expired, the purchases became subject to the higher tax rate. This increased the cost of Purchase Order No. C-3-3021 for FCEBs by \$2,238,528 and Purchase Order No. C-3-3022 for BEBs by \$445,161.

The second factor is the incorporation of vehicle modifications and enhancements identified during the pre-production review and pilot bus production process. During this phase, advancements in vehicle technology, safety equipment, communications systems, accessibility features, and industry best practices may occur. Transit agencies routinely evaluate these advancements before final production to ensure the fleet reflects current operational, safety, and maintenance requirements.

Based on the pre-production review and pilot bus evaluation, OCTA identified several enhancements to improve operator safety, operational performance, and long-term fleet maintainability. These include upgrading the driver barrier to an extended glass configuration to improve operator protection and visibility, installing safety lanyards on the Secure Diagnostic Station window, upgrading the communications antenna system, replacing the standard bicycle rack with a mid-size bicycle rack capable of accommodating fat-tire bicycles, and other minor improvements. These modifications increased the cost of Purchase Order No. C-3-3021 by \$130,034 and Purchase Order No. C-3-3022 by \$46,508. These modifications do not constitute a cardinal change to the original vehicle design.

The increased sales tax and the incorporation of vehicle enhancements have created a funding shortfall within the existing purchase order budgets. To address the shortfall, staff recommends increasing Purchase Order No. C-3-3021 by \$2,368,562 for the procurement of 40 fuel-cell electric buses

and Purchase Order No. C-3-3022 by \$491,669 for the procurement of ten battery-electric buses.

Procurement Approach

This procurement was handled in accordance with Board of Directors-approved policies and procedures for acquisition through assigned contract rights, also known as piggybacking.

Quoted pricing was obtained from New Flyer for vehicle modifications and enhancements based on OCTA identifying several improvements that would enhance operator safety, improve operational performance, and support long-term fleet maintainability.

The Contracts Administration and Materials Management (CAMM) Department conducted price research and obtained comparable purchase orders, published pricing, OCTA stock pricing, and quotes to determine fair and reasonableness of the quoted price.

For Purchase Order No. C-3-3021, the CAMM Department performed a price analysis using the information available and determined New Flyer's proposed unit price of \$54,806 per bus is approximately nine percent less than the comparable unit price of \$60,620 per bus. Therefore, the quoted price is deemed fair and reasonable.

For Purchase Order No. C-3-3022, the CAMM Department also performed a price analysis using the information available and determined New Flyer's proposed unit price of \$55,715 per bus is approximately eight percent less than the comparable unit price of \$60,620 per bus. Therefore, the quoted price is deemed fair and reasonable.

Fiscal Impact

This project is included in OCTA's Fiscal Year 2026-27 Budget, Operations Division, through budget transfer under account nos. 2114-9024-D2116-0UU and 2114-9024-D2116-BCM.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 4 to Purchase Order No. C-3-3021 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$2,368,562, and Amendment No. 3 to Purchase Order No. C-3-3022 between the Orange County Transportation Authority and New Flyer of America, Inc., in the amount of \$491,669, for enhancement costs and increased sales tax costs for zero-emission transit buses.

Attachments

- A. New Flyer of America, Inc., Purchase Order No. C-3-3021 Fact Sheet
- B. New Flyer of America, Inc., Purchase Order No. C-3-3022 Fact Sheet

Prepared by:



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Approved By:



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**New Flyer of America, Inc.
Purchase Order No. C-3-3021 Fact Sheet**

1. November 25, 2024, Purchase Order No. C-3-3021, \$63,594,512, for a five-year term approved by the Board of Directors (Board).
 - New Flyer of America, Inc. to provide up to 40, 40-ft fuel-cell electric buses.
2. March 5, 2025, Amendment No. 1 to Purchase Order No. C-3-3021, \$0.00, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Revised Exhibit E, Warranty Table, add Exhibit G, Specification Deviation and Exhibit H, Milestone Payments.
3. December 15, 2025, Amendment No. 2 to Purchase Order No. C-3-3021, \$0.00, approved by CAMM.
 - Include reference to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) grant funding program.
4. January 20, 2026, Amendment No. 3 to Purchase Order No. C-3-3021, \$0.00, approved by CAMM.
 - Update reference to the California HVIP grant funding program.
5. August 24, 2026, Amendment No. 4 to Purchase Order No. C-3-3021, \$2,368,562, pending approval by the Board.
 - Incorporate changes to the bus orders and to cover increased sales tax costs resulting from the expiration of the California Department of Tax and Fee Administration's partial tax exemption for zero-emission transit buses.

Total committed to New Flyer of America, Inc., under Purchase Order No. C-3-3021: \$65,963,073.

**New Flyer of America, Inc.
Purchase Order No. C-3-3022 Fact Sheet**

1. November 25, 2024, Purchase Order No. C-3-3022, \$13,870,388, for a five-year term approved by the Board of Directors (Board).
 - New Flyer of America, Inc. to provide up to ten, 40-ft battery-electric buses.
2. March 5, 2025, Amendment No. 1 to Purchase Order No. C-3-3022, \$0.00, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Revised Exhibit E, Warranty Table, add Exhibit G, Specification Deviation and Exhibit H, Milestone Payments.
3. December 15, 2025, Amendment No. 2 to Purchase Order No. C-3-3022, \$0.00, approved by CAMM.
 - Include reference to the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project grant funding program.
4. August 24, 2026, Amendment No. 3 to Purchase Order No. C-3-3022, \$491,669, pending approval by the Board.
 - Incorporate changes to the bus orders and to cover increased sales tax costs resulting from the expiration of the California Department of Tax and Fee Administration's partial tax exemption for zero-emission transit buses.

Total committed to New Flyer of America, Inc., under Purchase Order No. C-3-3022: \$14,362,057.



**Materials for this item will be provided
prior to the meeting.**



August 13, 2026

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Funding Recommendations for Fiscal Year 2026-27 and 2027-28

Overview

The State of California SB 1 State of Good Repair Program provides funding for projects to maintain a state of good repair. The proposed projects aim to enhance the Orange County Transportation Authority's transit infrastructure consistent with state program goals. Programming recommendations for fiscal year 2026-27 and 2027-28 funds are presented for Board of Directors' consideration.

Recommendations

- A. Approve Resolution No. 2026-057 to authorize the use of fiscal year 2026-27 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.120 million, for the following proposed projects:
- Hydrogen fueling station at the Garden Grove Bus Base (\$3.651 million)
 - Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project (\$3.469 million)
- B. Authorize the use of fiscal year 2027-28 SB 1 State of Good Repair Program funding for the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project (\$4.701 million).
- C. Authorize the Chief Executive Officer, or designee, to execute all documents and take all actions necessary to implement the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project.

- D. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Background

On April 28, 2017, California Governor Brown signed SB 1, known as the Road Repair and Accountability Act of 2017. One of the programs that was enacted through SB 1 is the State of Good Repair (SGR) Program which is intended to support eligible transit maintenance, rehabilitation, and capital projects. The SGR program is funded through vehicle registration and renewal fees assessed on zero-emission vehicles, which is referred to as the SB 1 Transportation Improvement Fee (TIF). It is estimated that the TIF will provide \$140.678 million statewide in SGR for fiscal year (FY) 2026-27. On average, the Orange County Transportation Authority (OCTA) has received \$6.5 million per year since the program started, and this program does not have an end date.

For FY 2026-27, OCTA's share is estimated to be \$7.120 million. However, the State Controller's Office (SCO) will release a revised estimate for the FY 2026-27 SGR funds in August 2026, after this staff report is published, and actual revenues may differ based on the reconciliation of funds collected through the TIF. Despite the timing of the published revenues, the State requires submittal of a project list on or before September 1, 2026.

The SGR Program's goal is to rehabilitate and modernize existing local transit systems, equipment, and facilities. Eligible projects include transit capital projects, services to maintain or repair the existing transit vehicle fleet, transit facilities that improve existing transit services, and transit services that complement local efforts.

To date, OCTA has received almost \$60 million through nine cycles of SGR funding. Prior year funds have been used for projects such as the heating-ventilation replacement at the Santa Ana Bus Base, hydrogen fueling station at the Garden Grove Bus Base, Transit Security Operations Center, San Juan Creek Bridge, security gates at Anaheim, Garden Grove, and Santa Ana bus bases, multiple replacement buses and various modifications, upgrades, and replacement projects at OCTA facilities.

Discussion

Staff is recommending that the FY 2026-27 SB 1 SGR funding be directed to two transit capital projects.

The first project that is recommended for FY 2026-27 SGR funding of \$3.651 million, which is also consistent with prior Board of Directors' (Board) approval from the 2025-26 SGR authorization, is the hydrogen fueling station at the Garden Grove Bus Base. The project will install a liquid hydrogen fueling station, fuel-cell electric bus de-fueling appurtenances, hydrogen detection in bus maintenance facilities, metered electrical infrastructure, a standby power generator, fuel-cell electric maintenance platform, and related work. The total project cost of the hydrogen fueling station, including construction management and fuel cost, is estimated at \$22.080 million. The Board previously authorized \$13.500 million in Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program funds for this project. A previous round of SGR funds and interest earned from the SB 125 (Chapter 5, Statutes of 2017) Transit Program accrued interest in FY 2025-26 provided \$4.929 million. This leaves a funding need of \$3.651 million which will be met through the recommended use of the FY 2026-27 SGR funds.

The second project recommended for funding is the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project. This project will replace the existing hydrogen fueling system at the Santa Ana Bus Base at 4301 W. MacArthur Boulevard in the City of Santa Ana to support the agency's fleet of zero-emission fuel-cell electric buses. This project aims to update system capacity to accommodate 40 additional fuel-cell buses currently on order to add to the existing ten buses in the fleet for a total of 50 fuel-cell buses. The estimated total project cost is \$19.003 million. Staff is requesting Board approval to program the remaining \$3.469 million in FY 2026-27 SGR funds and \$4.701 million in FY 2027-28 SGR funds for this project. The remaining \$10.833 million project funding is anticipated to be provided through discretionary and formula program funds pending future Board action.

Implementation of OCTA's Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project is subject to compliance with the California Environmental Quality Act, as applicable. Any required notices or environmental documentation may be prepared and filed, as appropriate, to facilitate implementation of the project. A more detailed overview of the project is included in Attachment B.

OCTA is required to submit a Board-approved list of proposed projects by September 1, 2026. Staff is seeking limited flexibility in the FY 2026-27 SGR funding recommendation by requesting approval for the required resolution (Attachment A) without including specific amounts in the resolution for each project. However, staff will provide an update to the Board through a future programming item.

The use of SGR funding for the transit capital projects listed in this item is consistent with the California Department of Transportation's (Caltrans) SGR program guidelines, meets the program goals, and is consistent with OCTA's Capital Programming Policies, approved by the Board in December 2021. Project descriptions and additional information for each of the projects listed in this staff report are included in Attachment B. The actions recommended in this report have been added to OCTA's Capital Funding Program provided in Attachment C.

Next Steps

With Board approval, staff will submit the FY 2026-27 project list to Caltrans by September 1, 2026, for the use of \$7.120 million to support the projects. Caltrans will finalize and submit the statewide list of FY 2026-27 projects to the SCO on October 1, 2026. It is anticipated that the SCO FY 2026-27 funds will be released to transit agencies on a quarterly basis, beginning November 2026.

Summary

Staff is recommending that the Board approve the required resolution which authorizes the use of FY 2026-27 SGR funds for the hydrogen fueling station projects at Garden Grove and Santa Ana Bus Bases as well as authorize the Chief Executive Officer, or designee, to execute all documents and take all actions necessary to implement the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project.

Attachments

- A. Resolution 2026-057 of the Orange County Transportation Authority, SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program, Fiscal Year 2026-27
- B. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Proposed Project Descriptions
- C. Capital Funding Program Report

Prepared by:



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Formula Funding Programs
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Approved by:



Rose Casey
Executive Director, Planning
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**RESOLUTION 2026-057
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
SB 1 (CHAPTER 5, STATUTES OF 2017) STATE OF GOOD REPAIR PROGRAM
FISCAL YEAR 2026-27**

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the SB 1 State of Good Repair (SGR) Program for transit projects; and

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

WHEREAS, in collaboration with the State Controller's Office (SCO), the California Department of Transportation (Caltrans) is tasked with the management and administration of the SGR Program; and

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

WHEREAS, OCTA wishes to use the estimated SGR funding of \$7,120,444 for the projects listed below; and

WHEREAS, OCTA will adjust funding levels for projects, if necessary, upon receipt of the SCO's revised estimates, which are expected in September 2026 or based on actual receipt of funds.

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

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board that it hereby authorizes the submittal of the following project nomination to Caltrans in fiscal year 2026-27 SGR funds:

- Hydrogen Fueling Station at the Garden Grove Bus Base
- Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion

ADOPTED, SIGNED, AND APPROVED this 24th day of August 2026.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Jamey Federico, Chair
Orange County Transportation Authority

OCTA Resolution No. 2026-057

SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Proposed Project Descriptions

Hydrogen Fueling Station at the Garden Grove Bus Base

Since the Orange County Transportation Authority's (OCTA) pilot program to test zero-emission bus (ZEB) technology in early 2020, the pilot was expanded in 2023 with the introduction of ten battery-electric buses operating from the Garden Grove Bus Base. OCTA is now underway with expanding the ZEB fleet with the addition of 40 new fuel-cell electric buses (FCEB) along with the installation of a hydrogen fueling station at the Garden Grove Bus Base. The project will install a liquid hydrogen fueling station, FCEB de-fueling appurtenances, hydrogen detection in bus maintenance facilities, metered electrical infrastructure, standby power generator, FCEB maintenance platform, and related work. The proposed updated funding plan based on bids received for this work is provided in the table below:

Existing Funding (\$000s)	LCTOP	TIRCP	FY25/26 SGR	FY26/27 SGR	SB 125 Accrued Interest	Estimated Total
CON	\$8,914	\$3,086	\$4,505	\$3,651	\$424	\$20,580
CON CM	\$750	\$750	-	-	-	\$1,500
Total	\$9,664	\$3,836	\$4,505	\$3,651	\$424	\$22,080

CM – Construction Management

CON – Construction

FY – Fiscal Year

LCTOP - Low Carbon Transit Operations Program

SGR – SB 1 State of Good Repair Program

SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit Program

TIRCP – Transit and Intercity Rail Capital Program

Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion

The Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion Project will modernize the existing hydrogen fueling system at the Santa Ana Bus Base, located at 4301 W. MacArthur Boulevard in the City of Santa Ana, to support OCTA's growing fleet of zero-emission hydrogen fuel-cell electric buses. The project includes replacement of the existing fueling system with new hydrogen storage, compression, vaporization, dispensing, hydrogen detection, emergency shutdown, and supporting facility infrastructure.

The upgraded fueling station will increase capacity to support 40 additional hydrogen fuel-cell electric buses currently on order, expanding the fleet from ten to 50 buses. The project will improve fueling reliability, reduce hydrogen fuel losses, enhance operational efficiency, and strengthen the safety and reliability of the bus base. It also supports OCTA's goal of transitioning to a 100 percent zero-emission bus fleet by 2040, while reducing greenhouse gas emissions and improving air quality throughout Orange County.

The proposed updated funding plan, based on the bids received for this work, is provided in the table below:

Proposed Funding (\$000s)	FY26/27 SGR	FY27/28 SGR	Pending Discretionary and Formula Grants	Estimated Total
CON	\$3,469	\$4,701	\$10,833	\$19,003



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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			
Alternate Fuel Replacement 60-Foot Buses (20)		\$55,605	\$42,224					\$13,381			
Associated Transportation Improvements		\$556		\$556							
ATN suballocation		\$2,273		\$2,273							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$8,119	\$5,721					\$2,398			
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)		\$347,259		\$249,807							\$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 signs)		\$2,500				\$2,500					
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,776						\$6,776			
Harbor Boulevard dynamic bus lane (environmental/engineering)		\$5,100						\$5,100			
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 ¹		\$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 Connections for LA28		\$4,400						\$4,000			\$400
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes Laguna Beach)		\$252,207		\$252,207							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$29,332		\$29,332							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Safety Projects		\$1,149		\$1,149							
Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion ^{1,2}		\$19,003					\$8,170	\$10,833			



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - August 24, 2026

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
Security Cameras and Access Controls at OCTA Transportation Centers		\$1,200		\$960							\$240
Security Gates at Garden Grove, Santa Ana, Anaheim bus bases		\$5,859					\$5,859				
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 Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,536,607	\$284,853	\$654,276	\$3,660	\$12,915	\$75,135	\$179,365	\$5,730	\$55,845	\$264,828
Federal Funding Total		\$942,789									
State Funding Total		\$267,415									
Local Funding Total		\$326,403									
Total Funding (000's)		\$1,536,607									

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-Foot)		\$31,105	\$22,250	\$8,855							
Bus replacement (40-Foot 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		\$92					\$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)		\$124,221		\$124,221							
Standby backup generators at Anaheim and IRCC bases		\$1,601					\$1,601				
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$11,289					\$6,295	\$4,994			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			



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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
Bus Transit Project Completed Totals		\$416,503	\$55,397	\$245,440	\$341		\$19,712	\$39,577			\$56,036
Federal Funding Total	\$301,178										
State Funding Total	\$59,289										
Local Funding Total	\$56,036										
Total Funding (000's)	\$416,503										



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - August 24, 2026

1. Authorize the use of Fiscal Year (FY) 2026-27 SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program funding, which is estimated to provide approximately \$7.120 million, for the following proposed projects:

- a. Hydrogen Fueling Station at Garden Grove Bus Base.
- b. Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion.

2 . Authorize the use of Fiscal Year 2027-28 SB 1 State of Good Repair Program funding for the Santa Ana Bus Base Hydrogen Fueling Replacement and Capacity Expansion (\$4.701 million).

Acronyms:

ATN - Anaheim Transportation Network

Board - Board of Directors

CMAQ - Congestion Mitigation Air Quality Improvement Program

DCFC - Direct Current Fast Charging

Fed - Federal

FTA - Federal Transit Administration

FY - Fiscal Year

IRCC - Irvine Construction Circle

LA28 - Los Angeles 2028 Olympics and Paralympics Games

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



**Materials for this item will be provided
prior to the meeting.**



**Materials for this item will be provided
prior to the meeting.**

Transit Security and Operations Center Project Update





Project Background – Existing Annex Facility

- Constructed in 1986; remodeled in 1996
- Houses essential functions:
 - Operations Training
 - Central Communications
 - Field Operations
 - Transit Police Services
 - Emergency Operations Center
 - File Storage
- Seismic vulnerability - facility not designed to essential services building requirements under the Essential Services Buildings Seismic Safety Act.
- Not feasible to retrofit based on building standards.





Transit Security and Operations Center (TSOC) Project Location



**1460 West Lincoln Avenue
Anaheim, CA 92801**



TSOC Facility

- A new facility designed to California essential services building standards for current and future operational needs and requirements.
- Operational user groups in TSOC:
 - Emergency Operations Center
 - Central Communications
 - Field Operations
 - Security and Emergency Preparedness (during emergencies)
 - Transit Police Services



Project Rendering – TSOC Facility



Site Area: 2.86 acres

Two-story steel structure building

Building height:

35 feet (approx.)

Building footprint:

20,000 square feet (approx.)

Building gross area:

30,000 square feet (approx.)



Construction and Funding

- September 23, 2024 - OCTA Board award of construction contract
 - Bernards Bros., Inc.
 - \$44,452,000
- Construction Funding

Source	Total
Federal Transit Administration Coronavirus Response and Relief Supplemental Appropriations Act	\$3,660,000
State of California SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program	\$16,353,000
SB-1 Local Partnership Program	\$27,475,000
State Transportation Improvement Program	\$10,381,000
	\$57,869,000



Completed Milestone Activities

- ✓ Permits
- ✓ Impacted soil remediation
- ✓ Grading and building pad certification
- ✓ Underground utilities
- ✓ Building footing construction
- ✓ Building structural steel placement
- ✓ Second floor and roof metal decking
- ✓ Concrete slab on second floor



Milestone Activities Underway

- Building vapor barrier installation
- Building slab on grade
- Onsite underground utilities - electrical, telecom, sewer, water, storm drain
- Property line masonry walls
- Offsite underground utilities – telecom, sewer, water

Grading, Geogrid Installation

Building pad excavation



Geogrid installation



Backfilling



Building pad certification



Unforeseen Underground Conflicts

Underground storage tank (UST) 1



Underground storage tank 2

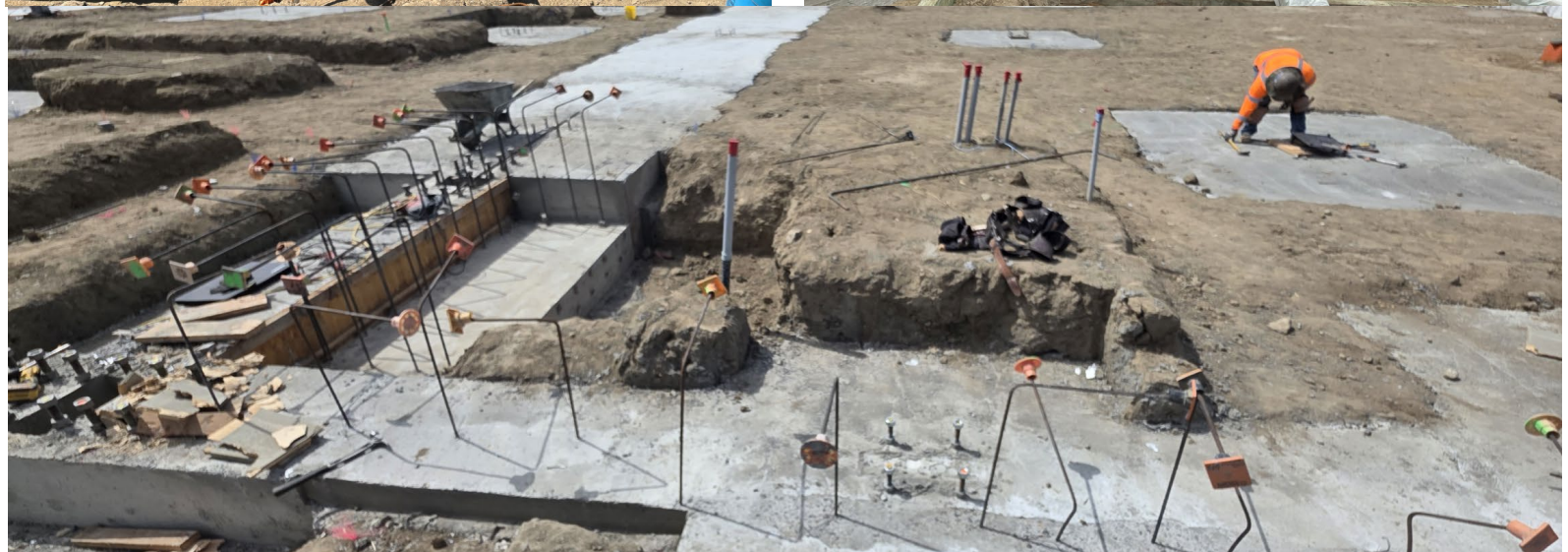


Unforeseen Underground Conflicts (cont.)





Building Footing Construction





Building Structural Steel Placement





Building Metal Decking





Light Weight Concrete Slab on Second Floor



Underground Utilities





Vapor Barrier Installation



Offsite Utilities Work on Lincoln Avenue





Challenges, Unforeseen Conditions

Challenge/Unforeseen	Solutions	Project Status
Impacted soil	Impacted soil remediation. Vapor barrier installation under building slab.	Impacted soil remediation is completed. Vapor barriers will be installed before construction of building slab.
UST found during excavation	Environmental specialist performed testing for any contamination, obtained Anaheim Fire Department permit before removal of UST.	UST was removed and disposed offsite.
Four buried cisterns found during excavation	Environmental specialist performed testing for any contamination before removal.	Cisterns were removed and disposed offsite.
Metal hoist shaft found during excavation	Environmental specialist performed testing for any contamination before removal.	Shaft was removed and disposed offsite.
Unknown impacted soil area found during excavation	Environmental specialist performed testing for any contamination before removal.	Soil was removed and disposed offsite.
Buried concrete slabs found during excavation	Removing concrete slabs.	Buried concrete slabs were removed and disposed offsite. A small portion of buried concrete slab will be removed later due to site restriction.



Challenges, Unforeseen Conditions (cont.)

Challenge/Unforeseen	Solutions	Project Status
Onsite soil did not meet geotechnical requirements for structural backfill	Imported granular material and blended with onsite material to meet sand equivalent requirement and other specification requirements. Geosynthetic layer added under building pad to enhance long-term foundation performance.	All structure backfill compliant with specification requirements. Geosynthetic layer has been installed and approved by the City of Anaheim (City) building division.
City building required electrical duct banks crossing isolated footings to match footing areas	Electrical duct bank concrete encasement widened to match isolated footing areas.	Construction of electrical duct banks and concrete encasement at building area completed.



Current Updated Schedule and Costs

	<-- 2024			2025												2026												2027												2028 -->							
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar					
Construction Notice to Proceed 10/24/2024	◆																																														
Impacted Soil Remediation																																															
Permit and Impacted Soil Remediation																																															
City Grading Permit Issued 8/8/2025																																															
Earthwork Building Pad Over-excavation/Site Grading																																															
Building Pad Certification, Obtaining City Building Permit																																															
Building Submittals																																															
Building Construction																																															
Onsite Improvements																																															
Offsite Improvements																																															
Construction Completion																																															

Item	Amount
Construction Contract	\$44,452,000
Construction Management	\$4,990,190
Executed Amendments	\$1,835,714
Total Committed Costs	\$51,277,904