



September 12, 2019

To: Transit Committee

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "To:" field.

From: Darrell E. Johnson, Chief Executive Officer

Subject: Fiscal Year 2018-19 Low Carbon Transit Operations Program Update

Overview

The Orange County Transportation Authority submitted five projects for \$7.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding. An amendment to the program to support expanded commuter rail service in Orange County is provided for Board of Directors' approval.

Recommendations

- A. Approve Resolution 2019-070, which authorizes the use of up to \$2.1 million in fiscal year 2018-19 Low Carbon Transit Operations Program funding for Metrolink Service Expansion, consistent with the Low Carbon Transit Operations Program Guidelines.
- B. Authorize the Chief Executive Officer, or his designee, to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the above recommendation.

Background

The Low Carbon Transit Operations Program (LCTOP) will support transit operations or capital projects that reduce greenhouse gas emissions and improve mobility, with a priority to provide benefit to disadvantaged communities. Projects may include new or expanded bus or rail services, expanded intermodal transit facilities, equipment acquisition, fueling, maintenance, and other costs to operate transit services or facilities, including fare discount and promotion programs. The Orange County Transportation Authority (OCTA) recently approved its share of the Southern California Regional Rail Authority (SCRRA) 2019-20 Budget that included Metrolink Service Expansion.

Since fiscal year (FY) 2014-15, OCTA has received annual apportionments of LCTOP funds ranging from \$1.3 million to \$4.8 million. For FY 2018-19, OCTA was apportioned \$7.1 million in LCTOP funds. On March 25, 2019, the Board of Directors (Board) approved the use of \$7.1 million in FY 2018-19 LCTOP funds for continuation and expansion of college fare programs (Fullerton, Golden West, and Santa Ana colleges), related travel training for seniors and the disabled community, and capital and operating support for the Bravo! Main Street Rapid Bus Service.

The Bravo! Main Street Rapid Bus Service is not projected to start revenue operation until June 2022, whereas the Metrolink Service Expansion will commence in April 2020, and, therefore is a more timely opportunity for OCTA to utilize the LCTOP funds. As a result, staff is proposing use of LCTOP for up to four years of operating subsidy for Metrolink Service Expansion rather than operating subsidy for Bravo! Main Street Rapid Bus Service.

Discussion

In October 2019 and April 2020, the SCRRA will expand Metrolink service on both the Orange County and the 91/Perris Valley lines. In October 2019, three Orange County Line round trip trains currently operating between Laguna Niguel/Mission Viejo and Fullerton will be replaced by two round trips between Laguna Niguel/Mission Viejo and Los Angeles Union Station, and three weekday round trips, currently operating between Perris-South and Riverside, will be replaced by one round trip between Perris-South and Los Angeles Union Station via Fullerton. In April 2020, one evening round trip will be added between Oceanside and Los Angeles, and one round trip will be added between Los Angeles Union Station and Perris-South via Fullerton.

OCTA's share of the operating subsidy for the service expansion from October 2019 through June 30, 2023 is projected to be \$2.1 million. Bravo! Main Street Rapid Bus Service is not projected to start revenue operation until June 2022. It is proposed to redirect the funds needed for Metrolink Service Expansion from the \$2.9 million in LCTOP funds approved for the operating support for the Bravo! Main Street Rapid Bus Service. The remaining LCTOP funds currently estimated to be \$0.8 million remains available for operating support for the Bravo! Main Street Rapid Bus Service. In the future, additional LCTOP funds will be available and would be proposed for Board consideration to fully fund the Bravo! Main Street service.

This recommendation is consistent with OCTA Capital Programming Policies, and with the California Department of Transportations' (Caltrans) LCTOP Guidelines. Caltrans has requested that the Board approve submittal of the project and execution of the certifications and assurances, and authorized agent forms through a resolution (Attachment A). The authorized agent form authorizes the Chief Executive Officer, or his designee, to sign documents on behalf of OCTA.

The Metrolink Service Expansion will result in increased ridership, thereby reducing single-occupant vehicle travel, the associated vehicle miles traveled, and greenhouse gas emissions. The project will serve disadvantaged communities in Orange County.

Next Steps

With Board approval, staff will submit a program amendment and a request for up to \$2.1 million in FY 2018-19 LCTOP funds for Metrolink Service Expansion to Caltrans.

Summary

The Board is requested to approve the use of FY 2018-19 LCTOP funds for Metrolink Service Expansion in place of operating subsidy associated with Bravo! Main Street Rapid Bus Service. The Board is further requested to approve a resolution authorizing submittal of the project and execution of the certifications and assurances.

Attachment

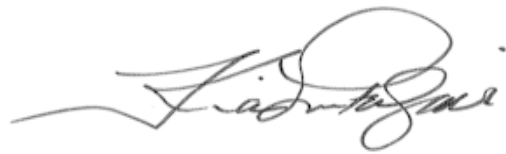
- A. Resolution 2019-070, Authorization for the Execution of the Certifications and Assurances for the Low Carbon Transit Operations Program, and for the Execution of the Low Carbon Transit Operations Program Project: Metrolink Service Expansion, up to \$2,100,000

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