



AGENDA

Transit Committee Meeting

Committee Members

Steve Jones, Chairman
Tam Nguyen, Vice Chairman
Andrew Do
Patrick Harper
Fred Jung
Vicente Sarmiento

Orange County Transportation Authority
Board Room
550 South Main Street
Orange, California

Thursday, August 11, 2022 at 9:00 a.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the OCTA Clerk of the Board 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 OCTA Clerk of the Board's office at 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in person (subject to OCTA's Coronavirus (COVID-19) safety protocols) or listen to audio live streaming of the Board and Committee meeting at: [Board of Directors - Live and Archived Audio](#).

Members of the public may address the Board regarding any item two ways:

In Person Comment

Members of the public may attend in person (subject to OCTA's COVID-19 safety protocols) and address the Board regarding any item. Members of the public will be required to complete a COVID-19 symptom and temperature screening.

Please complete a speaker's card and submit it to the Clerk of the Board or notify the Clerk of the Board the item number on which you wish to speak. Speakers will be recognized by the Chairman at the time the agenda item is to be considered. A speaker's comments shall be limited to three minutes.



Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be received no later than **5:00 p.m. the day prior to the meeting**. If you wish to comment on a specific 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 Jung

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 4)

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

Approve the minutes of the July 14, 2022 Transit Committee meeting.

2. Amendment to Cooperative Agreement with the City of Anaheim for the Anaheim Canyon Metrolink Rail Station Improvement Project

Lora Cross/James G. Beil

Overview

On August 25, 2014, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-4-1714 with the City of Anaheim to define the roles and responsibilities for capital improvements to the Anaheim Canyon Metrolink rail station. An amendment to the cooperative agreement is requested to increase the reimbursement of funds to the City of Anaheim for engineering, inspection, and oversight efforts and to reimburse the Orange County Transportation Authority for construction work related to the protection of a city-owned water line.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim for additional reimbursement, in the amount of \$70,000, to the City of Anaheim for engineering reviews, inspection, and oversight and extend the term of the cooperative agreement through December 31, 2023, for the Anaheim Canyon Metrolink Rail Station Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$343,000.

3. Federal Transit Administration Program of Projects for Federal Fiscal Year 2021-22

Heidi Busslinger/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for bus and rail capital projects as well as the related operating costs. The federal fiscal year 2022 program is presented for the Board of Directors' review and approval.

Recommendation

- A. Approve the federal fiscal year 2022 program of projects for 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 programs including other federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Approve the use of \$3.661 million in federal Congestion Mitigation and Air Quality Improvement Program funds for the following projects:
 - Southern California Regional Rail Authority Operating Subsidy Suballocation for Reinstatement (\$2.510 million), and
 - Southern California Regional Rail Authority New Capital for Replacement Locomotives (\$1.151 million).
- 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 or his designee to submit the Federal Transit Administration grant applications 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.

4. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2022-23

Heidi Busslinger/Kia Mortazavi

Overview

The SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program provides funding for transit capital improvement needs. The program funds are generated from the Transportation Improvement Fee. Programming recommendations for fiscal year 2022-23 funds, as well as a reprogramming action for prior-year funding, are presented for Board of Directors approval.

Recommendations

- A. Approve Resolution No. 2022-053 authorizing the use of fiscal year 2022 23 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.585 million for the following projects:
 - Transit Security and Operations Center (\$3.924 million),
 - Bus engine repower/rebuild contract (\$1.511 million), and
 - Heating-ventilation unit replacement at the Santa Ana Bus Base (\$1.150 million).
- B. Authorize the use of fiscal year 2019-20 SB 1 State of Good Repair Program funding of \$2.560 million for the bus engine repower/rebuild contract.
- 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

5. Agreement for Intelligent Transportation Management System Radio Computing Infrastructure and Software Update

Michael Beerer/Andrew Oftelie

Overview

The Orange County Transportation Authority operates an L3Harris OpenSky II data and voice land mobile radio system to provide voice communications, vehicle position, and diagnostic data from and to our fixed-route, paratransit, field supervisor, maintenance, and Transit Police Service vehicles. The Orange County Transportation Authority's land mobile radio computing and network infrastructure is over ten years old and in need of an update as it has reached the end of its useful life. Board of Directors' approval is requested to refresh the radio computing and network infrastructure.

Recommendation

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-2-2261 between the Orange County Transportation Authority and L3Harris Technologies, Inc., in the amount of \$2,270,723, to update the Intelligent Transportation Management System Software radio computing infrastructure and software.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2022-23 Budget, in the amount of \$2,270,723, to accommodate expenses related to sole source Agreement No. C-2-2261 to update the Intelligent Transportation Management System radio computing infrastructure and software.

Discussion Items

6. OC Bus and OC ACCESS Services Update

Johnny Dunning, Jr.

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

7. Public Comments

8. Chief Executive Officer's Report

9. Committee Members' Reports



10. Closed Session

There are no Closed Session items scheduled.

11. Adjournment

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, September 8, 2022**, at the Orange County Transportation Authority, Board Room, 500 South Main Street, Orange, California.



Committee Members Present

Steve Jones, Chairman
Tam Nguyen, Vice Chairman
Andrew Do
Patrick Harper
Freg Jung
Tam Nguyen
Vicente Sarmiento

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Andrea West, Interim Clerk of the Board
Allison Cheshire, Clerk of the Board Specialist, Senior
Cassie Trapesonian, General Counsel
OCTA Staff

Committee Members Absent

None

Call to Order

The July 14, 2022, regular meeting of the Transit Committee (Committee) was called to order by Committee Chairman Jones at 9:01 a.m.

Pledge of Allegiance

Director Harper led the Pledge of Allegiance.

Consent Calendar (Items 1 through 4)

1. Approval of Minutes

A motion was made by Director Sarmiento, seconded by Director Jung, and declared passed by those present, to approve the minutes of the Transit Committee meeting of June 9, 2022.

Committee Chairman Jones was not present to vote on this item.

2. Amendment to Cooperative Agreement for Design and Construction of the Placentia Metrolink Commuter Rail Station

A motion was made by Director Sarmiento, seconded by Director Jung, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-6-1117 between the Orange County Transportation Authority and the City of Placentia, to revise specific provisions related to roles, responsibilities, and funding as well as to extend the agreement term through May 31, 2027, for continued design and construction services of the Placentia Metrolink Commuter Rail Station.

Committee Chairman Jones was not present to vote on this item.

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

A motion was made by Director Sarmiento, seconded by Director Jung, and declared passed by those present, to receive and file as an information item.

Committee Chairman Jones was not present to vote on this item.

4. Amendment to Agreement for the Making Better Connection Study

A motion was made by Director Sarmiento, seconded by Director Jung, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-0-2739 between the Orange County Transportation Authority and Transportation Management and Design, Inc., in the amount of \$176,775, for consultant support in implementing the final service plan during Phase 3 (Optional Task) of the study, as well as to exercise the option term, effective November 1, 2022, through May 31, 2023. This will increase the maximum cumulative payment obligation of the agreement to a total contract value of \$746,622.

Committee Chairman Jones was not present to vote on this item.

Regular Calendar

5. OC Streetcar Project Quarterly Update

Ross Lew, Project Manager, and Tresa Oliveri, Community Outreach Principal, provided a presentation on this item.

A discussion ensued among the Committee Members and staff regarding the following:

- Communication with Nova Academy regarding construction impacts and schedule.
- Opportunities for extended project hours to complete the work.
- Efforts by OCTA to meet with and communicate updates to merchants in the project area.
- Weekly meetings with contractor and city staff.

No action was taken on this receive and file as an information item.

6. Contract Change Orders for Construction of the OC Streetcar Project

Ross Lew, Project Manager, provided a presentation on this item.

A discussion ensued among the Committee Members and staff.

A motion was made by Committee Vice Chairman Nguyen, seconded by Director Do, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 1.3 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$2,100,000, for schedule impacts associated with time impact evaluation 01.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 28.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,300,000, for schedule impacts associated with time impact evaluation 07.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 44.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$907,220, for design of temporary traffic signals and video detections.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 105 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$3,500,000, for modified track slab.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 150 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$500,000, for Fourth Street extended work hours and public safety.
- F. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 164 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$500,000, for station platform, parking lot, and Sasser Park lights.

7. Amendment to Agreement for the Design of the OC Streetcar Project

Ross Lew, Project Manager, provided a presentation on this item.

A motion was made by Director Do, seconded by Director Harper, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 12 to Agreement No. C-5-3337 between the Orange County Transportation Authority and HNTB Corporation, in the amount of \$3,000,000, and extend the agreement term through September 30, 2023, for continued OC Streetcar project design support services during construction. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$29,083,841.

Discussion Items

8. Making Better Connections Study Preliminary Public Outreach Results

Ryan Armstrong, Department Manager, Marketing and Customer Engagement, and Ryan Maloney, Section Manager, Marketing and Customer Service, provided a presentation on this item.

Following the presentation, no action was taken on this item.

9. OC Bus and OC ACCESS Services Update

Johnny Dunning, Jr., Chief Operating Officer, and Ryan Maloney, Section Manager, Marketing and Customer Service, provided a presentation on this item.

Following the presentation, no action was taken on this item.

7. Public Comments

There were no public comments received.

8. Chief Executive Officer's Report

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

- Johnny Dunning, Jr. has been promoted to Chief Operating Officer.
- Quarterly meeting with the Federal Transportation Administration held today in person and includes a tour of the OC Streetcar project.



9. Committee Members' Reports

There were no Committee Members' Reports.

10. Closed Session

There were no Closed Session items scheduled.

11. Adjournment

The meeting adjourned at 9:58 a.m.

The next regularly scheduled meeting of this Committee will be held at **9:00 a.m. on Thursday, August 11, 2022**, at the Orange County Transportation Authority, Board Room, 500 South Main Street, Orange, California.

ATTEST:

Allison Cheshire
Clerk of the Board Specialist, Senior



August 11, 2022

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Cooperative Agreement with the City of Anaheim for the Anaheim Canyon Metrolink Rail Station Improvement Project

Overview

On August 25, 2014, the Orange County Transportation Authority Board of Directors approved Cooperative Agreement No. C-4-1714 with the City of Anaheim to define the roles and responsibilities for capital improvements to the Anaheim Canyon Metrolink rail station. An amendment to the cooperative agreement is requested to increase the reimbursement of funds to the City of Anaheim for engineering, inspection, and oversight efforts and to reimburse the Orange County Transportation Authority for construction work related to the protection of a city-owned water line.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim for additional reimbursement, in the amount of \$70,000, to the City of Anaheim for engineering reviews, inspection, and oversight and extend the term of the cooperative agreement through December 31, 2023, for the Anaheim Canyon Metrolink Rail Station Improvement Project. This will increase the maximum obligation of the cooperative agreement to a total contract value of \$343,000.

Discussion

The Orange County Transportation Authority (OCTA) is the lead agency for the construction phase of the Anaheim Canyon Metrolink Rail Station Improvement Project (Project). Due to changes in the construction plans that require review and approval from the City of Anaheim (City) for permits, the City's effort has increased beyond the amount estimated in the original agreement. Changes to the plans were due to unknown field conditions and value engineering that were

proposed by OCTA's construction contractor, Stacy Witbeck Inc. Additionally, overtime inspections were required during weekend railroad closures for track work and street improvements that were not originally accounted for when the City's effort was estimated. Due to the increase in the City's participation in engineering reviews, inspection efforts and oversight, additional funds are required in the amount of \$70,000.

It was anticipated during the design phase of the Project that the City's water department would complete a water line replacement project that would provide appropriate protection from live train loads above the line. This replacement will not be completed on time. To minimize delays to the Project, Stacy Witbeck Inc. will be performing work to protect the existing water line and the City will reimburse OCTA an estimated amount of \$39,800. The reimbursement from the City will be based on actual construction costs.

The current construction schedule anticipated the Project to be completed by the end of 2022. In order to process the closeout of permits and final as-built plans with the City, staff is requesting the agreement be extended for 12 months through December 31, 2023.

The original Cooperative Agreement No. C-4-1714 was executed on January 9, 2015, and has been previously amended as shown in Attachment A.

Fiscal Impact

Funding for the Project is included in the OCTA's Fiscal Year 2022-23 Budget, Capital Programs Division, Account No. 0018-7831-C5061-TXD, and is funded with Federal Transit Administration Congestion Mitigation and Air Quality funds.

Summary

Staff is requesting Board of Directors' approval for the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-4-1714 between the Orange County Transportation Authority and the City of Anaheim for additional reimbursement, in the amount of \$70,000, to the City of Anaheim for engineering reviews, inspection, and oversight and extend the term of the cooperative agreement through December 31, 2023, for the Anaheim Canyon Metrolink Rail Station Improvement Project.

Attachment

- A. City of Anaheim, Cooperative Agreement No. C-4-1714 Fact Sheet

Prepared by:



Lora Cross
Project Manager
(714) 560-5788

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

**City of Anaheim
Cooperative Agreement No. C-4-1714 Fact Sheet**

1. August 25, 2014, Cooperative Agreement No. C-4-1714, \$173,000, approved by the Board of Directors (Board).
 - On January 9, 2015, Cooperative Agreement No. C-4-1714 was executed with the City of Anaheim (City) for staff administrative costs for the Anaheim Canyon Metrolink Rail Station Improvement Project.
2. October 28, 2019, Amendment No. 1 to Cooperative Agreement No. C-4-1714, \$100,000, approved by the Board.
 - To allow for the City to reimburse the Orange County Transportation Authority (OCTA) for work related to protecting City-owned sewer line in railroad right-of-way in the amount of \$40,840.
 - To increase the amount OCTA will reimburse the City for administration costs and inspections.
 - Time extension of 24 months through December 31, 2022.
3. August 22, 2022, Amendment No. 2 to Cooperative Agreement No. C-4-1714, \$70,000, pending Board approval.
 - Increase the reimbursement amount to the City for engineering reviews, inspection efforts, and oversight.
 - Time extension of 12 months through December 31, 2023.

Total committed to the City after approval of Amendment No. 2 to Cooperative Agreement No. C-4-1714: \$343,000.



August 11, 2022

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer 

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2021-22

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for bus and rail capital projects as well as the related operating costs. The federal fiscal year 2022 program is presented for the Board of Directors' review and approval.

Recommendations

- A. Approve the federal fiscal year 2022 program of projects for 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 programs including other federal and local funds, and the use of match credit for projects included in this report.
- B. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
- C. Approve the use of \$3.661 million in federal Congestion Mitigation and Air Quality Improvement Program funds for the following projects:
 - Southern California Regional Rail Authority Operating Subsidy Suballocation for Reinstatement (\$2.510 million), and
 - Southern California Regional Rail Authority New Capital for Replacement Locomotives (\$1.151 million).
- 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 or his designee to submit the Federal Transit Administration grant applications 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 passed by Congress and signed into law by President Biden on November 15, 2021. The IIJA provides new funding levels for surface transportation programs, including financial assistance for public transportation services for the federal fiscal year (FFY) 2022 through FFY 2026. The Federal Transit Administration (FTA) distributes the IIJA federal formula transit funds to designated recipients through four major funding programs:

- 1) FTA Section 5307 Urbanized Area Formula Program (FTA 5307),
- 2) FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310),
- 3) FTA Section 5337 State of Good Repair Program (FTA 5337), and
- 4) FTA Section 5339 Bus and Bus Facilities Program (FTA 5339).

The FTA publishes annual apportionments for each program. The Southern California Association of Governments (SCAG) then confirms the apportionments for each recipient in the SCAG region. Following that confirmation, the Orange County Transportation Authority (OCTA), as a recipient transit agency, is able to submit grant applications consistent with the authorized apportionment. The full apportionment for FFY 2022 was released by FTA in April 2022.

OCTA also receives annual apportionments from the Federal Highway Administration (FHWA) of federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. When these funds are applied to transit or rail projects, the funds are transferred from FHWA to the FTA and are included in FTA grants as FTA 5307 transfer funds.

The FTA requires agencies to have a formal public participation process for the adoption of the transit program of projects (POP). OCTA satisfies this requirement through the SCAG Federal Transportation Improvement Program approval process, which includes a public hearing and meets the FTA requirement.

Discussion

The proposed selection of projects for FTA funding by OCTA is based on the current Board of Directors (Board)-adopted policies outlined in the Capital Programming Policies (CPP) (Attachment A), federal funding rules and regulations, and OCTA's adopted Comprehensive Business Plan (CBP). Project descriptions for the proposed FFY 2022 FTA POP are provided in Attachment B.

The proposed FFY 2022 FTA POP, organized by the FTA program, is provided in Attachment C. In addition, the proposed FTA POP for FFY 2022, organized by project and type of transit service, is provided in Attachment D.

The FFY 2022 FTA POP directs the funds attributable to the Anaheim Transportation Network (ATN) service to ATN through a subrecipient process. In prior years, OCTA provided an equivalent amount of local funds to ATN and utilized the federal funds for OCTA projects. However, passing the funds through to ATN will allow OCTA to expedite the drawdown of federal funds as the ATN and OCTA expenditures will occur simultaneously.

FTA 5307

OCTA expects to receive \$77.155 million in FTA 5307 funds for FFY 2022. The use of funds for the projects listed below allows for the most immediate use of grant funds, thereby improving OCTA's transit program cash flow. The funds generated by ATN are recommended to be suballocated to ATN through a subrecipient process.

- Fixed-route bus preventive maintenance (\$18.249 million),
- Southern California Regional Rail Authority (SCCRA) preventive maintenance (\$17.032 million),
- Non-fixed-route paratransit operating assistance (\$15.404 million),
- Capital cost of contracted transit services (\$13.835 million),
- SCCRA rehabilitation and renovation (\$9.321 million),
- SCRRRA new capital (\$2.297 million), and
- ATN suballocation primarily for preventive maintenance (\$1.018 million).

The FFY 2022 FTA 5307 project list includes an increase in funding for SCRRA over prior years. This is consistent with SCRRA's fiscal year (FY) 2022-23 budget request, which included increases in both operations and rehabilitation expenses over prior years. The influx of federal stimulus dollars allows OCTA to fully support bus program needs and address the greater funding need for rail program per the SCRRA FY 2022-23 budget.

FTA 5310

OCTA expects to receive \$3.309 million in FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds for FFY 2022. These funds are proposed to be used for the capital cost of contracting for OC ACCESS services, consistent with the CPP assumptions. OC ACCESS service provides curb-to-curb paratransit service for seniors and the disabled in Orange County. Staff relied on the OCTA Human Services Transportation Coordination Plan, which was developed by OCTA as the Consolidated Transportation Service Agency and approved by the Board on November 23, 2020, to develop the recommended uses consistent with federal guidance. The proposed use of funds also allows for the most immediate use of grant funds, thereby improving OCTA's cash flow.

As background, FTA 5310 funds are intended to support non-profit organizations and local public agencies to help meet the special transportation needs of seniors and individuals with disabilities. However, to relieve these organizations from the burden of administration of federal funds, OCTA provides local funds to these agencies to streamline project implementation and retains the federal apportionment to support OC ACCESS. Most recently, OCTA awarded \$2.750 million in local funding to 14 capital projects and operating services.

FTA 5337

OCTA expects to receive \$27.558 million in FTA 5337 State of Good Repair funds for FFY 2022. The following projects are proposed for these funds (Attachments C and D).

- SCRRA rehabilitation and renovation (\$18.686 million),
- SCRRA rehabilitation – emergency track stabilization (\$4 million),
- OCTA bus preventive maintenance (\$3.906 million), and
- San Juan Creek bridge replacement (\$0.966 million).

Each year, OCTA, as a member agency of SCRRA, is asked to fund rehabilitation projects that are required to maintain the system in a state of good repair. FTA 5337 can only be used for this type of work. Consistent with the CPP, funds are split between rail and bus based on the formula used to calculate the revenues.

FTA 5339

OCTA expects to receive \$5.951 million in FTA 5339 bus and bus facilities funds for FFY 2022. The use of these funds is proposed primarily for the Paratransit Vehicle Replacement Project. The funds generated by ATN are recommended to be suballocated to ATN through a subrecipient process. ATN will use the suballocated funds to purchase new bus lifts and bus ladders.

There are currently up to 131 paratransit vehicles that are due to be replaced, consistent with the useful life of vehicles defined by OCTA's Transit Asset Management Plan. The FFY 2022 funds will support the replacement of up to 41 vehicles. The remaining vehicles will be replaced using future FTA 5339 funds.

- Paratransit Vehicle Replacement Project (\$5.827 million), and
- ATN suballocation for bus lifts and ladders (\$0.125 million).

FFY 2021-22 FTA POP

The following table summarizes the recommended formula programming by system for the FFY 2022 FTA POP.

Formula Programs	Bus	Rail	ATN	Total
FTA 5307	\$ 47,487,642	\$ 28,650,021	\$ 1,017,690	\$ 77,155,353
FTA 5310	\$ 3,308,661			\$ 3,308,661
FTA 5337	\$ 3,906,000	\$ 23,651,861		\$ 27,557,861
FTA 5339	\$ 5,826,512		\$ 124,959	\$ 5,951,471
Total	\$ 60,528,815	\$ 52,301,882	\$ 1,142,649	\$ 113,973,346

Overall, the proposed FFY 2022 FTA POP includes \$113.973 million of FTA formula funding for transit projects, which is an increase of 31 percent over the FFY 2021 FTA POP, which only provided \$86.951 million. Also included in the FFY 2022 FTA POP is \$4.851 million of local match funds for non-fixed route paratransit operating assistance and SCRRRA rehabilitation for emergency track stabilization. Of the total formula funding recommended, approximately 46 percent will be used for investments in rail programs, approximately 53 percent will be utilized for bus transit programs, and one percent for ATN projects. The funding for OCTA bus also breaks down to approximately 90 percent directed towards capitalized operating expenses and approximately ten percent for capital projects. Directing the majority of the federal funds towards capitalized operating expenses allows for timely use of grant funds, thereby reducing pressure on local transit funds, which tend to be more flexible and can also contribute to OCTA's reserve for future needs.

Five-Year Programming Plans

To complete the FY2022 POP, OCTA also develops five-year programming plans for each FTA funding program. These funding plans reflect OCTA's future transit project and service needs. In addition, these plans allow OCTA to expedite transit projects or service delivery and have the ability to seek federal reimbursement once federal grants are in place. The five-year programming plan for projects and services funded with FTA 5307, FTA 5310, FTA 5337, and FTA 5339 programs are provided in Attachments E-H.

These programming plans are consistent with the typical use of FTA funds as expected in the CBP and conform to the CPP. The plans can also be updated as better information on needs and funding levels become available. The funding plans include use of FTA funds to support bus and rail preventive maintenance, capitalized cost of contracting, OC Access costs, commuter rail rehabilitation, and continued paratransit vehicle replacements.

CMAQ

In June 2022, the Board approved the SCRRA's request for an operations budget of \$46.167 million for the FY 2022-23 SCRRA Budget. In order to support this budget, while maximizing external funds, staff is proposing a combination of the FTA 5307 (\$9.321 million), noted above, \$22.274 million in previously approved American Rescue Plan Act funds, \$4.351 million in previously approved Coronavirus Response and Relief Supplemental Appropriations Act funding, and \$2.510 million in CMAQ funds. CMAQ funds can be used for the reinstatement of service as that is considered service expansion. While SCRRA has decided to delay planned reinstatement of service in FY 2022-23, Metrolink service increased by seven percent from 57 trains to 61 trains effective April 2022. This expanded/reinstated service is eligible to use the CMAQ funding proposed.

Additionally, OCTA is recommending utilizing \$1.151 million in CMAQ funds for the OCTA match for the Tier 4 Replacement Locomotives project. This use is consistent with the CPP, as the CMAQ funds will be used towards the purchase of Tier 4 locomotives. The Tier 4 locomotives reduce emissions by 85 percent compared with SCRRA's oldest locomotives, thus contributing to improved air quality.

Next Steps

With Board approval, staff will initiate the programming and grant 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 in Attachment I.

Summary

Board approval is requested to program \$113.973 million in FTA formula funding for the FFY 2021-22 FTA POP, the five-year programming plan for FTA 5307, 5310, 5337, and 5339, and \$3.661 million in federal CMAQ funds.

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 2022 by Fund Source
- D. Proposed Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 by Project
- E. Proposed Five-Year Programming Plan for FTA Section 5307 Funds, Urbanized Area Formula Program (FFY 2022 through FFY 2026)
- F. Proposed Five-Year Programming Plan for FTA Section 5310 Funds, Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2022 through FFY 2026)
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds, State of Good Repair Program (FFY 2022 through FFY 2026)
- H. Proposed Five-Year Programming Plan for FTA Section 5339 Funds, Bus and Bus Facilities Program (FFY 2022 through FFY 2026)
- I. Capital Funding Program Report

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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	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (Freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan (TIP), the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 TIP, the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approved actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the Measure M Ordinance No. 3, and consistent with the Comprehensive Transportation Funding Programs (CTFP) guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 TIP, with the latest Next 10 Delivery Plan (Next 10 Plan), the Comprehensive Business Plan (CBP), and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the Measure M Ordinance No. 3, the CBP, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

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

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 TIP, and consistent with CTFP guidelines. Program funds to projects through formal call awards and/or Board action. Funds for the OCTA-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 TIP and consistent with CTFP guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero- emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria, and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
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 Plan, specifically M2 projects, and to maintain existing OCTA assets in a state of good repair 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.

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

Funding Source/Agency	State Programming Policies
State Programs	
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County for the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 (Chapter 5, Statutes of 2017)-Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital, and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR) /Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets. Funds may be used for transit operations, if allowed by the State.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program.
State Transportation Improvement Program (STIP)/CTC	Use STIP for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming, and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

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

Funding Source/Agency	Federal Programming Policies
Federal Programs	
<p>Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)</p>	<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>
<p>Federal Transit Administration (FTA) Section 5307 Formula/FTA</p>	<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>
<p>FTA Section 5310 Formula/FTA</p>	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>

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

Funding Source/Agency	Federal Programming Policies
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.
FTA Section 5339 Formula/FTA	Use funds for: <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/CTC for FHWA	These funds are administered by the State through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	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, and bicycle, pedestrian, and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the State through the ATP. See ATP above.

**Orange County Transportation Authority
Federal Transit Administration Program of Projects Description**

This attachment includes project descriptions for all projects noted throughout the federal fiscal year 2022 Federal Transit Administration (FTA) program of projects staff report.

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 Section 5307 (FTA 5307) and FTA Section 5337 (FTA 5337) funds.

Non-Fixed-Route Paratransit Operations Assistance

OC ACCESS is Orange County Transportation Authority's (OCTA) paratransit service that provides specialized services for passengers who are unable to use OCTA's fixed-route bus service because of functional limitations caused by a disability. The proposed FTA 5307 funds will support operating assistance to continue existing OC ACCESS service or increase service to meet routine changes in demand.

Capital Cost of Contracted Transit Services

The capital costs associated with contracting for transit and maintenance services include OC ACCESS paratransit service (described above) and contracted OC Bus fixed-route service. This is meant to help support the capitalized costs for revenue fleet vehicles owned by OCTA and used and maintained through contracted service. Fixed-route service refers to a vehicle operated along a fixed route on a specific schedule. Eligible components include the capital costs of the vehicles used in the services, as well as the capital component of overhead (e.g., offices and equipment for the provider of the OC ACCESS paratransit service). Capital cost of contracting is funded through FTA 5307, FTA Section 5310 (FTA 5310), and in prior years by FTA Section 5339 (FTA 5339).

Paratransit Vehicle Replacement Project

The Paratransit Vehicle Replacement Project includes the purchase of 23-foot OC ACCESS paratransit vehicles to replace aging buses in the OCTA transit fleet. The proposed FTA 5339 funds will support the acquisition of these OC ACCESS paratransit replacement vehicles consistent with the Fleet Outlook and the Comprehensive Business Plan.

Southern California Regional Rail Authority (SCRRA) Rehabilitation/Renovation

The SCRRA Rehabilitation/Renovation Project will rehabilitate and/or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair. FTA 5337 funds will support these

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

commuter rail rehabilitation/renovation projects. The emergency work noted below as SCRRA Rehabilitation - Emergency Track Stabilization will also be funded through FTA 5337 SCRRA rehabilitation but is further described below.

SCRRA Preventive Maintenance

The commuter rail preventive maintenance costs include all maintenance costs related to maintaining rolling stock, vehicles, rail infrastructure, equipment and facilities, salaries, and benefits of maintenance personnel for the commuter rail service. The proposed FTA 5307 funds will support OCTA's share of preventive maintenance costs for SCRRA.

SCRRA Operating Subsidy – Reinstated/Expanded Service

SCRRA requested \$46.167 million for OCTA's share of operating subsidy in the fiscal year (FY) 2022-23 budget. OCTA is recommending utilizing \$2.510 million in Congestion Mitigation Air Quality (CMAQ) funds for expanded rail operations as part of the overall funding plan. The reinstated service includes service, which was reinstated effective April 2022. OCTA will utilize a combination of \$17.032 million in FTA 5307 and prior Coronavirus Response and Relief Supplemental Appropriations Act funding of \$4.351 million, and \$22.274 million of American Rescue Plan Act funds to fully fund SCRRA's FY 2022-23 operations budget request. No local funds are required.

SCRRA New Capital and Locomotive Replacement

SCRRA New capital projects add new track, signal, communications, rolling stock, and other equipment and facilities to the Metrolink system. In most cases, the projects are eligible for FTA 5337, if not, FTA 5307 funds or CMAQ funds are used for new capital projects. OCTA is proposing the use of \$1.151 million in CMAQ funds for OCTA's match for Tier 4 replacement locomotives, as well as \$2.297 million in FTA 5307. The Tier 2 MP36 fleet of 15 locomotives was deployed in 2008-2009 and is now approaching its mid-life, and the metrics are trending down as expected for locomotives at this age and use. To stabilize and improve reliability in line with industry standards, diesel locomotives commonly undergo mid-life overhaul by the 15th year. The overhaul includes the upgrade of the main and head-end power engines to a higher emissions tier (i.e., Tier 4), removal of trucks, cooling systems, and other critical systems for refurbishment, as well as addressing body damage and exterior repainting.

San Juan Creek Bridge Replacement

The San Juan Creek Bridge is a 100-year-old bridge that crosses over San Juan Creek between Control Point (CP) Oso and CP Capistrano on the Orange Subdivision, owned by OCTA, in the Los Angeles-San Diego Rail Corridor. This project will support the replacement and construction of a new bridge that will significantly reduce the amount of maintenance required and will meet current design standards and rail load capabilities.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Construction is anticipated to begin in March 2023. Proposed FTA 5337 funds will support the replacement of the bridge. The current funding plan is provided below.

Funding in 000s	Total	FTA 5337	CMAQ	Demo	Proposition 1B TSSSDRA	M2
Engineering	\$ 1,300	\$ 1,300				
ROW	\$ 1,438				\$ 59	\$ 1,379
Construction	\$ 40,353	\$ 38,532	\$ 908	\$ 913		
TOTAL	\$ 43,091	\$ 39,832	\$ 908	\$ 913	\$ 59	\$ 1,379

Demo – Federal Demonstration funds

TSSSDRA – Transit System Safety, Security and Disaster Response Account

M2 – Measure M2

ROW – Right-of-Way

SCRRA Rehabilitation - Emergency Track Stabilization

Tidal surges and a recent slope failure have severely degraded the railroad track structure on the OCTA-owned railroad ROW in the City of San Clemente (City). The ROW is operated and maintained by the SCRRA through an agreement with OCTA. After a site analysis by SCRRA geotechnical engineers, it was determined that rail service must be suspended to allow for stabilization work to occur safely and efficiently.

On September 16, 2021, SCRRA suspended Metrolink rail service in south Orange County in order to effect efforts to stabilize railroad track structure in the City. The stabilization work began on September 16, 2021, and was completed the first week of October. Passenger rail service resumed on October 4, 2021. Emergency repair was undertaken by SCRRA to stabilize the railroad tracks from further shifting due to a failing slope originating at the westerly coastal slope and extending below the railroad ROW to the west of the tracks at the beach. The failing slope has resulted in severe cracks and has caused severe deflection in the railroad tracks, requiring passenger rail service to be suspended for the roughly two-and-a-half-week period from September 16 through October 4, 2021. An additional supplemental emergency track stabilization effort was completed on January 30, 2022. The current scope and level of effort for this repair work is estimated to cost up to \$5 million and is the responsibility of OCTA as the ROW owner. SCRRA has performed the majority of this work with contract forces on behalf of OCTA.

On November 11, 2021, the Board of Directors approved \$5 million of commuter rail funds for this emergency work with the caveat that staff would continue searching for external funding opportunities. The \$4 million of FTA funding that is recommended for this emergency work will offset those commuter rail funds, therefore maximizing external funding opportunities and alleviating the strain on declining commuter rail revenues.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Anaheim Transportation Network (ATN)

OCTA will request funding representing the 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, tire lease for fleet vehicles, electric van lease, lubricants, and new bus lifts and ladders.

Proposed Program of Projects for Federal Fiscal Year 2022 by Fund Source

Pending Board Approval 8/22/22

Proposed Projects	FTA Sec 5307	Local Match ⁶
Non-Fixed Route Paratransit Operations Assistance	\$ 15,403,673	\$ 3,850,918
OCTA Preventive Maintenance - Salaries & Benefits	\$ 18,248,577	\$ -
Anaheim Transportation Network Suballocation	\$ 1,017,690	\$ -
Capital Cost of Contracted Transit Services	\$ 13,835,392	\$ -
SCRRA Preventive Maintenance ^{1,2,3}	\$ 17,032,463	\$ -
SCRRA New Capital ³	\$ 2,296,800	\$ -
SCRRA 22-23 Rehab/Renovation ^{3,4}	\$ 9,320,758	\$ -
Total FFY 2022 FTA 5307	\$ 77,155,353	\$ 3,850,918

Proposed Projects	FTA Sec 5337 ⁵	Local Match
OCTA Preventive Maintenance	\$ 3,906,000	\$ -
San Juan Creek Bridge (hold for SCRRA or OCTA)	\$ 965,770	\$ -
Suballocation for SCRRA 21-22 Rehab/Renovation ⁵	\$ 769,239	\$ -
Suballocation for SCRRA 22-23 Rehab/Renovation ⁴	\$ 17,916,852	\$ -
SCRRA Rehab - Emergency Track Stabilization ⁷	\$ 4,000,000	\$ 1,000,000
Total FY 2022 FTA 5337	\$ 27,557,861	\$ 1,000,000

Proposed Projects	FTA Sec 5310	Local Match
ACCESS Contract	\$ 3,308,661	\$ -
Total FY 2022 FTA 5310	\$ 3,308,661	\$ -

Proposed Projects	FTA Sec 5339	Local Match
Replacement Paratransit Vans (part of 131)	\$ 5,826,512	\$ -
Anaheim Transportation Network Suballocation	\$ 124,959	\$ -
Total estimated FY 2022 FTA 5339	\$ 5,951,471	\$ -

1. For FY 2022-23 operations budget, SCRRA requested \$46 million compared with \$28 million for prior years and \$39 million in FY 2021-22. In prior years, OCTA provided \$8.5 million for preventive maintenance.

2. In addition to the FTA 5307 funds, this proposal will use \$2,510,122 in CMAQ for expanded rail operations, \$4.351 million in CRRSAA, and \$22.274 million in ARPA to fully fund SCRRA's 2022-23 operations budget. No local funds are required.

3. Bus is currently paying back rail annually for the use of rail share of FTA 5307 for bus projects in FYs 2014, 2015, 2016, 2017, 2019, and 2020. This FTA POP proposal pays rail back for the use of FTA 5307 for bus entirely.

4. SCRRA request for rehab for FY 2022-23 budget is \$27.2 million. This proposal uses a combination of FTA 5307 and FTA 5337 to fully support rehab.

5. In 2021, the Board approved the use of \$769,239 from FFY 2021-22 FTA 5337 apportionment for FY 2021-22 SCRRA budget.

6. FTA funded projects usually have a match requirement of any where from 60 percent to 20 percent. The

7. On November 11, 2021 the Board approved \$5 million in commuter rail funds for emergency track stabilization. This funding will offset a portion of these local funds in order to maximize external funding.

Acronyms:

ARPA - American Rescue Plan Act

Board - Board of Directors

CMAQ - Congestion Mitigation and Air Quality Improvement Program

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

FY - Fiscal Year

FFY - Federal Fiscal Year

FTA - Federal Transit Administration

OCTA - Orange County Transportation Authority

POP - Program of Projects

SCRRA - Southern California Regional Rail Authority

Proposed Program of Projects (POP) for Federal Fiscal Year (FFY) 2022 by Project

Pending Board Approval 8/22/22

Proposed Projects - Fixed Route Bus	FTA Programs	Proposed Amount
OCTA Preventive Maintenance - Salaries & Benefits	5307	\$ 18,248,577
OCTA Preventive Maintenance	5337	\$ 3,906,000
Capital Cost of Contracted Transit Services ¹	5307	\$ 13,835,392
Subtotal Fixed-Route		\$ 35,989,969
Proposed Projects - Paratransit		
Non-Fixed Route Paratransit Operations Assistance	5307	\$ 15,403,673
ACCESS Contract	5310	\$ 3,308,661
Replacement Paratransit Vans (41 of 131)	5339	\$ 5,826,512
Subtotal Paratransit		\$ 24,538,846
Proposed Projects - Metrolink		
SCRRA Operating Subsidy Suballocation (fiscal year {FY} 23 budget request) ^{2,3,4}	5307	\$ 17,032,463
SCRRA Operating Subsidy Suballocation (FY 23 budget request) ^{2,3} - Expansion/Reinstatement	CMAQ	\$ 2,510,122
SCRRA New Capital (FY 23 budget request) ⁴	5307	\$ 2,296,800
SCRRA New Capital (FY 23 budget request) - Replacement Locomotives	CMAQ	\$ 1,150,550
SCRRA 22-23 Rehab/Renovation (FY 23 budget request) ^{4,5}	5307	\$ 9,320,758
San Juan Creek Bridge (hold for SCRRA or OCTA)	5337	\$ 965,770
SCRRA Rehab - Emergency Track Stabilization	5337	\$ 4,000,000
SCRRA FY 2022 Budget Rehab/Renovation ⁶	5337	\$ 769,239
SCRRA FY 2023 Budget Rehab/Renovation ⁵	5337	\$ 17,916,852
Subtotal Metrolink		\$ 55,962,554
Proposed Projects - Other		
Anaheim Transportation Network Suballocation	5307	\$ 1,017,690
Anaheim Transportation Network Suballocation	5339	\$ 124,959
Subtotal Other		\$ 1,142,649
Total FTA funds		\$ 113,973,346
FTA Total Bus and Access		\$ 60,528,815
FTA Total Metrolink (includes CMAQ)		\$ 55,962,554
Local Funds - SCRRA FY 23 Budget Rehab:		\$ -
Local Funds - SCRRA FY 23 Budget Capital:		\$ -
Local Funds committed for Cypress Shore:		\$ 1,000,000
Total local:		\$ 1,000,000

1. Funds will be utilized for both the Fixed Route and ACCESS contract costs.

2. For FY 2022-23 operations budget, SCRRA requested \$46 million compared with \$28 million for prior years and \$39 million in FY 2021-22. The operating subsidy funding is applied primarily to preventive maintenance (PM). PM is also higher, and SCRRA has capacity to use up to \$21 million in 5307 for PM. In prior years, OCTA was limited to \$8.5 million for PM.

3. This proposal will use \$2,510,122 in CMAQ for expanded rail operations, \$4.351 million in CRRSAA and \$22.274 million in ARPA to fully fund SCRRA's FY 2022-23 operations budget. No local funds are required.

4. Bus is currently paying back rail annually for the use of rail share of FTA 5307 for bus projects in FY 2014, 2015, 2016, 2017, 2019 and 2020. This FTA POP proposal pays rail back for the use of FTA 5307 for bus entirely.

5. SCRRA request for rehab for FY 2022-23 budget is \$27.2 million. This proposal uses a combination of FTA 5307 and FTA 5337 to fully support rehab.

6. In 2021, the Board approved the use of \$769,239 from FFY 2021-22 FTA 5337 apportionment for FY 2021-22 SCRRA budget.

Acronyms:

ARPA - American Rescue Plan Act / Board - Board of Directors / CMAQ - Congestion Mitigation and Air Quality Improvement Program / CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act / FTA - Federal Transit Authority / FFY - Federal Fiscal Year / FY - Fiscal Year / SCRRA - Southern California Regional Rail Authority

**Proposed Five-Year Programming Plan for FTA Section 5307 Funds
Urbanized Area Formula Program (FFY 2022 through FFY 2026)**

(Pending Board approval on August 22, 2022)

Line Item Description	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026 ⁸
Non-Fixed Route Paratransit Ops Assistance	15,403,673	15,431,071	15,431,071	15,431,071	15,431,071
OCTA Preventive Maintenance - Salaries & Benefits ¹	18,248,577	34,062,358	34,062,358	34,062,358	34,062,358
Anaheim Transportation Network Suballocation ¹	1,017,690	1,017,690	1,017,690	1,017,690	1,017,690
Capital Cost of Contracted Transit Services ¹	13,835,392	17,109,457	17,109,457	17,109,457	17,109,457
SCRRA Preventive Maintenance ^{1,2,3,4}	17,032,463	9,534,777	9,534,777	9,534,777	9,534,777
SCRRA New Capital ^{1,4,5}	2,296,800	-	-	-	-
SCRRA 22-23 Rehab/Renovation ^{1,4,6,7}	9,320,758	-	-	-	-
FFY 2021-22 to 2025-26 Total (All Projects)	\$ 77,155,353	\$ 77,155,353	\$ 77,155,353	\$ 77,155,353	\$ 77,155,353

Notes:

1. The projects are proposed to use statewide match credit, which allows projects to be federally-funded at 100 percent.
2. SCRRA requested \$46 million for operations. SCRRA has capacity to use up to \$21 million in FTA 5307 for preventive maintenance (PM). In prior years, OCTA provided \$8.5 million per year for PM.
3. SCRRA requested \$46 million for operations. This proposal recommends a combination of FTA 5307 and CMAQ for FY 2022-23 SCRRA operations budget. This combined with ARPA and CRSSA funds means that no local funds required.
4. In this POP, more FTA 5307 is used for rail SCRRA operating subsidy, new capital and rehab/renovation beyond what is generated by rail so that bus can pay rail back for the use of rail share of FTA 5307 for bus projects in FY's 2014, 2015, 2016, 2017, 2019, and 2020.
5. SCRRA requested \$3.4 million for new capital. This proposal recommends a combination of FTA 5307 and CMAQ to support SCRRA New Capital.
6. SCRRA request for rehab for FY 2022-23 budget is \$27.2 million. This proposal uses a combination of FTA 5307 and FTA 5337 to fully support rehab.
7. In 2021 the Board approved the use of \$769,239 from FY 2022 federal apportionment for 2022 SCRRA budget.
8. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors
FTA - Federal Transit Administration
FFY - Federal fiscal year
SCRRA - Southern California Regional Rail Authority

Proposed Five-Year Programming Plan for FTA Section 5310 Funds
Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2022 through FFY 2026)

(Pending Board approval on August 22, 2022)

Line Item Description	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026 ²
Capital Cost of Contracting for ACCESS Services ¹	3,308,661	3,308,661	3,308,661	3,308,661	3,308,661
FFY 2021-22 to 2025-26 Total (All Projects)	\$ 3,308,661	\$ 3,308,661	\$ 3,308,661	\$ 3,308,661	\$ 3,308,661

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
2. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

**Proposed Five-Year Programming Plan for FTA Section 5337 Funds
State of Good Repair Program (FFY 2022 through FFY 2026)**

(Pending Board approval on August 22, 2022)

Line Item Description	FFY 2022 ⁵	FFY 2023	FFY 2024	FFY 2025	FFY 2026 ⁷
SCRRA Rehabilitation/Renovation FY 2021-22 ^{1,2}	769,239	-	-	-	-
SCRRA Rehabilitation/Renovation FY 2022-23 ^{1,2,5}	17,916,852	-	-	-	-
SCRRA Rehabilitation/Renovation FY 2023-24 ^{1,2}	-	23,651,861	-	-	-
SCRRA Rehabilitation/Renovation FY 2024-25 ^{1,2}	-	-	23,651,861	-	-
SCRRA Rehabilitation/Renovation FY 2025-26 ^{1,2}	-	-	-	23,651,861	-
SCRRA Rehabilitation/Renovation FY 2026-27 ^{1,2}	-	-	-	-	23,651,861
San Juan Creek Bridge Replacement ³	965,770	-	-	-	-
SCRRA Rehab - Emergency Track Stabilization ⁶	4,000,000	-	-	-	-
OCTA Bus Preventive Maintenance ^{1,3,4}	3,906,000	3,906,000	3,906,000	3,906,000	3,906,000
Total (All Projects)	\$ 27,557,861	\$ 27,557,861	\$ 27,557,861	\$ 27,557,861	\$ 27,557,861

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
2. SCRRA rehabilitation amounts are based on the SCRRA-adopted FY 2020-21 budget and the OCTA Comprehensive Business Plan thereafter.
3. These funds will be in an OCTA grant.
4. Per OCTA's Board policy, FTA Section 5337 (FTA 5337) funds generated by bus operations are programmed to OCTA bus preventive maintenance.
5. SCRRA request for rehab for FY 2022-23 budget is \$27.2 million. This proposal uses a combination of FTA Section 5307 and FTA 5337 to fully support rehab.
6. This proposal uses \$4 million in FTA 5337 to support emergency track work as part of the rehab project. The Board approved support of \$5 million for this project. The difference will be addressed through prior operating savings and local funds through the cooperative agreement with SCRRA.
7. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FFY - Federal fiscal year

FTA - Federal Transit Administration

FY - Fiscal year

OCTA - Orange County Transportation Authority

SCRRA - Southern California Regional Rail Authority

**Proposed Five-Year Programming Plan for FTA Section 5339 Funds
Bus and Bus Facilities Program (FFY 2022 through FFY 2026)**

(Pending Board approval on August 22, 2022)

Line Item Description	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026²
Paratransit Vehicle Replacement Project (131 vehicles)	5,826,512	5,826,512	5,826,512	744,464	
Capital Cost of Contracted Transit Service				5,082,048	5,826,512
Anaheim Transportation Network Suballocation	124,959	124,959	124,959	124,959	124,959
FFY 2021-22 to 2025-26 Total (All Projects)	\$ 5,951,471	\$ 5,951,471	\$ 5,951,471	\$ 5,951,471	\$ 5,951,471

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
2. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

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
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)	M1/S	\$509,540	\$108,132	\$171,961				\$25,586		\$203,861	
OC Streetcar (non-New Starts)	M1/S	\$8,601		\$341					\$6,904	\$1,213	\$143
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center stair rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital ^{1,3}	R	\$3,964	\$1,151	\$2,813							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26 ^{1,2}	R	\$167,244		\$166,244							\$1,000
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
Mile post 206.8 track stabilization project	R	\$1,010			\$1,010						
OC Maintenance Facility	R	\$198		\$198							
OC Streetcar Operations	R	\$19,500	\$19,500								
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRA - Metrolink) ^{1,2}	R	\$72,172		\$72,172							
San Juan Creek Bridge replacement	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
SCRRA operating subsidy assistance ³	R	\$2,510	\$2,510								
Slope and Culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile Tile Project	R	\$1,304		\$1,273						\$31	
Ticket vending machines	R	\$6,857									\$6,857
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
Rail Project Totals		\$1,085,548	\$187,739	\$468,664	\$1,923	\$32,750		\$89,870	\$16,622	\$250,835	\$37,145
Federal Funding Total		\$658,326									
State Funding Total		\$122,620									
Local Funding Total		\$304,602									
Total Funding (000's)		\$1,085,548									

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
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$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 (Board) - August 22, 2022

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	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
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
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
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		\$809,073	\$93,439	\$99,160	\$4,735	\$44,081		\$193,357	\$205,975	\$83,692	\$84,634
Federal Funding Total		\$197,334									
State Funding Total		\$237,438									
Local Funding Total		\$374,301									
Total Funding (000's)		\$809,073									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

Board Actions:

1. Approve the federal fiscal year 2022 program of projects for 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 programs including other federal and local funds, and the use of match credit for projects included in this report.
2. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.
3. Approve the use of \$3.661 million in federal Congestion Mitigation and Air Quality Improvement Program funds for the following projects:
 - Southern California Regional Rail Authority Operating Subsidy Suballocation for Reinstatement (\$2.510 million), and
 - Southern California Regional Rail Authority New Capital for Replacement Locomotives (\$1.151 million).

Acronyms:

ADA - Americans with Disabilities Act
CMAQ - Congestion Mitigation Air Quality Improvement Program
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
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 - Senate Bill 1 (Chapter 5, Statutes of 2017)
SCRRA - Southern California Regional Rail Authority
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 (Board) - August 22, 2022

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	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Anaheim Transportation Network suballocation ^{3,4}		\$5,715		\$5,715							
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus engine repowers (173)		\$12,526	\$12,526								
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
Capital cost of contracting FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts) ^{3,4}		\$270,608		\$173,156							\$97,452
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine rebuild		\$16,294		\$14,824				\$1,470			
Engine repower/rebuild contract ^{1,2}		\$4,071					\$4,071				
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
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							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Harbor Boulevard High-Capacity Transit Expansion Environmental		\$14,000	\$14,000								
Heating ventilation replacement at Santa Ana bus base ¹		\$1,150					\$1,150				
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26 ^{3,4}		\$276,335		\$113,113							\$163,222
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{3,4}		\$260,727		\$260,727							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles ^{3,4}		\$18,225		\$18,225							
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center ¹		\$56,436			\$3,660	\$10,382	\$32,002	\$5,603			\$4,789
Transit Security Program		\$3,167						\$3,167			



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

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
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,538,978	\$240,929	\$750,221	\$4,001	\$13,092	\$56,533	\$42,498	\$5,730	\$55,845	\$370,129
Federal Funding Total		\$995,151									
State Funding Total		\$112,123									
Local Funding Total		\$431,704									
Total Funding (000's)		\$1,538,978									

Bus Transit 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
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Heating ventilation unit replacements		\$405		\$313			\$92				
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$19,771		\$6,701			\$5,732	\$7,338			
Federal Funding Total		\$6,701									
State Funding Total		\$13,070									
Local Funding Total		\$0									
Total Funding (000's)		\$19,771									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

Board Actions:

1. Approve Resolution No. 2022-053 authorizing the use of fiscal year 2022-23 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.585 million, for the following projects:
 - Transit Security and Operations Center (\$3.924 million),
 - Engine repower/rebuild contract (\$1.511 million), and
 - Heating-ventilation unit replacement at the Santa Ana Bus Base (\$1.150 million)
2. Authorize the use of fiscal year 2019-20 SB 1 State of Good Repair Program funding of \$2.560 million for the engine repower/rebuild contract
3. Approve the federal fiscal year 2022 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.
4. Approve the five-year programming plans for Federal Transit Administration Sections 5307, 5310, 5337, and 5339.

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
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 - Senate Bill 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



August 11, 2022

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2022-23

Overview

The SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program provides funding for transit capital improvement needs. The program funds are generated from the Transportation Improvement Fee. Programming recommendations for fiscal year 2022-23 funds, as well as a reprogramming action for prior-year funding, are presented for Board of Directors approval.

Recommendations

- A. Approve Resolution No. 2022-053 authorizing the use of fiscal year 2022-23 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$6.585 million for the following projects:
 - Transit Security and Operations Center (\$3.924 million),
 - Bus engine repower/rebuild contract (\$1.511 million), and
 - Heating-ventilation unit replacement at the Santa Ana Bus Base (\$1.150 million).
- B. Authorize the use of fiscal year 2019-20 SB 1 State of Good Repair Program funding of \$2.560 million for the bus engine repower/rebuild contract.
- C. 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, Governor Brown signed SB 1, known as the Road Repair and Accountability Act of 2017. The State of Good Repair (SGR) Program is a transit capital program funded from the SB 1 Transportation Improvement Fee (TIF). The funding for the program is collected through vehicle registrations. It is estimated that the TIF will provide \$121 million statewide in SGR for fiscal year (FY) 2022-23. The Orange County Transportation Authority's (OCTA) share is estimated to be \$6.585 million. The State Controller's Office (SCO) will release a revised estimate for the FY 2022-23 SGR funds in August 2022, after this staff report is published. Actual revenues may differ based on the collection of funds through the TIF.

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

OCTA has received five cycles of SGR funding which have been used to support the OC Bus fleet and facilities. The OCTA Board of Directors (Board) approved prior-year SGR funding for the following projects:

- Purchase ten zero-emission hydrogen fuel cell electric buses (\$5.6 million),
- Heating-ventilation unit replacements at the Anaheim Bus Base maintenance building (\$0.1 million),
- Purchase up to 17 iShuttle replacement buses (\$9.7 million),
- Replace up to five 40-foot compressed natural gas-powered buses with 40-foot zero-emission battery-electric buses (\$1.9 million),
- Power Generator Replacement Project at the Anaheim and Irvine Construction Circle bus bases (\$1.4 million),
- Facility modifications, upgrades, and replacement projects at the OCTA bus bases (\$3.8 million),
- Transit Security and Operations Center (TSOC) (\$8.4 million), and
- Replacement of emergency standby generators (\$0.6 million).

On September 27, 2021, the OCTA Board approved the use of \$12.352 million of SGR funding for the TSOC project in order to provide full funding for the project. Of this amount, \$8.428 million was provided through prior-year SGR funding, and the remaining \$3.924 million is included in the FY 2022-23 project list.

In November 2021, the City of Irvine (City) informed OCTA that they would not be moving forward with the option to purchase an additional five iShuttle replacement buses. This decision was based on low transit ridership and the continuation of pandemic-induced changes in travel choices. Additionally, the City is in the midst of a Transit Vision Study, which may call for the flexibility of smaller vehicles that could provide shorter trips and also be available for other types of service. This makes \$2.56 million of FY 2019-20 SGR funding available for reprogramming.

The California Department of Transportation (Caltrans) revises the SGR guidelines annually with the latest version approved in July 2022. Transit agencies will submit projects for Caltrans' confirmation of eligibility by September 1, 2022. Funds will be allocated quarterly by the SCO starting in November 2022.

Discussion

To access the SGR funds, OCTA must submit a Board-approved list of projects. Staff is requesting Board approval to submit the TSOC project, bus engine repower/rebuild contract, and the heating-ventilation unit (HVAC) replacement at the Santa Ana Bus Base for the FY 2022-23 SGR funds, currently estimated to be approximately \$6.585 million. A resolution for this proposed project list is provided in Attachment A. Additionally, staff recommends reprogramming \$2.56 million of FY 2019-20 SGR funding, originally approved for purchasing five iShuttle buses to the bus engine repower/rebuild contract.

The Board previously approved \$3.924 million of SGR funding for the TSOC project, which is included in the FY 2022-23 project list. The TSOC project includes replacing OCTA's control center facility, known as the Garden Grove Annex. The current facility cannot be retrofitted to achieve the continuous operations standards required of essential facilities in California. Planned uses of the TSOC include providing space and equipment for Central Communications (dispatch), Field Operations, Security and Emergency Preparedness, Transit Police Services, and OCTA operations support personnel. The TSOC will also support Orange County emergency operations.

Staff recommends \$4.071 million of SGR funding for the bus engine repower/rebuild contract. Of this amount, \$2.56 million will be reprogrammed from the iShuttle Bus Replacement project, and the remaining \$1.511 million will be provided from FY 2022-23 funds. The bus engine repower/rebuild contract will provide on-call support for the implementation of engine replacements for up to 134 buses and will also provide overflow capacity support to the Rebuild

Department. Due to the on-call nature of the contract, staff may return to the Board in the future to request additional funding if needed.

Finally, staff recommends programming \$1.150 million of FY 2022-23 SB 1 SGR funding for the HVAC replacement at the Santa Ana Bus Base. This project includes the replacement of HVAC and exhaust fan units within all buildings at the Santa Ana Bus Base location with new energy efficient units.

The use of SGR funding for these bus transit projects is consistent with 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 2022-23 project list to Caltrans by September 1, 2022, for the use of \$6.585 million of FY 2022-23 SGR funding to support the TSOC project, HVAC replacement at Santa Ana Bus Base, and the bus engine repower/rebuild contract. Caltrans will finalize and submit the statewide list of the FY 2022-23 projects to the SCO on October 1, 2022. It is anticipated that the SCO FY 2022-23 funds will initiate the release of funds to transit agencies on a quarterly basis, beginning November 2022.

Additionally, with Board approval, staff will submit a project revision request to Caltrans to reprogram \$2.56 million of FY 2019-20 SGR funding from the five iShuttle replacement buses to the bus engine repower/rebuild contract.

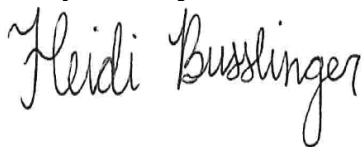
Summary

Staff is recommending OCTA use FY 2022-23 SGR funds for the TSOC project, HVAC replacement at Santa Ana Bus Base, and the bus engine repower/rebuild contract. In addition, staff recommends reprogramming \$2.56 million of FY 2019-20 SGR funds from the five iShuttle replacement buses to the bus engine repower/rebuild contract.

Attachments

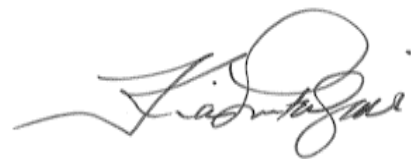
- A. Resolution 2022-053 of the Orange County Transportation Authority, SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program, Fiscal Year 2022-23
- B. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations, Project Descriptions
- C. Capital Funding Program Report

Prepared by:



Heidi Busslinger
Senior Transportation Funding Analyst,
Formula Funding Programs
(714) 560-5098

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741

**RESOLUTION 2022-053
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
SB 1 (CHAPTER 5, STATUTES OF 2017) STATE OF GOOD REPAIR PROGRAM
FISCAL YEAR 2022-23**

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the SB 1 (Chapter 5, Statutes of 2017) State of Good Repair (SGR) Program future 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 SGR funding of up to \$6,585,423 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 early August 2022 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 2022-23 SGR funds:

- Transit Security and Operations Center (\$3,924,458)
- Bus engine Repower/Rebuild Contract (\$1,510,965) I kept Engine capped since all other are capped in these bullets
- Heating Ventilation Replacement at Santa Ana Bus Base (\$1,150,000).

ADOPTED, SIGNED, AND APPROVED this 22nd day of August 2022.

AYES:

NOES:

ABSENT:

Andrea West, Interim Clerk of the Board
Orange County Transportation Authority

Mark A. Murphy, Chairman
Orange County Transportation Authority

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

Transit Security and Operations Center Project (TSOC)

Engineering studies determined that the building that houses the Orange County Transportation Authority's (OCTA) Transit Police Services, Operations Support, and Central Communications cannot be expanded to accommodate OCTA's projected needs as the transportation system expands. Further, the structure does not currently meet the continuous operation standard, which is required of essential facilities in California. To ensure OCTA is able to provide for more effective management of OCTA's expanding transportation network, for continuity of operations, and for disaster response transportation that can move people, goods, emergency personnel, and equipment in the aftermath of a disaster, OCTA is working to replace OCTA's control center facility, known as the Garden Grove Annex, which is currently located at 11800 Woodbury Road in the City of Garden Grove.

This new TSOC will be located on a 2.86-acre site at the intersection of Lincoln Avenue and Manchester Avenue in the City of Anaheim. The TSOC will be a secured facility for authorized personnel only and not open to the general public. The building is planned to support the following user groups:

- Emergency Operations Center,
- Central Communications (Dispatch),
- Field Operations (Transit),
- Public Information Officer,
- Security and Emergency Preparedness, and
- Transit Police Services.

The TSOC will provide for dispatch of 60 OCTA bus routes over the OCTA service area in Orange County and parts of Los Angeles and Riverside counties. The TSOC will also provide additional parking intended for emergency events, and a proposed microwave tower would improve the level of communication and collaboration with the Loma Ridge Emergency Center, the Orange County Emergency Operations Center, and other partner agencies. It could also serve as an alternate site of the California Department of Transportation's emergency operations.

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

Current funding plan is depicted below:

Proposed Funding (\$000s)	TSSSDRA	Local Transit	SB 1 SGR	LPP-F	CRRSAA	STIP	Total
PA/ED	\$ 884	\$ 201					\$ 1,085
PS&E		\$ 4,588					\$ 4,588
ROW	\$ 4,719						\$ 4,719
CON			\$ 12,352	\$ 19,650	\$ 3,660	\$ 10,382	\$ 46,044
TOTAL	\$ 5,603	\$ 4,789	\$ 12,352	\$ 19,650	\$ 3,660	\$ 10,382	\$ 56,436

TSSSDRA – Transit System Safety, Security, and Disaster Response Relief Account / LPP-F – Local Partnership Program – Formula / SGR – State of Good Repair / CRRSAA – Coronavirus Response and Relief Supplemental Appropriations Act / STIP – State Transportation Improvement Program / PA/ED – Project Approval/Environmental Documents / PS&E – Plans, Specifications, Estimates / ROW – Right-of-Way / CON – Construction

Bus Engine Repower/Rebuild Contract

The on-call bus engine repower/rebuild contract provides support for the implementation of engine replacements for up to 134 buses. OCTA is performing a midlife engine repower for 2015 New Flyer Xcelsior 40' and 60' buses. However, due to the size of the project and limited resources, an external installation contractor is needed. This contract will also provide overflow capacity support to the rebuild department. With repetitive engine failures within the 2007/08 New Flyer compressed natural gas-powered buses, multiple projects, and bus acceptance activity, the rebuild shop will need the added capacity. Procurement for this contract is anticipated to begin in early 2023 with contract award expected in spring 2023. Work on the engines is expected to be completed in fall 2024. Staff is recommending a total of \$4.071 million of SGR funding for this contract and may return to the Board to request additional funding if needed.

Heating Ventilation Replacement at Santa Ana Bus Base

The heating ventilation and air conditioning (HVAC) replacement at Santa Ana Bus Base project includes replacement of HVAC, heating, and ventilating units and exhaust fan units within all buildings at the Santa Ana location. The project is necessary for mechanical equipment life cycle replacements and to maintain Santa Ana Bus Base building mechanical systems' functionality in a state of good repair. The project will replace the old rooftop mechanical HVAC, heating and ventilation, and exhaust fan units with new energy efficient units. The design process for this project is anticipated to begin in fall 2022, with construction expected to begin in summer 2023. The construction phase of this project is anticipated to take approximately eight months with a one-year warranty period. Staff is recommending \$1.150 million of SGR funds to fully fund the HVAC replacement project.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

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	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Anaheim Transportation Network suballocation ^{3,4}		\$5,715		\$5,715							
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus engine repowers (173)		\$12,526	\$12,526								
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
Capital cost of contracting FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts) ^{3,4}		\$270,608		\$173,156							\$97,452
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine rebuild		\$16,294		\$14,824				\$1,470			
Engine repower/rebuild contract ^{1,2}		\$4,071					\$4,071				
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
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							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Harbor Boulevard High-Capacity Transit Expansion Environmental		\$14,000	\$14,000								
Heating ventilation replacement at Santa Ana bus base ¹		\$1,150					\$1,150				
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26 ^{3,4}		\$276,335		\$113,113							\$163,222
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{3,4}		\$260,727		\$260,727							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles ^{3,4}		\$18,225		\$18,225							
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center ¹		\$56,436			\$3,660	\$10,382	\$32,002	\$5,603			\$4,789
Transit Security Program		\$3,167						\$3,167			



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

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
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Bus Transit Project Totals		\$1,538,978	\$240,929	\$750,221	\$4,001	\$13,092	\$56,533	\$42,498	\$5,730	\$55,845	\$370,129
Federal Funding Total		\$995,151									
State Funding Total		\$112,123									
Local Funding Total		\$431,704									
Total Funding (000's)		\$1,538,978									

Bus Transit 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
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Heating ventilation unit replacements		\$405		\$313			\$92				
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$19,771		\$6,701			\$5,732	\$7,338			
Federal Funding Total		\$6,701									
State Funding Total		\$13,070									
Local Funding Total		\$0									
Total Funding (000's)		\$19,771									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - August 22, 2022

Board Actions:

1. Approve Resolution No. 2022-053 authorizing the use of FY 2022-23 SB 1 State of Good Repair funding, which is estimated to provide approximately \$6.585 million, for the following projects:
 - Transit Security and Operations Center (\$3.924 million),
 - Engine repower/rebuild contract (\$1.511 million), and
 - Heating-ventilation unit replacement at the Santa Ana Bus Base (\$1.150 million).
2. Authorize the use of FY 2019-20 SB 1 State of Good Repair Program funding of \$2.560 million for the engine repower/rebuild contract.

Approve the federal FY 2022 FTA 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.
3. Approve the five-year programming plans for FTA Sections 5307, 5310, 5337, and 5339.

Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
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 - Senate Bill 1 (Chapter 5, Statutes of 2017)
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



August 11, 2022

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Intelligent Transportation Management System
Radio Computing Infrastructure and Software Update

Overview

The Orange County Transportation Authority operates an L3Harris OpenSky II data and voice land mobile radio system to provide voice communications, vehicle position, and diagnostic data from and to our fixed-route, paratransit, field supervisor, maintenance and Transit Police Service vehicles. The Orange County Transportation Authority's land mobile radio computing and network infrastructure is over ten years old and in need of an update as it has reached the end of its useful life. Board of Directors' approval is requested to refresh the radio computing and network infrastructure.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-2-2261 between the Orange County Transportation Authority and L3Harris Technologies, Inc., in the amount of \$2,270,723, to update the Intelligent Transportation Management System radio computing infrastructure and software.
- B. Amend the Orange County Transportation Authority's Fiscal Year 2022-23 Budget, in the amount of \$2,270,723, to accommodate expenses related to sole source Agreement No. C-2-2261 to update the Intelligent Transportation Management System radio computing infrastructure and software.

Discussion

The Orange County Transportation Authority (OCTA) last updated the Intelligent Transportation Management System (ITMS) radio computing infrastructure in fiscal year (FY) 2011-12. The radio computing infrastructure employed at the Garden Grove base, Construction Circle base, and seven radio site locations

has reached its end of life and is no longer receiving manufacturer and security updates for the networking routers, switches, servers, and operating systems. This hardware and software infrastructure needs to be updated to current technology and cyber security standards to protect normal operations from potential cyber attacks.

Three years ago, the OCTA Board of Directors (Board) approved an update of the ITMS computer-aided dispatch/automated vehicle location (CAD/AVL) infrastructure, which is separate and distinct from the land mobile radio portion of the ITMS system. The Board also approved a separate Voice Over Internet Protocol (VOIP) pilot program for 12 fixed-route vehicles to test the VOIP solution.

The ITMS CAD/AVL dispatching update added the cellular VOIP communications feature to the ITMS system for fixed-route and paratransit vehicles only. OCTA then completed the VOIP pilot for fixed-route vehicles successfully. The pilot demonstrated that cellular voice communications is significantly clearer and easier for dispatch and driver to understand communications than the land mobile radio system. Based on the result of the pilot, OCTA is gradually transitioning all fixed-route vehicles from land mobile radio to cellular VOIP solutions. This will lead to improvements in safety and operations due to clearer communications as VOIP is implemented across the fleets.

This radio computing infrastructure and software update adds significant cellular VOIP capabilities to OCTA's dispatch centers to support our field supervisors, maintenance, managers and Transit Police Services with cellular VOIP technologies. This radio refresh update also provides new interoperability gateways to support interoperability with other law enforcement and fire agencies such as the County of Orange 800MHz Cordinated Communications System. This system also provides current network, switching, and operating systems updates that will provide updates from manufacturers for potential and future cyber security threats.

The radio computing infrastructure and software update is intended to position OCTA to take full advantage of cellular VOIP technologies and discontinue land mobile radio operations over time with minimal impact to operations.

Procurement Approach

The procurement was handled in accordance with OCTA's Board-approved policies and procedures for a sole source procurement.

Agreement for Intelligent Transportation Management System Page 3 Radio Computing Infrastructure and Software Update

L3Harris Technologies, Inc. (L3Harris) is the exclusive owner of all proprietary rights for OCTA's ITMS and the sole-entity able to market and sell the system. Therefore, L3Harris is the sole source contractor who can perform the services required to ensure successful completion of this project, which meets OCTA's criteria for a sole source procurement. Based on their technical ability and financial status, L3Harris is deemed responsible.

L3Harris' proposal was reviewed by staff from the Contracts Administration and Materials Management and Information Systems departments to ensure compliance with contract terms and conditions, as well as the technical requirements.

In accordance with OCTA's sole source procurement procedures, a sole source over \$50,000 requires OCTA's Internal Audit Department (Internal Audit) to conduct a price review of L3Harris' proposed pricing. As is common with these types of vendors, L3Harris did not provide a detailed cost breakdown in order to perform a price review. Therefore, Internal Audit compared pricing proposed for standard products to L3Harris' equipment pricing for the New York Office of General Services. Based on the review, L3Harris proposed comparable pricing. Furthermore, the quoted price is lower than the OCTA project manager's independent cost estimate. Therefore, the quoted price is deemed fair and reasonable.

Fiscal Impact

This project was anticipated to begin in late FY 2021-22, but has moved to FY 2022-23. As a result, an amendment is needed to accommodate the request in the FY 2022-23 budget. An amendment is needed to OCTA's FY 2022-23 Budget, Finance and Administration, Information Systems Department, Account Nos. 1288-9028-D1111-17Z and 1288-7612-D1111-189, in the amount of \$1,678,426 and \$592,297, respectively. The project will be funded through Local Transportation Funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-2-2261 between the Orange County Transportation Authority and L3Harris Technologies, Inc., in the amount of \$2,270,723, to update the Intelligent Transportation Management System radio computing infrastructure and software.

Attachment

None.

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Agreement for Intelligent Transportation Management System Radio Computing Infrastructure and Software Update

ITMS* Radio Refresh Overview

- **OCTA** operates a land mobile radio system provided by L3 Harris called OpenSky II**
 - Provides voice and data communications to:
 - Fixed-route vehicles
 - Paratransit vehicles
 - Field Supervisors, Maintenance, and Transit Police Services
 - Last updated in 2012
 - Key elements are end of life

*ITMS – Intelligent Transportation Management System

**OCTA – Orange County Transportation Authority

ITMS Radio Refresh Highlights

- Update computing and network infrastructure to comply with current technology and cyber security standards
- Extend Voice Over Internet Protocol (VOIP) technology already incorporated in ITMS (CAD/AVL*) infrastructure
- Enhance and improve interoperability gateways for police and fire with VOIP technology
- VOIP expands coverage of vehicles, field supervisors, maintenance, transit police, and managers
- Positions OCTA to discontinue land mobile radio operations gradually over time with minimal impact to operations
- Allows OCTA to operate both OpenSky and VOIP simultaneously

*CAD/AVL - computer aided dispatch/automated vehicle location

Staff Recommendations

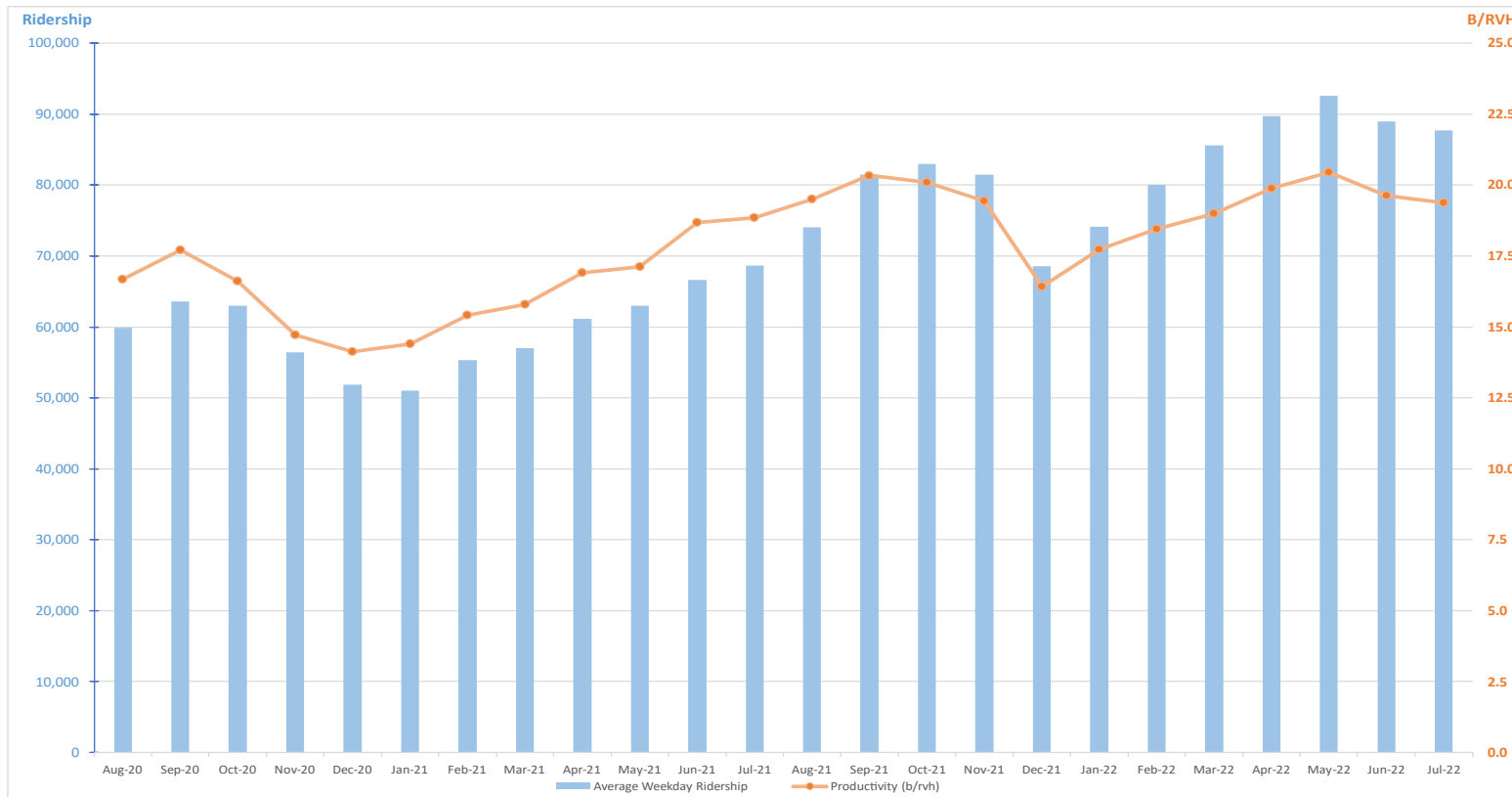
- Authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C-2-2261 between the Orange County Transportation Authority and L3Harris Technologies, Inc., in the amount of \$2,270,723, to update the ITMS radio computing infrastructure and software
- Amend the OCTA Fiscal Year 2022-23 Budget, in the amount of \$2,270,723, to accommodate expenses related to sole source Agreement No. C-2-2261 to update the ITMS radio computing infrastructure and software

OC Bus and OC ACCESS Services Update

- **Ridership**
 - Average weekday boardings and productivity as measured by boardings per revenue vehicle hour (B/RVH)
- **On-Time Performance**
 - Measuring service quality as impacted by the coronavirus (COVID-19) pandemic
- **Customer Comments**
 - Trends, feedback, and issues reported

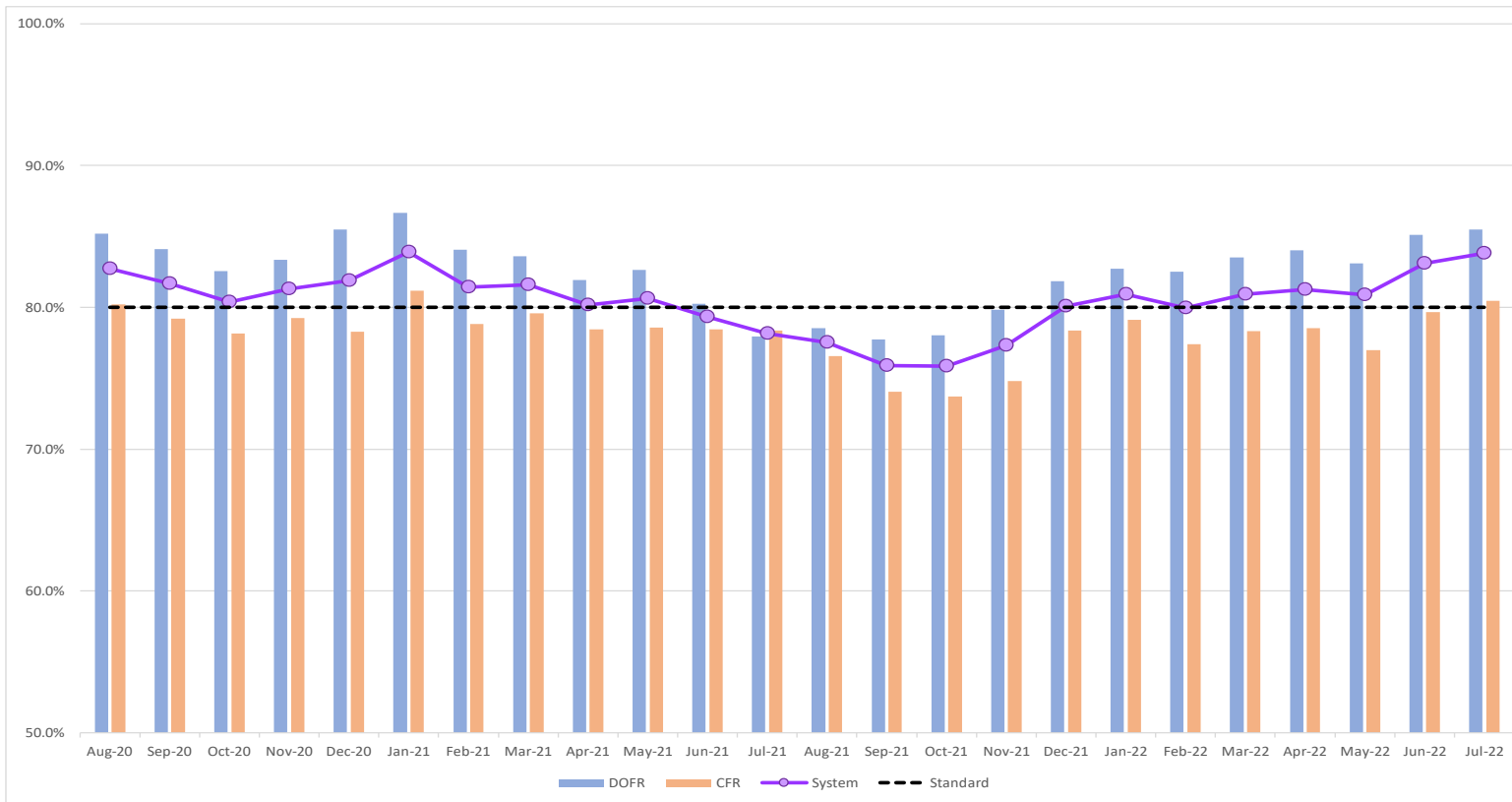
OC BUS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



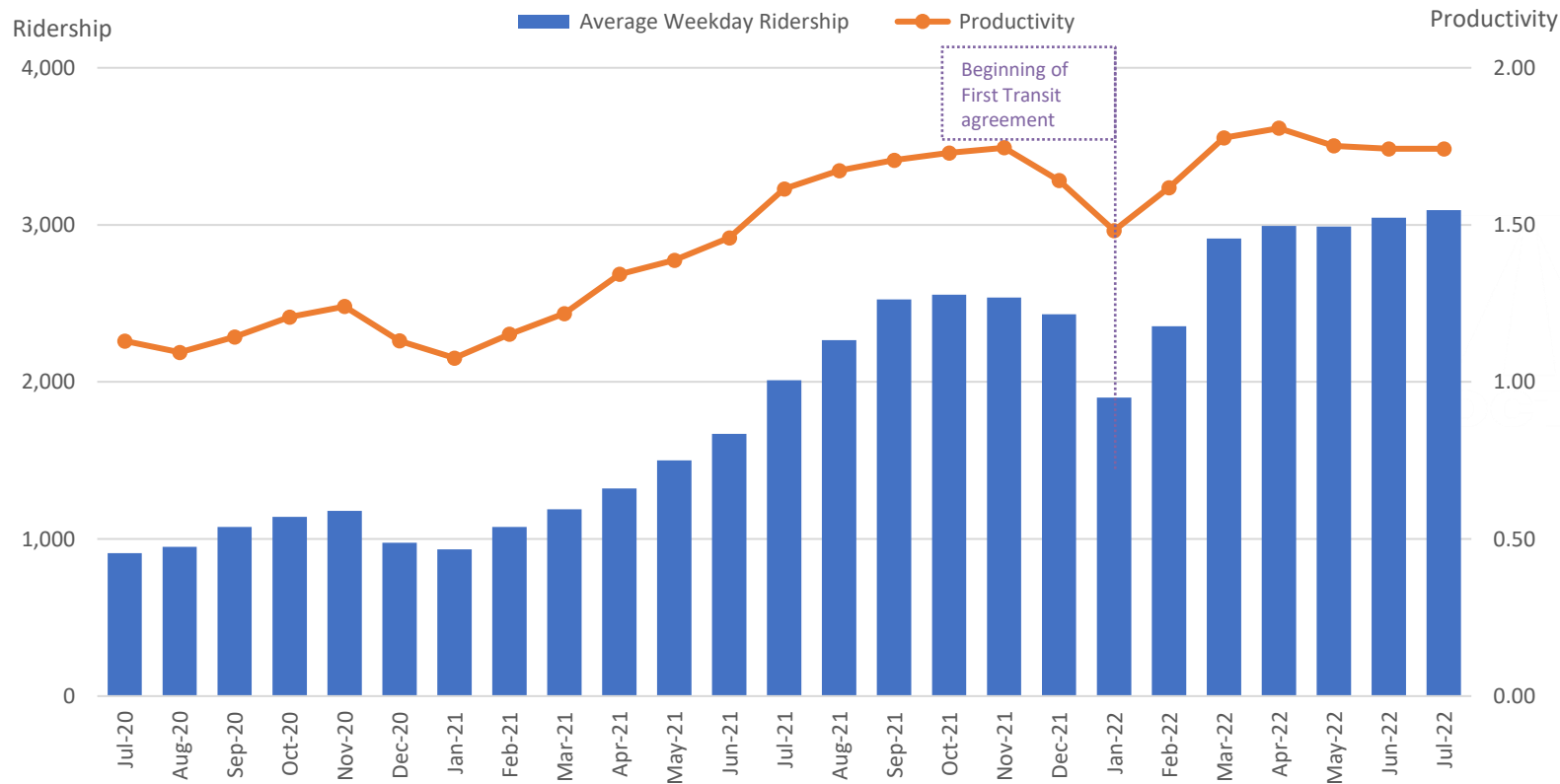
OC BUS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



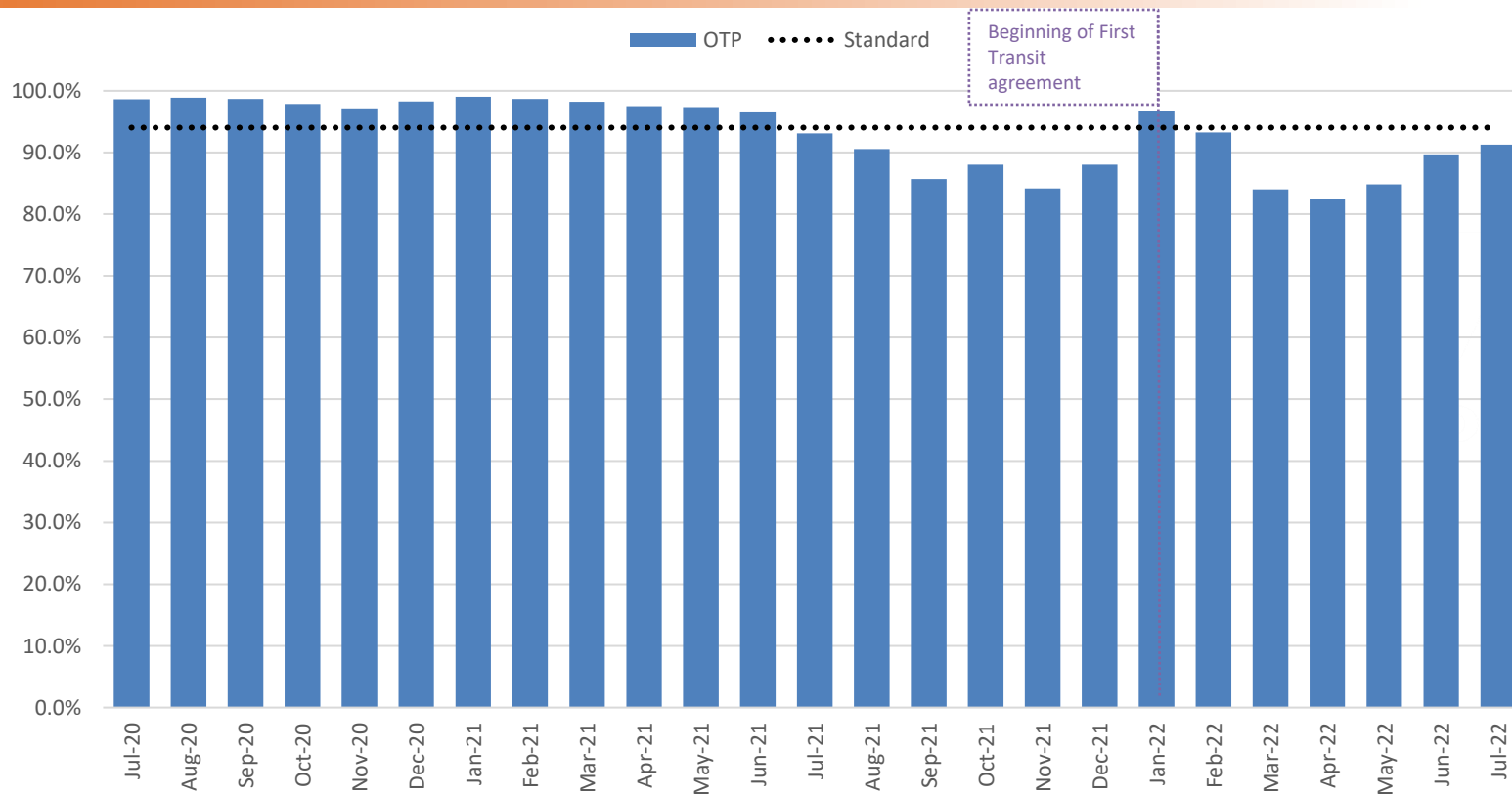
OC ACCESS RIDERSHIP AND PRODUCTIVITY

(AVERAGE WEEKDAY)



OC ACCESS ON-TIME PERFORMANCE

(AVERAGE WEEKDAY)



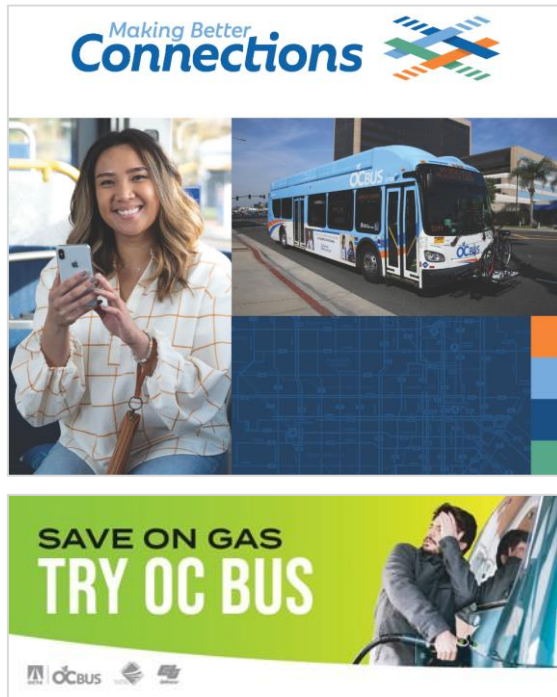
CUSTOMER COMMUNICATION AND FEEDBACK

Marketing and Customer Communications

Customer Communications

In July, activities included:

- Gathered feedback during Making Better Connections outreach program including a public hearing on July 25.
- Communicated the “last month” of sales for the popular Value Pass. The discounted pass has reported more than 1.2 million boardings in a 20-week promotion.



Customer Comments

Bus Pass-bys

Complaints on pass-bys increased to an average of 8.2 complaints per week in July compared to 5.3 complaints per week in June.

No Shows

Due to COVID-19 staffing impacts, some routes were not assigned. In July, customer complaints on “no show” routes increased slightly to an average of six complaints per week, compared to an average of 5.25 complaints per week in June.



NEXT STEPS

- Continue to Track Service Performance
 - Ridership trends
 - On-time performance
- Upcoming Service Changes
 - October 9, 2022