

**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

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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.

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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.

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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.