

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

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 Federal Transit Administration (FTA) 5307 and FTA 5337 funds

Non Fixed-Route Paratransit Operations Assistance

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 ACCESS service or increase service to meet routine changes in demand.

Capital Cost of Contracting

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

Paratransit Vehicle Replacement Project

The Paratransit Vehicle Replacement Project includes the purchase of 23-foot alternative fuel ACCESS paratransit vehicles to replace aging buses in the OCTA transit fleet. The proposed FTA 5339 funds will support the acquisition of these 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 commuter rail rehabilitation/renovation projects.

Since fiscal year (FY) 2012-13, OCTA's share of the SCRRA Rehabilitation/Renovation Program has been reduced through the Rotem Rail Cars Settlement Plan (Settlement Plan). The Settlement Plan provides OCTA with a total credit of

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\$33.147 million. Through FY 2017-18, SCRRA member agencies have paid/budgeted approximately \$26.931 million toward OCTA's share of SCRRA rehabilitation/renovation, and only the Los Angeles County Metropolitan Transportation Authority has a balance of approximately \$6.216 million to repay OCTA.

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 New Capital

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 Section 5337, if not, FTA 5307 funds are used for New Capital projects.

Tactile Tile

Tactile tile is placed on the edge of Metrolink Station platforms to warn riders they are at the edge of the platform. This project is to replace worn tactile tile at Orange County stations and is funded with FTA Section 5337.

Orange Transportation Center Parking Structure

The Orange Transportation Center is located at 130 N. Lemon Street. The station accommodates Metrolink commuter rail service and OCTA bus service. The construction of a 600-stall parking structure was recently completed to meet present and future parking demand for public transit users. Cost savings also resulted in \$1.600 million in federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds available to program to other rail projects with funding need. In addition, there was a savings of \$1.275 million in Santa Ana Transit Terminal (SATT) proceeds. The current and proposed funding plans are provided below.

Current Funding in 000s	Total	CMAQ	SATT Proceeds ¹	STIP	M1 M2	City
Engineering	\$ 2,757				\$ 1,850	\$ 907
Right-of-Way	\$ 4,100					\$ 4,100
Construction	\$ 26,939	\$ 4,073	\$ 3,919	\$ 13,762	\$ 420	\$ 4,765
TOTAL	\$ 33,796	\$ 4,073	\$ 3,919	\$ 13,762	\$ 2,270	\$ 9,772

M1 / M2 – Measure M1 / Measure M2

¹ Actual SATT proceeds higher than original amount programmed and presented in the Capital Funding Program.

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Proposed Funding in 000s	Total	CMAQ	SATT Proceeds	STIP	M1/M2	City
Engineering	\$ 2,757				\$ 1,850	\$ 907
Right-of-Way	\$ 4,100					\$ 4,100
Construction	\$ 24,064	\$ 2,473	\$ 2,644	\$ 13,762	\$ 420	\$ 4,765
TOTAL	\$ 30,921	\$ 2,473	\$ 2,644	\$ 13,762	\$ 2,270	\$ 9,772
Increase/(Decrease)	(\$ 2,875)	(\$ 1,600)	(\$ 1,275)	\$ 0	\$ 0	\$ 0

STIP – State Transportation Improvement Program

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. Construction was initially expected to begin in early 2019, but the project construction start has been delayed to May 2020, due to the federal environmental document approval process. Proposed FTA 5337 funds will support the replacement of the bridge. The current and proposed funding plans are provided below. Based on current estimates, there is a shortfall of \$2.315 million. It is proposed to fund this shortfall through use of FFY 2016-17 and FFY 2020-21 FTA Section 5337 funds and CMAQ funds from the Orange Transportation Center Parking Structure Project.

Current Funding in 000s	Total	FTA Section 5337	Demo	Proposition 1B TSSSDRA	M2
Right-of-Way	\$ 1,234			\$ 59	\$ 1,175
Construction	\$ 34,784	\$ 33,871	\$ 913		
TOTAL	\$ 36,018	\$ 33,871	\$ 913	\$ 59	\$ 1,175

Demo – Federal Demonstration funds

TSSSDRA - Transit System Safety, Security and Disaster Response Account

Proposed Funding in 000s	Total	FTA Section 5337	CMAQ	Demo	Proposition 1B TSSSDRA	M2
Right-of-Way	\$ 1,234				\$ 59	\$ 1,175
Construction	\$ 37,099	\$ 35,714	\$ 472	\$ 913		
TOTAL	\$ 38,333	\$ 35,714	\$ 472	\$ 913	\$ 59	\$ 1,175
Increase/(Decrease)	\$ 2,315	\$ 1,843	\$ 472	\$ 0	\$ 0	\$ 0

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Anaheim Canyon Station Project

The Anaheim Canyon Station Project will construct a second station track and platform to allow more than one train to serve the station and/or pass through the station area at a time. The existing platform will be extended in order to be in conformance with the Metrolink standards for passenger platform length. The project also includes fully Americans with Disability Act compliant improvements to the pedestrian circulation elements at the station. The Orange Transportation Center Parking Structure Project needed only \$2.644 million in SATT proceeds and SATT proceeds ultimately increased so that there is now a balance of \$1.275 million. Consistent with FTA's requirement that the funds be applied to a commuter rail station, staff is proposing to apply this balance to the construction phase of the Anaheim Canyon Station Project in addition to \$0.719 million in CMAQ funds from cost savings on the Orange Transportation Center Parking Structure Project to meet the current funding need. The current and proposed funding plans are provided below.

Current Funding in 000s	Total	CMAQ ²	CURE	M2
Engineering	\$ 3,090	\$ 3,090		
Right-of-Way	\$ 2,250	\$ 250		\$ 2,000
Construction	\$ 22,566	\$ 22,073	\$ 493	
TOTAL	\$ 27,906	\$ 25,413	\$ 493	\$ 2,000

CURE – Commuter and Urban Rail Endowment Fund

Proposed Funding in 000s	Total	CMAQ	CURE	SATT Proceeds	M2
Engineering	\$ 3,090	\$ 3,090			
Right-of-Way	\$ 2,250	\$ 250			\$ 2,000
Construction	\$ 23,841	\$ 22,792	\$ 493	\$ 1,275	
TOTAL	\$ 29,900	\$ 26,132	\$ 493	\$ 1,275	\$ 2,000
Increase/(Decrease)	\$ 1,994	\$ 719	\$ 0	\$ 1,275	\$ 0

Laguna Niguel to San Juan Capistrano Passing Siding Project

The Laguna Niguel to San Juan Capistrano Passing Siding Project includes the addition of approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost (MP) 193.9 in the City of San Juan Capistrano (just south of the Laguna Niguel/Mission Viejo (LNMV) Metrolink Station) and MP 195.7 in the City of San Juan Capistrano (approximately 500 feet north of the Trabuco Creek crossing). A portion of the project from approximately MP 194.0 to MP 194.2 passes through the City of Laguna Niguel. The project will also relocate an existing spur track currently south of the LNMV Metrolink Station at around MP 194.6.

² CMAQ funds for right-of-way for Anaheim Canyon Station are for consultant support for the acquisition of easements needed to operate the improved service.

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On January 14, 2019, the Board of Directors approved the use of approximately \$0.409 million in CMAQ funds to meet the funding need for the project. These funds derive from cost savings on the Orange Transportation Center Parking Structure Project. The funding plan for the project is provided below.

Funding in 000s	Total	STIP	CMAQ	Proposition 116	Proposition 1B IRI	FTA Section 5309	CURE
Engineering	\$ 4,177		\$ 3,792				\$ 385
Right-of- Way	\$ 0						
Construction	\$ 29,883	\$ 3,000	\$ 18,964	\$ 4,733	\$ 2,000	\$ 1,015	\$ 171
TOTAL	\$ 34,060	\$ 3,000	\$ 22,756	\$ 4,733	\$ 2,000	\$ 1,015	\$ 556

IRI - Intercity Rail Improvement