



Orange County Transportation Authority

Transit Committee Agenda

Thursday, October 10, 2024 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair

Vicente Sarmiento, Vice Chair

Valerie Amezcua

Patrick Harper

Stephanie Klopfenstein

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

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or listen to audio live streaming of the Board and Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 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.

TRANSIT COMMITTEE MEETING AGENDA

Call to Order

Pledge of Allegiance

Director Klopfenstein

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 5)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the September 12, 2024 Transit Committee meeting.

Attachments:

[Minutes](#)

2. Contract Change Order for Construction of the OC Streetcar Project

Jeff Mills/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required to modify pumps in the wheel truing and service and inspection pit at the maintenance and storage facility.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 250 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$325,000, to modify pumps in the wheel truing and service and inspection pit at the maintenance and storage facility.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

3. Amendment to Agreement for Bus Stop Maintenance

Jeffrey N. Tatro/Johnny Dunning, Jr.

Overview

On October 25, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with ShelterClean Services, Inc., for a three-year initial term with two, two-year option terms, to provide ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations. The initial term expires on November 30, 2024. An amendment is required to exercise the first two-year option term for continued preventive and corrective bus stop maintenance.

Recommendation(s)

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement No. C-1-3408 between the Orange County Transportation Authority and ShelterClean Services, Inc., in the amount of \$1,306,231, to exercise the first two-year option term of the agreement effective December 1, 2024 through November 30, 2026 for continued bus stop maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$3,200,331.

Attachments:

[Staff Report](#)

[Attachment A](#)

4. Amendment to the Agreement for OC ACCESS Paratransit and OC Flex Microtransit Service

Melissa Mungia/Johnny Dunning, Jr.

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management, operation, and maintenance of the OC ACCESS paratransit and OC Flex microtransit service. An amendment is necessary to address service-related elements including reimbursement for no-show passengers, cancel-at-the-door trips, and non-revenue support services.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., to allow reimbursement for no-shows, cancel-at-the-door trips, and specific non-revenue support services estimated to be \$3,864,084.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

TRANSIT COMMITTEE MEETING AGENDA

5. Federal Transit Administration Program of Projects for Federal Fiscal Year 2023-24

Jason Huang/Kia Mortazavi

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for transit capital projects, capitalized cost of contracting, and preventive maintenance. The federal fiscal year 2023-24 program, including amendments to prior programs, is presented for Board of Directors' review and approval.

Recommendation(s)

- A. Approve the federal fiscal year 2023-24 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.
- B. Approve changes to funding for Preventive Maintenance and Capital Cost of Contracting in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
- C. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.
- 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 that are 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.

Attachments:

TRANSIT COMMITTEE MEETING AGENDA

[Staff Report](#)
[Attachment A](#)
[Attachment B](#)
[Attachment C](#)
[Attachment D](#)
[Attachment E](#)
[Attachment F](#)
[Attachment G](#)
[Attachment H](#)
[Attachment I](#)

Regular Calendar

6. OC Streetcar Project Quarterly Update

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar project activities from July 2024 through September 2024.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)
[Presentation](#)

Discussion Items

7. Zero-Emission Bus Status

Cliff Thorne/Kristin Jacinto

Overview

Staff will provide a status on Zero-Emission buses and the two technologies, the Innovative Clean Transit Regulation, and the pilot findings to date.

Attachments:

[Presentation](#)

8. OC Bus Marketing Updates

Ryan Armstrong/Maggie McJilton

Overview

Staff will present updates on marketing programs for Orange County Transportation Authority's OC Bus service.

TRANSIT COMMITTEE MEETING AGENDA

Attachments:

[Presentation](#)

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

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

9:00 a.m. on Thursday, November 14, 2024

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Patrick Harper
Stephanie Klopfenstein

Committee Members Absent

Valerie Amezcua

Staff Present

Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Allison Cheshire, Clerk of the Board Specialist, Senior
Gina Ramirez, Assistant Clerk of the Board
James Donich, General Counsel
OCTA Staff

Call to Order

The September 12, 2024, regular meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Harper, seconded by Director Klopfenstein, and passed by those present to approve the minutes of the August 8, 2024, Transit Committee meeting.

2. Contract Change Order for Construction of the OC Streetcar Project

A motion was made by Director Harper, seconded by Director Klopfenstein, and passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 71.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$200,000, for traffic signal interconnect work.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 170 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$525,000, for additional station spare parts.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 186.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$900,000, for the maintenance and storage facility interlock system.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 222 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,500,000, for the Southern California Edison electrical and service connections at various intersections.

- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 241 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$425,000, for modifications to the east and west gates at the maintenance and storage facility.

3. Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance

A motion was made by Director Harper, seconded by Director Klopfenstein, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3317 between the Orange County Transportation Authority and Trillium USA Company, LLC, in the amount of \$640,802 to exercise the first option term of the agreement from December 1, 2024, through November 30, 2025, for continued compressed natural gas station operation and maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$2,486,342.

4. Amendment to Purchase Order for Fluid Management System Operation and Maintenance

A motion was made by Director Harper, seconded by Director Klopfenstein, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Purchase Order C-0-2615 between the Orange County Transportation Authority and S&A Systems, Inc., in the amount of \$576,190, to exercise the option term of the purchase order from January 1, 2025, through December 31, 2027, for continued fluid management system operation and maintenance. This will increase the maximum obligation of the purchase order to a total contract value of \$1,220,486

5. November 2024 Bus Service Change

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

Regular Calendar

6. Agreement for Construction of the Transit Security and Operations Center

George Olivo, Program Manager, Facilities Engineering, provided a report on this item.



A motion was made by Committee Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4-2097 between the Orange County Transportation Authority and Bernard Bros., Inc., the lowest responsive, responsible bidder, in the amount of \$44,452,000, for construction of the Transit Security and Operations Center.

7. 2024 Measure M2 Community Based Transit Circulators (Project V) Call for Projects Programming Recommendations

Adriann Cardoso, Manager, Capital Programing, and Charvalen Alacar, Section Manager, Measure M Local Programs, provided a presentation on this item.

A motion was made by Committee Vice Chair Sarmiento, seconded by Director Harper, and passed by those present to:

- A. Approve programming recommendations for Project V funding in an amount not to exceed \$42,371,101, with a start date of July 1, 2024, if applicable, for 13 local jurisdiction projects.
- B. Direct staff to work with the City of Huntington Beach, the City of Newport Beach, and the City of Orange once operational refinements are submitted by the cities and if consistent with Measure M2 and program requirements, return with a final recommendation on proposed Project V services.
- C. Authorize the Chief Executive Officer to negotiate, execute, amend, and/or consolidate cooperative funding agreements with local jurisdictions for new, expanded, and/or continuing existing Project V services, as applicable.

Discussion Items

8. OC Streetcar Project Video

Jeff Mills, Director, Capital Program Delivery, provided a presentation on this item.

No action was taken on this item.

9. OC Streetcar Project Video

Cleve Cleveland, Operations Manager, OC Streetcar, provided a presentation on this item.

No action was taken on this item.



10. Bimonthly Transit Performance Report

Kim Tucker, Department Manager Schedule and Bus Operations Support, provided a presentation on this item.

No action was taken on this item.

11. Public Comments

Public comment was received from Paul Hyek.

12. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported that the Customer Code of Conduct has been updated and is available on the OCTA website.

13. Committee Members' Reports

There were no Committee Member's reports.

14. Adjournment

The meeting adjourned at 9:57 a.m.

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

9:00 a.m. on Thursday, October 10, 2024

OCTA Headquarters
550 South Main Street
Orange, California



October 10, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Order for Construction of the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar project. A contract change order is required to modify pumps in the wheel truing and service and inspection pit at the maintenance and storage facility.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 250 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$325,000, to modify pumps in the wheel truing and service and inspection pit at the maintenance and storage facility.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. Since then, the Project has progressed with several construction activities continuing to advance in all segments. The construction of the Project is nearing 90 percent complete. The project alignment is referenced in Attachment A.

Staff is requesting Board authorization of the following contract change order (CCO) which would benefit the Project and mitigate potential delays.

The streetcar wheel truing system located in the service and inspection pit at the maintenance and storage facility (MSF) requires a network of pumps to operate. The original design called for the use of electric pumps. During review of the contractor's parts submittals, it was determined that the electric pumps were not Buy America compliant as required by the Federal Transit Administration (FTA).

It was determined that equivalent electric pumps that would meet Buy America requirements were not available. To mitigate potential delays to construction, the design was modified from electric to pneumatic pumps, as there were Buy America compliant options that would have the appropriate capacity to perform at the original specification. Proposed CCO No. 250, in the amount of \$325,000, will modify the contract with the appropriate pneumatic pumps that are FTA Buy America compliant.

The cost of the work associated with this CCO will be funded from the project budget as previously approved by the Board on April 24, 2023.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO No. 250, in the amount of \$325,000, will increase the cumulative value of the contract to \$304,657,672, as shown in Attachment B. Board approval is required for CCO No. 250 pursuant to the State of California Public Contracting Code Section 20142. The CCO will be issued with a reservation of rights to advance the Project pending resolution of disputes between OCTA and Walsh. The statements in this report are made in the context of, and subject to, OCTA's reservation of rights.

Fiscal Impact

The additional work for this Project is included in OCTA's Fiscal Year 2024-25 Budget, Capital Programs Division, Account No. 0051-TS010-9017-Z32, and is funded with FTA Section 5309 New Starts grant funds and local Measure M2 funds.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 250, in the amount of \$325,000, to modify pumps in the wheel truing and service and inspection pit at the MSF, to Agreement No. C-7-1904 between OCTA and Walsh for the construction of the Project.

Attachments

- A. Project Alignment – Status of Track Installation
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order (CCO) Log

Prepared by:



Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

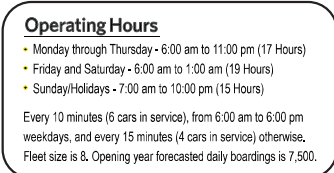
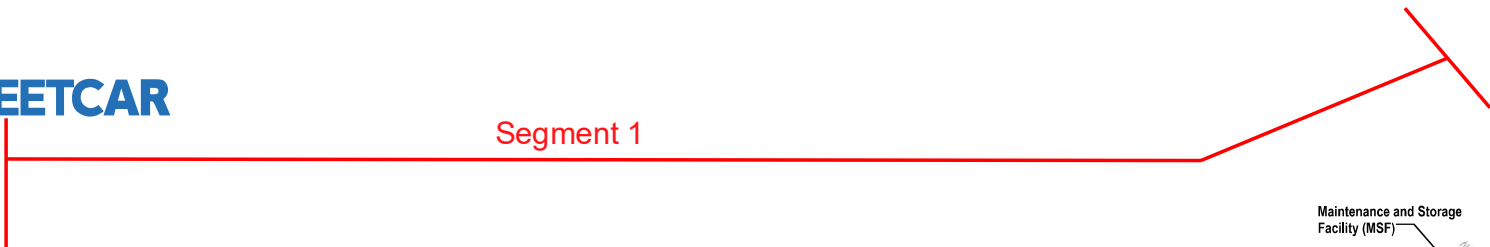
Approved by:









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



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



Legend

-  - Traction Power Substation (TPSS)
-  - Fiber Optic Duct Bank
-  - New Traffic Signals
-  - Existing Traffic Signals
-  - Pedestrian Signal
-  - Station Platform

Walsh Construction Company II, LLC
Agreement No. C-7-1904
Contract Change Order (CCO) Log

CCO No.	Title	Status	Date Executed	Cost
1	Maintenance and Storage Facility (MSF) Removals	Approved	6/20/2019	\$199,749.00
1.1	MSF Removals Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) 01 - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
1.3	Schedule Impacts Associated with TIE 01	Approved	10/17/2022	\$2,100,000.00
2	MSF Removal of Additional Hazardous Materials	Approved	6/25/2019	\$200,000.00
2.1	MSF Removal of Additional Hazardous Materials Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District (OCTD)-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Additional Funding	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Additional Funding	Approved	10/18/2021	\$1,100,000.00
3.3	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/18/2023	\$1,500,000.00
4	Work Related to Existing Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Work Related to Existing Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
4.4	Work Related to Existing Utility Conflicts Additional Funding	Approved	11/19/2021	\$3,500,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	Approved	12/29/2023	\$300,000.00
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Orange County Flood Control District Maintenance Path Profile Revisions	Approved	6/9/2020	\$6,055.00
9	MSF Vapor Barrier	Approved	12/22/2020	\$395,717.00
10	112 Tram Rail Ultrasonic Testing	Approved	6/10/2020	\$0.00
11	GPS Priority Control System	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge (SARB) Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Utility Relocations for Overhead Contact System (OCS) Pole Foundations and Traffic Signal Pole Foundations	Approved	6/17/2020	\$195,723.00
16	OCS and Traffic Signal Pole Foundations Hand Excavation and Survey	Approved	6/23/2020	\$198,808.00
16.1	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	6/26/2020	\$1,400,000.00
16.2	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	4/15/2021	\$1,400,000.00
16.3	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	5/1/2023	\$250,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Remove Buried Man-Made Objects	Approved	11/23/2020	\$300,000.00
18.1	Remove Buried Man-Made Objects Additional Funding	Approved	10/25/2021	\$300,000.00
18.2	Remove Buried Man-Made Objects Additional Funding	Approved	5/1/2023	\$600,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0.00
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0.00
23	SARB, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens Portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization Additional Funding	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass, and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Schedule Impacts Associated with TIE 04 and 07	Approved	12/8/2020	\$0.00
28.1	Schedule Impacts Associated with TIE 07	Approved	10/17/2022	\$1,300,000.00
28.2	Schedule Impacts Associated with TIE 07	Approved	1/17/2024	\$0.00
28.3	Schedule Impacts Associated with TIE 07	Approved	6/4/2024	\$1,425,000.00
29	Revision to MSF, Traction Power Substation (TPSS), and OCS Siemens Portion	Approved	11/19/2020	\$34,216.80
29.1	Revision to MSF, TPSS, and OCS Siemens Portion	Approved	6/22/2023	\$175,730.75
30	SARB Pile, Westminster Bridge, and Demonstration Section Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing Additional Funding	Approved	3/16/2021	\$320,164.40
31	MSF Building and Southern California Edison (SCE) Design Revisions	Approved	1/17/2022	\$207,367.00
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
34	OCS Spanwire Modifications	Approved	5/8/2024	\$10,901.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
39.1	Additional Revisions to OCS Hardware	Approved	6/26/2023	\$180,709.28
40	MSF Remote Yard Gates	Approved	11/3/2021	\$32,307.66
40.1	MSF Remote Yard Gates	Approved	5/29/2024	\$67,819.03
41	Auxiliary Feeder Pullbox Sizes- Segment 3A	Approved	11/23/2021	\$61,041.24

CCO No.	Title	Status	Date Executed	Cost
42	Department Acceptance Testing for Gamma-Gamma Logging of Cast-In-Drilled-Hole (CIDH) Piles	Approved	10/22/2021	\$35,138.00
43	End of Life Communication Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A - Stages 1 and 2	Approved	4/26/2021	\$41,967.00
44.1	Design of Temporary Traffic Signals Segment 3A	Approved	11/24/2021	\$50,813.00
44.2	Design of Temporary Traffic Signals and Video Detections	Approved	10/4/2022	\$907,220.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove Bus Annex to MSF	Approved	10/13/2021	\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
47.1	Archaeological Security and Data Recovery at MSF Additional Funding	Approved	5/8/2023	\$98,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
50	MSF Street and Yard Utility Conflicts	Approved	5/25/2021	\$200,000.00
51	MSF Yard Light Connection Details	Approved	2/17/2023	\$193,803.00
52	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$209,500.00
52.1	Over Excavation of Unsuitable Soils Additional Funding	Approved	6/21/2021	\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
54	Revisions to the Traction and Power Substation Site Plan	Approved	5/18/2022	\$1,200,000.00
55	Bid Item 24 - Earthwork Credit	Approved	5/3/2022	(\$659,666.73)
56	Exploratory Potholing Allowance	Approved	4/26/2001	\$200,000.00
56.1	Exploratory Potholing Allowance	Approved	9/8/2021	\$1,100,000.00
56.2	Exploratory Potholing Allowance	Approved	5/8/2023	\$500,000.00
58	Vehicle Platform Tolerances	Approved	12/6/2021	\$0.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits	Approved	5/25/2021	(\$1,842,680.00)
61	Loop Relocation and Block Out	Approved	10/25/2021	\$80,000.00
62	Backfill of OCS Foundations	Approved	11/8/2021	\$200,000.00
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	SCE Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
64.1	SCE Meter Switchgear Additional Funding	Approved	10/13/2021	\$191,950.00
64.2	SCE Meter Switchgear Additional Funding	Approved	1/19/2022	\$669,573.00
65	Additional Environmental Soil Investigation on West Santa Ana Boulevard/ Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Approved	9/1/2021	\$208,000.00
67	City of Garden Grove Driveway Standard Update	Approved	11/24/2021	\$20,637.83
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00
69	Optical Backbone Network System Redundancy	Approved	2/25/2022	\$520,582.00
71	Traffic Signal Interconnect	Approved	4/12/2022	\$208,000.00
71.1	Traffic Signal Interconnect Additional Funding	Approved	5/31/2022	\$500,000.00
71.2	Traffic Signal Interconnect Additional Funding	Pending		\$200,000.00
72	Cathodic Protection at MSF and Car Wash	Approved	11/30/2023	\$292,745.56
77	Pavement Modification at Street Intersections	Approved	12/28/2021	\$208,000.00
77.1	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	5/3/2022	\$400,000.00
77.2	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	9/22/2023	\$480,000.00
77.3	Pavement Modifications and Restoration Along Embedded Tracks and Grade Crossings	Approved	6/7/2023	\$1,300,000.00
79	MSF Permit Drawings and Revisions	Approved	6/24/2022	\$3,000,000.00
80	Contract Language Modifications Escrow Documents	Approved	4/12/2022	\$0.00
82	Third-Party Utility Work - Southern California Gas: Expose Abandoned Gas Lines	Approved	6/9/2022	\$100,000.00
82.1	Third-Party Utility Work - AT&T	Approved	6/21/2022	\$108,000.00
83	Additional Storage of Four TPSS Units at Factory	Approved	6/21/2022	\$208,000.00
86	OCS Pole Grounding Conduit Routing at PEROW	Approved	5/24/2022	\$200,000.00
86.1	OCS and Platform Grounding Conduit Additional Funding	Approved	4/18/2023	\$300,000.00
88	Traction Power Sub-Station Grounding Revisions	Approved	6/6/2022	\$209,839.49
89	Equipment and Security Upgrades	Approved	6/22/2022	\$2,200,000.00
89.1	Additional Security Modifications	Pending		\$750,000.00
90	Contract Language Modifications - Electronic Compliance Auditing Tool Disadvantaged Business Enterprise Reporting	Approved	11/17/2022	\$0.00
91	Customer Information Center Enclosure and Component Modifications	Approved	6/20/2022	\$1,650,000.00
91.1	Additional Customer Information Center Enclosure and Component Modifications	Pending		\$1,000,000.00
92	Changes to Platform SCE Meter Pedestals	Approved	6/28/2023	\$208,613.05
93	Wheel Turing Pit Modifications	Approved	2/2/2024	\$318,486.42
94	Traffic Signal Pole Modifications	Approved	6/22/2022	\$800,000.00
96	Relocate Bumping Posts and Train Signal Cabinet at Harbor Station	Approved	6/22/2022	\$400,000.00
105	Modifications to the Track Slab Detail to Clear Utility Conflicts	Approved	5/18/2023	\$3,500,000.00
108	Traffic Signal and Pedestrian Crossing Equipment Modifications	Pending		\$300,000.00
110	Malcom and Spectrum Utility Concurrent Impacts (Claim 09)	Approved	12/30/2021	\$123,714.20
117	Manual Train Control Override	Approved	4/29/2022	\$208,000.00
117.1	Manual Train Control Override Additional Funding	Approved	6/9/2022	\$700,000.00
118	Added Pedestrian Crossing and Updated City Standard Signage	Approved	6/6/2024	\$64,411.79
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00
133	MSF Western Concrete Masonry Unit Wall Modifications	Approved	1/27/2023	\$208,000.00
139	Soundwall #2 CIDH Foundation Adjustments	Approved	7/24/2023	\$29,570.95

CCO No.	Title	Status	Date Executed	Cost
140	TPSS Additional Rear Doors	Approved	9/28/2023	\$64,275.10
145	Structural Steel Quality Control Inspection and Testing	Approved	5/31/2022	\$350,000.00
146	Train Signal Modifications	Approved	6/14/2022	\$850,000.00
148	Emergency Communication Devices	Approved	2/17/2023	\$195,000.00
150	Fourth Street Extended Work Hours and Public Safety	Approved	9/28/2022	\$500,000.00
150.1	Fourth Street Extended Work Hours and Public Safety Additional Funding	Approved	12/15/2022	\$800,000.00
150.2	Fourth Street Extended Work Hours Additional Funding	Approved	6/18/2024	\$250,000.00
157	Traffic Control Allowance Extension (Bid Item 33)	Approved	2/6/2023	\$208,000.00
157.1	Traffic Control Allowance Extension (Bid Item 33)	Approved	9/21/2023	\$300,000.00
158	Station Canopy Glass Price Escalation	Approved	10/17/2022	\$72,607.09
161	Contract Language Modification - Article 9 - Notices	Approved	11/17/2022	\$0.00
164	Station Platform, Parking Lot, and Sasscer Park Lights	Approved	5/18/2023	\$300,000.00
170	Station Spare Parts	Pending		\$525,000.00
173	Buried OCS Pole Grounding	Approved	8/22/2024	\$209,500.00
173.1	Buried OCS Pole Grounding	Approved	8/27/2024	\$123,643.00
177	Traffic Signal Plan Revisions: Utilizing Different Anchor Bolt Patterns	Approved	1/27/2023	\$208,000.00
182	Homeless Security and Cleanup	Approved	2/16/2023	\$208,000.00
183	Track Switch Indication Lights	Approved	2/28/2023	\$480,000.00
184	Santa Ana Boulevard Extended Hours	Approved	12/14/2022	\$208,000.00
185	Additional Builder Risk Insurance	Approved	2/8/2023	\$550,000.00
186	MSF Catenary Interlock System	Approved	2/17/2023	\$208,000.00
186.1	MSF Interlock System Additional Funding	Pending		\$900,000.00
187	Schedule Impacts Associated with TIE 08	Approved	10/24/2022	\$0.00
187.1	Schedule Impacts Associated with TIE 08	Approved	6/22/2023	\$2,847,000.00
188	Relocation of the Traction Power Track Connection Boxes in Segment 4	Approved	5/23/2024	(\$102,757.22)
190	Track Bumping Post Modifications	Approved	6/13/2024	\$206,920.32
191	Four-Fold and Coiling Doors at the MSF	Approved	6/20/2023	\$300,902.44
193	Embedded Track Transition to Paved Ballasted Track	Approved	2/20/2024	\$182,498.67
194	Malcom's Differing Site Condition Impacts for CIDH Pile Installation (Claim 10)	Approved	3/16/2023	\$209,999.00
195	Schedule Impacts Associated with TIE 12	Approved	3/27/2023	\$0.00
195.1	Schedule Impacts Associated with TIE 12	Approved	6/20/2023	\$1,249,403.38
195.2	Schedule Impacts Associated with TIE 12	Approved	5/3/2024	\$245,501.00
195.3	Schedule Impacts Associated with TIE 12	Approved	5/6/2024	\$940,580.78
196	Shore Power at the MSF	Approved	8/13/2024	\$363,651.56
197	OCS Pole and Foundation Revisions	Approved	6/19/2023	\$128,706.34
198	Fourth Street Planter Lighting, Irrigation Wiring, and Power Modifications	Pending		\$85,247.00
199	Improvements at Civic Center Plaza	Approved	3/16/2023	\$208,000.00
200	Infrastructure for Electric Vehicle Charger at Santa Ana Regional Transportation Center	Approved	8/21/2023	\$25,000.00
201	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	12/29/2023	\$450,000.00
201.1	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	5/29/2024	\$123,039.00
203	Sidewalk Paver Material and Labor Escalation	Approved	6/19/2023	\$209,730.72
204	MSF Pedestal Track Spacing M1-M2	Approved	12/28/2023	\$20,325.88
206	Track Isolation at end of Embedded Track	Approved	6/6/2024	\$119,790.41
207	Sewer Ejector Changes at MSF	Approved	2/1/2024	\$208,221.98
208	Ultrasonic Cleaner Model Changes	Approved	6/7/2024	\$44,401.70
210	MSF Extended Work Hours	Approved	1/3/2024	\$209,500.00
211	OCS Pole Re-Raking and Adjustment	Approved	6/4/2024	\$208,000.00
212	Restraining Rail Conflicts at M1, M2, M3 and Y1 Tracks	Approved	5/8/2024	\$35,426.59
213	Various Sidewalk and Brick Restoration Work	Approved	8/12/2024	\$209,500.00
214	SCE Switchgear Breaker Setting and Commissioning	Approved	4/30/2024	\$143,986.69
215	Emergency Walkway Track Crossing at Raitt and Fairview Platform	Approved	12/28/2023	\$113,812.10
217	Improvements at Sasser Park	Approved	5/8/2024	\$209,298.00
220	Ross Street Intersection Modifications	Approved	8/30/2024	\$140,421.07
221	Electrical Modifications at Sasscer Park	Approved	8/30/2024	\$128,045.06
222	SCE Electrical and Service Connections at Various Intersections	Pending		\$1,500,000.00
225	Train Control Battery Backup	Pending		\$350,000.00
226	Traffic Signal Pole and Mast Arm Adjustments at Santiago, Shelton and Bristol	Pending		\$52,702.00
227	Traffic Signal and Striping Modifications Due to the City of Santa Ana Bike Lane Project	Approved	8/30/2024	\$45,088.00
228	OCS Feeder Cable Theft Protection	Pending		\$260,000.00
230	Traffic Signal Cabinet Relocation Sycamore Street and Santa Ana Boulevard	Pending		\$93,878.89
231	Bid Item 61 (Utility Service Fee) Extension	Approved	6/7/2024	\$185,000.00
233	MSF Information Technology Room and Data Port and Communication Device Changes	Pending		\$2,500,000.00
234	Schedule Impacts Associated with TIE 18	Approved	5/8/2024	\$0.00
235	Diesel Particulate Filter	Pending		\$77,050.69
241	Modifications to the East and West Gates at MSF	Pending		\$425,000.00
250	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Pending		\$325,000.00

Subtotal Executed CCOs	\$74,775,144.15
Subtotal Pending CCOs	\$9,343,878.58
TOTAL CCOs	\$84,119,022.73
ORIGINAL VALUE	\$220,538,649.00
PROPOSED REVISED VALUE	\$304,657,671.73



October 10, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Bus Stop Maintenance

Overview

On October 25, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with ShelterClean Services, Inc., for a three-year initial term with two, two-year option terms, to provide ongoing preventive and corrective maintenance at each of the Orange County Transportation Authority's bus stop locations. The initial term expires on November 30, 2024. An amendment is required to exercise the first two-year option term for continued preventive and corrective bus stop maintenance.

Recommendation

Authorize the Chief Executive Officer to execute Amendment No. 2 to Agreement No. C-1-3408 between the Orange County Transportation Authority and ShelterClean Services, Inc., in the amount of \$1,306,231, to exercise the first two-year option term of the agreement effective December 1, 2024 through November 30, 2026 for continued bus stop maintenance. This will increase the maximum obligation of the agreement to a total contract value of \$3,200,331.

Discussion

The Orange County Transportation Authority (OCTA) is responsible for maintaining approximately 5,240 bus stops located in 40 individual jurisdictions within Orange and Los Angeles counties. Since September 1, 1994, the bus stop maintenance program has been outsourced to the private sector. The Stops and Zones section in the Operations Division manages this program.

When performing preventive maintenance, the contractor inspects each bus stop location along an assigned route and takes any and all steps required to ensure that the stop is safe, graffiti free, and in good order. Typical activities could include repairing or replacing missing bus stop signs and posts, repairing solar lights, removing graffiti, and reporting any safety-related issues to the proper agency or

jurisdiction. Under separate agreements, local agencies may contract with OCTA to clean individual bus stops; otherwise, cleaning is the responsibility of the local jurisdiction.

In addition to the preventive maintenance cycles, the contractor handles miscellaneous work orders to install, relocate, and remove bus stop equipment and place route information at selected bus stop locations during each of OCTA's service changes. This amendment is required to allow ShelterClean Services, Inc. (ShelterClean) to continue providing preventive and corrective bus stop maintenance.

Procurement Approach

The procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. On October 25, 2021, the Board approved the award of the agreement with ShelterClean for a three-year initial term with two, two-year option terms, in the amount of \$1,647,044. The original agreement was awarded on a competitive basis and has been previously amended as described in Attachment A.

The initial term of the agreement expires November 30, 2024. The proposed Amendment No. 2 is to exercise the first option term of the agreement through November 30, 2026. Amending this agreement will increase the maximum cumulative payment obligation by \$1,306,231, bringing the total contract value to \$3,200,331 to continue services. In accordance with the current agreement, the option term rates will remain as originally negotiated.

Fiscal Impact

Funds are included in OCTA's Fiscal Year 2024-25 Budget, Transit Division, Scheduling and Bus Operations Support, Account No. 2128-7612-D3107-2WM, which is funded by the Local Transportation Fund.

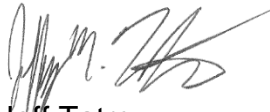
Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3408 with ShelterClean Services, Inc., in the amount of \$1,306,231, to exercise the first two-year option term of the agreement, effective December 1, 2024 through November 30, 2026 for continued bus stop maintenance, bringing the total contract value of \$3,200,331.

Attachment

- A. ShelterClean Services, Inc., Agreement No. C-1-3408 Fact Sheet

Prepared by:



Jeff Tatro
Section Manager, Scheduling and
Bus Operations Support
714-560-5865

Approved by:



Johnny Dunning, Jr.
Chief Operating Officer, Transit
714-560-5710



Pia Veasapen
Director, Contracts Administration and
Materials Management
714-560-5619

**ShelterClean Services, Inc.
Agreement No. C-1-3408 Fact Sheet**

1. October 25, 2021, Agreement No. C-1-3408, \$1,647,044, approved by the Board of Directors (Board).
 - Agreement to provide bus stop maintenance services at fixed-route service bus stop locations.
 - Three-year initial term, effective December 1, 2021 through November 30, 2024, with two, two-year option terms.
2. June 17, 2024, Amendment No. 1 to Agreement No. C-1-3408, \$247,056, approved by the Contracts Administration and Materials Management Department.
 - Increased the maximum cumulative obligation amount.
3. October 14, 2024, Amendment No. 2 to Agreement No. C-1-3408, \$1,306,231, pending approval by the Board.
 - To exercise the first option term of the agreement effective December 1, 2024 through November 30, 2026.

Total committed to ShelterClean Services, Inc. Agreement No. C-1-3408: \$3,200,331.



October 10, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to the Agreement for OC ACCESS Paratransit and OC Flex Microtransit Service

Overview

On September 13, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with First Transit, Inc., for the management, operation, and maintenance of the OC ACCESS paratransit and OC Flex microtransit service. An amendment is necessary to address service-related elements including reimbursement for no-show passengers, cancel-at-the-door trips, and non-revenue support services.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., to allow reimbursement for no-shows, cancel-at-the-door trips, and specific non-revenue support services estimated to be \$3,864,084.

Discussion

The Americans with Disabilities Act (ADA) requires agencies that operate fixed-route bus service to provide complementary paratransit service for individuals with disabilities who are unable to use the fixed-route system. To comply with the ADA, the Orange County Transportation Authority (OCTA) implemented OC ACCESS service in 1993. OC ACCESS service is different from traditional fixed-route service, requiring passengers to complete an in-person assessment to become eligible to ride, and requiring an advance reservation.

On September 13, 2021, the OCTA Board of Directors (Board) approved an agreement with First Transit, Inc. (First Transit) for the management, operation, and maintenance of the OC ACCESS paratransit and OC Flex microtransit services. In February 2022, service-related elements that were not specifically

addressed in the agreement, including no-show passengers, passengers that cancel service at the door, and non-revenue support services including emergency assistance, response have been identified and an amendment to the agreement is necessary.

The current agreement includes compensation of both a fixed-monthly rate and a variable per-passenger trip rate structure for OC ACCESS service. On January 1, 2022, First Transit assumed responsibility for the administration, operation, and maintenance of the OC ACCESS paratransit service and OC Flex microtransit service. On February 9, 2023, First Transit formally notified OCTA that they were not being reimbursed for no-show and cancel-at-the-door-trips under the per-passenger trip rate structure. No-show and cancel-at-the-door trips are situations where a vehicle is dispatched and arrives to the pick-up location, but the rider does not board the vehicle or complete the trip. First Transit submitted per-trip pricing in their proposal with the understanding that the variable rate per-trip structure was inclusive of completed trips as well as no-show and cancel-at-the-door trips.

While the agreement defines a “passenger trip” as “each time an OC ACCESS-eligible rider completes a trip,” OCTA recognizes that First Transit is incurring non-reimbursed costs for attempting to provide these trips that are cancelled due to no fault of First Transit. OCTA and First Transit have been in active discussion concerning costs for no-show and cancel-at-the-door trips since receipt of the notice from First Transit in February 2022. OCTA and First Transit have identified a mutually agreeable resolution that OCTA will reimburse First Transit for no-show and cancel-at-the-door trips at the full per-trip rate for all such trips between the date First Transit assumed responsibility for the service (January 1, 2022) to June 30, 2024 (the date of resolution), and at 40 percent of the per-trip-rate for all such trips thereafter.

The current agreement does not include non-revenue support services such as emergency assistance response or voluntary support services. Emergency assistance response services refer to situations where the OC ACCESS contractor provides staff to assist with regional emergency requests that require paratransit resources, such as evacuations in emergency situations. Voluntary support services involve the OC ACCESS contractor supplying staff and vehicles to assist OCTA with volunteer activities or training efforts that require paratransit resources. OCTA is a partner in the County Emergency Operations for transportation-related services. It may become necessary to have the flexibility to utilize both fixed route and paratransit services in response to emergency situations and an amendment to the current agreement is necessary to include these services.

Staff is requesting Board approval to amend the agreement between OCTA and First Transit in the amount of \$3,864,084 to allow reimbursement for the incurred and expected additional costs for no-show and cancel-at-the-door trips, as well as emergency assistance response and voluntary support services. The negotiated rates and breakdown of the reimbursement amount are shown in Attachment B.

Procurement Approach

The original procurement was handled in accordance with Board-approved policies and procedures for professional and technical services. On September 13, 2021, the Board approved the award of Agreement No. C-0-2150 with First Transit for a four-year initial term with two, two-year option terms, in the amount of \$242,579,221 to provide the management, operation, and maintenance of the OC ACCESS paratransit and OC Flex microtransit service. The original agreement was awarded on a competitive basis and was previously amended, as described in Attachment A.

The proposed Amendment No. 6 to Agreement No. C-0-2150, in the amount of \$3,864,084, can be absorbed in the contract balance requiring no increase to the maximum contract payment obligation. OCTA staff found First Transit's price proposal, with respect to the variable rate for no-show and cancel-at-the-door trips, and non-revenue support services, to be fair and reasonable based on the independent cost estimate prepared by the OCTA project manager. This amendment will allow for the reimbursement of costs for services performed to date and services expected to be performed through the initial term of the agreement. These costs will be defined separately from the per-passenger trip rate in the Price Summary Sheet.

Fiscal Impact

Funding for Amendment No. 6 to Agreement No. C-0-2150 is included in the OCTA Fiscal Year 2024-25 Budget, Operations Division, Specialized Transit Services Department, account nos. 2136-7311-D1208-8LA, 2136-7311-D1208-8LB, 2136-7312-D1208-AVH, 2136-7613-D1208-0GP, 2136-7831-A3227-RKK, 2135-7613-D2132-0GQ, 2149-7317-D2161-N97, and 2149-7317-A2362-N97, and will be funded through the Local Transportation Fund and federal funds.

Summary

Staff requests Board of Directors' approval to authorize the Chief Executive Officer to negotiate and execute Amendment No. 6 to Agreement No. C-0-2150 between the Orange County Transportation Authority and First Transit, Inc., in the amount of \$3,864,084 for reimbursement of no-show and cancel-at-the-door trips and specific non-revenue support services.

Attachments

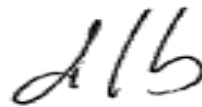
- A. First Transit, Inc., Agreement No. C-0-2150 Fact Sheet
- B. First Transit, Inc., Agreement No. C-0-2150, Amendment No. 6 Costs

Prepared by:



Melissa Mungia
Section Manager,
Specialized Transit Services
(714) 560-5581

Approved by:



Damon Blythe
Director of Bus Operations
Operations Division
(714) 560-5964



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



Johnny Dunning, Jr.
Chief Operating Officer
Operations Division
(714) 560-5964

**First Transit, Inc.
Agreement No. C-0-2150 Fact Sheet**

1. September 13, 2021, Agreement No. C-0-2150, \$242,579,221, approved by the Board of Directors (Board).
 - Agreement to provide turnkey management and operation of the OC ACCESS paratransit and OC Flex microtransit service for a four-year initial term effective January 1, 2022 through December 31, 2025, with two, two-year option terms.
2. January 10, 2022, Amendment No. 1 to Agreement No. C-0-2150, \$0.00, approved by the Contracts Administration and Materials Management Department (CAMM).
 - Added Cabco Yellow, Inc. as a subcontractor.
3. February 3, 2022, Amendment No. 2 to Agreement No. C-0-2150, \$0.00, approved by CAMM.
 - Added two firms as subcontractors and replaced key personnel.
4. July 18, 2022, Amendment No. 3 to Agreement No. C-0-2150, \$0.00, approved by CAMM.
 - Incorporated Federal Transit Administration requirements.
5. May 18, 2023, Amendment No. 4 to Agreement No. C-0-2150, \$0.00, approved by CAMM.
 - Revised the key personnel and scope of work related to security.
6. August 28, 2023, Amendment No. 5 to Agreement No. C-0-2150, \$0.00, approved by CAMM.
 - Revised the scope of work, updated key personnel, replaced the Contractor's point of contact, and added a subcontractor.
7. October 14, 2024, Amendment No. 6 to Agreement No. C-0-2150, \$0.00, pending approval by the Board.
 - To revise contract terms to include reimbursement for no-show and cancel-at-the-door trips, as well as specific non-revenue support services. This amendment is estimated at \$3,864,084 with no increase to maximum cumulative payment obligation of the agreement.

Total committed to First Transit, Agreement No. C-0-2150: \$246,443,305.

First Transit, Inc.
Agreement No. C-0-2150
Amendment No. 6 Costs

Fiscal Year (FY)		FY22	FY23	FY24	FY25	FY26	Total
Incurring Costs	\$608,289.48	\$1,159,921.18	\$1,050,487.17	-	-		\$2,818,697.83
Estimated Costs	-	-	-	\$691,397.48	\$353,988.33		\$1,045,385.81
							\$3,864,083.64



October 10, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Transit Administration Program of Projects for Federal Fiscal Year 2023-24

Overview

The Orange County Transportation Authority annually prepares a program of projects to secure Federal Transit Administration formula grants for transit capital projects, capitalized cost of contracting, and preventive maintenance. The federal fiscal year 2023-24 program, including amendments to prior programs, is presented for Board of Directors' review and approval.

Recommendations

- A. Approve the federal fiscal year 2023-24 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.
- B. Approve changes to funding for Preventive Maintenance and Capital Cost of Contracting in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
- C. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair, and Federal Transit Administration Section 5339 Bus and Bus Facilities.

- 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 that are 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 enacted by Congress and signed into law by President Biden on November 15, 2021. The IIJA provides funding for public transportation programs for federal fiscal year (FFY) 2021-22 through FFY 2025-26 as well as advance appropriations for certain programs. The IIJA provides funding of up to \$108 billion for federal public transportation programs with \$91 billion in guaranteed funding. Under the IIJA, the Federal Transit Administration (FTA) makes federal formula funds available through annual apportionments for four major funding programs:

- FTA Section 5307 Urbanized Area Formula Program (FTA 5307)
- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (FTA 5310)
- FTA Section 5337 State of Good Repair (SGR) Program (FTA 5337)
- FTA Section 5339 Bus and Bus Facilities Program (FTA 5339)

The Orange County Transportation Authority (OCTA) is an eligible recipient for each of these four programs. The Southern California Association of Governments (SCAG) confirms the apportionments of FTA 5307, FTA 5337, and FTA 5339 for each recipient in the SCAG region, and the Los Angeles County Metropolitan Transportation Authority (LA Metro) confirms the apportionments of FTA 5310. Following those confirmations, the transit agencies develop a Program of Projects (POP) and submit grant applications consistent with the confirmed apportionment. FTA published the apportionment levels for FFY 2023-24 on April 4, 2024, and OCTA's shares were confirmed by LA Metro on June 5, 2024, and SCAG on August 13, 2024.

The FTA requires agencies to develop, publish, and afford an opportunity for a public hearing on the transit POP for grant-funded projects. OCTA satisfies this requirement through the public participation carried out by SCAG with every amendment or modification of the Federal Transportation Improvement Program.

SCAG's process meets the FTA requirement. Once the FFY 2023-24 POP is approved, staff will begin the application process for the grant programs mentioned in the preceding paragraph.

Discussion

Project recommendations for FTA funding are based on the current policies outlined in the Capital Programming Policies (CPP) (Attachment A), federal funding requirements, and the Orange County Transportation Authority's (OCTA) adopted Comprehensive Business Plan (CBP). Descriptions of the recommended projects for the FFY 2023-24 FTA POP are provided in Attachment B.

The proposed FFY 2023-24 FTA POP, organized by the FTA program, is provided in Attachment C. In addition, the proposed FFY 2023-24 FTA POP, organized by project and type of transit service, is provided in Attachment D.

FTA 5307

OCTA is anticipated to receive \$74,322,939 in FTA 5307 funds for FFY 2023-24. This is a decrease of 5.5 percent from FFY 2022-23 due to several factors, including the recent redistricting of federal urbanized areas (UZA), prior year pandemic level service and ridership reductions, population changes, and the addition of other transit operations throughout the nation. The projects recommended for funding are consistent with prior year FTA POPs and with the projects or project types listed or described in the CPP and CBP. FTA 5307 funds, which were generated based on services provided through the Southern California Regional Rail Authority (SCRRA [Metrolink]) and the Anaheim Transportation Network (ATN), are recommended to be provided to projects or activities that support those services, consistent with both the CPP and CBP. The funding for Metrolink is consistent with the budget assumptions for the approved fiscal year (FY) 2024-25 Metrolink budget and OCTA budget.

- OC Bus Preventive Maintenance (PM) (\$40,667,309)
- Capitalized Cost of Contracted Services for OC Bus (\$22,634,582)
- Metrolink Preventive Maintenance – Operating Subsidy (\$8,668,065)
- Metrolink New Capital (\$1,173,150)
- ATN Suballocation (\$1,179,833)

Adjustments to the FFY 2022-23 POP for FTA 5307 were necessary due to the period of use requirement for 5307 funds programmed to OC Bus PM. Period of use is the eligible timeframe to use FTA funds. FTA clarified the period of use of fund provisions for maintenance costs. FTA guidance states that the use of FTA formula funds for PM can only be used for just the grant year and the prior year. The period for use of PM as approved in the FFY 2022-23 POP was beyond the

period of use that is currently allowed and must be adjusted to meet FTA guidance. This adjustment is reflected in Attachment E along with a multi-year plan for the use of FTA 5307 funds through FFY 2027-28. This multi-year plan is necessary for OCTA to program and ultimately access funds to projects in the Federal Transportation Improvement Program (FTIP). This multi-year plan includes an assumption that the IIJA or reauthorization of a future transportation funding bill occurs, as the IIJA expires in late 2026.

FTA 5310

OCTA is anticipated to receive \$3,425,366 in FTA 5310 funds for FFY 2023-24. These funds are proposed to be used for capital costs of contracting for OC ACCESS service (Attachment E), consistent with the CPP.

Like the FTA 5307 multi-year plan, a multi-year plan for the use of FTA 5310 funds through FFY 2027-28 is provided in Attachment F.

FTA 5337

OCTA is anticipated to receive \$24,086,462 in FTA 5337 SGR funds for FFY 2023-24. This amount represents a decrease of 13.8 percent over FFY 2022-23 due to the factors noted earlier in the report. The following projects are proposed for these funds:

- Metrolink Rehabilitation and Renovation (\$21,630,387)
- Metrolink PM (\$1,173,150)
- OC Bus PM (\$1,282,925)

Each year, Metrolink submits a budget request to OCTA to fund rehabilitation projects that are required to maintain the Metrolink system. FTA 5337 funds can only be used for this type of work. Consistent with the CPP, funds are split between rail and bus projects based on the formula used to calculate the overall revenues for the program. The proposed funding for Metrolink is consistent with the FY 2024-25 Metrolink budget, approved on June 24, 2024.

Staff also recommends using an additional \$3,861,598 in prior year funds for the FY 2024-25 Metrolink budget. These funds were previously approved for Metrolink track rehabilitation and renovation projects but are still available as the projects have been delayed due to National Environmental Protection Act requirements. In prior years, the funds have primarily been used for projects that have taken more time for their Categorical Exclusions, such as bridge and culvert work.

Like the FTA 5307 and FTA 5310 multi-year plans, a multi-year plan for the use of FTA 5337 through FFY 2027-28 is provided in Attachment G.

FTA 5339

OCTA is anticipated to receive \$5,803,345 in FTA 5339 funds for FFY 2023-24, including \$147,791 generated by services provided by ATN. The 5339 funds are recommended to support the replacement of paratransit vehicles that have met their useful life. Funds generated by services provided by ATN are also recommended to be directed to ATN.

The FFY 2023-24 FTA 5339 funds will support the replacement of 30 paratransit vehicles.

- Replacement Paratransit Vehicles (\$5,655,554)
- ATN Suballocation (\$147,791)

Like the FTA 5307, 5310, and 5337 multi-year plans above, a multi-year plan for the use of FTA 5339 through FFY 2027-28 is provided in Attachment H.

FFY 2023-24 FTA POP

The following table summarizes the recommended formula programming for the FFY 2023-24 FTA POP.

Formula Programs	Bus	Rail	ATN Suballocation	Total
FTA 5307	\$ 63,301,891	\$ 9,841,215	\$1,179,833	\$ 74,322,939
FTA 5310	\$ 3,425,366			\$ 3,425,366
FTA 5337	\$ 1,282,925	\$ 22,803,537		\$ 24,086,462
FTA 5339	\$ 5,655,554		\$147,791	\$ 5,803,345
Total	\$73,665,736	\$ 32,644,752	\$1,327,624	\$ 107,638,112
Percentage of FTA Formula Funding	68.5%	30.3%	1.2%	100%

Overall, the recommended FY 2023-24 FTA POP includes \$107.638 million in FTA formula funding for transit projects. For the \$73.666 million in OC Bus funding, 92.3 percent of the funding is directed towards capitalized operating expenses and only the FTA 5339 at approximately 7.7 percent is directed towards capital projects. Using most of the federal funds for operating expenses ensures the timely use of grant funds and preserves local transit funds. All these federal funds are matched with statewide transportation development credits and require no local OCTA funding.

Next Steps

With Board approval, staff will initiate the programming and grant submittal and execution 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 \$107.638 million in FTA formula funding for the FFY 2023-24 FTA POP, adjustments to the FFY 2022-23 FTA POP for FTA 5307, and the five-year programming plans for FTA 5307, 5310, 5337, and 5339.

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 2023-24 by Fund Source
- D. Proposed Program of Projects for Federal Fiscal Year 2023-24 by Project
- E. Adjustments to FFY 2022-23 Program of Projects for FTA Section 5307 Funds and Proposed Five-Year Programming Plan for FTA Section 5307 Funds
- F. Proposed Five-Year Programming Plan for FTA Section 5310 Funds
- G. Proposed Five-Year Programming Plan for FTA Section 5337 Funds
- H. Proposed Five-Year Programming Plan for FTA Section 5339 Funds
- I. Capital Funding Program Report

Prepared by:



Jason Huang
Transportation Funding Analyst,
Discretionary Funding Programs
(714) 560-5982

Approved by:



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

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

ATTACHMENT A

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

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

FTA Section 5339 Formula/FTA	<p>Use funds for:</p> <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	<p>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</p> <p>Projects will be recommended based on performance.</p>
Transportation Alternatives Program – CTC/SCAG through Active Transportation Program (ATP)	These funds are administered by the State through the ATP and OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.

**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 (FFY) 2023-24 Federal Transit Administration (FTA) Program of Projects (POP) staff report. Additionally, project descriptions for projects that received prior year funding revisions, which are included in the attachments, are also included here for reference. The projects are consistent with the Orange County Transportation Authority's adopted Comprehensive Business Plan.

Preventive Maintenance (PM)

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 5307 Urbanized Area Formula Program and FTA 5337 State of Good Repair (SGR) Program funds.

Capital Cost of Contracting

The capital costs associated with contracting for transit and maintenance services includes OC ACCESS paratransit service (described above) and contracted OC Bus fixed-route service of revenue fleet vehicles owned by Orange County Transportation Authority (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 OC ACCESS paratransit service). In FFY 2023-24, capital cost of contracting is funded through FTA 5307 Urbanized Area Formula Program and FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Replacement of Gasoline Paratransit Vans Project

There are currently up to 112 paratransit vehicles that are due to be replaced with gasoline paratransit vehicles, consistent with the useful life of vehicles defined by OCTA's Transit Asset Management Plan. The FFY 2023-24 FTA 5339 Bus and Bus Facilities Program funds will support the replacement of 30 vehicles.

Southern California Regional Rail Authority (SCRRA [Metrolink]) 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 SGR Program funds will support these commuter rail rehabilitation/renovation projects.

Orange County Transportation Authority Federal Transit Administration Program of Projects Description

Metrolink 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 Urbanized Area Formula Program and FTA 5337 SGR Program funds will support OCTA's share of Metrolink preventive maintenance costs.

SCRRA New Capital

The commuter rail new capital costs include the Los Angeles Union Station West Portal Olympic Readiness Project, development of plans for charging infrastructure for electric vehicles, project management for the Information Support System, and additional fall protection at the Central Maintenance Facility rail car and locomotive shop. The costs also include new train control simulators and wayside detectors and Positive Train Control Colocation Phase 2 to setup a secondary data control center to maintain full train control system operations in the event of a loss of power or emergency at the primary location. The proposed FTA 5337 SGR Program funds will support OCTA's share of these SCRRA New Capital costs.

Anaheim Transportation Network (ATN)

OCTA will request funding representing the share of 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 and bus engine replacements.

Proposed Program of Projects for Federal Fiscal Year 2023-24 by Fund Source

Pending Board Approval 10/14/24

Proposed Projects	FTA Sec 5307	Local Match	Statewide Match Credit
OC Bus Preventive Maintenance - Salaries & Benefits ⁴	\$ 40,667,309	\$ -	\$ 8,133,462
Capitalized Cost of Contracted Services for OC Bus ⁴	\$ 22,634,582	\$ -	\$ 4,526,916
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation ³	\$ 8,668,065	\$ -	\$ 1,733,613
Metrolink FY 2024-25 Budget New Capital ³	\$ 1,173,150		\$ 234,630
Anaheim Transportation Network Suballocation	\$ 1,179,833	\$ -	\$ 235,967
Total FFY 2024 FTA 5307	\$ 74,322,939	\$ -	\$ 14,864,588

Proposed Projects	FTA Sec 5310	Local Match	Statewide Match Credit
Capitalized Cost of Contracted Services for ACCESS Services ⁴	\$ 3,425,366	\$ -	\$ 685,073
Total FFY 2024 FTA 5310	\$ 3,425,366	\$ -	\$ 685,073

Proposed Projects	FTA Sec 5337	Local Match	Statewide Match Credit
Metrolink FY 2024-25 Budget Rehabilitation/Renovation ³	\$ 21,630,387	\$ -	\$ 4,326,077
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation ³	\$ 1,173,150		\$ 234,630
OC Bus Preventive Maintenance ⁴	\$ 1,282,925	\$ -	\$ 256,585
Total FFY 2024 FTA 5337	\$ 24,086,462	\$ -	\$ 4,817,292

Proposed Projects	FTA Sec 5339	Local Match	Statewide Match Credit
Replacement Paratransit Vehicles ^{2,4}	\$ 5,655,554	\$ -	\$ 1,131,111
Anaheim Transportation Network Suballocation	\$ 147,791	\$ -	\$ 29,558
Total FFY 2024 FTA 5339	\$ 5,803,345	\$ -	\$ 1,160,669

1. FTA funded projects match requirement are proposed to be met by using statewide transportation development credit match, which allows projects to be federally-funded at 100 percent.
2. FTA 5339 will support replacing 30 paratransit vehicles.
3. Funding for SCRRA/Metrolink is consistent with the assumptions for the approved budget.
4. OCTA projects are consistent with the Comprehensive Business Plan.

Acronyms:

Board - Board of Directors
FTA - Federal Transit Administration
FY - Fiscal Year
FFY - Federal Fiscal Year

OCTA - Orange County Transportation Authority
POP - Program of Projects
Sec - Section
SCRRA - Southern California Regional Rail Authority

Proposed Program of Projects for Federal Fiscal Year 2023-24 by Project

Pending Board Approval 10/14/24

Proposed Projects - Fixed-Route Bus	FTA Programs	Proposed Amount
OC Bus Preventive Maintenance - Salaries & Benefits	5307	\$ 40,667,309
OC Bus Preventive Maintenance	5337	\$ 1,282,925
Capitalized Cost of Contracted Services for OC ACCESS Service	5310	\$ 3,425,366
Capitalized Cost of Contracted Services for OC Bus ¹	5307	\$ 22,634,582
Subtotal Fixed-Route		\$ 68,010,182
Proposed Projects - Paratransit		
Replacement Paratransit Vehicles ²	5339	\$ 5,655,554
Subtotal Paratransit		\$ 5,655,554
Proposed Projects - Metrolink		
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation	5307	\$ 8,668,065
Metrolink FY 2024-25 Budget Preventive Maintenance - Operating Subsidy Suballocation	5337	\$ 1,173,150
Metrolink New Capital (FY 2024-25 budget request)	5307	\$ 1,173,150
Metrolink FY 2023-24 Budget Rehabilitation/Renovation	5337	\$ 21,630,387
Subtotal Metrolink		\$ 32,644,752
Proposed Projects - Other		
Anaheim Transportation Network Suballocation	5307	\$ 1,179,833
Anaheim Transportation Network Suballocation	5339	\$ 147,791
Subtotal Other		\$ 1,327,624
Total FTA funds		\$ 107,638,112
FTA Total Bus and OC ACCESS		\$ 73,665,736
FTA Total Metrolink		\$ 32,644,752
FTA Total Anaheim Transportation Network		\$ 1,327,624

1. Funds will be utilized for the fixed-route service contracted costs.

2. FTA 5339 combined will support the replacement of 30 paratransit vehicles.

Acronyms:

Board - Orange County Transportation Authority Board of Directors

FTA - Federal Transit Authority

FY - Fiscal Year

FFY - Federal Fiscal Year

SCRRA - Southern California Regional Rail Authority

Adjustments to FFY 2022-23 Program of Projects for FTA Section 5307 Funds and Proposed Five Year Programming Plan for FTA Section 5307 Funds

(Pending Board approval on October 14, 2024)

FY 2022-23 Adjustments

Line Item Description	FFY 2022-23 FTA 5307 Amount	Adjustment Increase (Decrease) ⁴	Revised FTA 5307 Amount	Statewide Match Credit ¹
Preventive Maintenance	43,470,000	(3,270,000)	40,200,000	8,040,000
Capital Cost of Contracting	24,432,892	3,270,000	27,702,892	5,540,578
Metrolink Operating Subsidy Suballocation ²	9,716,045	-	9,716,045	1,943,209
Anaheim Transportation Network Suballocation ³	1,040,163	-	1,040,163	208,033
FFY 2022-23 Total (All Projects) ³	\$ 78,659,100	\$ -	\$ 78,659,100	\$ 15,731,820

Notes:

1. The projects are utilizing statewide match credit which allows projects to be funded with federal funds at 100 percent.
2. SCRRA/Metrolink will be the grantee for these funds.
3. OCTA will be the grantee for these funds and pass through to Anaheim Transportation Network.
4. The guidelines for use of formula funds for PM state PM can only be used for up to two years including the current FFY and the prior FFY. The period for use of PM was originally beyond the FFY 23-24.

Proposed Five-Year Programming Plan for FTA Section 5307 Funds Urbanized Area Formula Program (FFY 2023-24 through FFY 2027-28)

(Pending Board approval on October 14, 2024)

Line Item Description	FFY 2023-24	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28 ³
Preventive Maintenance ¹	40,667,309	40,667,309	40,667,309	40,667,309	40,667,309
Capital Cost of Contracting ¹	22,634,582	22,634,582	22,634,582	22,634,582	22,634,582
Anaheim Transportation Network Suballocation ¹	1,179,833	1,179,833	1,179,833	1,179,833	1,179,833
Metrolink Preventive Maintenance/Commuter Rail Projects ^{1,2}	9,841,215	9,841,215	9,841,215	9,841,215	9,841,215
FFY 2023-24 to 2027-28 Total (All Projects)	\$ 74,322,939	\$ 74,322,939	\$ 74,322,939	\$ 74,322,939	\$ 74,322,939

Notes:

1. The projects are proposed to use statewide match credit which allows projects to be federally funded at 100 percent.
2. Federal formula funds generated through rail operations will be used for commuter rail projects.
3. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program. Assumes extension or reauthorization of the Infrastructure Investment and Jobs Act (IIJA).

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal Fiscal Year

PM - Preventive Maintenance

SCRRA - Southern California Regional Rail Authority/Metrolink

OCTA - Orange County Transportation Authority

Proposed Five-Year Programming Plan for FTA Section 5310 Funds**Enhanced Mobility of Seniors and Individuals with Disabilities Program (FFY 2023-24 through FFY 2027-28)**

(Pending Board approval on October 14, 2024)

Line Item Description	FFY 2023-24	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28 ²
Replacement of 122 - Gasoline Paratransit Vans ¹	-	-	-	-	-
Capital Cost of Contracting for OC ACCESS Services ¹	3,425,366	3,425,366	3,425,366	3,425,366	3,425,366
FFY 2023-24 to 2027-28 Total (All Projects)	\$ 3,425,366	\$ 3,425,366	\$ 3,425,366	\$ 3,425,366	\$ 3,425,366

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. Assumes extension or reauthorization of the IIJA.

Acronyms:

Board - Board of Directors
FTA - Federal Transit Administration
FFY - Federal fiscal year
IIJA - Infrastructure Investment and Jobs Act

Proposed Five-Year Programming Plan for FTA Section 5337 Funds

(Pending Board approval on October 14, 2024)

Line Item Description	FFY 2023-24	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28 ⁵
Metrolink Rehabilitation/Renovation FY 2024-25^{1,2}	22,803,537	-	-	-	-
Metrolink Rehabilitation/Renovation FY 2025-26^{1,2}	-	22,803,537	-	-	-
Metrolink Rehabilitation/Renovation FY 2026-27^{1,2}	-	-	22,803,537	-	-
Metrolink Rehabilitation/Renovation FY 2027-28^{1,2}	-	-	-	22,803,537	-
Metrolink Rehabilitation/Renovation FY 2028-29^{1,2}	-	-	-	-	22,803,537
OCTA Bus Preventive Maintenance^{1,3,4}	1,282,925	1,282,925	1,282,925	1,282,925	1,282,925
Total (All Projects)	\$ 24,086,462	\$ 24,086,462	\$ 24,086,462	\$ 24,086,462	\$ 24,086,462

Notes:

1. The projects are utilizing statewide match credit which allows projects to be federally funded at 100 percent.
2. Metrolink rehabilitation amounts are based on the SCRRA-adopted FY 2024-25 Budget and the OCTA Comprehensive Business Plan thereafter. Funds will be in an SCRRA grant.
3. These funds will be in an OCTA grant.
4. Per OCTA's Board policy, FTA Section 5337 funds generated by bus operations are programmed to OCTA bus preventive maintenance.
5. Five years of funding is provided in order to program funds to projects in the Federal Transportation Improvement Program. Assumes extension or reauthorization of the IIJA.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

METRO - Los Angeles County Metropolitan Transportation Authority

OC - Orange County

OCTA - Orange County Transportation Authority

SBCTA - San Bernardino County Transportation Authority

SCRRA - Southern California Regional Rail Authority/Metrolink

VCTC - Ventura County Transportation Commission

Proposed Five-Year Programming Plan for FTA Section 5339 Funds

(Pending Board approval on October 14, 2024)

Line Item Description	FFY 2023-24	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28²
Paratransit Vehicle Replacement Project ¹	5,655,554	5,655,554	5,655,554		
Capital Cost of Contracting ¹		-	-	5,655,554	5,655,554
Anaheim Transportation Network Suballocation ¹	147,791	147,791	147,791	147,791	147,791
FFY 2023-24 to 2027-28 Total (All Projects)	\$ 5,803,345	\$ 5,803,345	\$ 5,803,345	\$ 5,803,345	\$ 5,803,345

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. Assumes extension or reauthorization of the IIJA.

Acronyms:

Board - Board of Directors

FTA - Federal Transit Administration

FFY - Federal fiscal year

IIJA - Infrastructure Investment and Jobs Act



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Bus Transit Project

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$60,000	\$21,498					\$25,414			\$13,088
Anaheim Transportation Network suballocation ^{1,3}		\$8,942		\$8,942							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts) ^{1,2,3}		\$347,334		\$249,882							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Blvd. dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Unit Replacement at Santa Ana bus base		\$7,000					\$7,000				
Hydrogen Fueling Station at Garden Grove		\$13,500						\$13,500			
Installation of Battery-Electric Chargers at Santa Ana Base		\$1,500					\$1,500				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach) ^{1,2,3}		\$362,772		\$362,772							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles ^{1,3}		\$32,165		\$32,165							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$5,646					\$5,646				
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Bus Transit Project											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero emission bus and bus facility		\$154,415	\$115,594					\$38,821			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,558,126	\$211,672	\$772,309	\$3,660	\$12,915	\$71,624	\$145,695	\$5,730	\$57,245	\$277,276
Federal Funding Total		\$987,641									
State Funding Total		\$230,234									
Local Funding Total		\$340,251									
Total Funding (000's)		\$1,558,126									

Bus Transit Project Completed											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487
Federal Funding Total		\$241,418									
State Funding Total		\$46,399									
Local Funding Total		\$86,487									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Bus Transit Project Completed											
			Federal Funds			State Funds			Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Total Funding (000's)		\$374,304									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

FTA Program of Projects for Federal Fiscal Year 2023-24

1. Approve the federal fiscal year 2023-24 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.
2. Approve changes to funding for Preventive Maintenance and Capital Cost of Contracting in prior federal fiscal years for Federal Transit Administration, Section 5307 Urbanized Area Formula Program of Projects, including federal and local funds, and the use of match credit for projects to comply with guidelines for use of the funding.
3. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair and Federal Transit Administration Section 5339 Bus and Bus Facilities.

Acronyms:

ATN - Anaheim Transportation Network
Board - Board of Directors
CMAQ - Congestion Mitigation Air Quality Improvement Program
DCFC - Direct Current Fast Charging
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 - SB 1 (Chapter 5, Statutes of 2017)
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 - October 14, 2024

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$579,157	\$108,132	\$171,961				\$175,427		\$123,637	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$22,000	\$22,000								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital ^{1,3}	R	\$11,249	\$2,121	\$9,128							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26 ^{1,3}	R	\$199,302		\$199,302							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
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) ^{1,3}	R	\$92,953		\$92,953							
San Juan Creek Bridge replacement	R	\$65,670	\$908	\$39,833	\$913		\$5,578	\$17,059		\$1,379	
SCRRA operating subsidy assistance	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	\$1,569		\$1,538						\$31	
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$78,874	\$19,500					\$59,374			
Coastal Rail Infrastructure Corridor Resiliency Project		\$15,000			\$12,000						\$3,000
Irvine Station Improvement Project		\$6,330						\$6,330			
Metrolink fare revenue loss		\$135,745						\$135,745			
MP 204.2 Mariposa Point		\$9,200				\$9,200					
OC Maintenance Facility		\$91,428		\$198		\$20,000		\$71,230			
Rail track and structures		\$92,304						\$92,304			
San Clemente Track Protection (MP 204.6)		\$5,500				\$3,000	\$2,500				
Rail Project Totals		\$1,662,823	\$213,795	\$528,819	\$14,123	\$59,700	\$8,078	\$610,859	\$6,904	\$188,921	\$31,624
Federal Funding Total		\$756,737									
State Funding Total		\$678,637									
Local Funding Total		\$227,449									
Total Funding (000's)		\$1,662,823									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
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
Ticket vending machines	R	\$6,857									\$6,857
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		\$850,001	\$93,843	\$99,160	\$4,735	\$55,331		\$204,392	\$215,693	\$83,692	\$93,155
Federal Funding Total		\$197,738									
State Funding Total		\$259,723									
Local Funding Total		\$392,540									
Total Funding (000's)		\$850,001									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - October 14, 2024

FTA Program of Projects for Federal Fiscal Year 2023-24

1. Approve the federal fiscal year 2023-24 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.

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3. Approve the five-year programming plan for Federal Transit Administration Section 5307 Urbanized Area Formula, Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Transit Administration Section 5337 State of Good Repair and Federal Transit Administration Section 5339 Bus and Bus Facilities

Acronyms:

ADA - Americans with Disabilities Act

Board - Board of Directors

CMAQ - Congestion Mitigation Air Quality Improvement Program

FFY - Federal Fiscal Year

FTA - Federal Transit Administration

FY - Fiscal Year

LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

MP - Mile Post

OC - Orange County

OCTA - Orange County Transportation Authority

OCX - Rail-Highway Grade Crossing/Safety Enhancement Project

PSR - Project Study Report

ROW - Right-of-Way

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

SCRRA - Southern California Regional Rail Authority/Metrolink

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program

VSS - Video Surveillance System



October 10, 2024

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: OC Streetcar Project Quarterly Update

Overview

The Orange County Transportation Authority is implementing the OC Streetcar project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar project activities from July 2024 through September 2024.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center (SARTC) in the City of Santa Ana (City) and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile alignment involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, new traffic signals and transit signal priority at intersections, stops with canopies, bridges, and a maintenance and storage facility (MSF).

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting,

variable message signs, video cameras, a public address system, and ticket vending machines. Platforms will be 14-inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF will also include secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Industries, Inc. (Siemens) for the manufacturing and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the construction contract for the Project to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149 million in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the last step necessary to begin the drawdown of federal funding. As of August 2024, \$136.6 million has been drawn from the FFGA. On May 22, 2020, the Board awarded a contract to Herzog Transit Services, Inc. (Herzog) to provide operations and maintenance services for the initial start-up and pre-revenue period, and a five-year revenue term.

Discussion

The following is the status of milestones completed and ongoing project activities related to construction, vehicle manufacturing, operations, and public outreach.

Construction

- Construction is nearing 90 percent complete overall
- The bridges over the Santa Ana River and Westminster Avenue are complete
- Installation of all tracks and OCS poles are complete
- Reinterment of cultural resources at the MSF is complete
- Traction power substation (TPSS) 1, 2, and 3 are energized
- TPSS 4 will be energized in the coming months
- Canopies, lighting, and customer information center cabinets/hardware are installed at all station platforms

The status of key construction activities that are complete or ongoing this quarter include:

Pacific Electric Right-of-Way

- Overhead wire installation on OCS poles
- Train warning and gate systems installation at the Fairview Street, Fifth Street, and Raitt Street at-grade crossings

MSF

- Installation of underground water lines, doors, sidewalk along Fifth Street, heating, ventilation, and air conditioning, drywall, plumbing, and electrical work
- Asphalt concrete placed at the yard track area
- Continued coordination with contractor to ensure significant completion of the MSF for vehicle acceptance

City Streets

- Reconstruction of sidewalks, driveways, curbs, and gutters are mostly complete throughout the Project
- Landscaping is mostly complete from Fairview Street through Santiago Street
- Pavers and landscaping done in Sasscer Park
- Installation of signals, signage, and the electrical systems at multiple locations

Vehicles

The status of key vehicle activities that are complete or ongoing this quarter include:

- Final inspection for Car 8 was held on June 13, 2024
- All eight vehicles are complete and in storage at Siemens facility
- Spare parts and special tools are in storage at the Siemens facility
- OCTA is in ongoing negotiations with Siemens regarding long-term storage estimates for the vehicles, vehicle warranty extension, and vehicle maintenance during storage; staff anticipates returning to the Board in late 2024 for contract amendments required for Siemens as a result of these discussions

Operations

The status of key operations activities that are complete or ongoing this quarter include:

- The System Integration Test (SIT) committee developed comprehensive SIT plans, including support and personnel matrix, test procedures for the mainline and MSF, timeline, and schedule. The SIT documents outline the process, timing, and personnel support needed to perform testing of the interface between the vehicle, mainline, and MSF.
- Herzog conducted field reconnaissance and hazard identification along the alignment to assess operating conditions in preparation for start-up and testing.
- Staff participated in the successful factory acceptance test (FAT) of key systems, including the Passenger Information System, the Visual Display System, and the closed-circuit television station cameras. The FAT, a prerequisite to SIT testing, ensured that each component met the required specifications and performance standards before deployment.
- The California Public Utilities Commission (CPUC) continues to be actively engaged on the Project and participates in monthly Safety Certification, Rail Activation Committee, SIT, and Fire Life Safety meetings.
- On August 13, 2024, staff joined the CPUC for a site visit review of Segment 1 to identify any potential compliance or safety concerns. This visit included reviewing the bridges over the Santa Ana River and Westminster Avenue, and the at-grade crossings at Fairview Street and Fifth Street. An activities report was received in September 2024 from the CPUC with their comments.
- Ongoing negotiations with City of Garden Grove for the operations and maintenance agreement.

Public Outreach

The status of key public outreach activities that are complete or ongoing this quarter include:

- Monthly construction activity email
- Distribution of bilingual notifications for targeted activities:
 - Traffic detour at northbound Mortimer Street between Fourth and Fifth Streets
 - Reduced lane at Ross Street between Santa Ana Boulevard and Fourth Street

- Reviewed and provided comments to OCTA's consultant team for a safety education and public awareness campaign video
- OCTA staffed an information table at the City's Fiestas Patrias celebration and provided parade banners to downtown business representatives
- Outreach staff hosted information tables and distributed safety education and public awareness materials at back-to-school events at Woodbury Elementary, Santiago High School, Romero Cruz Academy and Middle School, and Garfield Elementary; more than 200 attendees stopped by to take informational flyers and talk with staff

Cost and Schedule

In April 2023, the Board approved a revised project budget of \$579,160,000. As previously reported to the Board, OCTA continues to report to the FTA the risk-adjusted revenue service date of August 2025. While staff continues to actively manage Walsh to advance the Project, construction and legal challenges continue to present risks. As such, staff, in coordination with FTA, have continued to assess the remaining schedule and cost risks, and staff anticipates updating the Board regarding this effort later this year.

Next Steps

OCTA will continue to work closely with Walsh to complete the MSF for vehicle delivery and testing activities. Construction activities include the installation of hardware and overhead wires, station platforms infrastructure, continued paving work, and service connections for the remaining traction power substation and other electrical services. Negotiations will continue with Siemens regarding the long-term storage of the completed eight vehicles. The outreach team will continue to provide oversight of traffic control measures, new signal installation, and system electrification, as well as ongoing project education and safety messaging at community events.

Summary

An OC Streetcar project update covering July 2024 through September 2024 is provided for the Orange County Transportation Authority Board of Directors' review.

Attachment

None.

Prepared by:

A handwritten signature in blue ink, appearing to read "Jeff Mills".

Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

Approved by:

A handwritten signature in blue ink, appearing to read "James G. Beil".

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

OC Streetcar Project Quarterly Update

Construction – Segment 1



Segment 1 Progress



Traction power substation No. 1



Overhead contact system (OCS) wire installation

Maintenance and Storage Facility (MSF)



MSF Progress (Cont.)



Yard track paving



Sidewalk along Fifth Street

MSF Progress (Cont.)



Car wash



Paving behind car wash

MSF Progress (Cont.)

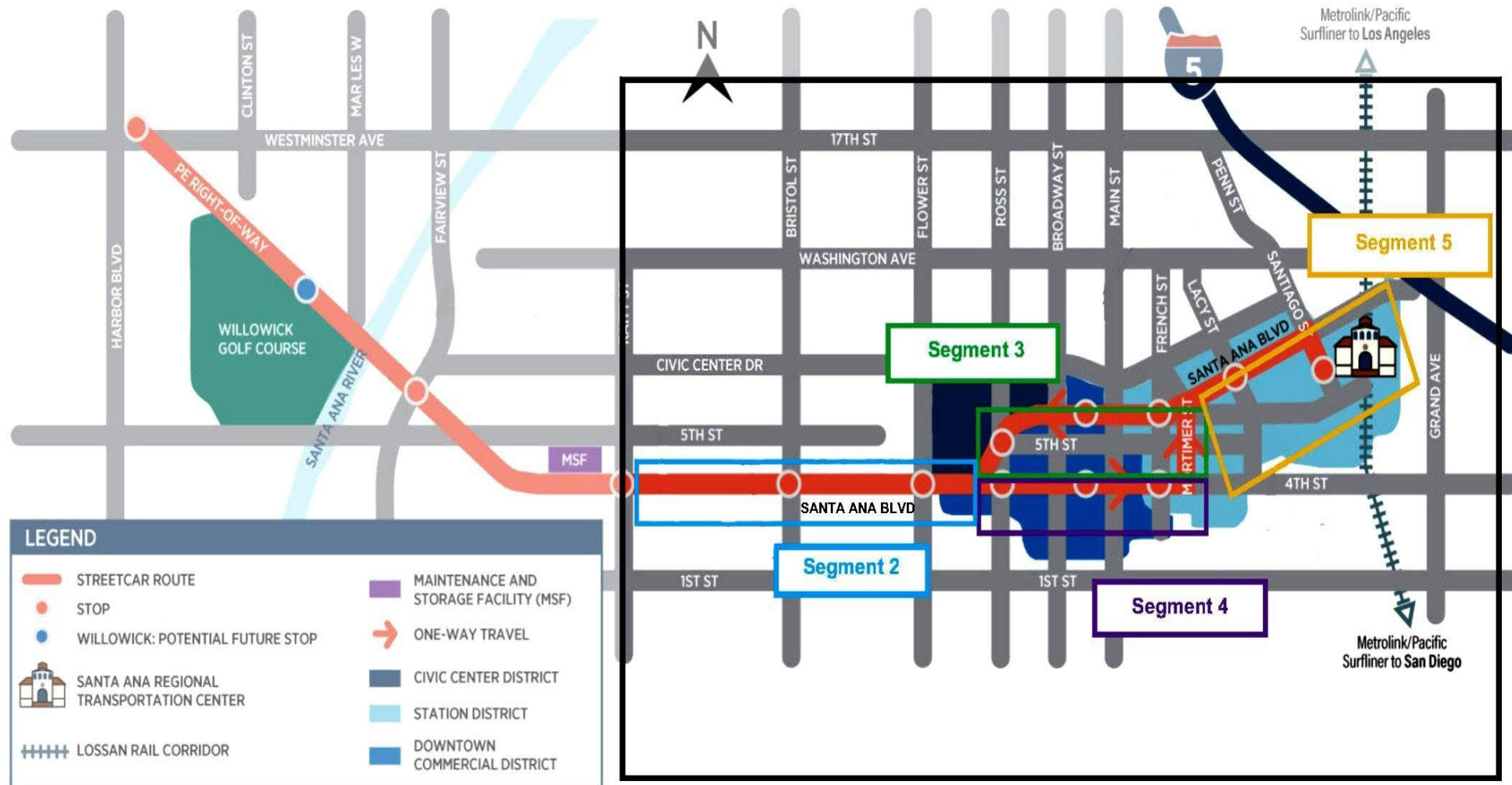


Maintenance Bay No. 1



Elevator installation

Construction – Segments 2 through 5



Segments 2 through 5 Progress



Sasscer Park

Segments 2 through 5 Progress (Cont.)



Median landscaping on Santa Ana Boulevard



Santa Ana Regional Transportation Center (SARTC) parking lot and landscaping

Segments 2 through 5 Progress (Cont.)



SARTC station cabinet configuration



SARTC station

Vehicles

- Final inspection for Car 8 was held on June 13, 2024
- All eight vehicles are complete and in storage at Siemens Industries, Inc. (Siemens) facility
- Spare parts and special tools are in storage at the Siemens facility
- Negotiations with Siemens regarding long-term storage rates for the vehicles, vehicle warranty extension, and vehicle maintenance during storage are underway



Pre-Revenue Operations

- The Orange County Transportation Authority and Herzog Transit Services, Inc., the operations and maintenance contractor, have participated in witnessing two Factory Acceptance Test of the Passenger Information System, Visual Display System, and closed-circuit television station cameras.
- On August 13, 2024, the California Public Utilities Commission Rail Transit Safety Branch consisting of nine representatives from various disciplines (OCS, track, signals, mechanical, and operations) conducted a field inspection of Segment 1.



Public Outreach

- Monthly newsletters
- Bilingual door-to-door and social media construction notifications
- Field meetings
- Fourth Street merchant meetings
- Information table at Fiestas Patrias and Back-to-School events
- Parking structure banners
- Safety messaging
- Tours



Zero-Emission Bus Status

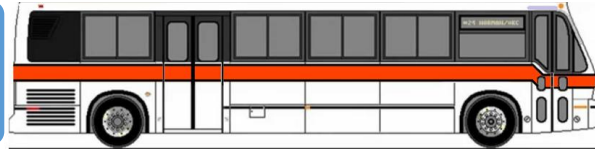
Innovative Clean Transit Regulation

- In 2018 the California Air Resources Board (CARB) passed the Innovative Clean Transit (ICT) Regulation
- Requires all transit agencies to transition bus fleets to 100% zero emission and submit agency rollout plans
 - OCTA Board of Directors approved OCTA's Zero-Emission Bus (ZEB) Rollout Plan in 2020
- ZEB purchasing requirements
 - Beginning in 2023 – 25%; 2026 – 50%; 2029 – 100%
- CARB will complete a comprehensive review in 2025
 - Will inform 2026 purchase mandate and inclusion of small agencies
 - Articulated buses and cutaways may also be subject to regulation in 2026

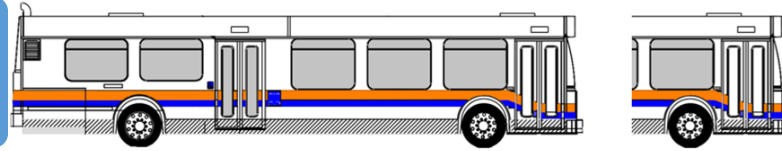
OCTA's History of Bus Emissions Reductions

1980's Diesel Bus - 4.8* Nox
Baseline

*g/bhp-hr = grams per brake horsepower-hour



1990's Clean Diesel Bus - 4.0* NOx
1.2x Cleaner



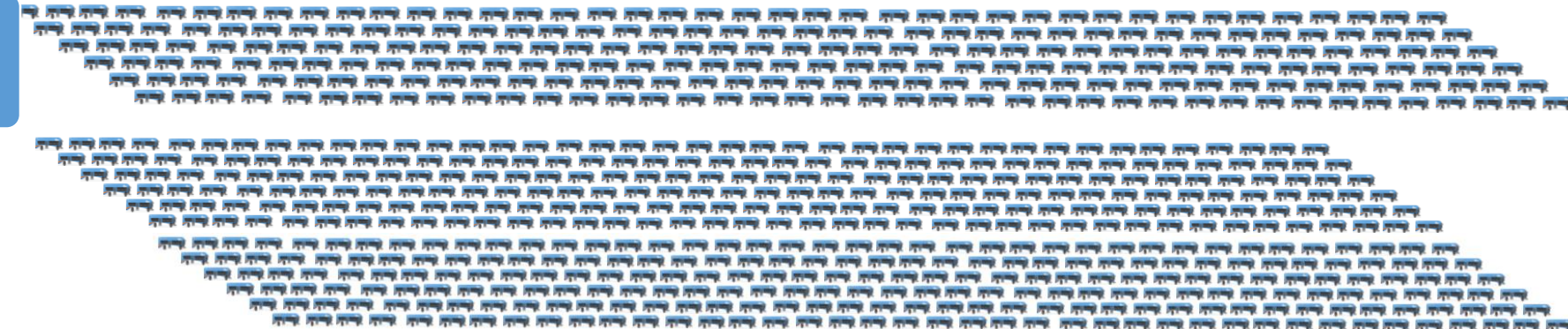
2000's 202 LNG & 299 CNG Buses -
1.8* NOx
2.6x Cleaner



2014 201 CNG Engines - 0.2* NOx
24x Cleaner



2016+ 173 buses Near-Zero Engine .02*
NOx
240x Cleaner



Full Fleet
"100% Zero Emission"
By 2040

*NOx – Nitrogen Oxide

*LNG – Liquified natural gas

*CNG – Compressed natural gas

Fixed-Route Bus Fleet

- Current fixed-route fleet
 - 428 Active buses
 - 408 CNG buses
 - Ten BEBs
 - Ten FCEBs
- Fleet plan: 470 buses
 - Based on the implementation of the recommendations from the Making Better Connections Study
- Future bus procurements
 - 2024 – 50 2008 CNG buses (ICT 25% purchasing requirement)
 - 2028 – 20 2013 60-foot CNG buses (ICT 50% purchasing requirement)
 - 2031 – 179 2016 40-foot and 60-foot CNG buses (ICT 100% purchasing requirement)

Background

- Initiated the ZEB Pilot Program with 20 buses
 - 2020 Ten FCEBs
 - 2022 Ten BEBs
- Expand the program to a ZEB Fleet of 76 buses (16%)
 - 2024 – 50 ZEBs to replace 50 2008 40-foot CNG buses
 - 2025 – Six ZEBs to replace six 2013 60-foot CNG buses

ZEB Observations

- Higher capital cost
 - BEB 49% higher cost than CNG
 - FCEB 71% higher cost than CNG
- Lower usable operating range
 - BEB 150 miles
 - FCEB 250 miles
- Availability remains around 55%
 - Target is 80%
- Maintenance
 - Higher mid-life overhaul costs – FCEB 2Xs; BEB 4X-6Xs greater than CNG
- Infrastructure/fueling
 - BEB higher cost; high risk that not all the electricity needed will be available for charging
 - FCEB not as high as BEB, fuel cost higher than CNG



Producer Price Index (PPI)

PPI – WPU143. PPI Commodity Data for Transportation Equipment Truck and Bus Bodies.

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2014	228.8	229.3	229.7	229.6	229.9	230.3	230.6	231.0	231.3	232.1	232.1	232.2
2015	233.0	235.1	235.1	235.1	235.5	235.5	235.6	235.6	235.6	235.7	235.8	235.8
2016	236.2	236.8	237.0	237.1	237.1	237.3	237.7	237.9	FCEB	238.0	238.3	238.4
2017	238.5	238.5	238.7	239.0	239.4	239.6	240.4	240.6	240.8	240.8	240.8	241.1
2018	242.0	242.5	243.1	244.0	244.5	245.5	246.4	247.4	248.1	249.2	250.2	250.5
2019	253.8	254.8	255.8	255.7	255.9	CNG	BEB	258.7	259.5	259.8	259.8	260.0
2020	258.9	259.0	259.3	259.3	259.9	260.0	260.9	261.4	262.8	262.9	263.1	263.8
2021	264.8	266.7	267.4	268.1	269.5	272.5	276.618	278.670	280.431	283.496	283.777	285.695
2022	294.556	298.149	299.891	303.899	315.486	319.479	320.398	322.792	324.091	329.534	329.581	329.801
2023	333.224	335.400	336.119	337.094	337.249	336.643	338.199	338.507	338.752	342.539	342.190	344.270
2024	346.677	346.785	347.509(P)	348.076(P)	345.372(P)	345.445(P)						

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

ZEB Trends



- Operating range is improving
 - BEB 150 miles – 225+ miles
 - FCEB 250 miles – 300+ miles
- Availability
 - Will improve with supply chain improvements
- Maintenance
 - Lower costs for routine maintenance
 - Higher mid-life costs
- Infrastructure
 - BEB – many choices/solutions for charging stations
 - FCEB – many available vendors
- Capital cost
 - Anticipated to decrease over time with maturity of the technology and market

Next Steps

- Continue to study and analyze the most effective way to deploy ZEBs
- Continue to strategically ramp up the deployment of ZEBs
- Deploy ten battery electric vans
- Procure 50 40-foot ZEBs in 2024
- Procure six 60-foot ZEBs in fiscal year 2025
- Install additional charging stations
- Build a second hydrogen fueling station

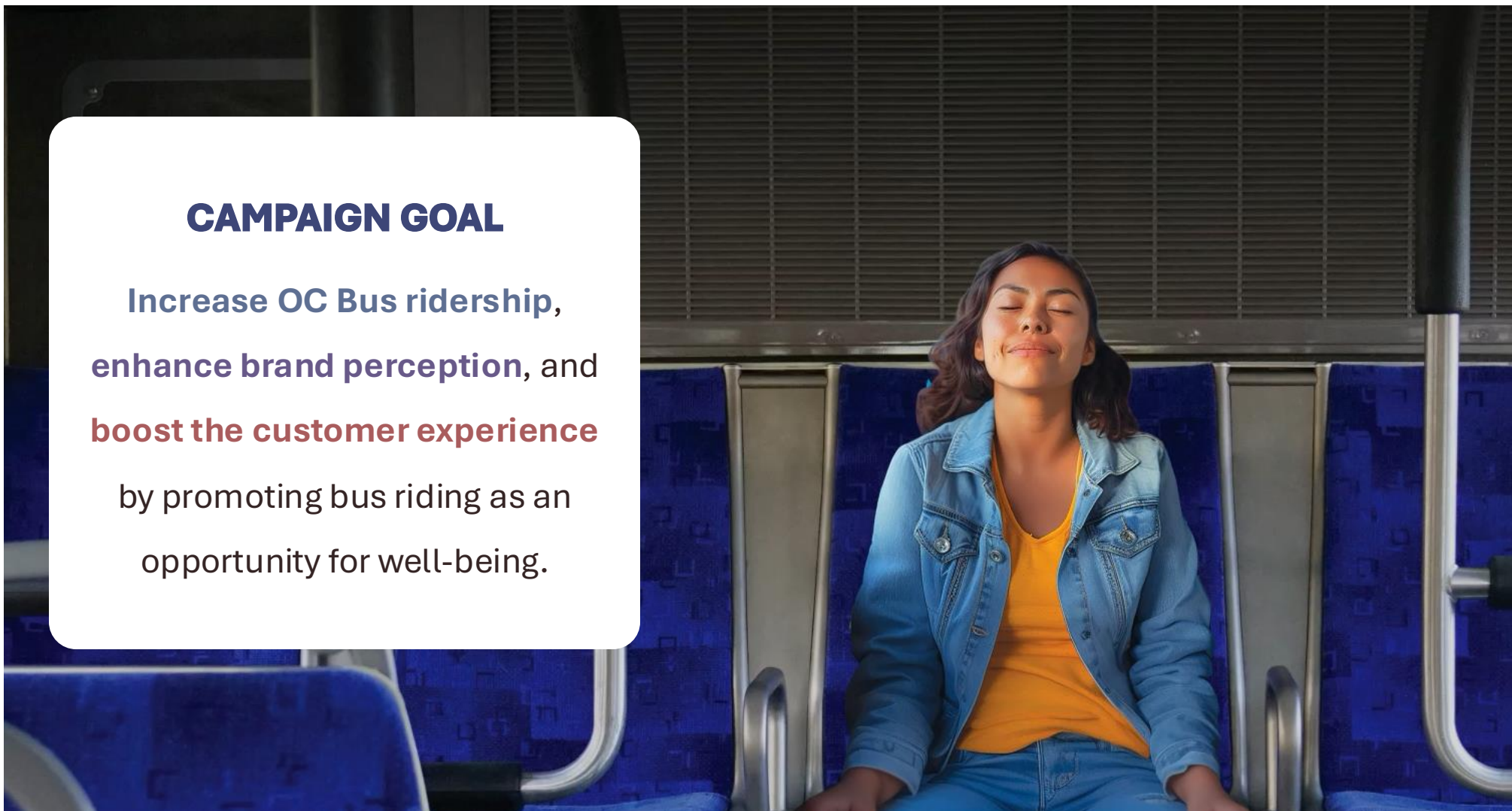


OC Bus Marketing Updates

OC Bus: Your Route to Well-Being

CAMPAIGN GOAL

Increase OC Bus ridership,
enhance brand perception, and
boost the customer experience
by promoting bus riding as an
opportunity for well-being.



OC Bus: Travel to Tranquility

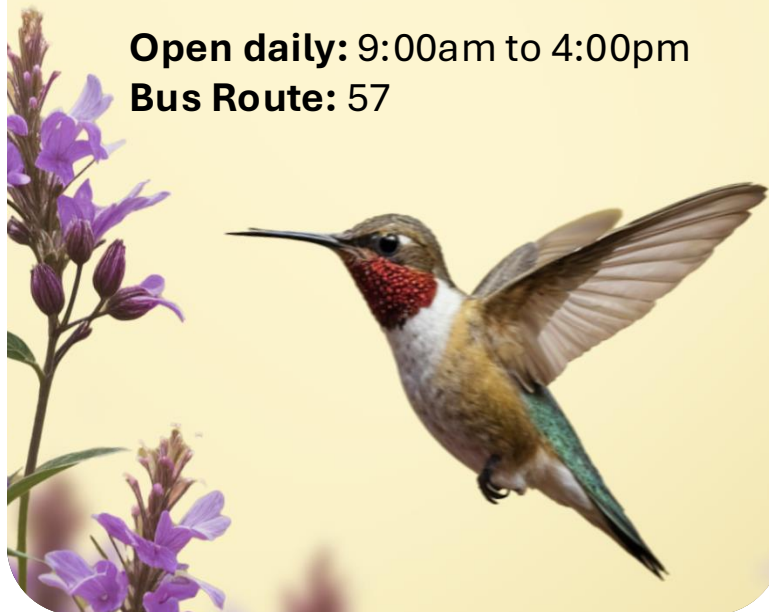
CAL STATE FULLERTON

Fullerton Arboretum and Botanical Garden

Relax and stroll through this urban oasis with 4,000 plants and trees on 26 lush acres.

Open daily: 9:00am to 4:00pm

Bus Route: 57



SANTA ANA

El Salvador Park Community Garden

Gather, learn, and connect with nature through educational activities like improving soil, growing food.

Open daily: Hours vary

Bus Routes: 64, 150



OC Bus: Enhanced through Partnerships



Happiness & Gratitude



Journaling



Meditation



Stress Reduction



Mindfulness



Healthiest Self

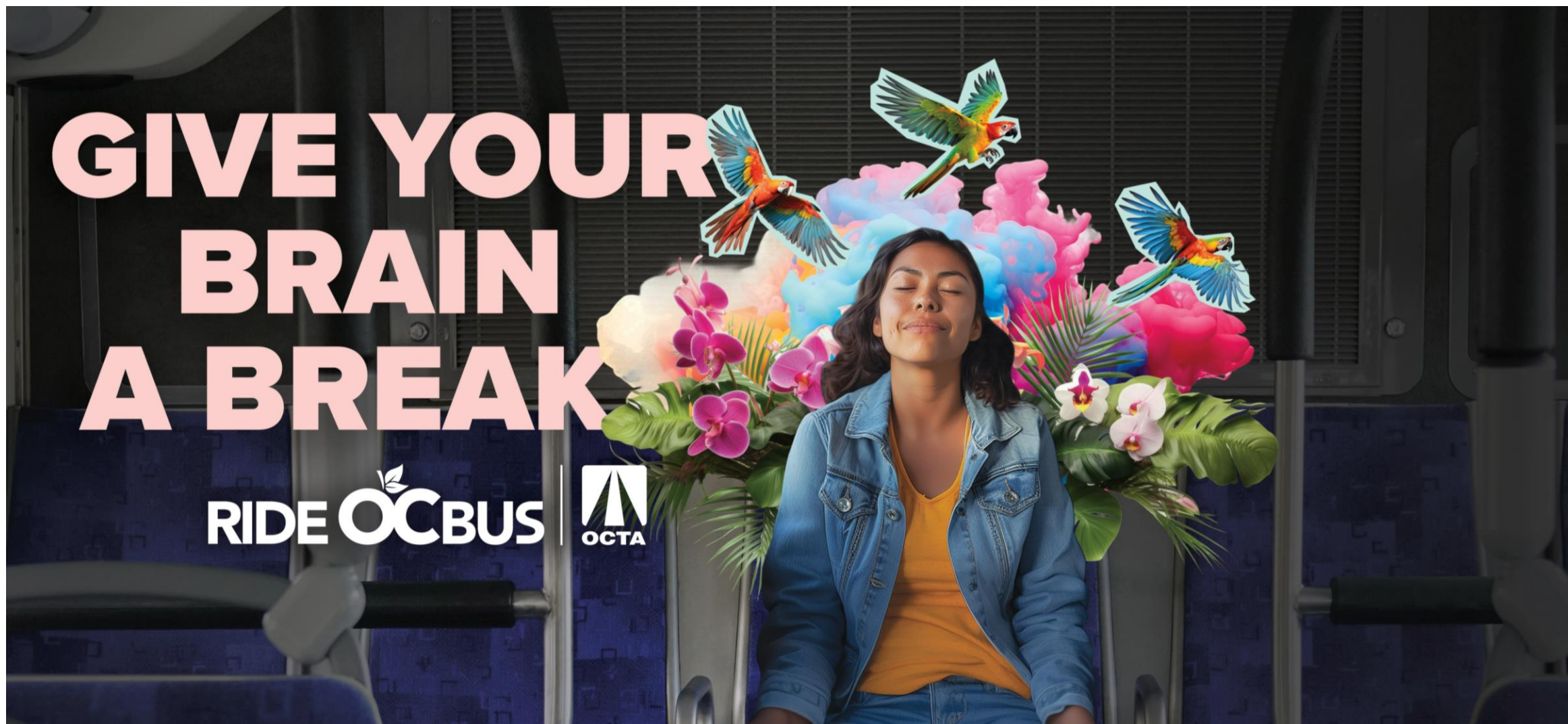


Learning

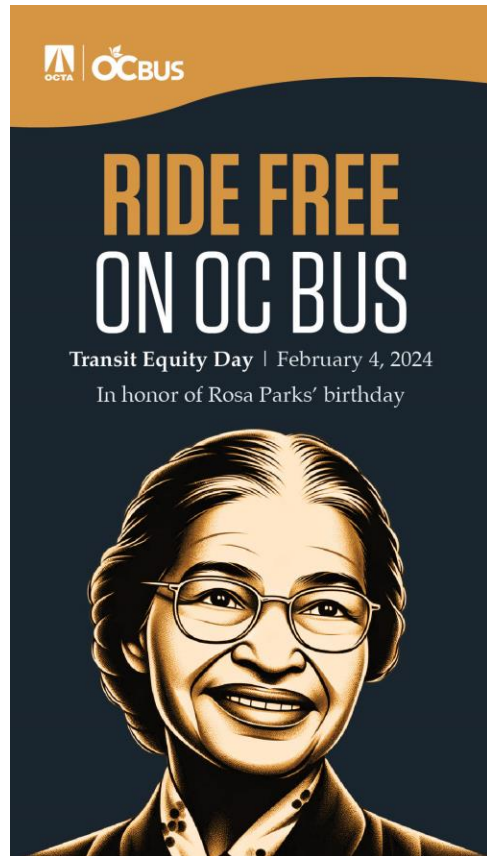
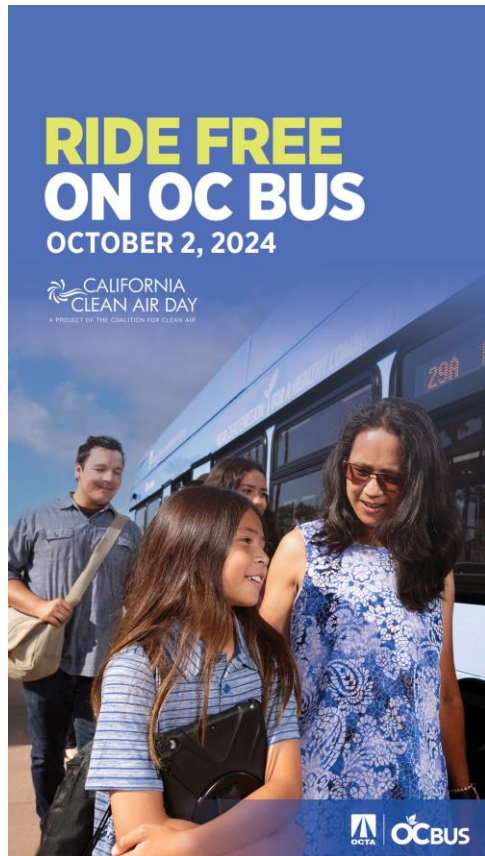


Support for Parents

OC Bus: Ride Well, Live Well



OC Bus Marketing: 2024 Free Ride Days



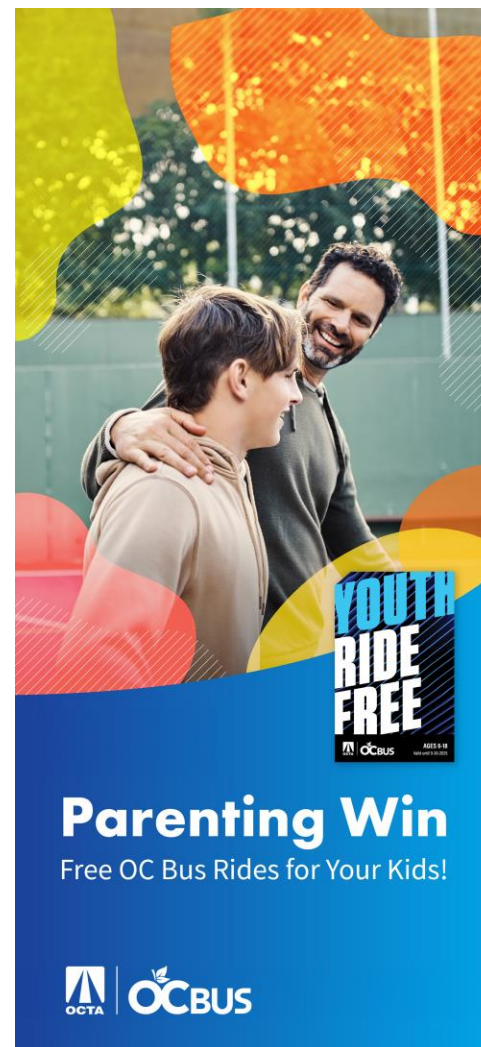
COMPLETED



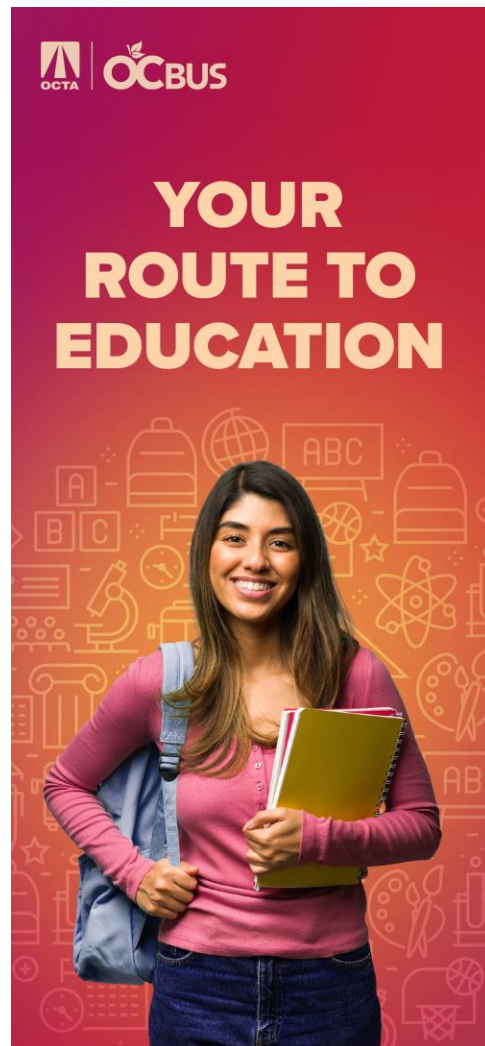
UPCOMING



OC Bus Marketing: Final Campaigns of 2024



OC Bus Marketing: 2025 Look Ahead





Thank You.