B. NARRATIVE EXPLANATION

1. FUNDING AND SERVICE ACTIONS THAT ARE BEING TAKEN IN ORANGE COUNTY THAT UTILIZE RESOURCES OTHER THAN SB 125 FUNDING

There are three State Transit Assistance (STA)-eligible transit operators in Orange County: Laguna Beach Municipal Transit Lines, Orange County Transportation Authority, and the Southern California Regional Rail Authority (SCRRA) also known as Metrolink. The information in this section is provided by transit agency.

Orange County Transportation Authority

OCTA is a public, regional multimodal transportation agency. In 1991, OCTA formed through the consolidation of seven separate transportation agencies. This created a multimodal authority, eliminating duplicate transportation functions and increasing transportation service efficiency for the 34 incorporated cities and unincorporated areas of Orange County. OCTA serves the almost 3.2 million residents of Orange County (the third largest in California) by planning, funding, and implementing transit and capital projects. By implementing freeway, street, and road improvement projects, providing countywide bus and paratransit service, intercounty express bus/vanpool services, Rapid Bus service *(Bravo!)*, and owning and operating the State Route (SR)-91 Express Lanes toll facility, OCTA benefits not only Orange County but the overall Southern California Region. OCTA is also constructing the OC Streetcar, the first streetcar service in Orange County which is projected to start service in 2025.

OCTA's countywide bus system (OC Bus) is among the top 25 busiest in the nation. OCTA is also one of the funding partners for the SCRRA, which operates three Metrolink commuter-rail lines in Orange County that carry more than 5 million passengers each year. OCTA also owns a substantial portion of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way within Orange County and is the managing agency for Amtrak Pacific Surfliner intercity passenger rail service in the LOSSAN Corridor. OCTA is the administrator for the OC Go sales tax program, providing funds for surface transportation improvements, innovative environmental solutions, and rail, bus, and shuttle transit options throughout Orange County.

Prior to the pandemic, OC Bus provided more than 38 million rides annually and currently has over 20.6 million annual boardings. Since the initial state emergency declaration due to COVID-19 in March 2020, OCTA has made numerous adjustments to bus service. These changes have been implemented strategically to support ridership trends, requests from customers and coach operators, and changes in travel behavior and traffic conditions. OCTA incrementally restored bus service as the

impacts of COVID-19 began to subside, leading to increased economic activity and demand. The restored services, however, followed the pre-COVID-19 service structure. OCTA recognized that bus transit service must be aligned with emerging travel patterns. Furthermore, OCTA had to consider the availability of coach operator resources as a controlling factor regarding how much bus service can be added during any service change. The November 2023 bus service change consisted of the implementation of phase two of the final service plan included in the Making Better Connections Study, which the Board Directors approved on October 24, 2022. This service change added trips on several OC Bus routes, resulting in improvements to the span and/or improved frequency of service and bringing the system total to about 1.47 million annual Revenue Vehicle Hours (RVH). The goal is to work towards the Study's recommendations and increase bus service to 1.625 million annual RVH. To reach this level of service, another 155,000 annual RVH will be added in upcoming phases (post November 2023) over a period of up to 24 months.

The FY 2023-24 budget assumes revenue hours of 1.47 million with approximately 60 percent of the hours directly operated by OCTA and 40 percent of the hours provided by OCTA's fixed-route contractor. Paratransit service trips are anticipated to increase from current levels of 1.2 million to 1.48 million. In addition, OC Flex service is proposed to remain at current service levels.

The OCTA operating budget is funded by the Local Transportation Fund sales tax revenue, Federal Transit Administration Section 5307, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Low Carbon Transit Operations Program (LCTOP) funds, OCTA General Funds, Bus Advertising revenue, local city funds, and passenger fares.

The funding provided by SB 125 will play a pivotal role in facilitating the restoration of service levels to pre-pandemic standards and in providing funding to support the OC Streetcar operations. Additionally, these funds will be instrumental in subsidizing the cost associated with meeting the capital improvement requirements for Zero-Emission Buses (ZEBs).

Access to SB125 funding will enable OCTA to maintain its commitment to providing discounted fare programs for low-income riders which is again an initiative to restore ridership and improving quality of service. This not only promotes inclusivity and affordability but also reinforces OCTA's dedication to meeting the unique transportation needs of vulnerable communities.

Southern California Regional Rail Authority

In its 31st year of operation, SCRRA, operating as Metrolink, is Southern California's only inter-county commuter rail provider. SCRRA is a Joint Powers Authority created to plan, design, build and operate the Metrolink commuter rail service in the Southern

California region. The Member Agencies are Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority and Ventura County Transportation Commission.

Metrolink provides service on seven routes to 62 stations in six counties with over 538 route miles. Funding for the operating costs is derived from the following:

- SCRRA fare revenue,
- Dispatching Revenue from payment for dispatching services provided by SCRRA to freight railroads and Amtrak Intercity services operating on the rights-of-way which SCRRA administers on behalf of Member Agencies,
- Maintenance of Way Revenue received from freight railroads and Amtrak Intercity Services for their right to operate in its territories,
- Other Revenues including advertising revenues from space offered on Metrolink trains to select organizations, disposal of fixed assets, FlyAway bus commission, Third-Party administrative revenue and other miscellaneous revenues,
- Support provided by the five Member Agencies. Under the terms of the JPA, each Member Agency approves its individual Operating support for the upcoming fiscal year. This support is based on a series of formulated board approved allocations that distribute revenue and costs across operating line segments and Member Agencies. Member Agencies provide their share of operating support in the form of local sales tax revenues, local Transit Development Act/State Transit Assistance, Federal Transit Administration (FTA) Section 5307 and FTA Section 5337.

Metrolink ridership has not fully recovered from the impact of the pandemic, resulting in decreased fare revenues and a need for increased support from the five member agencies. Each member agency will continue to rely of traditional operating support revenues noted above, but each agency may choose independently to supplement these revenues with SB 125 revenues to meet their commitment for operating support, particularly in light of the loss of fare revenues. The issue here is that not all agencies are using SB 125 for Metrolink operations.

Laguna Beach Municipal Transit Lines

The City of Laguna Beach (City) operates year-round fixed-route transit service, as well as on-demand microtransit service, that serves the City's residents, employees and visitors, and connects to the OCTA regional bus system.

The City receives a variety of grant funding to support the ongoing operating, maintenance and capital costs of its transit service. These funding sources include Renewed Measure M local transportation sales tax funding received through OCTA, miscellaneous local transportation funding received through OCTA, and Local

Transportation Fund (LTF) dollars through the State's Transportation Development Act. The annual shortfall between operating expenses and available grant revenue is currently filled by the City though its Parking Fund, which includes revenue received through the City's paid public parking lots and meters. This annual deficit is expected to be approximately $2.6 million in FY 2023-24. All of the City's transit services are currently fare-free, so there is no fare revenue offset.

The City's fixed-route trolley service operates on Coast Highway between North and South Laguna, and from a City-owned peripheral public parking lot to downtown. The trolley routes help reduce congestion on the two major arterial roadways located within City boundaries: Laguna Canyon Road and Coast Highway.

Operating costs for the City's transit services continue to increase due to higher hourly wages required to attract a sufficient number of qualified transit operators, as well as upcoming regulations requiring the shift to electric vehicles, and associated infrastructure costs. The City is currently focused on maintaining existing service levels, and due to funding constraints, has limited capacity to expand service for the City's 23,000 residents and more than 6 million annual visitors.

Within the next year, the City plans to update its short-range transit plan to better reflect the City's transit needs, as well as projected revenues and expenses. The City's current fleet consists of 25 propane-fueled trolleys, with 20 vehicles in maximum daily service during the summer peak season. Out of the 25 trolleys, four have reached the end of their useful life and need to be replaced, and six additional trolleys will reach the end of their useful life within the next 3-4 years. In compliance with Innovative Clean Transit regulations, the City is obligated to prioritize the purchase of zero emission vehicles and will need to fully transition its trolley fleet to a zero-emission fleet by 2040.

In order to assist the City of Laguna Beach meet the operating needs of this service, OCTA is providing local funds, to be used in place of SB 125 funds at the expected apportionment level. This simplifies the City's reporting requirements and also expands how the funds may be used so the City can meet the most immediate needs for the service.

2. JUSTIFICATION OF THE OCTA STRATEGY TO USE SB 125 FUNDING TO IMPROVE OUTCOMES IN ORANGE COUNTY

The OCTA in Motion program of projects is designed to stabilize funding for rail operations and last mile connections, improve critical rail infrastructure, deploy zero-emission buses, generate clean energy at OCTA facilities, expand transit, and improve system safety and the customer experience. The proposed three projects are

expected to use the entire $380.9 million available for Orange County transit. The three high priority transit projects - Stabilize Rail and Bus Operations, Construction Critical Rail Infrastructure, and Deploy Zero Emission Buses and Clean Energy - are described below.

Stabilize Rail and Bus Operations ($232.36 million)

The Stabilize Rail and Bus Operations project will support the retention of existing and planned services, improve system efficiency and customer experience, and allow for system expansion.

Metrolink ridership has not fully recovered from the impact of the pandemic, resulting in decreased fare revenues and a need for increased support from member agencies. SB 125 will provide $135.408 million over a five-year period (Fiscal Years 2023/24 – 2027/28) to help ensure retention of Metrolink service in Orange County.

The OC Streetcar is the first modern streetcar project to be built in Orange County and will serve Santa Ana's historic and thriving downtown, which includes federal, state and local courthouses, government offices, colleges, an artists' village and a thriving restaurant scene. The construction of the OC Streetcar was funded in part with prior TIRCP funds. Expected to begin carrying passengers in 2025, it will operate along a 4.15-mile fixed guideway that connects the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove. SB 125 will provide $59.28 million over a five-year period (Fiscal Years 2024/25 – 2028/29) to support a projected funding gap in operations and maintenance (O&M) cost.

OC Streetcar operations will be supported by new OC Bus service to provide a bus/rail interface. The OC bus connections will primarily occur at the SARTC and the new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove. SB 125 will provide $6.072 million over a four-year period (Fiscal Years 2024/25 – 2027/28) to support new OC Bus connection operations to the OC Streetcar.

To further improve customer experience and strategies that focus on riders, OCTA proposes to offer an open payment system and smart fare boxes for the OC Bus system. The project is consistent with the California Integrated Travel Project (Cal-ITP) goals and is expected to increase ridership. SB 125 will provide $26.5 million over a three-year period (Fiscal Years 2024/25 – 2026/27) to fund the entire project.

Harbor Boulevard is one of Orange County's busiest north/south corridor. The corridor extends over 20 miles between the cities of La Habra and Costa Mesa and intersects nearly 30 major east-west corridors. Its value as a north-south transit spine with connections to east-west arterials, including Katella Avenue, is evident on a daily

basis. In 2015, average weekday boardings totaled more than 12,800 on this corridor.[1] SB 125 will provide $5.1 million to study and design improvements and evaluate potential segments for part-time and peak only bus lanes as well as other options that reduce traffic delay for buses and improve schedule reliability.

Construction Critical Rail Infrastructure ($109.30 million)

The Construction Critical Rail Infrastructure project will support service retention, ensure stable and reliable rail service, and allow for future expansion.

The lack of funding has led to a backlog in rehabilitation of track, signals and structures on the Metrolink system. SB 125 will provide $86.454 million over a three-year period (Fiscal Years 2024/25 – 2026/27) to support the rehabilitation of track and signal infrastructure including approximately 61 grade crossings, 49 miles of track, station signal systems at 13 locations, bridge structures at 22 locations, and culverts on the Orange and Olive subdivisions. The improvements return the system to a state of good repair, reduce operating delays, improve system reliability, and ensure continued ridership increase.

The Orange County Maintenance Facility (OCMF) received $42.51 million in TIRCP Cycle 3 funds as part of the Southern California Optimized Rail Expansion (SCORE) project. The OCMF will accommodate maintenance needs for the future increase in fleet expansion necessary to fulfill planned operating needs in Orange County and overall Metrolink train services. The OCMF will include train storage tracks, locomotive and car service platforms, inspection and maintenance pits, and service building with overhead cranes. The new facility will also reduce non-revenue deadhead moves as trains will have the ability to terminate in Irvine rather that at the San Diego facility. SB 125 will provide $5.85 million in Fiscal Year 2027/28 to support a funding gap for construction due to cost escalation.

The San Juan Creek Bridge is in need of replacement. Constructed in 1917, the bridge is located along the LOSSAN rail corridor and less than a mile south of the San Juan Capistrano train station. The bridge is estimated to have a normal load rating below expected demands, and requires frequent maintenance due to age, fatigue, and typical deterioration associated with the surrounding environment. If the bridge were to fail, Metrolink, Amtrak Pacific Surfliner, and freight rail services could not operate and congestion on adjacent freeways would increase. SB 125 will provide $17.0 million in Fiscal year 2023/24 to support a funding gap for construction due to cost escalation. The new bridge will support current rail loading, thus reducing the amount of maintenance and increasing the safety for freight and passenger rail traffic.

Deploy Zero Emission Buses and Clean Energy ($39.24 million)

[1] OCTA, Central Harbor Boulevard Transit Study (STV), May 2019, p 1

The Deploy Zero Emission Buses and Clean Energy project supports the transition to zero-emission technology and the operation of the zero emission buses.

OCTA is committed to transition to zero emission by 2040. SB 125 will provide $12.24 million over a two-year period (Fiscal Years 2025/26 – 2026/27) to purchase ten zero emission 40-foot buses that will replace ten Compressed Natural Gas (CNG) buses. SB 125 will also provide $13.8 million in Fiscal Year 2026/27 to purchase six 60-foot articulated zero emission buses that will replace six 60-foot articulated CNG buses.

To support the operation of zero emission buses, SB 125 will provide $1.0 million in Fiscal Year 2024/25 to purchase and install 10 level II chargers and one Level III charger for the Construction Circle Bus Base in Irvine to eliminate bus deadhead miles by providing charging infrastructure at another location. In addition, SB 125 will provide $2.0 million in Fiscal Year 2024/25 to design the installation of photovoltaic panels on rooftops and canopies at seven OCTA bus bases and operations centers located in Anaheim, Garden Grove, Irvine, and Santa Ana. SB 125 will also provide $10.2 million over a two-year period (Fiscal Years 2025/26 – 2026/27) to install solar on rooftops at the seven bus bases.

3. DETAILED BREAKDOWN AND JUSTIFICATION FOR HOW THE FUNDING IS PROPOSED TO BE DISTRIBUTED BETWEEN TRANSIT OPERATORS AND AMONG PROJECTS.

The funding distribution between transit operators is provided in Table 1, and the distribution between project types (operations, capital and project development) is provided in Table 2. The funding distribution to each project and justification for the distribution is provided in Table 3.

Table 1 – Funding Distribution between Transit Operators

Operator	TIRCP		ZETCP		Total
	Amount	%	Amount	%	
Laguna Beach Transit[1]	$0	0%	$0	0%	$0
Metrolink	$86,454,000	27%	$0	0%	$86,454,000
OCTA	$233,830,000[2]	73%	$60,620,000	100%	$294,450,000
Total	**$320,284,000**	100%	**$60,620,000**	100%	**$380,904,000**

[1]In order to assist the City of Laguna Beach meet the operating needs of this service, OCTA is providing them with local funds, to be used in place of SB 125 funds at the expected apportionment level. This simplifies the City's reporting requirements and also expands how the funds may be used so the City can meet the most immediate needs for the service.

[2]Includes $158,258,000 for projects associated with Metrolink operations: $135,408,000 for Metrolink operations; $5,850,000 for the Orange County Maintenance Facility; and $17,000,000 for the San Juan Creek Bridge Replacement.

Table 2 – Funding Distribution between Project Types

Project Type	TIRCP		ZETCP		Total
	Amount	%	Amount	%	
Transit Operations	$205,880,000[1]	64%	$21,380,000	35%	$227,260,000
Capital	$109,304,000	34%	$37,240,000	62%	$146,544,000
Project Development	$5,100,000	2%	$2,000,000	3%	$7,100,000
Total	**$320,284,000**	100%	**$60,620,000**	100%	**$380,904,000**

[1]Note: Includes $26,500,000 for the Open payment system and smart fareboxes component.

Table 3 – Funding Justification and Distribution between Projects

Project	TIRCP		ZETCP		Justification
	Amount	%	Amount	%	
Stabilize Rail and Bus Operations	$210,980,000	66%	$21,380,000	35%	Project supports the retention of existing and planned services, improves system efficiency and customer experience, and allows for future expansion.
Construction Critical Rail Infrastructure	$109,304,000	34%	$0	0%	Project supports service retention, ensures stable and reliable rail service, and allows for future expansion.
Deploy Zero Emission Buses and Clean Energy	$0	0%	$39,240,000	65%	Project supports the transition to zero-emission technology and the operation of the zero emission buses.
Total	**$320,284,000**	100%	**$60,620,000**	100%	

The proposed program of projects:

1) Address operational costs until long term-term transit sustainability solutions are identified by providing funds to support funding gaps associated with OCTA and Metrolink service.
2) Prevent cuts to rail and bus service to help increase ridership lost during the Pandemic.
3) Maintain rail and bus service in AB 1550 low-income communities that serve transit dependent riders.
4) Prioritizes funds to OCTA which is the major provider of public transportation in Orange County and includes operating funds for Metrolink service.

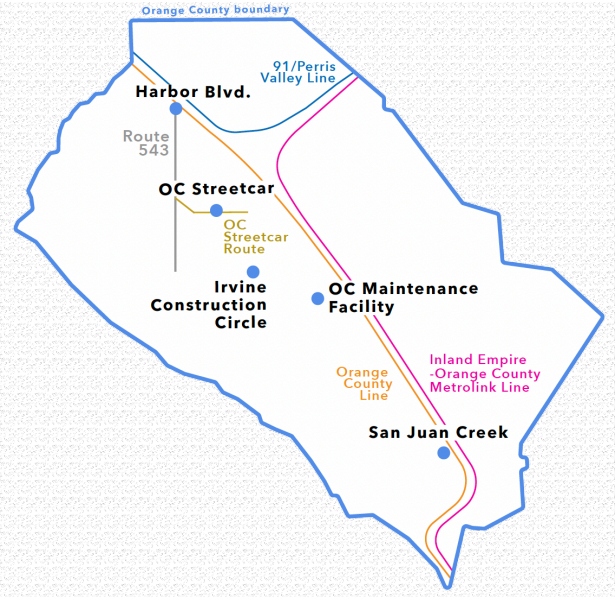
C. DETAILED PROJECT DESCRIPTION

Section C is divided into 3 sections:

1. TIRCP
   - 1.a) Existing Projects
   - 1.b) New Capital Projects
   - 1.c) New Project Development Projects

2. ZETCP
   - 2.a) New Capital Projects
   - 2.b) New Project Development Projects

3. Transit Operations Funding



1. TIRCP

1.a) Existing TIRCP Projects

The Orange County Maintenance Facility (OCMF), a component of the Construction Critical Rail Infrastructure project, received $42.51 million in TIRCP Cycle 3 funds as part of the Southern California Optimized Rail Expansion (SCORE) project. The OCMF will accommodate maintenance needs for the future increase in fleet expansion necessary to fulfill planned operating needs in Orange County and overall Metrolink train services. The OCMF will include train storage tracks, locomotive and car service platforms, inspection and maintenance pits, and service building with overhead cranes. The new facility will also reduce non-revenue deadhead moves as trains will have the ability to terminate in Irvine rather that at the San Diego facility. SB 125 will provide $5.85 million in Fiscal Year 2027/28 to support a funding gap for construction due to cost escalation.

1.b) New TIRCP Capital Projects

OCTA proposes to allocate SB 125 for the following two new TIRCP capital projects:

- Stabilize Rail and Bus Operations
  - Metrolink Fare Revenue Loss
  - OC Streetcar O&M[2]
  - OC Bus Operations Start-up - Connections to OC Streetcar
  - Open Payment System and Smart Fareboxes

[2] This project component is also funded with SB 125 ZETCP funds.

- Construction Critical Rail Infrastructure
  - Rail Track and Structures
  - San Juan Creek Bridge Replacement

I. Fact Sheets

Fact sheets are provided in Appendix 1 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/

II. Project Schedules

Detailed project schedules, major delivery milestones, and the current status for the two new TIRCP capital projects is provided in the table below.

New TIRCP Capital Project Schedules and Milestones		
Stabilize Rail and Bus Operations Project		
Project Component Schedule & Milestones	**Date**	**Current Status**
Metrolink Fare Revenue Loss		
Begin Operations Phase	7/1/23	Service began 7/1/23
End Operations Phase (Construction Contract Acceptance Milestone)	6/30/28	
Begin Closeout Phase	7/1/28	
End Closeout Phase (Closeout Report)	6/30/29	
OC Streetcar O&M		
Begin Operations Phase	7/1/24	Project has not started. Begins July 1, 2024
End Operations Phase (Construction Contract Acceptance Milestone)	6/30/29	
Begin Closeout Phase	7/1/29	
End Closeout Phase (Closeout Report)	6/30/30	
OC Bus Operations Start-up - Connections to OC Streetcar		
Begin Operations Phase	7/1/24	Project has not started. Begins July 1, 2024
End Operations Phase (Construction Contract Acceptance Milestone)	6/30/28	
Begin Closeout Phase	7/1/29	
End Closeout Phase (Closeout Report)	6/30/29	
Open Payment System and Smart Fareboxes		
Begin Construction Phase (Contract Award Milestone) (Design-Build)	10/23/23	Project started October 23, 2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/29	
Begin Closeout Phase	1/1/30	
End Closeout Phase (Closeout Report)	12/30/20	

Construction Critical Rail Infrastructure Project		
Project Component Schedules & Milestones	**Date**	**Current Status**
Rail Track and Structures		
Begin Construction Phase (Contract Award Milestone)	7/1/23	Project started July 1, 2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/28	
Begin Closeout Phase	1/1/29	
End Closeout Phase (Closeout Report)	12/30/29	
San Juan Creek Bridge Replacement		
Begin Environmental (PA&ED) Phase	12/1/15	Project is under construction. Contract awarded December 8, 2023
End Environmental Phase (PA&ED Milestone)	3/26/20	
Begin Design (PS&E) Phase	1/1/17	
End Design Phase (Ready to List for Advertisement Milestone)	6/30/20	
Begin Right of Way Phase	4/1/20	
End Right of Way Phase (Right of Way Certification Milestone)	1/30/23	
Begin Construction Phase (Contract Award Milestone)	12/8/23	
End Construction Phase (Construction Contract Acceptance Milestone)	7/30/26	
Begin Closeout Phase	8/1/26	
End Closeout Phase (Closeout Report)	8/30/27	

III. Project Location

Project location and related maps for the new TIRCP capital projects is provided below by project and project component.

Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss

Metrolink ridership has not fully recovered from the impact of the pandemic, resulting in decreased fare revenues and a need for increased support from member agencies. This project will help ensure retention of Metrolink service in Orange County.

Because the improvements are systemwide, the project location includes all Metrolink system routes and stations in Orange County. Project location, housing density, and employment density maps around Metrolink stations are provided and described below.

Housing Density Map: Exhibit 1 of Appendix 2 available at https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the Metrolink system routes and stations in Orange County vis-à-vis housing location and housing density. A KML file of the map is provided in the same link. The map demonstrates that Metrolink provides service to areas with

high housing density throughout the County. Housing density around train stations is described below.

- Buena Park Station
  The station is located in the County's northeast in the City of Buena Park. Within a two-mile radius of the station, housing density ranges from between 1,000 – 2,500 and 2,500 – 5,000 dwelling units per square mile. Within a five-mile radius of the station, the station serves high housing density areas with more than 5,000 dwelling units per square mile in the cities of La Habra, Stanton and La Palma. The housing dense cities of La Mirada, Norwalk and Cerritos in Los Angeles County are located within a five-mile radius north and west of the City of Buena Park.
- Fullerton Station
  The station is located in a densely populated area in the City of Fullerton east of the Buena Park Station with more than 5,000 dwelling units per square mile. Most of this densely populated area is located within a mile radius of the station. Within a three-mile radius of the station, there are residential areas with more than 5,000 dwelling units per square mile in the cities of Anaheim to the south and Placentia to the east. The station also serves the cities of La Habra, Brea and Placentia located within a five-mile radius of the station with housing density ranging from 1,000 to more than 5,000 dwelling units per square mile.
- Anaheim Canyon Station
  The station is located in northern Orange County east of the Fullerton Station. Within a two-mile radius of the station, housing density mostly ranges from between 1,000 – 2,500 and 2,500 – 5,000 dwelling units per square mile with two areas over 5,000 dwelling units per square mile in the City of Placentia and Northwest Anaheim. The cities of Yorba Linda and Villa Park with housing density ranging from 1,000 – 2,500 and 2,500 – 5,000 dwelling units per square mile are located within a three-mile radius from the station, and Anaheim Hills located at a five-mile radius from the station.
- Anaheim, Orange and Santa Ana Stations
  The three stations are located in close proximity to each other south of the three stations listed above serve several cities with areas of high housing density. Cities located within a five-mile radius of these train stations include Anaheim, Garden Grove, Orange, Santa Ana, Tustin, and northern Irvine with housing density primarily ranging from 1,000 to more than 5,000 dwelling units per square mile. Cities located within a 6 to 7-miles radius east and south of the stations include Fountain Valley, Westminster, Stanton and Costa Mesa with housing density primarily ranging from 1,000 to more than 5,000 dwelling units per square mile.
- Tustin and Irvine Stations
  The two stations are located southeast of the Santa Ana Station. The cities of Irvine, Tustin, Laguna Woods, Laguna Hills, and Lake Forrest are located

within a five-mile radius of the two stations. Housing density within this area ranges from less than 1,000 to more than 5,000 dwelling units per square mile and includes the housing dense area in and around the University of California at Irvine.

- Laguna Niguel/Mission Viejo, San Juan Capistrano, and San Clemente Stations
  These stations are located in the southernmost area of the County. Cities and communities within a three-mile radius of the stations include Aliso Viejo, Mission Viejo, Laguna Niguel, Dana Point, Ladera Ranch, San Juan Capistrano, and San Clemente. Housing density within this area ranges from less than 1,000 to more than 5,000 dwelling units per square mile in Aliso Viejo, Dana Point and San Clemente.

Employment Density Map: Exhibit 2 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the Metrolink system routes and stations in Orange County in relation to employment density. A KML file of the map is provided in the same link. The map shows that Metrolink provides commuter rail service to areas of high employment throughout Orange County. Employment density around train stations is described below.

- Buena Park Station
  The station is located adjacent to an area with more than 5,000 jobs per square mile. Employment density within a mile radius of the station mostly ranges from 2,500 – 5,000 and more that 5,000 jobs per square mile. There are about 8 areas within a three-mile radius of the station with employment density that exceeds 5,000 jobs per square mile. The mix of employment types includes Amway Nutrilite Center (manufacturing of vitamins, minerals and dietary supplements); Raytheon and other various corporate offices, spa and therapy centers; schools, professional business offices such as law offices and insurance agencies, banks, medical facilities, fast food and restaurants, retail stores and shopping centers, car dealerships and car rental agencies, hotels, and a movie theater.
- Fullerton Station
  The station is located in an area with more than 5,000 jobs per square mile. Employment density within a mile radius of the station mostly ranges from 2,500 – 5,000 and more that 5,000 jobs per square mile. The mix of employment types within a two-mile radius of the station includes Providence St. Jude Medical Center, fitness centers, museum, public library, retail stores and supercenters, schools, professional business offices, fast food and restaurants, and hotels. The California State University at Fullerton is located within a three-mile radius of the station.
- Anaheim Canyon Station

The station is located in an area with more than 5,000 jobs per square mile that includes Kaiser Permanente Orange County Hospital, shopping mall center, and business park with various business warehouses, showrooms and distribution centers. The mix of employment types within a three-mile radius of the station includes the Richard Nixon Library & Museum, Placentia-Linda Hospital, schools, public library, retail stores and shopping centers, fast food and restaurants, a movie theater complex and hotels.

- Anaheim, Orange and Santa Ana Stations
  The Anaheim and Santa Ana stations are located in areas with more than 5,000 jobs per square mile, and the Orange station is located adjacent to areas with more than 5,000 jobs per square mile. The Honda Center indoor arena, Angel Stadium, Children's Hospital of Orange County Main Campus, and Chapman University are located within a mile radius of the stations. Within a three-mile radius of the stations include Disneyland and Disney California Adventure Park, Anaheim Convention Center, museums, schools, libraries, retail stores and shopping centers, fast food and restaurants, hotels, professional business offices, a zoo, and county and city government centers.
- Tustin and Irvine Stations
  Both stations are located within areas with more than 5,000 jobs per square mile. Within a mile radius of the stations include the Irvine Medical and Sciences Complex, pharmaceutical and medical technology companies, distribution centers, corporate offices, schools, libraries, fast food and restaurants, hotels, professional business offices, and two sprawling shopping centers with dozens of shops, services, and restaurants.
- Laguna Niguel/Mission Viejo, San Juan Capistrano, and San Clemente Stations
  Employment areas with more than 5,000 jobs per square mile are located within a mile radius of each of the three station. Major employers include Providence Mission Hospital Mission Viejo, Saddleback Community College, shopping centers, business centers, cultural centers, schools, libraries, fast food and restaurants, hotels, and professional business offices.

Stabilize Rail and Bus Operations: OC Streetcar O&M & OC Bus Operations Start-up - Connections to OC Streetcar

Expected to begin carrying passengers in 2025, The OC Streetcar will operate along a 4.15-mile fixed guideway that connects the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove. SB 125 will provide $59.28 million over a five-year period (Fiscal Years 2024/25 – 2028/29) to support a projected funding gap in operations and maintenance cost. In addition, OC Streetcar operations will be supported by new OC Bus service to provide a bus/rail interface. The OC bus connections will primarily occur at the SARTC and the new transit hub

at Harbor Boulevard and Westminster Avenue in Garden Grove. SB 125 will provide $6.072 million over a four-year period (Fiscal Years 2024/25 – 2027/28) to support new OC Bus connection operations to the OC Streetcar. Project maps associated with the OC Streetcar are provided in Exhibits 3 and 4 and described below. OC Bus connection points with the OC Streetcar are not provided in the maps. OCTA will complete a Bus-Rail Interface study six months prior to the start of revenue service to examine and finalize route frequencies, bus stops, and connections between bus and rail.

Housing Density Map: Exhibit 1 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the OC Streetcar routes and stops in relation to housing location and housing density. A KML file of the map is provided in the same link. Eight of the ten OC Streetcar stops are located in or adjacent to high density residential areas with more than 5,000 dwelling units per square mile. The remaining two stations are located in residential areas with 2,500.1 – 5,000 dwelling units per square mile.

Employment Density Map: Exhibit 2 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the OC Streetcar routes and stops in relation to employment density. A KML file of the map is provided in the same link. Nine of the ten OC Streetcar stops are located in areas of high employment with more than 5,000 jobs per square mile, and one stop is located in an area with 1,000 – 2,500 jobs per square mile. The OC Streetcar will serve the Downtown Commercial and Civic Center Districts that include shopping centers, markets, retail facilities, and services, and various restaurants, coffee shops, and fast food eateries. Civic facilities include:

- Office of Vital Records
- Orange County Board of Supervisors- County Government Office
- OC Civic Center – County Government Office
- City Hall of Santa Ana
- Orange County Superior Court Civil
- Superior Court of California, County of Orange
- U.S. Citizenship and Immigration Services
- Orange County District Attorney
- Orange County Crime Lab
- Orange County Central Men's Jail
- Orange County Coroner

Stabilize Rail and Bus Operations: Open Payment System and Smart Fareboxes

The project will purchase and install an open payment system and smart fare boxes for the OC Bus system. The project is consistent with the California Integrated Travel Project (Cal-ITP) goals and is expected to increase ridership. SB 125 will provide $26.5 million over a three-year period (Fiscal Years 2024/25 – 2026/27) to fund the entire project.

Because the project is systemwide, the "project location" is the entire OC Bus system of routes and stops. The maps provided in Exhibits 5 and 6 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ display the OCTA bus routes and stops in the County in relation to housing density and employment density respectively. A KML file of the map is provided in the same link. The maps illustrate that the OCTA transit system serves all levels of housing density ranging from less than 1,000 to more than 5,000 dwelling units per square mile, and employment density ranging from less than 1,000 to more than 5,000 jobs per square mile.

Construction Critical Rail Infrastructure: Rail Track and Structures

The lack of funding has led to a backlog in rehabilitation of track, signals and structures on the Metrolink system. This project component supports the rehabilitation of track infrastructure and signals including approximately 61 grade crossings, 49 miles of track, station signal systems at 13 locations, bridge structures at 22 locations, and culverts on the Orange and Olive subdivisions.

The maps and information provided in Exhibits 1 and 2 for the Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss component apply to this project component.

Construction Critical Rail Infrastructure: San Juan Creek Bridge Replacement

The San Juan Creek Bridge is located in the City of San Juan Capistrano about 0.6 mile south of the San Juan Capistrano Station on the LOSSAN rail corridor. The bridge is estimated to have a normal load rating below expected demands, and requires frequent maintenance due to age, fatigue, and typical deterioration associated with the surrounding environment. The new bridge will support current rail loading, thus reducing the amount of maintenance and increasing the safety for freight and passenger rail traffic.

Project location, housing density, and employment density maps in the vicinity of the project are provided below.

Housing Density Map
Exhibit 3 of Appendix 2 available at https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the location of the bridge and housing density in the surrounding area. A KML file of the map is provided in the same link. Housing density within a two-mile radius of the project ranges from less than 1,000 to up to 5,000 dwelling units per square mile within the communities of Mission Viejo, Laguna Niguel, Ladera Ranch and Laguna Hills.

Employment Density Map
Exhibit 4 of Appendix 2 available at https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the location of the bridge and employment density in the surrounding area. A KML file of the map is provided in the same link. Within a mile radius of the project are employment areas with more than 5,000 jobs per square mile and include Providence Mission Hospital Mission Viejo, Saddleback Community College, grocery stores, and shopping centers with dozens of shops, services, and restaurants.

IV. Project Greenhouse Gas Reducing Features

The Stabilize Rail and Bus Operations: Metrolink Fare Revenue Loss reduces GHG emissions by maintaining train service at current levels. Reducing commuter rail service levels would result in a loss of ridership which, in turn, would increase vehicle miles travelled and related GHG emissions along parallel routes including Interstate 5.

The Stabilize Rail and Bus Operations: OC Streetcar O&M; OC Bus Operations Start-up - Connections to OC Streetcar; and the Open Payment System and Smart Fareboxes project components reduce GHG emissions by increasing transit ridership. The first two project components support the seven-year funding plan to operate and maintain the OC Streetcar and the OC Bus connections to the OC Streetcar. Annual passenger ridership is estimated at about 2.7 million for the OC Streetcar and 826,000 for the OC Bus connections to the OC Streetcar. The Open Payment System and Smart Fareboxes is expected to increase annual ridership by 4%, from 28.68 million to 29.82 million based on 2023 estimated ridership. GHG emission reductions and co-benefits were estimated for the Stabilize Rail and Bus Operations project using the California Air Resources Board (CARB) Quantification Methodologies (QMs) and Calculator Tool. It is estimated that the Stabilize Rail and Bus Operations project will reduce a total of 274,063 metric tons of GHG emissions ($MTCO_{2e}$). A printout of the analysis and results are provided in Appendix 3 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/.

The Construction Critical Rail Infrastructure: Rail Track and Structures is expected to reduce greenhouse gas (GHG) emissions by:

- Eliminating the need to reduce speed over track and structures that require maintenance. Improving train flow will reduce GHG emissions along Metrolink rail corridors in Orange County
- Retaining passengers that may leave because of delays in service due to the condition of tracks and structures and return to using the automobile.

The Construction Critical Rail Infrastructure: San Juan Creek Bridge Replacement reduces GHG emissions by maintaining train service south of the San Juan Capistrano Station on the Orange Line. Without the bridge replacement, Metrolink and Amtrak service would not be able to continue south of the station forcing passengers to seek travel alternatives including the automobile. Therefore, the project reduces GHG emissions by eliminating the increase in vehicle miles traveled that would occur without the bridge. Based on the results of the CARB QM Calculator Tool analysis, the Construction Critical Rail Infrastructure project will a total of 385,394 metric tons of GHG emissions ($MTCO_{2e}$). A printout of the analysis and results are provided in Appendix 3 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/.

V. Expected Ridership Benefits

The Stabilize Rail and Bus Operations project supports the retention of existing and planned Metrolink services to maintain ridership and growth trends. The project also supports service expansion (OC Streetcar O & M and OC Bus connections to the OC Streetcar) that is expected to increase ridership as described in section C.1.b)IV "Project Greenhouse Gas Reducing Features". The Construction Critical Rail Infrastructure projects also supports the retention of existing and planned services to maintain ridership and growth trends.

VI. Benefits to Disadvantaged Communities

The Stabilize Rail and Bus Operations and Construction Critical Rail Infrastructure projects are expected to provide direct, meaningful, and assured benefits to disadvantaged and low-income communities by supporting the retention of existing and planned commuter rail and expansion of OC bus operations that serve SB 535 and AB 1550 Low-income communities.

The OC Bus system serves SB 535 Disadvantaged communities and AB 1550 Low-income communities throughout Orange County. As displayed in the map on Exhibit 7 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ from the California Climate Investments Priority Populations 2023 map tool, disadvantaged communities including Low-income

and Low-income buffer zone areas are located at population centers throughout the County. These same areas are served by the OC Bus system.

In addition, all Metrolink stations in Orange County serve SB 535 Disadvantaged communities and/or AB 1550 Low-income communities as described below:

- Buena Park, Fullerton, and Anaheim, and Orange stations are located in AB 1550 Low-income Community half-mile buffer areas and less than a half-mile radius from SB 535 disadvantaged communities.
- Anaheim Canyon and Santa Ana stations are located within SB 535 communities and AB 1550 Low-income communities.
- Tustin and San Juan Capistrano stations are located within AB 1550 Low-income communities.
- Irvine station is located within a SB 535 community and less than a half-mile radius to an AB 1550 Low-income community.
- Laguna Niguel / Mission Viejo and San Clemente stations are located in AB 1550 Low-income Households Eligible communities and adjacent to Low-income communities.

1.c) New TIRCP Project Development Project

OCTA proposes to allocate TIRCP funds for the project development of the Stabilize Rail and Bus Operations: Harbor Boulevard Dynamic Bus Lane. This project component will study and design improvements and evaluate potential segments for part-time and peak only bus lanes as well as other options that reduce traffic delay for buses and improve schedule reliability. The project is eligible for TIRCP construction funds as it falls under the "System and Efficiency" project type.

I. Fact Sheets

A Fact Sheet for the Stabilize Rail and Bus Operations project is provided in Appendix 1 and available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/.

II. Project Schedules

A detailed project schedule for the Harbor Boulevard Dynamic Bus Lane project component is provided in the table below.

Stabilize Rail and Bus Operations: Harbor Boulevard Dynamic Bus Lane		
Schedule & Milestones	**Date**	**Current Status**
Begin Environmental (PA&ED) Phase	7/1/26	Project has not started
End Environmental Phase (PA&ED Milestone)	6/30/27	
Begin Design (PS&E) Phase	9/1/27	
End Design Phase (Ready to List for Advertisement Milestone)	12/30/28	

III. Project Location

Harbor Boulevard extends over 20 miles between the cities of La Habra and Costa Mesa and intersects nearly 30 major east-west corridors. Projects maps are described below. Because the improvement limits have not been established, the location displayed on the maps includes the entire 20-mile segment.

Housing Density Map
Exhibit 1 of Appendix 2 available at https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the Harbor Boulevard corridor and housing density. A KML file of the map is provided in the same link. As displayed on the map, Harbor Boulevard traverses densely populated areas with more than 5,000 dwelling units per square mile in the cities of Fullerton, Anaheim, Santa Ana and Costa Mesa.

Employment Density Map
Exhibit 2 of Appendix 2 available at https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ displays the Harbor Boulevard corridor and employment density. A KML file of the map is provided in the same link. As displayed on the map, Harbor Boulevard traverses areas of high employment with more than 5,000 job per square mile in the cities of La Habra, Fullerton, Anaheim, Garden Grove, Fountain Valley, and Costa Mesa. Major attractions and facilities along the corridor include Disneyland Resort, Anaheim Convention Center, Fullerton Transportation Center (Amtrak and Metrolink service), Providence St. Jude Medical center, Fullerton Courthouse, and various schools, government offices, parks and recreational facilities, shopping centers, business and industrial centers including major distribution centers, hotels, and restaurants.

IV. Project Greenhouse Gas Reducing Features and Expected Ridership Benefits

The Stabilize Rail and Bus Operations: Harbor Boulevard Dynamic Bus Lane improvements are expected to reduce GHG emissions from an increase in ridership attributed to reduction in traffic delay for buses and improved schedule reliability.

V. Benefits to Disadvantaged Communities

The Stabilize Rail and Bus Operations: Harbor Boulevard Dynamic Bus Lane improvements are expected to provide direct, meaningful, and assured benefits to disadvantaged and low-income communities by improving transit travel time through the corridor. Harbor Boulevard traverses SB 535 Disadvantaged and AB 1550 Low-Income designed communities in the cities of La Habra, Fullerton, Anaheim, and Santa Ana. Harbor Boulevard also passes through AB 1550 Low-Income communities in the cities of Garden Grove and Costa Mesa.

2. ZETCP

2.a) New ZETCP Capital Projects

OCTA proposes to allocate SB 125 funds to the following two new ZETCP capital projects:

- Deploy Zero Emission Buses and Clean Energy
  - Purchase Ten 40-foot Zero Emission Buses
  - Purchase six 60-foot Zero Emission Articulated Buses
  - Rooftop Solar at Bases
  - Construction Circle Bus Base Zero Emission Upgrades

- Stabilize Rail and Bus Operations
  - OC Streetcar O&M[3]

I. Fact Sheets

A Fact Sheet for the Deploy Zero Emission Buses and Clean Energy project is provided in Appendix 1 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/

II. Project Schedules

Detailed project schedules, major delivery milestones, and the current status for the proposed new ZETCP projects is provided in the table on the following page.

[3] This project component is also funded with SB 125 TIRCP Capital funds.

New ZETCP Capital Project Schedules and Milestones		
Deploy Zero Emission Buses and Clean Energy Project		
Component Project Schedule & Milestones	**Date**	**Current Status**
Purchase Ten 40 ft. Zero Emission Buses		
Begin Construction Phase (Contract Award Milestone)	9/30/25	Project has not started
First Article Delivery	12/30/26	
Revenue Testing	2/28/26	
Begin Bus Production	3/1/26	
Procurement of Remaining Buses	11/30/26	
Deliver all buses and acceptance	12/30/27	
Purchase Six 60 ft. Zero Emission Articulated Buses		
Begin Construction Phase (Contract Award Milestone)	9/30/26	Project has not started
First Article Delivery	12/30/27	
Revenue Testing	2/28/27	
Begin Bus Production	3/1/27	
Procurement of Remaining Buses	11/30/27	
Deliver all buses and acceptance	12/30/28	
Rooftop Solar at Bus Bases		
Begin Construction Phase (Contract Award Milestone) Design-Build	9/30/25	Project has not started
End Construction Phase (Construction Contract Acceptance Milestone)	6/30/27	
Begin Closeout Phase	7/1/27	
End Closeout Phase (Closeout Report)	6/30/28	
Construction Circle Bus Base Zero Emission Upgrades		
Begin Construction Phase (Contract Award Milestone) Design-Build	9/30/24	Project has not started
End Construction Phase (Construction Contract Acceptance Milestone)	6/30/26	
Begin Closeout Phase	7/1/26	
End Closeout Phase (Closeout Report)	6/30/27	

III. Project Location

Project location and related maps for the new ZETCP capital project is provided by project component.

Deploy Zero Emission Buses and Clean Energy Project: Purchase Ten 40-foot Zero Emission Buses and six 60-foot Zero Emission Articulated Buses

OCTA is committed to transition to zero emission by 2040. SB 125 will provide $12.24 million over a two-year period (Fiscal Years 2025/26 – 2026/27) to purchase ten

zero emission 40-foot buses that will replace ten Compressed Natural Gas (CNG) buses. SB 125 will also provide $13.8 million in Fiscal Year 2026/27 to purchase six 60-foot articulated zero emission buses that will replace six 60-foot articulated CNG buses.

Because the new zero-emission buses will operate systemwide, the project location is the entire OCTA system of bus routes and stops. The maps provided in Exhibit 5 and 6 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/ display the OCTA bus routes and stops in the County in relation to housing density and employment density respectively. The maps show that the OCTA transit system serves all levels of housing density ranging from less than 1,000 to more than 5,000 dwelling units per square mile, and employment density ranging from less than 1,000 to more than 5,000 jobs per square mile.

Deploy Zero Emission Buses and Clean Energy Project: Rooftop Solar at Bus Bases

The project component will purchase and install solar canopy structures at the following seven OCTA bus bases and operations centers:

- Anaheim Bus Base: 1717 East Via Burton, Anaheim
- Construction Circle Bus Base: 16281 Construction Circle, Irvine
- Garden Grove Bus Base Operations and Annex Building: 11800 Woodbury Road, Garden Grove
- Garden Grove Bus Base: 11790 Cardinal Circle, Garden Grove
- Irvine Bus Base: 14736 San Canyon, Irvine
- Irvine Sand Canyon Bus Base Operations: 6671 Marine Way, Irvine
- Santa Ana Bus Base: 4301 W. MacArthur, Santa Ana

SB 125 will provide $10.2 million over a two-year period (Fiscal Years 2025/26 – 2026/27) for this project component. A map locating the bus bases is provided in Exhibits 5 and 6 of Appendix 2 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/. A KML file of the map is provided in the same link. Because benefits apply to the transit system as a whole, the benefits described for the purchase of zero emission buses apply to this project component.

Deploy Zero Emission Buses and Clean Energy Project: Construction Circle Bus Base Zero Emission Upgrades

To support the operation of zero emission buses, SB 125 will provide $1.0 million in Fiscal Year 2024/25 to purchase and install 10 level II chargers and one Level III charger for the Construction Circle Bus Base in Irvine to eliminate bus deadhead miles by providing charging infrastructure at another location.

The project is located at 16281 Construction Circle in the City of Irvine. The project site is one of the seven bus bases mapped in Exhibits 5 and 6 of Appendix 2 available here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/. Because the project benefits apply to the transit system as a whole, the benefits described for the purchase of zero emission buses also apply to this project component.

Stabilize Rail and Bus Operations: OC Streetcar O&M

Refer to the information provided for this project component in the TIRCP Capital section.

IV. Project Greenhouse Gas Reducing Features

The new zero emission buses replace older CNG buses that produce GHG emissions and other pollutants (primarily NO_x). Benefits from improved air quality will be realized in the routes where the buses will operate. Rooftop photovoltaic panels to be installed at the bus bases will generate renewable energy that will reduce demand on the electrical grid and related GHG emissions. Reductions in GHG emissions attributed to the solar panels will occur at power generation facilities that utilize non-renewable energy to power the grid. The Construction Circle Bus Base Zero-Emission Upgrades will reduce GHG emissions and other pollutants by eliminating the need for buses stationed at the Construction Circle Bus Base to deadhead to the Santa Ana bus base to get charged. Based on the results of the CARB QMs and Calculator Tool analysis, it is estimated that the Deploy Zero Emission Buses and Clean Energy project will reduce a total of 50,066 metric tons of GHG emissions ($MTCO_2^e$) and 67,000 pounds of other pollutants mostly attributed to reduction in NO_x.

V. Expected Ridership Benefits

The project is not expected to generate ridership benefits as the purpose of the project is to reduce GHG emissions through zero emission technology.

VI. Benefits to Disadvantaged and Low-Income Communities

Benefits to disadvantaged and low-income communities are the same as the systemwide benefits described for the TIRCP Capital projects.

VII. Job Co-Benefit Modeling Tool Results

The job co-benefit modeling tool was used to estimate total full-time equivalent jobs supported by the Deploy Zero Emission Buses and Clean Energy project proposed to be funded with ZETCP funds. A printout of the modeling tool inputs

and results is provided in Appendix 4 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/.

2.b) New ZETCP Project Development Project

OCTA proposes to allocate $2.0 million in ZETCP funds to design the installation of photovoltaic panels on rooftops and canopies at the seven OCTA bus bases and operations centers listed below (project location same as the Deploy Zero Emission Buses and Clean Energy Project-Rooftop Solar at Bus Bases). The project is eligible for TIRCP construction funds as it falls under the "Fuel/Energy Reduction" project type.

I. Fact Sheets

A Fact Sheet for the Deploy Zero Emission Buses and Clean Energy project is provided in Appendix 1 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/.

II. Project Schedules

A detailed project schedule is provided in the table below.

New Planning Development Project Schedule and Milestones		
Deploy Zero Emission Buses and Clean Energy Project		
Component Project Schedule & Milestones	**Date**	**Current Status**
Canopy and Rooftop Solar at Bus Bases (engineering)		
Begin Design (PS&E) Phase	9/30/24	Project has not started
End Design Phase (Ready to List for Advertisement Milestone)	12/30/25	

III. Project Location

The bus bases and operation center addresses are listed below:

- Anaheim Bus Base: 1717 East Via Burton, Anaheim
- Construction Circle Bus Base: 16281 Construction Circle, Irvine
- Garden Grove Bus Base Operations and Annex Building: 11800 Woodbury Road, Garden Grove
- Garden Grove Bus Base: 11790 Cardinal Circle, Garden Grove
- Irvine Bus Base: 14736 San Canyon, Irvine
- Irvine Sand Canyon Bus Base Operations: 6671 Marine Way, Irvine
- Santa Ana Bus Base: 4301 W. MacArthur, Santa Ana

Maps locating the bus bases is provided in Exhibits 5 and 6 of Appendix 2 available here: https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/. A KML file of the map is provided in the same link.

IV. Project Greenhouse Gas Reducing Features

The Deploy Zero Emission Buses and Clean Energy project reduces greenhouse gas emissions by replacing existing Compressed Natural Gas buses with new zero-emission buses and supportive infrastructure.

V. Expected Ridership Benefits

The Deploy Zero Emission Buses and Clean Energy project is not expected to generate significant ridership benefits. However, the project supports the integration of the new electric powered bus fleet into the OCTA transit system network. Because the project benefits apply to the transit system as a whole, the benefits described for the purchase of the zero emission buses and associated maps also apply to this project.

VI. Benefits to Disadvantaged Communities

Because the project benefits apply to the transit system as a whole, the benefits described for the purchase of the zero emission buses and associated maps also apply to this project.

3. Transit Operations Funding

Transit operations funding information is presented below by transit operator.

1.a) **Orange County Transportation Authority**

1.b) Fiscal Year 2022-23 Ridership: 28,677,000
Percent of Region's Total Ridership: 100%

1.c) The amount of funding requested by source (TIRCP or ZETCP) and Budget Year:

- Stabilize Rail and Bus Operations ($232.36 million)
  - Metrolink fare revenue loss
  - OC Streetcar operating and maintenance
  - OC Bus operations connections to OC Streetcar
  - Open payment system and smart fareboxes
  - Harbor Blvd dynamic bus lane
- Construction of Critical Rail Infrastructure ($109.30 million)
  - Rail track and structures
  - Orange County Maintenance Facility
  - San Juan Creek Bridge Replacement
- Deployment of Zero Emission Buses and Clean Energy ($39.24 million)
  - Zero emission buses
  - Rooftop solar at bus bases
  - Zero emission bus base upgrades

Funding breakdown by source and budget year is included in Section D. Summary Funding Table.

1.d) List of Specific Activities Funded by the Request

A list of specific activities funded by the request is provided in the table below. For the Stabilize Rail and Bus Operations project, SB 125 funding will support retention of service and fund 22,995 revenue service hours for Metrolink and will support the OC Streetcar, a new service that would include 31,280 revenue service hours. Additionally, the funding will support 55,000 revenue service hours for bus/rail interface.

Stabilize Rail and Bus Operations
Metrolink Operations – Stabilize Fare Loss ($135.41 million) o Metrolink ridership has not returned to pre-pandemic levels resulting in reduced fare revenue and increased operating subsidy o SB 125 funds will support retention of service and avoid service cuts o Ongoing service reduces congestion on adjacent freeways o Allows continued reduction of vehicle miles traveled (VMT) o Allows continued reduction of greenhouse gas (GHG) emissions
OC Streetcar Operations ($65.35 million) o OC Streetcar construction funded by prior TIRCP o Projected operating costs have increased o $59.28 million in SB 125 funds will support new streetcar service, which in turn supports increased streetcar service. This includes 31,280 revenue vehicle hours o $6.07 million in SB125 funds will support bus/rail interface implementation, increases service. This funding will support 55,000 Revenue Service Hours or a little more than 4 years of service, plus start-up costs. o Ensures OC Streetcar project benefits are realized o Reduces GHG emissions
Open Payment System and Smart Fareboxes ($26.50 million) o Improved customer experience o Consistent with California Integrated Travel Project (Cal-ITP) goals o Ridership and fare revenue increase
Harbor Blvd Dynamic Bus Lane ($5.10 million) o Evaluate part-time or peak-only bus lanes o Improves network efficiency o Improves system safety o Reduces GHG emissions o Future service and ridership increase expected
Construction of Critical Rail Infrastructure
Metrolink Track and Structures ($86.45 million) o Insufficient funding has led to a backlog in rehabilitation of track, signals and structures on the Metrolink system o Returns the system to a state of good repair o Reduces operating delays, improves system reliability o Ensures continued ridership increase o Reduces GHG by 68,052 metric tons of carbon dioxide equivalent (MTCO2 e)
Orange County Maintenance Facility ($5.85 million) o Funded by prior TIRCP in Metrolink's SCORE program o Increased construction costs result in need for additional funding o Project is essential for ongoing Metrolink service o Project will allow service to grow and lead to increased ridership o Reduces GHG by 175,021 MTCO2 e
San Juan Creek Bridge ($17.00 million) o Bridge is over 100 years old

○ If bridge were to fail, Metrolink and Amtrak Pacific Surfliner and freight rail services could not operate and congestion on adjacent freeways would increase ○ The new bridge will significantly reduce the amount of maintenance required and will increase the safety and reliability of rail traffic in the corridor ○ Reduces GHG by 317,342 MTCO2 e
Deployment of Zero Emission Buses and Clean Energy
10 Zero Emission 40-Foot Buses ($12.24 million) ○ OCTA is committed to transition to zero emission by 2040 ○ Buses will replace 10 CNG 40-foot buses ○ Reduces GHG emissions by 7,654 MTCO2 e
6 Zero Emission 60-Foot Articulated Buses ($13.80 million) ○ High-capacity vehicles on high-capacity corridors ○ Buses will replace 6 CNG 60-foot articulated buses ○ Reduces GHG emissions by 4,985 MTCO2 e
Rooftop Solar at Bus Bases ($10.20 million) ○ The funds will provide green energy ○ The funds will support the operation of the zero-emission buses ○ Reduces operating costs ○ Reduces GHG emissions by 37,235 MTCO2 e
Canopy and Rooftop Solar at Bus Bases ($2.00 million) ○ Engineering phase only ○ Canopy has larger footprint providing greater coverage to generate more green energy ○ The funds will support the operation of the zero-emission buses ○ Reduces operating costs
Zero Emission Upgrades at Construction Circle ($1.00 million) ○ These upgrades will support the zero emission buses ○ Reduces deadhead miles by providing an additional charging location ○ Reduces GHG emissions by 192 MTCO2 e

100% of the regions operating expenses are intended to increase ridership and invested in increased safety and security measures.

2.a) **Southern California Regional Rail Authority**

2.b) Fiscal Year 2022 Ridership: 4,134,500
Percent of Region's Total Ridership: 100% (commuter rail ridership)

2.c) The amount of funding requested by source (TIRCP or ZETCP) and Budget Year.

Funding breakdown by source and budget year is included in Section D. Summary Funding Table.

2.d) List of Specific Activities Funded by the Request

A list of specific activities funded by the request is provided below.

Metrolink Operations – Stabilize Fare Loss ($135.41 million)

- Metrolink ridership has not returned to pre-pandemic levels resulting in reduced fare revenue and increased operating subsidy
- $135.41 million in SB 125 funds will support retention of service and fund 22,995 revenue service hours and avoid service cuts.
- Ongoing service reduces congestion on adjacent freeways
- Allows continued reduction of vehicle miles traveled (VMT)
- Allows continued reduction of greenhouse gas (GHG) emissions

Metrolink Track and Structures ($86.45 million)

- Insufficient funding has led to a backlog in rehabilitation of track, signals and structures on the Metrolink system
- Returns the system to a state of good repair
- Reduces operating delays, improves system reliability
- Ensures continued ridership increase
- Reduces GHG by 68,052 metric tons of carbon dioxide equivalent (MTCO2 e)

Orange County Maintenance Facility ($5.85 million)

- Funded by prior TIRCP in Metrolink's SCORE program
- Increased construction costs result in need for additional funding
- Project is essential for ongoing Metrolink service
- Project will allow service to grow and lead to increased ridership
- Reduces GHG by 175,021 MTCO2 e

San Juan Creek Bridge ($17.00 million)

- Bridge is over 100 years old
- If bridge were to fail, Metrolink and Amtrak Pacific Surfliner and freight rail services could not operate and congestion on adjacent freeways would increase
- The new bridge will significantly reduce the amount of maintenance required and will increase the safety and reliability of rail traffic in the corridor
- Reduces GHG by 317,342 MTCO2 e

100% of the operating expenses are intended to increase ridership and invested in increased safety and security measures.

.

3.a) **Laguna Beach Municipal Transit Lines**

3.b) Fiscal Year 2022-23 Ridership: 620,151 Trolley ridership; excludes charters); 48,758 (On-demand ridership)
Percent of Region's Total Ridership: 100% (commuter rail ridership)

3.c) The amount of funding requested by source (TIRCP or ZETCP) and Budget Year.

Funding is not requested.

3.d) List of Specific Activities Funded by the Request

The City of Laguna Beach executed cooperative agreement C-3-2477 with OCTA, that established OCTA will be the direct recipient of formula funds and will provide an equivalent amount of flexible local funding to the city to support its public transit services.

Regionally representative operator data is presented below for three State Transit Assistance-eligible transit operators in Orange County: Orange County Transportation, Southern California Association of Governments, and the Laguna Beach Municipal Transit Lines.

A. Orange County Transportation Authority

1. Existing fleet and asset management plans

The 2022 OCTA Transit Asset Management Plan and the Zero-Emission Bus Rollout Plan can be accessed here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/

2. Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved, by payment instrument.

The methods (payment instruments) of revenue collection and associated annual cost are:

- Farebox – Cost Total of $1,680,342
- Mobile Ticketing – Cost Total of $475,655
- Prepaid Passes – Cost Total of $28,761

There is no planning capital cost information related to fare collection in the next 4 years.

3. A statement of existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format

GTFS Data for OCTA can be accessed here: Cal-ITP GTFS-Ingest Pipeline Dataset - gtfs_datasets - California Open Data

OCTA's existing service plan and planned service changes are included in the Making Better Connections report which is a study to assess emerging travel trends and the transit network design in Orange County. The Making Better Connections Study has evaluated and developed improvements to OC Bus service and route structures to better align with current ridership. Extensive public engagement to inform the development and evaluation of the final recommendations occurred between May and July 2022, culminating in a public hearing at the July 25, 2022, Board of Directors meeting. The final service plan strives to improve bus service on high ridership routes, reduce the wait time, and simplify route structures. The Study including the existing

service plan, planned service changes, and the February Bus Service Change Board Item can be accessed here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/. The proposed February 2024 bus service change consists of the implementation of minor adjustments in response to customer comments and operator feedback. The upcoming changes are consistent with the regular service change process.

4. Expenditures on security and safety measures

The FY 2023-24 Budget for **Security and Emergency Preparedness** is $11,695,418. OCTA's Security and Emergency Preparedness department safeguards the well-being of the community and enhances public confidence in transit services through the implementation of robust security measures and comprehensive emergency preparedness strategies. Core functions of the team include managing the Transit Police Services team and responses to crime and emergencies; planning, maintenance, and improvement of physical security systems including access control and security camera systems; written security and disaster response plan development, training, drilling and exercising; and meeting regulatory compliance from the various local, state, and federal partners.

The FY 2023-24 budget for the **Health Safety and Environmental Compliance** (HSEC) Department is $2,758,534. HSEC supports the health and safety of OCTA employees and the public by partnering with federal, state, and local agencies to maintain compliance with all regulatory requirements. HSEC works with its internal and external peers to analyze hazards/risks and develop mitigations to eliminate potential injuries, illnesses, and environmental damage. HSEC supports OCTA's Core Value of Safety through CARE:

- **C**ommitment to Safety as an OCTA core value
- **A**ccountability of every employee
- **R**esponsiveness to ensure prompt mitigation of hazards
- **E**ngagement of the entire employee population

The FY 2023-24 operating budget for **Cyber Security** is $2,100,000 and is allocated to cover essential expenses such as:

- Personnel salaries and training to maintain a highly skilled and capable team.
- Acquisition and maintenance of cutting-edge cyber security tools and technologies.
- Ongoing assessments, audits, and compliance activities to ensure a resilient security posture.
- Cyber security awareness and training programs for employees to enhance the overall security culture within the organization.

.

With the primary objective to secure the digital ecosystem of OCTA, the department works to:

- Implement and maintain cyber security measures to safeguard sensitive information and critical systems.
- Conduct regular risk assessments to identify vulnerabilities and proactively address potential threats.
- Ensure compliance with industry standards, regulations, and best practices.
- Monitor and respond to cyber incidents promptly and effectively to minimize impact.
- Collaborate with other departments, especially within Information Systems, to integrate security measures into the organization's overall strategy.
- Provide annual Cyber Security user training to enhance awareness and promote a culture of cyber security.

5. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators

OCTA's planned service changes are included in the Making Better Connections report which is a study to assess emerging travel trends and the transit network design in Orange County. The Making Better Connections Study has evaluated and developed improvements to OC Bus service and route structures to better align with current ridership. The final service plan strives to improve bus service on high ridership routes, reduce the wait time, and simplify route structures. The Study can be accessed here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/

B. Southern California Regional Rail Authority (SCRRA)

1. Existing fleet and asset management plans

The 2022 SCRRA Transit Asset Management Plan and the Rail Fleet Management Plan Update FY2020 – FY2024 can be accessed here https://octa.net/programs-projects/programs/funding-programs/state-funding/tircp/

2. Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved, by payment instrument.

The methods of revenue collection for the overall Metrolink system are Mobile application and Ticket Vending Device (TVD). Annual Farebox revenue and revenue collection cost are summarized in the table below:

	Metrolink	Arrow[1]
Farebox revenue by payment instrument		
Mobile application	18,727,783	81,207
Ticket Vending Device (TVD)	12,386,176	62,086
Total farebox revenue:	**31,113,959**	**143,293**
Farebox revenue collection costs		
TVD maintenance and programming	1,799,388	45,966
TVD ticket stock	100,605	15,000
Sectran TVD revenue collection	223,225	7,455
Mobile app maintenance	80,004	0
Mobile app sales commission	628,548	3,259
Metro gate scanner licenses and maintenance	634,719	0
Bank service fees	1,285,844	0
Staff costs[2]	870,439	7,017
Total farebox revenue collection costs:	**5,622,773**	**78,698**

3. A statement of existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format

GTFS Data for SCRRA can be accessed here: Cal-ITP GTFS-Ingest Pipeline Dataset - gtfs_datasets - California Open Data
The existing SCRRA service plan is summarized in the table below. Metrolink does not have planned service changes for Fiscal Year 2023/24.

Current - as of Dec 2023

	No. of Trips				No. of Train Sets	Train Miles	Daily Station Calls
	Weekday		Weekend		Weekday	Weekday	Weekday
	Directly Operated	Operated by Others	Directly Operated	Operated by Others	Directly Operated	Directly Operated	Directly Operated
Ventura County Line	20	10	4	4	5	1,007	190
Antelope Valley Line	22		24		5	1,530	252
San Bernardino Line	36		16		8	2,089	488
Riverside Line	11		0		5	649	154
91/Perris Valley Line	12		4		5	975	136
Orange County Line	19		8		12	2,342	225
IE-OC Line	14		4		12	2,342	165
Arrow	50		32				

4. Expenditures on security and safety measures

The SCRRA Annual Budget aligns with the SCRRA Strategic Business Plan commitment that Safety is Foundational: SCRRA stays on the leading edge by deploying new

technologies and processes to enhance the safety and security of the riders, employees, and the communities served.

The Fiscal Year 2023/24 Budget provides funding to achieve:

- Continued emphasis on safe operations
- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's safety efforts.
- Grant funded efforts to reduce the number of trespasser injuries (GPS/Cameras).
- Investment in existing and new assets to maintain a State of Good Repair (SGR)
- Funding of critical rehabilitation projects.
- Funding for studies to improve maintenance efficacy and efficiency.

The SCRRA Operating Budget includes the following Safety and Security items:

Security for Fiscal Year 2023/24 is budgeted at $16.513 million and includes SCRRA's contract with the Los Angeles County Sheriff's Department, Security Guards, and Supplemental Additional Security which is funded through an increment on fare revenues originally implemented in Fiscal Year 2002/03 calculated at 0.75% of fare revenues. These Supplemental Security funds provide for specific non-recurring security-related expenses, such as improvements to station cameras, fences, lighting and other expenses related to security.

Public Safety Program is Budgeted at $0.103 million and is a subset of the System Safety Department created to handle OSHA training; public safety posters, materials and activities; employee Drug and Alcohol random testing as mandated by the Federal Railroad Administration (FRA); and Operation Lifesaver participation.

5. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators

Please see https://metrolinktrains.com/ for more information on Metrolink's plans, including a Strategic Business Plan, Rail Fleet Plan, Accessibility and Affordability Study and Metrolink Sustainability.

C. Laguna Beach Municipal Transit Lines

1. Existing fleet and asset management plans

The City of Laguna Beach has completed following fleet and asset management plans:

- Fleet Electrification and EV Charging Infrastructure Master Plan (2023)
- Zero-Emission Bus (ZEB) Rollout Plan (2023)

- Asset Information Module Data for NTD (annual)

2. **Revenue collection methods and annual costs involved in collecting revenue for each transit operator and regional transportation planning agency involved, by payment instrument.**

   The City's transit service is fare-free. There are no revenue collection costs since passenger fares are not collected.

3. **A statement of existing service plan and planned service changes through the end of 2023-24, and schedule data in General Transit Feed Specification (GTFS) format**

   Schedule data in GTFS format can be accessed here: https://data.trilliumtransit.com/gtfs/lagunabeach-ca-us/lagunabeach-ca-us.zip

   The City of Laguna Beach plans to operate the same level of trolley and on-demand service as currently exists through the end of fiscal year 2023-24. The City can confirm that the current schedule data provided below is correct and an accurate representation of the service in operation. Any unforeseen changes will be translated into an updated GTFS format in a timely manner.

   The current transit services that will be available to riders is as follows:

   - **Trolley Routes**
     - Coastal Route – Free trolley service on Coast Highway between North Laguna, downtown, South Laguna and the Ritz Carlton in Dana Point. Frequency: Every 20-30 minutes.
       - Service Schedule:
         - Monday – Thursday: 7:30 a.m. to 6 p.m.
         - Friday: 7:30 a.m. to 10 p.m.
         - Saturday: 9 a.m. to 10 p.m.
         - Sunday: 9 a.m. to 7 p.m.
     - Canyon Route – Free trolley service to downtown Laguna Beach every Saturday and Sunday from Public Parking Lot 16 (1900 Laguna Canyon Road). Frequency: Every 30 minutes
       - Service Schedule:
         - Saturday and Sunday: 9 a.m. to 7 p.m.

   - **Laguna Local Neighborhood On-Demand Transit**
     - Fee, on-demand, shared-ride transit service between residential neighborhoods and major activity centers within the City.
       - Service Schedule:
         - Monday – Thursday: 8 a.m. to 6 p.m.
         - Friday: 8 a.m. to 10 p.m.

- Saturday: 9 a.m. to 10 p.m.
- Sunday: 9 a.m. to 7 p.m.

Service span and frequency increases during the summer festival season starting in late June through Labor Day each year. Summer schedules are as follows:

- **Trolley Routes**
  - Coastal Route – Service on Coast Highway between North Laguna/ Heisler Park, downtown, South Laguna/ Mission Hospital and Ritz Carlton in Dana Point. Frequency: Every 20-30 minutes.
    - Service Schedule:
      - 9:30 a.m. to 11:30 p.m., 7 days a week.
  - Canyon Route – Service on Laguna Canyon Road from LCAD and Act V peripheral parking lots to summer art festivals and downtown. Frequency: Every 30 minutes
    - Service Schedule:
      - 8:30 a.m. to 11:30 p.m., 7 days a week.
  - Summer Breeze – Service on Laguna Canyon Road from free peripheral parking lot in Irvine (16355 Laguna Canyon Road) to art festivals and downtown. Frequency: Every 30 minutes.
    - Service Schedule:
      - Fridays: noon to 11:30 p.m., Saturday/Sunday: 10:00 a.m. to 11:30 p.m.

- **Laguna Local Neighborhood On-Demand Transit**
  - Fee, on-demand, shared-ride transit service between residential neighborhoods and major activity centers within the City.
    - Service Schedule:
      - Monday – Thursday: 9:30 a.m. to 8:30 p.m.
      - Friday/Saturday: 9:30 a.m. to 11:30 p.m.
      - Sunday: 9:30 a.m. to 7 p.m.

4. Expenditures on security and safety measures

The City of Laguna Beach does not have or plan to have reportable costs associated with security, cybersecurity, or other reportable safety measures to restore or increase ridership. Security is provided by the Laguna Beach Police Department, which is funded separately through the City's general fund, rather than with transit funding.

5. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators

The City of Laguna Beach does not plan to restructure, eliminate service redundancies, improve coordination amongst operators, participate in the consolidation of agencies, or reevaluate network management and governance

structure. The City works closely with the Orange County Transportation Authority (OCTA) and neighboring municipalities to ensure transit services are coordinated and that the City's transit service connects efficiently with OCTA's regional bus services.