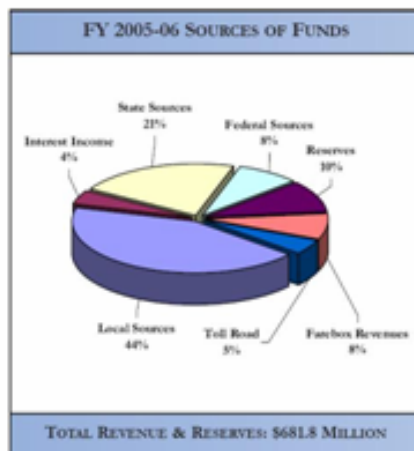




# Transportation Funding Resource Guide 2006



**Orange County  
Transportation Authority**



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**Introduction**

There are many challenges facing transportation in today's world. One of the most common challenges to any transportation improvement is funding. The Orange County Transportation Authority (OCTA) has created this *Transportation Funding Resource Guide* to assist agencies by identifying available funding sources.

This guide provides basic information about federal, state and local funding programs available to public agencies, with an emphasis for agencies in Orange County, California. The information in this guide will be updated annually or as needed, to incorporate new programs and current funding information. More specific information regarding the funding sources and programs listed in this document should be researched before an agency actively seeks funding for a project.

Key information on each program is provided in a table format as shown below to provide a quick reference for the reader.

<b>Program:</b> The name of the program or category in which projects are listed.
<b>Administering Agency:</b> Lists the agency responsible for administration of the program.
<b>Source:</b> The program will be listed as either federal, state, or local, depending on the funding source.
<b>Funding:</b> Estimates of the amount of funding available or allocated, typically on an annual basis, are provided. Also included is the local match requirement for each program.
<b>Projects:</b> Lists the different projects or eligible uses of the program.
<b>Eligible Applicants:</b> Lists the types of agencies which may apply for funding and key information regarding the submittal of applications including: the agency to which applications are sent, dates the applications are due and general processes which must be followed.

The specific funding programs have been grouped under one of three primary sections - federal, state, and local funding programs. These groupings are based primarily on the origination of funds. However, some programs are not funded from a single source. In such cases the program is listed where it best fits. For example the State Transportation Improvement Program (STIP) is a combination of federal and state funds. It is listed under state funding programs because of the processes involved with the approval and administration of funding.

This guide also attempts to demystify some of the funding processes and answer questions such as:

1. How is a project included in the Regional Transportation Improvement Program (RTIP)?
2. Who is the California Transportation Commission (CTC)?
3. Why don't I see many of the funding programs listed from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)?
4. Why do I need an agreement with Caltrans if my project is federally funded?
5. What approvals do I need before I can start a project?

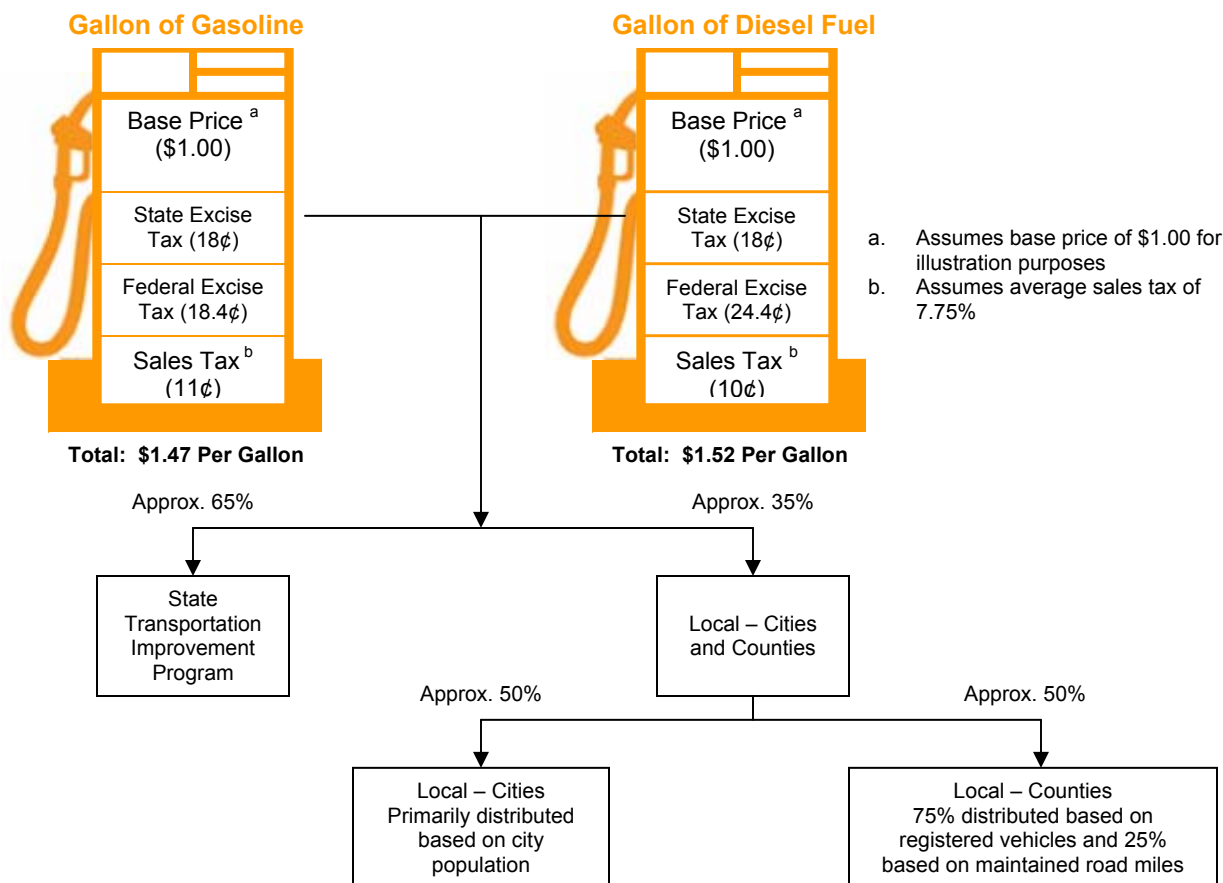
Other useful information provided in this guide includes a cross reference matrix to allow the reader to match-up potential funding programs depending on the type of project or improvement, a listing of transportation acronyms, a glossary, and an index of programs.

Although this guide has been developed with an emphasis on programs, processes, and applicants for Orange County, it provides information that may be useful for other agencies or areas in California.

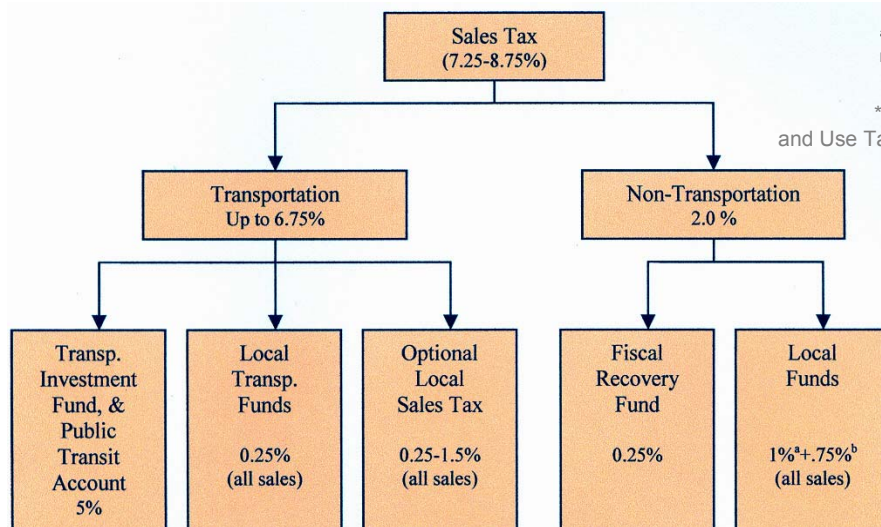
## Origins of Transportation Funds

*Where does transportation financing or funding originate?*

When asked this question, many people correctly assume that taxes on gasoline pay for transportation projects. The largest single source of transportation funding nationwide is **fuel taxes**. In California, both the federal and state government impose taxes on fuel. Specifically, in regards to gasoline, the total tax in California is just over 36 cents per gallon - 18.4 cents federal and 18 cents state. California ranks 39th in terms of gasoline taxes among the 50 states and the District of Columbia. The highest gasoline tax rate (both federal and state) is in Rhode Island at 48.4 cents per gallon, while the lowest rate is in Georgia at 25.9 cents per gallon (Source: U.S. Department of Transportation, Federal Highway Administration, Highway Statistics 2003, Washington, DC: 2003, table MF-121T). The state receives about 65 percent of the revenues from state gasoline and diesel excise taxes, while cities and counties receive about 35 percent for local streets and roads. About 90 percent of the revenue from federal gasoline and diesel excise taxes is returned to California in the form of federal reimbursement programs including the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement (CMAQ) programs. California has historically been a “donor” state because it does not receive more than the minimum 90%, but some states receive more. Currently each state is guaranteed to receive 90.5 cents of each dollar that it pays in fuel taxes. The guarantee will increase to 92 percent by 2008 as approved in SAFETEA-LU.



Another major source of funds is **sales tax**. In California, 5.25 percent of the 7.25 percent state sales tax is designated specifically for transportation purposes. Additionally, several counties in California have local sales tax measures for transportation improvements.



<sup>a</sup> Local Revenue and Public Safety funds  
<sup>b</sup> City and county operations

\*\*Source: CA BOE Detailed Description of the Sales and Use Tax Rate ([www.boe.ca.gov/news/sp111500att.htm](http://www.boe.ca.gov/news/sp111500att.htm))

Proposition 42, approved by voters in March 2002, permanently dedicated the state’s 5 percent share of the state sales tax to transportation purposes. Proposition 42 also authorized the Governor to redirect the funds to the State General Fund during State budget shortfalls. The ability to redirect Proposition 42 funds for non-transportation purposes has made this an unreliable funding source since the measure was enacted.

In addition to gasoline and sales taxes, there are many other sources which provide funding for transportation improvements:

- **Transit fares**
- **Property taxes**
- **Truck weight fees**
- **Vehicle registration fees**
- **Tolls**
- **Development fees**
- **Bonds**
- **Traffic fines**

Several external factors may affect available transportation revenues. For example, in times of recession, sales taxes typically decline as do transportation funds that originate from those sources. Also, as cars become more fuel efficient, less gasoline is used, which means less revenues from gasoline taxes. By being aware of how these external factors impact transportation funding, one can better estimate the amount of potential funds available for transportation projects.

Additionally, each source may have its own restrictions on the use of funds. For example, California’s state fuel taxes cannot be used for transit operations, and development fees are typically associated with specific improvements. Knowing the origin of funds will assist with matching the best source of funds with potential projects.

**Federal Programs Overview**

**Background**

Transportation funding is provided by the federal government, for a variety of improvements, through legislation, which is signed into law by the President. The last such legislation, referred to as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was signed into law by the President on August 10, 2005.

SAFETEA-LU is referred to as "authorizing" legislation. This means that specific funding programs and major procedures are identified. Funding levels are also included which limits the maximum amount of funding that will be provided. SAFETEA-LU covers a six year period (FY2003/04 to FY2008/09) and expires on September 30, 2009. FY2003/04 funding amounts are not included in SAFETEA-LU because funds were fully appropriated in advance of the adoption of SAFETEA-LU. Funds and programs authorized under SAFETEA-LU cannot extend beyond FY2008/09 until the Congress and the President develop a new transportation act by October 1, 2009 or extend SAFETEA-LU. SAFETEA-LU provides \$286.4 billion for transportation improvements including \$52.6 billion for federal transit programs. Of this amount about \$25 billion will go to California through various programs and allocation procedures. Some of the notable programs and authorized funding levels included in SAFETEA-LU are:

<b>Program</b>	<b>Authorized \$s (billions)</b>
Congestion Mitigation & Air Quality	\$8.6
Interstate Maintenance	\$25.2
Equity Bonus	\$40.9
National Highway System	\$30.5
Surface Transportation Program	\$32.5
Transit Formula & Bus Grants	\$34.5
Transit Capital Investment Grants	\$9.9
Bridge Replacement & Rehabilitation	\$21.6
High Priority Projects	\$14.8

The specific allocation of transportation funds is established through Congressional appropriations. The appropriations process occurs annually and coincides with the Federal budgeting process. The actual amount of funding available for individual programs and projects is subject to the annual appropriations process. Therefore, funding levels may fluctuate from year to year and from program to program. Because the Federal fiscal year starts on October 1st and ends on September 30th, the appropriation amounts are usually approved in the September timeframe.

## Administration

The United States Department of Transportation (USDOT) is responsible for the administration of federal funding programs. Two departments, or administrations, are responsible for the majority of the programs and funding:

- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA)

There are also other departments under the USDOT such as the Federal Railroad Administration and National Traffic Highway Safety Administration.

The FHWA is responsible for highway- and street-related programs and funding. FHWA operates through regional, state, and metropolitan offices throughout the country. California is included in the FHWA's Western region (which is located in San Francisco). There is also an FHWA office in Sacramento. FHWA has delegated a majority of the responsibility for the administration of programs and funding to each state's department of transportation - Caltrans in California's case.

The FTA is responsible for transit-related programs and funding. FTA also operates through regional and metropolitan offices. California is included in FTA's Region IX, (located in San Francisco). Unlike FHWA, the FTA administers most of the transit programs itself.

Many of the metropolitan offices are jointly FHWA/FTA staffed. In California, the metropolitan office is located in Los Angeles. This office primarily deals with transit-related matters, transportation planning, and intelligent transportation systems.

## General Processes

Specific program information or application processes are described below for four areas, several of which are historically problematic for applicants:

- Environmental clearance
- Federal Transportation Improvement Program (FTIP)
- "Transformation" of Federal Programs
- "Obligation" and reimbursement of funds

### *Environmental Clearance*

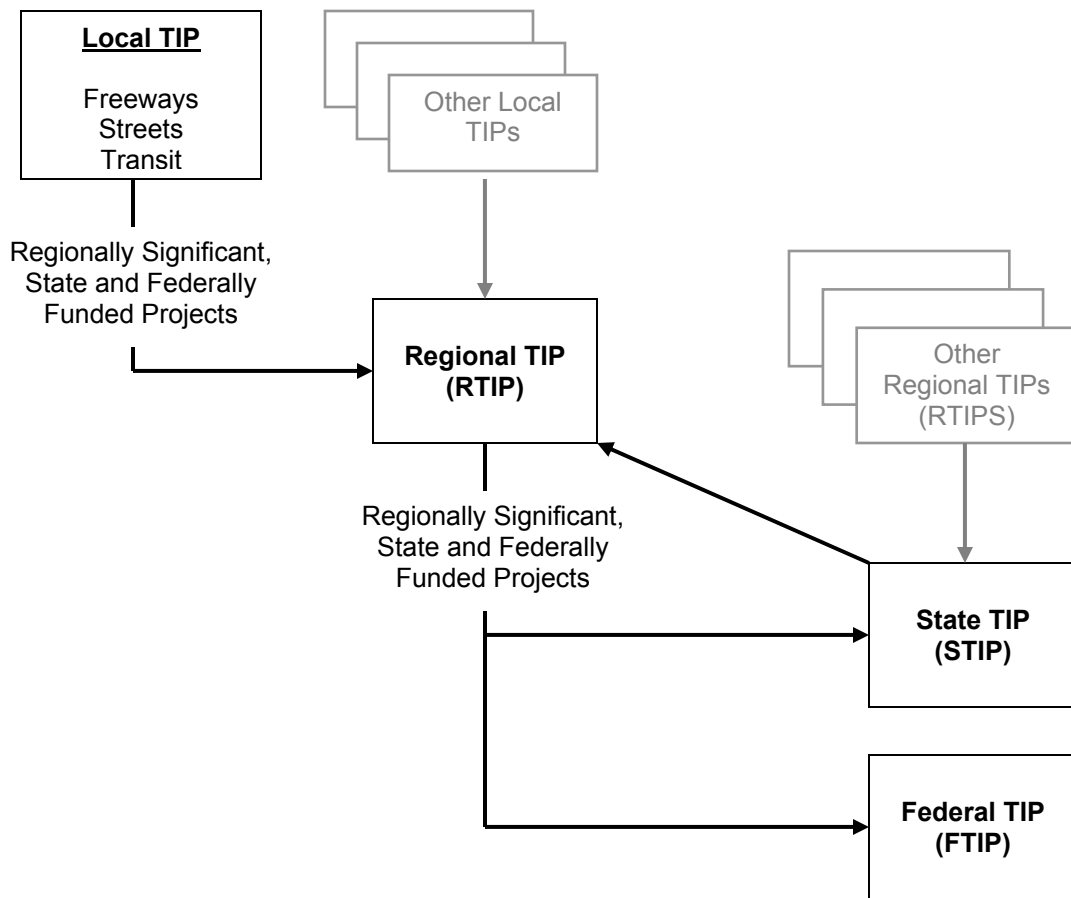
All projects that receive federal funds must ensure that federal procedures are followed to determine any potential environmental impacts. Agencies in California are accustomed to following the California Environmental Quality Act (CEQA) process for most projects. Although CEQA is a comprehensive process, the applicant must ensure that National Environmental Protection Act (NEPA) processes are **also** followed. A NEPA process and clearance must be approved for each project. If the NEPA process and clearance was not followed, the project will be ineligible to receive federal funds. The lead agency for the project should consult NEPA guidelines and the Caltrans Local Assistance Procedures Manual (LAPM) for more detailed information.

### *Federal Transportation Improvement Program (FTIP)*

All federally funded projects and locally funded "regionally significant" projects are required to be included in the FTIP. A regionally significant project is a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region; major activity centers in the region, major planned

developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. The FTIP is a document that includes key information regarding all federally funded and "regionally significant" projects. This document is used as a common reference point for review and approval of processes (such as funding, air quality conformity, etc.) by various state and federal agencies.

The FTIP is a composition of selected projects from state, regional and local sources. Each "level" also has its own transportation improvement program (TIP). These levels or TIPs are illustrated in a flow chart below:



Therefore, in order for a project to be included in the FTIP, it must first be included in a Local TIP, and then in the RTIP. Each TIP will require a review and approval process by the agency responsible for administering the TIP.



TIP	Generic Process Responsible Agency	Orange County Process Responsible Agency
Local TIP	City, County, Transit Operator, Regional Transportation Agency	OCTA
Regional TIP	Metropolitan Planning Organization	Southern California Association of Governments (SCAG) (through OCTA)
State TIP	State Department of Transportation	Caltrans
Federal TIP	Federal Transportation Agencies (FHWA, FTA)	Federal Transportation Agencies (FHWA, FTA)

A project receiving federal funds must be included in the FTIP before an agency can begin work. Therefore, an agency that has received federal funds for a project must allow time for a project to be included in the various TIPs and be approved in the FTIP before work on that project begins. Each TIP level has its own cycle by which projects can be added or modified.

*"Transformation" of Federal Programs*

As noted earlier, SAFETEA-LU authorized specific funding programs and major funding procedures. These programs and procedures are quite flexible. In the case of FHWA, since the administration of funding is passed on to the State DOT, funds may be allocated or programmed under the state specific processes. This "transformation" from federal to state programs occurs in many instances. For example, the following programs are "transformed" in California:

Interstate Maintenance	STIP / SHOPP
National Highway System	STIP / SHOPP / Others
Minimum Guarantee	STIP / SHOPP / Others
Surface Transportation Program	STIP / SHOPP / AHRP / RSTP / Others

In general, FTA programs do not go through this "transformation" process.

An agency seeking funding for a project should be aware of this possible "transformation" of funds. This is especially true when reading material about SAFETEA-LU and other promotional material on funding opportunities. These opportunities may actually lie in state, regional or local processes through which federal money flows.

This funding guide includes the "transformed" programs so that applicants have an idea of the program and process that will be required in applying for funding in California and Orange County.

*"Obligation" and Reimbursement of Funds*

Funding for projects is reserved until it is "obligated," or until it has reached its timely use deadlines. Obligation is a way of ensuring that actual cash is available to pay for project expenditures. Obligation of funds occurs on a project phase basis (i.e. design, right of way or

construction). Key activities under each phase will trigger obligation of funds. Typically these are critical points at which commitments are made, but expenditures have yet to start. Such items as advertisement of consultant or construction contracts, and preparing offers for property acquisition are actions which will require obligating funds.

**Before an agency can obligate funds, it must have approval to do so.** As previously explained, the project must be included in the FTIP. In the case of FHWA related projects (highways and streets) the authority to approve the obligation of funds is passed to the State Department of Transportation. This is Caltrans in the case of California. Caltrans has specific processes that must be followed in order for an agency to obligate funds. These vary depending on the program, but generally include submitting a project request for authorization "RFA" and entering into an agreement with Caltrans. **Any costs incurred prior to approval are ineligible for reimbursement.** For FTA related projects (transit), the lead agency for the project must submit an application and/or specific information directly to the FTA.

Once an agency has authorization to proceed with a project from Caltrans, the funds are considered obligated. The agency is now authorized to proceed with the expenditure of funds. STIP-funded projects also require an allocation vote from the California Transportation Commission (CTC) in addition to the authorization to proceed from Caltrans. Every federal program will have specific time limits in which funds must be obligated. Typically these are by the end of a federal or state fiscal year (September 30th and June 30th respectively). If funds are not obligated by those deadlines, those funds are withdrawn from the project. FTA projects have a longer window of opportunity, typically three years from the time the grant is approved.

Federal funding is typically provided to an agency on a reimbursement basis. Therefore, the agency must ensure it has adequate cash flow to cover planned project expenditures. Once expenditures are incurred, the agency can request reimbursement for those costs. If the agency is required to provide matching funds to the federal funds, those must also be expended. Once the project is complete, the lead agency may have to conduct an audit to ensure funds were spent in accordance with the grant or funding program guidelines.

### Additional Resources

The following resources provide additional information regarding the federal funding processes:

- Caltrans Local Assistance Procedures Manual (LAPM)
- Southern California Association of Governments' (SCAG) Regional Transportation Improvement Program (RTIP) Guidelines
- FTA Grant Management Guidelines (Circular FTA C 5010.1C)
- FTA Best Practices Procurement Manual

## State Programs Overview

### Background

The State of California also provides funding for transportation improvements. The process through which a majority of funds are allocated was signed into law by the Governor on October 2, 1997, and is referred to as SB-45 or the STIP Reform bill. This bill is described in more detail under "General Processes."

Similar to the federal government, the amount of funds available for projects is dependent on the state budget. Therefore, funding levels may fluctuate from year to year. However, in

developing the budget, the legislature as well as the State Department of Transportation (Caltrans) and the State Department of Finance consider future revenue and expenditure forecasts. Since the State of California’s fiscal year starts on July 1st and ends on June 30th, the State budget is usually developed beginning in early spring.

The California Transportation Commission (CTC) is a state commission responsible for the programming and allocating of a majority of transportation funds in California. The CTC is actively involved in the development and review of state and federal transportation legislation. The CTC consists of nine members appointed by the Governor and two non-voting ex-officio members, one from the State Senate and one from the State Assembly.

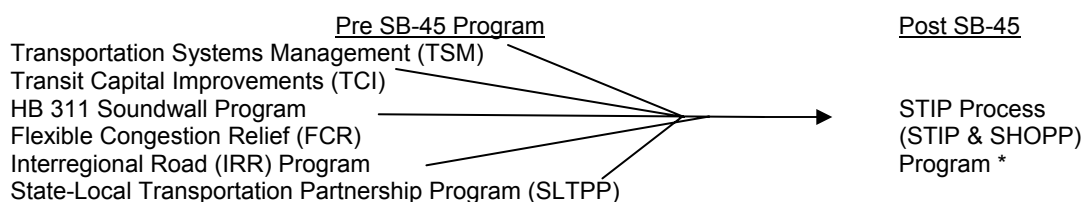
**Administration**

Caltrans is responsible for administering a majority of the state and federal transportation funding programs and activities in California. This is in addition to operating and maintaining state highways, conducting statewide planning, and supporting mass transit operations. To accomplish these activities, Caltrans has 12 district offices and one central headquarter. Each district covers several counties with the exception of District 12 which covers Orange County exclusively.

Various departments within each district are assigned to different tasks. In terms of transportation funding, if a project is off the State Highway System, typically the Local Assistance Branch is responsible for the administration of the project. This includes review of funding procedures, processing RFA’s, coordination of a fund transfer agreement, and ensuring that State and Federal standards and processes are met. Projects on the State Highway System are usually assigned to other various departments responsible for those activities. These may be corridor specific or by project phase such as environmental, right of way, or construction.

**General Processes**

Prior to SB-45, transportation funding in California was segregated into distinct “pots” or programs. These programs were created in the early 1990’s as part of a “blueprint” for transportation in the state. To facilitate and fund these programs, an increase in the gas tax and two transportation bonds were approved by voters. Most of these programs targeted specific project types or categories. With passage of SB-45 most of these funding programs were consolidated under the STIP process. However, some, like gas tax subventions, are still allocated by the previous programs. Below is a summary of the programs that were consolidated under SB-45:



\*STIP and SHOPP Programs are described in more detail under their specific funding program sections

SB-45 or STIP Reform, not only consolidated various funding programs into a common process, but also modified the process by which funds are allocated. Through SB-45, Caltrans and the RTPAs/county transportation commissions were given more authority for project selection and allocation of funding. Previously, most of the authority rested with the CTC. The CTC still has

ultimate approval over the allocation of most funds, but the identification and selection of projects as well as the establishment of priorities rests with Caltrans or the RTPAs. For Orange County, this is Caltrans District 12 and OCTA.

Both Caltrans and the CTC have specific procedures and processes for the allocation and reimbursement of funds. In general, before an agency can begin work on a project, it must receive approval to do so. This approval may be from Caltrans or the CTC or both agencies. The approval will depend on the funding program. Additionally, projects must be included in a TIP, and this will vary from a Regional TIP to the Federal TIP. Funds will be paid on a reimbursement basis. Once expenditures are incurred, the agency can request reimbursement for those costs. Once the project is complete, the lead agency may have to conduct an audit to ensure funds were spent in accordance with the grant or funding program guidelines. Similar to federal requirements, every state program will have specific time limits in which funds must be encumbered and expended. Typically these are by the end of a federal or state fiscal year (September 30th and June 30th respectively). STIP-funded projects have additional deadlines based on when funds are allocated, awarded and completed.

State legislation, AB1012, created specific deadlines on the obligation of CMAQ, RSTP, and TEA funds. Projects funded from these sources must have funds obligated within three years from when the funds were originally apportioned to the state. If funds are not encumbered by the deadline, they are automatically withdrawn from the project, and potentially the region. The CTC is very strict on this deadline policy. AB1012 also allows Caltrans to manage the obligation of federal funds in a manner that is most beneficial to California. Under certain circumstances, this may mean federal funds are available to obligate in only one fiscal year. Check with OCTA for detailed information.

### Additional Resources

The following material provides additional information regarding state funding processes:

- CTC's STIP Guidelines
- Caltrans Local Assistance Procedures Manual (LAPM)
- Caltrans Local Assistance Program Guidelines
- Caltrans AB1012 Procedures Document

## Local Programs Overview

### Background

Another significant source of transportation funding originates from local sources. There are many local funding sources or programs, but the one factor they have in common is that they are administered by regional or local governments.

These local programs are instituted through various means. Some are from voter-approved measures or initiatives; others from council or board actions. Each program has unique funding requirements, procedures, and "life spans." In general, however, most program cycles (whether it be for funding approval or solicitation of applications) coincide with either the funding agency's budget process or fiscal year. In most cases, local agencies operate on a state fiscal year basis (July 1st to June 30th) which means that budget preparations begin in early spring. This holds true with OCTA.

One of the most significant sources of local funds come from countywide sales tax(es) for transportation. In 1988, voters in Orange County approved a 1/2 cent sales tax increase, known as Measure M, to fund transportation projects. Approximately \$3.1 billion (in 1988 dollars) is expected to be generated from Measure M over 20 years. Measure M will sunset in 2011.

Measure M includes an expenditure plan that allocates funds across four general areas:

Freeways	43%
Transit	25%
Local Streets & Roads	21%
Regional Streets & Roads	11%

Other local funding sources include the AB 2766 Discretionary Funding Program, and Gas Tax Subventions. The AB 2766 Program funds projects that reduce air pollution through vehicle emission reductions. Gas Tax Subventions are allocated to cities and counties on a non-competitive, formula basis.

**Administration**

Each local funding source may have a different administering agency and procedures. In general, local sources are administered by either cities, counties, or by other regional agencies such as the county transportation commission, regional planning agency, or metropolitan planning agency.

For Orange County, a majority of local funding (as well as federal funds that pass down to the county level) is administered by the Orange County Transportation Authority (OCTA). OCTA is governed by an 18-member Board of Directors consisting of 5 County Supervisors, 10 City Members, 2 Public Members and the Director of the Department of Transportation District 12 (Caltrans) as a non-voting member. OCTA fulfills the role of county transportation commission, as well as the RTPA and the transit operator for Orange County.

Since OCTA is involved with numerous transportation activities, several OCTA departments are responsible for administering funds. However, funds that are provided through grant opportunities (those included under the Measure M Regional and Local Streets & Roads categories) as well as some federal sources are administered by OCTA's Planning and Programming Department. Transit projects are jointly administered by the Planning and Programming and Financial Planning and Analysis Departments.

A three step competitive application process is used by OCTA for awarding grants to outside agencies. The first step is screening of the applications by the OCTA staff. Second, the development of priorities and ranking of projects are completed by a committee. In most cases this is committee is comprised of OCTA's Technical Advisory Committee (TAC) or select members of the TAC, which is comprised of public works officials from Orange County jurisdictions. The third step is approval of rankings and funding allocations by the OCTA Board of Directors. Transit grants follow a slightly different process with a multi-department team from

OCTA serving as the review committee. Changes to the grant terms (such as the amount of funds, year programmed or scope of the project) also follow this three step process.

The South Coast Air Quality Management District (SCAQMD) also uses a similar process to administer the AB 2766 Discretionary Funding Program. The SCAQMD is the air pollution control agency for the four-county region including Los Angeles and Orange Counties and parts of Riverside and San Bernardino Counties. The SCAQMD created the Mobile Source Air Pollution Reduction Review Committee (MSRC) to screen, review and rank applications for that program. The AQMD Board has ultimate approval of funding allocations.

One final organization that is involved with transportation funding is the Southern California Association of Governments (SCAG). SCAG is the designated Metropolitan Planning Organization (MPO) for Orange, Los Angeles, Riverside, San Bernardino, Ventura and Imperial Counties. SCAG is responsible for administering the RTIP and the Regional Transportation Plan (RTP). Most projects must be consistent with these two programming and planning documents to be eligible for funding.

### General Processes

Most projects in Orange County originate from local governments (cities, county) or other regional transportation agencies (OCTA, Caltrans). These agencies typically require their council or board to adopt projects into their capital plans. These plans (as referred to in the "Federal Funding Programs" section) are the Local Transportation Improvement Programs, sometimes called the Capital Improvement Programs. The adoption of projects can occur when funding is sought for a project or once funding has been awarded. In most cases, it is when funding is sought for a project.

Orange County also has two other general requirements for most projects to receive funding: consistency with 1) the Master Plan of Arterial Highways (MPAH) and 2) the Congestion Management Program (CMP). The MPAH is a long range plan of the county's street system and includes general route alignments, roadway classifications, and general carrying capacities. The CMP is also a long range plan that addresses growth and congestion requirements to keep or improve current congestion levels in the county.

Since Measure M is such a significant source of local funds, additional information is provided regarding:

- Funding Eligibility
- Application Process
- Programming Cycles & Deadlines
- Payment Procedures

### [Measure M - Funding Eligibility](#)

To receive Measure M funds, cities and the County, must meet specific eligibility requirements. Agencies must annually (by July 1st) submit eligibility packages. These packages include such information as Capital Improvement Programs, pavement management plans, growth management plans, MPAH certification and other material. These packages are reviewed by OCTA staff, OCTA's Technical Advisory Committee and the Citizens Oversight Committee to ensure they fulfill the eligibility requirements established in Measure M. The OCTA Board of Directors has ultimate approval authority of these packages.

### Measure M - Application Process

OCTA has combined various Measure M Programs, as well as other federal funding programs under one common application and programming process referred to as the Combined Transportation Funding Program (CTFP). By combining programs under a common set of guidelines and procedures, the application and administrative burden on both local agencies and OCTA is reduced. Applications are submitted electronically to OCTA under the program that best fits their proposed project. Each program is reviewed and ranked separately. Funding programs that are part of the CTFP include:

- Smart Streets Program
- Regional Interchange Program (RIP)
- Intersection Improvement Program (IIP)
- Signal Improvement program (SIP)
- Transportation Demand Management Program (TDM)
- Master Plan of Arterial Highways Program (MPAH)
- Growth Management Areas Program (GMP)
- Arterial Highways Rehabilitation Program (AHRP)
- Grade Separation Projects
- Grade Crossing Safety Enhancements

### Measure M - Programming Cycles & Deadlines

Generally, the funding cycle under the CTFP spans 5 years. A call for projects is usually issued in January of every even numbered year. The last call for projects was issued November 8, 2004. With this call, the bulk of Measure M funding for streets and roads projects was allocated. The November 2004 call for projects was the last major call for streets and roads projects under the 20-year ½ cent Measure M sales tax program. Projects are programmed in the State fiscal year in which project activities are expected to start. Agencies must award contracts within the year funds are programmed or funding will be withdrawn. Agencies have an opportunity to reschedule the year in which funds are programmed during semi-annual project reviews. Any change, however, must be reviewed and approved by OCTA's Technical Advisory Committee and Board of Directors.

During the 2004 CTFP Call for Projects, 642 project applications totaling almost \$318 million were submitted for funding. Projects were ranked by OCTA staff and reviewed by the TAC. Each agency that applied was successful in the competitive process and received funding for at least one of the projects submitted. Of the 642 projects submitted for funding, 509 projects totaling approximately \$209 million in Measure M and Regional Surface Transportation funds were proposed for funding.

Additional information on the CTFP process can be found in the CTFP 2004 Guidelines available at [www.octa.net/ctfp/guidelines.pdf](http://www.octa.net/ctfp/guidelines.pdf).

Measure M - Payment Procedures

For Measure M funded projects, there is a two-step payment process. The lead agency can invoice OCTA for 90% of the programmed or contract award amount (whichever is less) at the time a contract is awarded. The remaining 10% is released once the project or phase is complete and a final report is approved by the OCTA Board. The final report must include details of the final project costs. A detailed description of the procedures for receiving funds is available in Chapter 13 of the OCTA CTFP 2004 Guidelines. Agencies should follow the procedures in Chapter 13 before submitting payment requests to ensure prompt payment.

**Additional Resources**

The following material provides additional information regarding the local funding process:

- Measure M Ordinance
- CTFP 2004 Guidelines
- Measure M 7-Year Smart CIP
- Orange County Congestion Management Program
- Orange County Master Plan of Arterial Highways Program
- SCAG's RTIP Guidelines

**Federal Funding Programs**

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Arterial Highway Rehabilitation Program (AHRP)</b></p>	<p>Funds are provided through the STP program (known as RSTP funds in Orange County) and will be allocated through the CTFP process.</p> <p>Applications must be submitted to the administrative offices of OCTA according to the CTFP call for projects schedule.</p>	<p>\$75 million dollars in STP funds were earmarked for AHRP use during the 2004 CTFP Call for Projects. The AHRP Program is limited to a maximum per project limit of \$400,000.</p> <p>Agencies are required to provide 50% matching funds for each candidate project.</p>	<p>Designed to fund pavement rehabilitation projects on MPAH arterial roadways throughout Orange County. Only projects with local pavement plan quality ratings of "fair", "poor" or "very poor" are eligible for funding.</p> <p>General type of projects include:</p> <ul style="list-style-type: none"> <li>▪ Overlay</li> <li>▪ Rehabilitation</li> <li>▪ Reconstruction</li> </ul>	<p>Cities and the County of Orange (local agencies are eligible)</p>



Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Congestion Mitigation &amp; Air Quality (CMAQ)</b></p>	<p>Applications are submitted to Regional Transportation Planning Agencies or County Transportation Commissions. For Orange County, this is OCTA.</p>	<p><u>Nationwide:</u>  <b>\$1.69 billion (FY05/06);</b>  <b>\$1.67billion (FY2004/05)</b></p> <p><u>California:</u>  <b>\$353.4 million (FY05/06)</b></p> <p><u>Orange County:</u> \$38.4 million (FY05/06).</p> <p>Funds are distributed based on population and severity of pollution.</p>	<p>Transportation projects that improve air quality.</p> <p><b><i>Projects classified as Transportation Control Measures (TCMs) are eligible. TCM projects include: HOV lanes, mass transit investments, transportation demand management (TDM) programs, signal coordination and bicycle facilities.</i></b></p>	<p>Public agencies</p> <p>For additional information:  <a href="http://www.fhwa.dot.gov/environment/cmaqpgs/">http://www.fhwa.dot.gov/environment/cmaqpgs/</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Intelligent Transportation Systems Integration Program</b></p>	<p>Competitive program but all funds are earmarked at the Congressional level. Applications are submitted to the FHWA.</p> <p><b>This Program is repealed as of 10/1/05 in SAFETEA-LU</b></p>	<p><u>Nationwide:</u> \$122.0 million (FY2004/05); \$0.00 (FY2005/06)</p> <p><u>California:</u> \$7.76 million (FY2004/05)</p> <p><u>Orange County:</u> \$0.00</p> <p>Match: Federal – 50%, non-Federal and other funding sources – 50%</p>	<p>Eligible projects include those that improve mobility, promote safety, reduce air pollutants, improve traveler information, promote tourism, or build on existing ITS systems, to name a few.</p>	<p>Public agencies (This program strongly encourages public/private partnerships, but the public agency(ies) must be designated at the lead agency for the application.)</p>
<p><b>Interstate Maintenance (Set-Aside Discretionary projects)</b></p>	<p>Competitive program for states but all funds are earmarked at the Congressional level.</p>	<p><u>Nationwide:</u> \$100 million (FY2005/06); \$95.2 million (FY2004/05)</p> <p><u>California:</u> \$432 million (FY2004/05)</p> <p><u>Orange County:</u> \$0 (FY2004/05)</p> <p>Federal share is 90% or sliding scale.</p>	<p>Resurfacing, restoration, rehabilitation and reconstruction (4R) work, including adding lanes to increase capacity, on most existing Interstate System routes.</p>	<p>State Transportation Departments</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Job Access and Reverse Commute (JARC) Program</b></p>	<p>Now a formula program under SAFETEA-LU instead of a discretionary program. Formula allocation based on number of low-income persons: 60% to Designated Recipients (including OCTA) for urbanized areas; 20% to states for urban areas under 200,000 population, and 20% to states for rural areas.</p>	<p><u>Nationwide:</u> \$138 million (FY2005/06); \$124 million (FY2004/05)</p> <p><u>California:</u> \$19.8 million (FY2005/06); \$10.01 million (FY2004/05)</p> <p><u>Orange County:</u> \$0 (FY2004/05)</p> <p>There is a 50% matching requirement for this program.</p>	<p>New or expanded transportation services designed to transport welfare recipients and low income workers to jobs and other employment-related activities (i.e. child care, training, etc).</p>	<p>Public transit operators, local governments and non-profit agencies (partnerships are highly encouraged)</p> <p>Additional information on program requirements will be issued with the FTA FY2005/06 Apportionments.</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>National Corridor Planning and Border Development Program</b></p>	<p>Grant requests must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</p> <p><i>Funding for this program ends September 30, 2005. SAFETEA-LU separates this program in two: the National Corridor Infrastructure Program which only funds 33 specified projects (none in O.C.) and the Coordinated Border Infrastructure Program (see table below)</i></p>	<p><u>Nationwide:</u> \$140 million (FY2004/05)</p> <p><u>California:</u> \$9.5 million (FY2004/05)</p> <p>The federal share for projects funded through these programs is 80%.</p>	<p>Provides funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States.</p>	<p>Limited to border states and metropolitan planning organizations (MPOs)</p> <p>For additional information: <a href="http://www.fhwa.dot.gov/hep10/corbor/index.html">http://www.fhwa.dot.gov/hep10/corbor/index.html</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Coordinated Border Infrastructure Program</b></p>	<p>Distributed to states by formula to expedite safe and efficient vehicle and cargo movement at or across the borders. (New SAFETEA-LU Program)</p>	<p><u>Nationwide:</u> \$145 million (FY2005/06); \$123 million (FY2004/05)</p> <p><u>California:</u> \$18.46 million (FY2005/06); \$15.66 million (FY2004/05)</p>	<p>Improvements that facilitate cross-border motor vehicle and cargo movements; construction of highways and related safety and safety enforcement facilities that facilitate vehicle and cargo movements related to international trade; operational improvements including improvements relating to electronic data interchange and use of telecommunications; modifications to regulatory procedures to expedite safe and efficient cross border motor vehicle and cargo movements; and international coordination of transportation planning, programming, and border operation.</p>	<p>Limited to states or through the state</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>National Scenic Byways</b></p>	<p>FHWA issues call for projects to Caltrans each year typically in early June. Caltrans in turn typically issues a call for projects. Caltrans is required to submit all grant requests to FHWA by early October. Caltrans' deadline may be much earlier than October.</p>	<p><u>Nationwide:</u> \$30 million (FY2005/06; \$26.5 million (FY2004/05)</p> <p><u>California:</u> \$TBD (FY2004/05 awards in process); \$0.45 million (FY2003/04)</p> <p><u>Orange County:</u> \$0 (FY2003/04)</p> <p>Match: federal – 80%, non-federal – 20%</p>	<p>Categories for eligible activities:</p> <ul style="list-style-type: none"> <li>▪ State Programs</li> <li>▪ Corridor Management Plan</li> <li>▪ Safety Improvements</li> <li>▪ Byway Facilities</li> <li>▪ Access to Recreation</li> <li>▪ Resource Protection</li> <li>▪ Interpretive Information</li> <li>▪ Marketing</li> </ul>	<p>This program is competitive, project must be located on Nationally Designated Scenic Byways, All-American Roads, and/or State Designated Scenic Byways.</p> <p>For additional information: <a href="http://www.bywaysonline.org/">http://www.bywaysonline.org/</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Section 5307 - Urbanized Area Formula Program</b></p>	<p>OCTA is responsible for submitting a Program of Projects (POP) to the FTA through the FTA grant process.</p> <p>For FY2005/06, formula funds include funding from the Growing States &amp; High Density formula in SAFETEA-LU (section 5340)</p>	<p><u>Nationwide:</u> \$3.79 billion (FY2005/06); \$3.57 million (FY2004/05);</p> <p><u>California:</u> \$612.17 million (FY2005/06); \$616.3 million (FY2004/05)</p> <p><u>Orange County:</u> \$43.381 million (FY2004/05)</p> <p>(LA UZA: \$35.114 million; Mission Viejo UZA: \$8.267 million)</p> <p>Funding is apportioned on the basis of population, population density, and transit data.</p> <p>The federal share is not to exceed 80% of the net project cost.</p>	<ul style="list-style-type: none"> <li>▪ Planning, engineering design, and evaluation of transit projects and other technical transportation-related studies</li> <li>▪ Capital investments in bus and bus-related activities, crime prevention, security equipment, and construction of maintenance and passenger facilities</li> <li>▪ Capital investments in new and existing fixed guideway systems</li> </ul>	<p>Public transit operators</p> <p>An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Section 5308 - Clean Fuels Formula Program</b></p>	<p><i>Grant requests for these discretionary funds must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</i></p>	<p><u>Nationwide:</u> \$43 million (FY2005/06); \$49.6 million (FY2004/05)</p> <p><u>California:</u> \$35.9 million (FY2004/05)</p> <p>Match: federal – 80%, local – 20%</p>	<p>Capital grants for clean fuel buses and related facilities. Up to 25% of the funds may be used for “Clean Diesel” buses. Program requirements for Section 5307 apply.</p>	<p>Public transit operators in non-attainment or maintenance areas</p>
<p><b>Section 5309(d) - New Starts</b></p>	<p>Grant requests must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</p>	<p><u>Nationwide:</u> \$1.5 billion (FY2005/06); \$1.44 billion (FY2004/05)</p> <p><u>California:</u> \$308.8 million (FY2004/05)</p> <p><u>Orange County:</u> \$0.00 (FY2004/05)</p> <p>Match: federal 80%, local 20%</p>	<p>For major capital investments of \$76 million or more. Eligible purposes: light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as “people mover”), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these.</p>	<p>Public agencies</p>
<p><b>Section 5309(e) – Small Starts</b></p>	<p>New SAFETEA-LU program to be funded starting in FY2006/07.</p> <p>Grant requests must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</p>	<p><u>Nationwide:</u> \$200 million (FY2006/07);</p> <p>Match: federal 80%, local 20%</p>	<p>For requests under \$75 million in New Starts funds with a total project cost under \$250 million.</p> <p>Capital grants for new fixed guideway systems and extensions and bus corridor improvements.</p>	<p>Public agencies</p>



Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Section 5309 - Bus and Bus Related Equipment and Facilities</b></p>	<p>Grant requests must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</p>	<p><u>Nationwide:</u> \$822.3 million (FY2005/06); \$669.6 million (FY2004/05)</p> <p><u>California:</u> \$35.59 million (FY2004/05)</p> <p><u>Orange County:</u> \$0.29 million (FY2004/05)</p> <p>Match: federal – 80%, local – 20%</p>	<p>This program provides funding for buses, bus maintenance and administrative facilities, transfer facilities, park-and-ride stations, bus maintenance, passenger shelters, bus stop signs, and other bus-related purchases.</p>	<p>Public agencies</p>
<p><b>Section 5309 - Fixed Guideway Modernization</b></p>	<p>Administered by OCTA through the FTA grant process (POP process).</p>	<p><u>Nationwide:</u> \$1.39 billion (FY2005/06); \$1.20 billion (FY2004/05)</p> <p><u>California:</u> \$181.4 million (FY2005/06); \$150.02 million (FY2004/05)</p> <p><u>Orange County:</u> \$4.912 million (FY2004/05)</p> <p>(LA UZA:\$3.689 million; Mission Viejo UZA: \$1.223 million)</p> <p>Match: Federal – 80%, local – 20%</p>	<p>This program provides funds to modernize or improve existing rail or fixed guideway systems including rehabilitation of rolling stock, track, structures, signals, etc.</p>	<p>Public agencies</p> <p>Formula program based on route miles and revenue vehicle miles.</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Section 5310 - Elderly and Persons with Disabilities Program</b></p>	<p>Call for projects are typically issued each year in the October/November timeframe. Caltrans issues call for projects, but Orange County applications must be submitted to OCTA.</p>	<p><u>Nationwide:</u> \$112.0 million (FY2005/06); \$94.5 million (FY2004/05)</p> <p><u>California:</u> \$11.83 million (FY2005/06); \$9.92 million (FY2004/05)</p> <p><u>Orange County:</u> \$500,000 approx.</p> <p>Funds allocated to states based on formula. States then allocates based on competitive call for projects.</p> <p>Provides up to 80% of the total project costs and requires a 20% non-federal match.</p>	<p>Funds are used to provide transportation services to meet the special needs of the elderly and persons with disabilities.</p> <p>Acquisition of accessible vans, along with business and communication equipment for the transportation system.</p>	<p>Nonprofit agencies, public agencies</p> <p>For additional information: <a href="http://www.dot.ca.gov/hq/MassTrans/ost.htm">http://www.dot.ca.gov/hq/MassTrans/ost.htm</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>State Planning and Research Program</b></p> <p>(Federal Highway Administration &amp; Federal Transit Administration)</p> <p>(includes Section 5313(b))</p>	<p>Caltrans issues a call for projects each year. FY2006/07 funding applications are due October 14, 2005.</p> <p>Funds allocated to states based on a formula. States then allocate based on competitive call for projects.</p>	<p><u>Nationwide:</u> \$16.41 million (FY2005/06);</p> <p><u>California:</u> \$1.73 million (FY2005/06 Caltrans awarded)</p> <p><u>Orange County:</u> \$0.280 million for OCTA/SCAG study (FY2005/06)</p> <p>local match ranges from 10% to 20% depending on the grant program</p>	<ul style="list-style-type: none"> <li>▪ <i>Statewide Transit Planning Studies</i> – assist in reducing urban transportation needs and improving transit services that have statewide or multi-regional significance.</li> <li>▪ <i>Transit Technical Planning Assistance</i> – assist with planning studies in rural areas (transit service area of 50,000 or less).</li> <li>▪ <i>Transit Professional Development</i> – training and development of transit planning professionals and students.</li> </ul>	<p>SCAG and OCTA. Public agencies and non-profit organizations may apply through an eligible applicant.</p> <p>Caltrans suggests requests of \$50,000 to \$150,000.</p> <p>For additional information: <a href="http://www.dot.ca.gov/hq/tpp/grants.htm">http://www.dot.ca.gov/hq/tpp/grants.htm</a></p>
<p><b>New Freedoms Program</b></p>	<p>Formula funding to Designated Recipients (including OCTA in Orange County).</p>	<p><u>Nationwide:</u> \$78.0 million (FY2005/06);</p> <p><u>California:</u> \$9.72 million (FY2005/06)</p>	<p>For new transportation service and public transit alternatives beyond those required under the federal Americans with Disabilities Act.</p>	<p>Additional program guidance to be available with FY2006 FTA Apportionments</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Surface Transportation Program (STP)</b></p>	<p>Applications are submitted to Regional Transportation Planning Agencies or County Transportation Commissions. For Orange County, this is OCTA.</p> <p>Each region has its own application cycle. In Orange County, applications are sought through the Arterial Highways Rehabilitation Program (AHRP) or Regional Surface Transportation Program (RSTP).</p>	<p><u>Nationwide:</u> \$6.27 billion (FY2005/06); \$6.86 billion (FY2004/05)</p> <p><u>California:</u> \$609.3 million (FY2005/06) Of this amount, \$379.27 million is distributed to regions (OCTA in Orange County). This translates into an estimated \$31.799 million in FY2005/06</p> <p><u>Orange County:</u> *</p> <p>* OCTA is allocating STP funds through AHRP and RSTP programs which have different matching requirements. In Orange County, STP funds are referred to as <b>RSTP</b> (Regional Surface Transportation Program).</p>	<ul style="list-style-type: none"> <li>▪ Roadway or transit rehabilitation</li> <li>▪ Transportation system operational improvements</li> <li>▪ Highway construction</li> <li>▪ Transit facilities</li> <li>▪ Intermodal port facilities</li> </ul>	<p>Public agencies – cities, counties, transit operators, Caltrans, and OCTA</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Transportation, Community &amp; System Preservation Program (TCSP)</b></p>	<p>Grant requests must be submitted directly to Congress during the appropriations process, which typically occurs each year in the spring timeframe.</p>	<p><u>Nationwide:</u> \$61.25 million (FY2005/06); \$25.0 million (FY2004/05)</p> <p><u>California:</u> \$6.95 million (FY2002/03);</p> <p><u>Orange County:</u> \$1 million (FY2002/03)</p> <p>20% local match required.</p>	<p>For the planning, development, and implementation of strategies to integrate transportation, community and system preservation plans and practices that address one or more of the following:</p> <ol style="list-style-type: none"> <li>1) Improve the efficiency of the transportation system.</li> <li>2) Reduce the impacts of transportation on the environment.</li> <li>3) Reduce the need for costly future public infrastructure.</li> <li>4) Ensure efficient access to jobs, services and centers of trade.</li> <li>5) Examine community development patterns &amp; identify strategies to encourage private sector development that achieves the items listed listed.</li> </ol>	<p>States, local governments, metropolitan planning organizations (MPOs), and tribal governments</p> <p>Additional information: <a href="http://www.fhwa.dot.gov/tcsp/index.html">http://www.fhwa.dot.gov/tcsp/index.html</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Transportation Enhancement (TE) Program</b></p>	<p>Now requires CTC allocation vote. Funds generated from 10% of STP funds. TE funds divided into regional and interregional apportionments. Questions regarding regional TE funds should be directed to OCTA, and questions concerning interregional TE funds should be directed to Caltrans.</p>	<p><u>Nationwide:</u> \$560.45 million (FY2004/05)</p> <p><u>California:</u> \$81.3 million (annual average 2004 STIP target)</p> <p><u>Orange County:</u> \$4.1 million (annual average 2004 STIP target)</p> <p>There is a matching fund requirement of a minimum of 25% of the total project cost.</p>	<p>Two program areas in which projects will receive funding are:</p> <ol style="list-style-type: none"> <li>1) Bicycle and Pedestrian Facilities</li> <li>2) Landscaping and Scenic Beautification.</li> </ol> <p><b>Examples of projects include bike trails and median landscaping, to name a few. Projects must be above and beyond required mitigation for the associated transportation project/facility.</b></p>	<p>Public agencies – generally speaking this includes any agency able to execute an agreement with Caltrans: cities, counties, transit operators, Caltrans, and OCTA</p>

**State Funding Programs**

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Bicycle Transportation Account (BTA)</b></p>	<p>Applications are submitted to Caltrans – Bicycle Facilities Unit. Caltrans issues a call for projects each year typically in the August timeframe with applications due usually in winter as determined by Caltrans.</p>	<p><u>Statewide:</u> \$11.6 million (2004/05)</p> <p><u>Orange County:</u> \$700,000 (FY2004/05).</p> <p>BTA funds pay a maximum of 90% of the cost of an eligible project. Local agencies must provide a minimum of 10% of the project cost from sources other than the BTA.</p>	<ul style="list-style-type: none"> <li>▪ Bicycle path, lane or route construction and maintenance</li> <li>▪ Lockers</li> <li>▪ Racks on transit vehicles</li> <li>▪ Planning</li> <li>▪ Safety education</li> </ul> <p>Projects compete for funding on a statewide competitive basis.</p>	<p>Cities, counties, and OCTA.</p> <p>For additional information: <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a></p>
<p><b>Environmental Enhancement &amp; Mitigation (EEM)</b></p>	<p>Applications are submitted to the State Resources Agency in Sacramento. Applications are typically due in early November each year.</p>	<p>The Legislature is authorized to allocate \$10 million annually.</p> <p>Grants are generally limited to \$250,000.</p> <p>There is no match required for this program.</p>	<p>Projects that mitigate the environmental impact or further enhance environmental improvements of modified or new transportation facilities.</p>	<p>Local, State, and Federal agencies as well as non-profit organizations.</p> <p>For additional information: <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Hazard Elimination Safety (HES)</b></p>	<p>Projects must have awarded contracts by September 30<sup>th</sup> in the year in which funds are programmed. Applications are submitted to the Caltrans Districts.</p>	<p><u>Statewide:</u> \$12.0 million (2005/06)</p> <p><u>Orange County:</u> \$0.360 million (FY2005/06).</p> <p>All projects that are approved for funding will be funded on a first come/first serve basis. 10% local match</p>	<p>Safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.</p>	<p>Cities and the County.</p>



Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Highway Bridge Replacement and Rehabilitation (HBRR)</b></p>	<p>Applications are submitted to Caltrans, through the district office.</p>	<p>About \$160 million of federal funds are made available to local agencies annually.</p> <p>The general federal reimbursement is 80% of the participating project costs. The local 20% match may be either state or local funds. 88.53% federal share for bridge railing replacement projects.</p>	<p>Rehabilitate and replace bridges on any public road. Also, safety improvement projects on the Federal – aid system (including rural minor collectors and local roads) and local bridges regardless of functional classification.</p>	<p>Cities, the County, Caltrans and OCTA.</p> <p>For additional program information, go to <a href="http://www.dot.ca.gov/hq/local/programs/">www.dot.ca.gov/hq/local/programs/</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Recreational Trails Program</b></p>	<p>Applications are submitted to the California Department of Parks and Recreation.</p>	<p><u>Nationwide:</u> \$39.14 million (FY2004/05)</p> <p><u>California:</u> \$4.277 million (2004/05)</p> <p><u>Orange County:</u> \$0.103 million (FY2004/05).</p> <p>This program requires a 20% match in cash or in-kind services, and 5% of it must come from local sources such as city, county, state, or private monies.</p>	<ul style="list-style-type: none"> <li>▪ Maintenance and restoration of existing recreational trails</li> <li>▪ Development and rehabilitation of trailside and trailhead facilities</li> <li>▪ Purchase and lease of recreational trail construction and maintenance equipment</li> <li>▪ Construction of new recreational trails</li> <li>▪ Acquisition of easements for recreational trails</li> <li>▪ Operation of educational facilities</li> </ul>	<p>Cities, counties, districts, state agencies, and nonprofit organizations with management responsibilities over public lands are eligible to apply.</p> <p>For additional information: <a href="http://www.parks.ca.gov">http://www.parks.ca.gov</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Safe Routes to School Program</b></p>	<p>Applications are submitted to the Caltrans Districts.</p>	<p><u>California:</u> \$22.72 million (FY2004/05)</p> <p><u>Orange County:</u> \$1.56 million (FY2004/05) The maximum level of federal funds, per project, is \$450,000.</p> <p>The required local match is 10%.</p> <p>All projects that are approved for funding on a first come/first serve basis.</p>	<p>There are six general categories for this program:</p> <ul style="list-style-type: none"> <li>▪ Sidewalk improvements</li> <li>▪ Traffic calming &amp; speed reduction</li> <li>▪ Pedestrian / bicycle crossing improvements</li> <li>▪ On-street bicycle facilities</li> <li>▪ Off-street bicycle / pedestrian facilities</li> <li>▪ Traffic diversion improvements</li> </ul>	<p>Cities and the County.</p> <p>For additional information: <a href="http://www.dot.ca.gov/hq/LocalPrograms/">http://www.dot.ca.gov/hq/LocalPrograms/</a></p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>State Highway Operations and Protection Program (SHOPP)</b></p>	<p>Projects are “applied” for by each Caltrans District. Each project must have a completed Project Study Report (PSR) to be considered for funding. Projects are developed in fall every odd numbered year.</p>	<p>Just over \$1 billion is allocated to SHOPP annually statewide. Funding is based on need, so there are no set distributions by county or Caltrans district.</p> <p>There are no matching requirements for this program.</p>	<p>Projects include rehabilitation, landscaping, traffic management systems, rest areas, auxiliary lanes, and safety.</p>	<p>Caltrans</p>
<p><b>State Transportation Improvement Program (STIP) – Interregional Program</b></p>	<p>Caltrans is responsible for developing potential projects. This process involves both the Caltrans Districts and Headquarters. Projects must have a completed PSR to be considered.</p>	<p>Annual apportionment is estimated between \$160 and \$200 million. At least 2% funding must go for rail projects.</p>	<p>Intercity rail, interregional road or rail expansion projects outside urban areas or projects of statewide significance.</p>	<p>Public Agencies – cities, counties, transit operators, Caltrans</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>State Transportation Improvement Program (STIP) – Regional Program</b></p>	<p>Regional Transportation Planning Agencies are responsible for developing the Regional Program. For Orange County, this is OCTA. Projects must have a completed PSR to be considered.</p>	<p>The average annual apportionment is estimated between \$500 &amp; \$600 million. Each region receives a share of funds – Orange County’s share is about 10% or \$50 to \$60 million. Construction projects must have awarded contracts within one year of the CTC allocation vote.</p> <p>There are no matching requirements for this program.</p>	<p>This program targets regional transportation improvements.</p> <p>Eligible projects include:</p> <ul style="list-style-type: none"> <li>▪ Construction of carpool lanes</li> <li>▪ Freeway interchanges</li> <li>▪ Rail extensions</li> <li>▪ Rail grade separations</li> <li>▪ Intermodal freight facilities</li> <li>▪ Upgraded transit stations and vehicles</li> <li>▪ Road rehabilitation</li> </ul>	<p>Public Agencies – cities, counties, transit operators, Caltrans</p>

**Local Funding Programs**

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>AB2766 Mobile Source Air Pollution Reduction</b></p>	<p>Prospective applicants should contact the Mobile Source Air Pollution Reduction Review Committee (MSRC) to confirm annual program guidelines and submittal dates for each funding category.</p>	<p>Thirty percent of funding collected through motor vehicle registration fees (over \$10 million) is deposited by the SCAQMD in a discretionary account to be used for this program.</p> <p>Local Match : between 0% and 50% (depending on the program).</p>	<p>All projects must demonstrate vehicle emission reductions. The program categories vary every year.</p> <p>Program categories for funds include:</p> <ul style="list-style-type: none"> <li>▪ video-conferencing</li> <li>▪ bicycle projects</li> <li>▪ advanced technology and information systems</li> <li>▪ procurement of alternative fuel vehicles</li> <li>▪ on-road and off-road heavy duty vehicle</li> <li>▪ diesel pollution reduction</li> </ul>	<p>Public agencies, non-profit and private organizations</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Growth Management Area (GMA) Program – Measure M</b></p>	<p>Each growth management area develops a priority list of projects for GMA funding based on need. Projects must be submitted to OCTA through the CTFP process.</p>	<p>Funding is distributed on a formula basis to each respective GMA. Limited to \$5 million annually, with a cap of \$100 million over the life of Measure M. \$13.4 million was made available for allocation during the 2004 CTFP Call for Projects through FY2010.</p> <p>There is no match required for this program.</p>	<p>Eligible types of projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Intersection Improvements</li> <li>▪ Signal Coordination</li> <li>▪ Traffic Management Systems</li> <li>▪ Arterial Highway Improvements</li> <li>▪ Signal Preemption (intersection devices only)</li> </ul>	<p>Cities and public agencies</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Intersection Improvement Program (IIP)- Measure M</b></p>	<p>Applications must be submitted to the administrative offices of OCTA through the CTFP process.</p>	<p>A minimum of 100 intersections will receive funding through this program. Projects selected will be limited to a maximum funding allocation of \$2.5 million per intersection over the life of Measure M. \$21.5 million was made available for allocation during the 2004 CTFP Call for Projects.</p> <p>Local Match: 20% Measure M Turnback and GMA funds may be used as a match source.</p>	<p>Arterial street intersections contained on the MPAH are eligible under this program.</p> <p>Eligible expenditures include:</p> <ul style="list-style-type: none"> <li>▪ Design</li> <li>▪ Right-of-way</li> <li>▪ Construction activities (such as widening, traffic signals, bus turnouts, and bike lanes stripping)</li> <li>▪ Construction engineering</li> <li>▪ Aesthetic Improvements, including landscaping</li> <li>▪ Grade Separation Projects</li> </ul>	<p>Public agencies</p>



Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Master Plan of Arterial Highways (MPAH)-Measure M &amp; RSTP</b></p>	<p>Applications must be submitted to the administrative offices of OCTA. through the CTFP process,</p>	<p>Agencies will be required to provide a minimum of 50% matching funds per project. Measure M Turnback and GMA may be used as matching sources.</p> <p>\$51 million was available for allocation during the 2004 CTFP Call for Projects (\$31 million from Measure M and \$20 million from RSTP funds).</p> <p>Funding will be allocated throughout the life of Measure M and funding eligibility is determined annually through the Turnback Program.</p>	<p>Types of projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ gap closures</li> <li>▪ widening</li> <li>▪ new roadways</li> </ul>	<p>Cities and County of Orange</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Regional Interchange Program (RIP)- Measure M &amp; RSTP</b></p>	<p>Applications must be submitted to the administrative offices of OCTA. through the CTFP process.</p>	<p>Approximately \$3.5 million a year is available through this program. It is estimated that \$70 million over 20 years will be available. \$44 million was made available for allocation during the 2004 CTFP Call for Projects (\$19.5 million from Measure M and \$25 million from RSTP funds).</p> <p>Local Match: 50% A combination of both credit from prior right of way acquisition costs and funds may be used as match.</p> <p>Funds are allocated through the life of Measure M and funding eligibility is determined annually through the Growth Management Program.</p>	<p>Improvements of freeway to arterial interchanges throughout Orange County as well as transit way interchanges with local streets to reduce or eliminate traffic conflicts and thereby improve safety and increase traffic capacity.</p>	<p>Public agencies</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Signal Improvement Program (SIP)- Measure M</b></p>	<p>Applications must be submitted to the administrative offices of OCTA through the CTFP process.</p>	<p>The maximum funding request for each project is \$250,000. \$10 million was available for allocation during the 2004 CTFP Call for Projects.</p> <p>Local Match: 20% Local match sources may include local sources, Measure M Turnback, GMA funds, and private sources.</p> <p>Funds are allocated through the life of Measure M and funding eligibility determined annually through the Turnback Program.</p>	<p>Improvements that lead to better multi-jurisdictional operation and management of signal systems and traffic congestion relief.</p> <ul style="list-style-type: none"> <li>▪ Signal coordination (timing, design, equipment)</li> <li>▪ System detection (close caption TV, video detection)</li> <li>▪ Expert systems</li> <li>▪ System communication links</li> <li>▪ Modification of existing traffic signal (conversion to protective/permission signals)</li> </ul>	<p>Public agencies</p>
<p><b>Smart Street Program-Measure M</b></p>	<p>All funds have been allocated for this program.</p>	<p>This program is expected to allocate about \$175 million over 20 years.</p>	<p>Relieve congestion on heavily traveled arterial roadways on a corridor wide basis throughout Orange County thereby reducing congestion and complementing the regional freeway system.</p> <p>Funds are limited to the four most critical corridors in Orange County: Beach Boulevard, Imperial Highway, Katella Avenue, and Moulton Parkway.</p>	<p>Public agencies</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Transportation Demand Management (TDM)-Measure M</b></p>	<p>Applications must be submitted to the administrative offices of OCTA through the CTFP process.</p>	<p>Maximum per project limit: \$200,000 per year. \$2.7 million was available for allocation during the 2004 CTFP Call for Projects.</p> <p>For every funding cycle, one project of regional significance may be awarded up to \$500,000.</p> <p>A local match is not required for this program.</p> <p>Funds will be allocated through the life of Measure M and funding eligibility is determined annually through the Turnback Program.</p>	<p>Eligible types of projects include, but are not limited to new/start-up projects in the following areas:</p> <ul style="list-style-type: none"> <li>▪ Park-and-Ride Facilities</li> <li>▪ Rideshare</li> <li>▪ Shuttle and Vanpool Services where none exist</li> <li>▪ Bicycle Trails</li> </ul> <p>Also available are new service expansions such as: new vehicles for a previous program, extension of a bike trail, or adding more parking to a Park-n-Ride.</p>	<p>Cities and County of Orange</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Turnback Program-Measure M</b></p>	<p>This is a discretionary project selection program. Grant applications are not necessary. However, eligibility requirements must be met on an annual basis &amp; verification of compliance must be submitted to OCTA by June 30<sup>th</sup> of each year as part of the Measure M Eligibility Package.</p>	<p>About \$25 million allocated annually on average (a total of \$349 million allocated from inception to 12/31/04). 14.6% of Measure M revenue is given directly to local jurisdictions based on a formula consisting of population as determined by the State Department of Financing (50%), taxable sales as determined by the State Board of Equalization (25%) and miles of roadway included on the MPAH as determined by OCTA (25%).</p> <p>There is no local match requirement. In order to be eligible, there is a list of programs each agency must have adopted.</p>	<p>Eligible projects are those which maintain and improve transportation facilities.</p> <p>Turnback revenues can be used for any activity allowable under Article XIX, Section 1(a) of the State Constitution, which allows expenditures for street and highway purposes only.</p>	<p>Public agencies</p>

Program	Administering Agency	Approximate Annual Funding	Projects	Eligible Applicants
<p><b>Gas Tax Subventions</b></p>	<p>Cities and counties and the State of California are responsible for managing Gas Tax Subvention funds and projects.</p>	<p><u>California:</u> Counties - \$585 million; Cities - \$560 million</p> <p><u>Orange County:</u> County of Orange \$18.9 million; Cities total: \$55.8 million</p> <p>Funds are apportioned directly to cities and counties by the state. Actual revenue depends on fuel tax receipts. Of the \$0.18 cents/gallon tax on Gasoline, \$0.0307 is distributed to counties and \$0.0339 to cities. The remaining \$0.1154 is deposited in the State Highway Account. Of the \$0.18 cent/gallon tax on Diesel, \$0.02835 is distributed to counties and \$0.02835 to cities. The remaining \$.12330 is deposited in the State Highway Account. An additional apportionment to counties ranging from about \$2 to 3 million per month is distributed to counties using gasoline tax revenue (Section 2106).</p>	<ul style="list-style-type: none"> <li>• Road maintenance, rehabilitation and reconstruction.</li> <li>• Section 2104 (counties) also permit Engineering costs and Administrative expenses.</li> <li>• Heavy Rainfall and Storm Damage</li> </ul>	<p>Cities and counties</p>

## Programs by Eligible Project Type

### Buses/Facilities

#### Federal Programs

Bus and Bus Facilities / Section 5309(b)  
Congestion Mitigation & Air Quality (CMAQ) Program  
Clean Fuels Formula Program / Section 5308  
Elderly and Persons With Elderly Disabilities Program / Section 5310  
Fixed Guideway Modernization / Section 5309(c)  
Job Access and Reverse Commute Program  
New Starts / Section 5309(a)  
Surface Transportation Program (STP)  
Urbanized Area Formula Program / Section 5307

#### Local Programs

Transportation Demand Management / Measure M

### Bicycle/Pedestrian

#### Federal Programs

Congestion Mitigation & Air Quality (CMAQ) Program  
Transportation Enhancement Activities (TEA) Program

#### State Programs

Bicycle Transportation Account  
Recreational Trails Program  
Safe Routes to School Program

#### Local Programs

AB2766 Mobile Source Air Pollution Reduction  
Growth Management Area Program / Measure M  
Intersection Improvement Program / Measure M  
Smart Street / Measure M  
Surface Transportation Program (STP)  
Transportation Demand Management / Measure M

### Bridge

#### Federal Programs

Surface Transportation Program (STP)

#### State Programs

Highway Bridge Replacement And Rehabilitation (HBRR) Program

**Educational Programs**

**Federal Programs**

Congestion Mitigation & Air Quality (CMAQ) Program  
 Surface Transportation Program (STP)  
 Transportation Enhancement Activities (TEA) Program

**Local Programs**

AB2766 Mobile Source Air Pollution Reduction

**ITS**

**Federal Programs**

Congestion Mitigation & Air Quality (CMAQ) Program  
 Intelligent Transportation Systems Integration Program  
 Surface Transportation Program (STP)  
 Urbanized Area Formula Program / Section 5307

**Local Programs**

AB2766 Mobile Source Air Pollution Reduction  
 Growth Management Area Program / Measure M  
 Intersection Improvement Program / Measure M  
 Signal Improvement Program / Measure M  
 Smart Street / Measure M

**Rail Development**

**Federal Programs**

Congestion Mitigation & Air Quality (CMAQ) Program  
 Fixed Guideway Modernization / Section 5309(c)  
 New Starts / Section 5309(a)  
 Surface Transportation Program (STP)

**State Programs**

State Transportation Improvement Program (STIP) - Interregional Program

**Research/Planning**

**Federal Programs**

Job Access And Reverse Commute Program  
 State Planning and Research Program (FHWA)  
 State Planning and Research Program / Section 5313(b) (FTA)  
 Surface Transportation Program (STP)  
 Transportation & Community & System Preservation Program  
 Urbanized Area Formula Program / Section 5307



## Roads and Highways

### Federal Programs

Arterial Highway Rehabilitation Program  
Interstate Maintenance  
National Corridor Planning and Border Development Program  
Scenic Byways  
Surface Transportation Program (STP)

### State Programs

Hazard Elimination Safety (HES) Program  
State Transportation Improvement Program (STIP) - Interregional Program  
State Transportation Improvement Program (STIP) - Regional Program

### Local Programs

Growth Management Area Program / Measure M  
Intersection Improvement Program / Measure M  
Master Plan of Arterial Highways / Measure M  
Regional Interchange Program / Measure M  
Signal Improvement Program / Measure M  
Smart Street / Measure M  
Turnback / Measure M

## Safety Enhancements

### Federal Programs

Intelligent Transportation Systems Integration Program  
Transportation Enhancement Activities (TEA) Program

### State Programs

Bicycle Transportation Account  
Hazard Elimination Safety (HES) Program  
Highway Bridge Replacement And Rehabilitation (HBRR) Program  
Recreational Trails Program  
Safe Routes to School Program  
State Highway Operations and Protection Program (SHOPP)

### Local Programs

Regional Interchange Program / Measure M

## Transit Operations

### Federal Programs

Congestion Mitigation & Air Quality (CMAQ) Program  
Elderly and Persons With Elderly Disabilities Program / Section 5310  
Job Access and Reverse Commute Program  
Urbanized Area Formula Program / Section 5307

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**Transportation Enhancements**

**Federal Programs**

Arterial Highway Rehabilitation Program  
Surface Transportation Program (STP)  
Transportation Enhancement Activities (TEA) Program  
Transportation & Community & System Preservation Program  
Urbanized Area Formula Program / Section 5307

**State Programs**

Environmental Enhancement & Mitigation (EEM) Program  
Recreational Trails Program  
State Highway Operations and Protection Program (SHOPP)

**Local Programs**

Growth Management Area Program / Measure M  
Master Plan of Arterial Highways / Measure M  
Turnback / Measure M

**Acronyms****A**

AB 2766	Assembly Bill 2766
AHRP	Arterial Highway Rehabilitation Program

**B**

BTA	Bicycle Transportation Account
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**C**

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Program
CTC	California Transportation Commission
CTFP	Combined Transportation Funding Program

**E**

EEM	Environmental Enhancement & Mitigation
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**F**

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program

**G**

GMA	Growth Management Areas
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**H**

HBRR	Highway Bridge Replacement & Rehabilitation
HES	Hazard Elimination Safety Program

**I**

IIP	Intersection Improvement Program
IM	Interstate Maintenance
ITS	Intelligent Transportation Systems

**J**

JARC Job Access & Reverse Commute Program

**L**

LAPM Local Assistance Procedures Manual

**M**

MPAH Master Plan of Arterial Highways

MSRC Mobile Source Air Pollution Reduction Review Committee

**N**

NCPD National Corridor Planning and Development Program

NEPA National Environmental Protection Act

NHS National Highway System

**O**

OCTA Orange County Transportation Authority

**P**

PS&E Plans, Specifications, and Estimates

PSR Project Study Report

**R**

RIP Regional Interchange Program

RSTP Regional Surface Transportation Program

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan

RTPA Regional Transportation Planning Agency

**S**

SB45 California Senate Bill 45

SCAG Southern California Association of Governments

SCAQMD South Coast Air Quality Management District

Section 5307 Urbanized Area Formula Program

Section 5308 Clean Fuels Formula Program

Section 5309(a)	Fixed Guideway Modernization
Section 5309(b)	New Starts - Rail
Section 5309(c)	Bus and Bus Facilities
Section 5310	Elderly & Persons with Disabilities Program
Section 5313b	State Planning & Research Program
SHOPP	State Highway Operations & Protection Program
SIP	Signal Improvement Program
SSP	Smart Street Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

**T**

TCM	Transportation Control Measures
TCSP	Transportation & Community & System Preservation
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century

**U**

USDOT	United States Department of Transportation
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## Glossary

### A

- AADT**     **Average Annual Daily Traffic**  
The daily traffic volume averaged over one full calendar year.
- AB**        **Assembly Bill**  
The identifier preceding a State Assembly bill number.
- AB 2766**   **Assembly Bill 2766 – Mobile Source Air Pollution Reduction**  
Authorizes the imposition of an additional motor vehicle registration to fund the implementation of programs to reduce air pollution from mobile sources.
- ADA**       **Americans with Disabilities Act**  
This national 1990 civil rights legislation provides a framework and approach for ending discrimination of against persons with disabilities.
- ADT**       **Average Daily Traffic**  
The average number of vehicles passing a specific point during a 24-hour period.
- AHRP**      **Arterial Highway Rehabilitation Program**  
Program intended to help improve pavement conditions in Orange County. Specifically, the program is designed to fund pavement rehabilitation projects on MPAH arterial roadways throughout Orange County.
- AHS**       **Automated Highway System**  
Concept whereby vehicles and highways operate in a fully automated system also known as a “driveless” system.
- APTA**      **American Public Transit Association**  
National organization that advocates for improved transit policy at the state and federal level.
- AVO**       **Average Vehicle Occupancy**  
AVO is the ratio of private vehicle drivers and passengers to total private vehicles. (drivers + passengers) / vehicles
- AVR**       **Average Vehicle Ridership**  
AVR is the ratio of person trips for all travel modes to total vehicles. The calculation is as follows: (total persons in autos [drivers and passengers] + persons in transit + non-motorized trips) / total number of private vehicles.

### B

- BNSF**      **Burlington Northern Santa Fe**  
One of the major freight rail carriers.
- BRT**       **Bus Rapid Transit**  
Combines the quality of rail transit and the flexibility of buses. Buses can

operate on exclusive transitways, HOV lanes, expressways, or ordinary streets. Typically, BRT systems combine intelligent transportation systems technology, signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, and integration with land use policy. BRT-Lite uses skip stopping and signal priority where possible to provide faster rides on arterials without the higher capital costs of higher levels of BRT.

**BSAP      Bus Stop Accessibility Program**

OCTA funding program to retrofit bus stop locations to ensure they are accessible to persons with special needs.

**BTA      Bike Transportation Account**

A competitive state grant program to fund bikeway facilities.

**C****CALACT      California Association for Coordinated Transportation**

Statewide, non-profit organization that has represented the interests of small, rural, and specialized transportation providers since 1984. The membership is comprised of individuals and agencies from diverse facets of transportation, including operators of small and large systems, planning and government agencies, social service agencies, suppliers and consultants. CALACT's mission is to promote professional excellence, stimulate ideas and advocate for effective community transportation in the legislature.

**Caltrans      California Department of Transportation**

The State of California, Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the state's boundaries. Alone and in partnership with Amtrak, Caltrans is also involved in the support of intercity passenger rail service in California, and is a leader in promoting the use of alternative modes of transportation.

**CAP      Clean Air Plan**

State mandated air quality improvement plan prepared and overseen by the Air Pollution Control District (APCD).

**CARB      California Air Resources Board**

CARB is the Responsible State agency for preparation of the State Implementation Plan to attain clean air for all California areas.

**CBSP      Commuter Bikeways Strategic Plan**

Guides the continued development of a regional network of more than 800 miles of on and off road bikeways that link residential areas to employment, recreational and transportation centers. In addition to new bikeways, the CBSP helps identify bicycle facilities (racks and storage), bicycle usage, and funding needs.

**CDR      Center for Demographic Research, California State University of Fullerton**

Develops demographic and socioeconomic projections for Orange County which are updated every two years. Known as the Orange County Projections, or OCP,

the most recent series were adopted in December 2004.

- CEQA**      **California Environmental Quality Act**  
 Enacted into law in 1970, CEQA requires analysis of the impact of public and private land use actions. The basic goal of the Act is to develop and maintain a high-quality environment now and in the future. The specific goals of CEQA are for California’s public agencies to:
- 1) identify the significant environmental effects of their actions; and, either
  - 2) avoid those significant environmental effects, where feasible; or
  - 3) mitigate those significant environmental effects, where feasible.
- CEQA applies to “projects proposed to be undertaken or requiring approval by State and local government agencies. “Projects” are activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.
- CETAP**      **Community and Environmental Transportation Acceptability Process**  
 The Community and Environmental Transportation Acceptability Process (CETAP) includes planning activities associated with development of an updated circulation element for the Riverside County General Plan. The Riverside County Transportation Commission is leading the effort to determine where to locate major new multimodal transportation facilities to serve the current and future transportation needs of Riverside County.
- CHP**      **California Highway Patrol**  
 A statewide law enforcement agency that was created in 1929 to provide uniform traffic law enforcement throughout the State of California.
- CHSRA**      **California High Speed Rail Authority**  
 The California High-Speed Rail Authority is the state entity responsible for planning, constructing, and operating a high-speed train system serving California’s major metropolitan areas.
- CIP**      **Capital Improvement Program**  
 Plan by which public physical improvements (i.e., streets, parks, public buildings, etc.) are identified and carried out.
- CMA**      **Congestion Management Agency**  
 Passed by California voters in 1990, Proposition 111 requires urban counties to designate a congestion management agency, whose primary responsibility is to coordinate transportation planning, funding and other activities in a congestion management program. OCTA is the county’s CMA.
- CMAQ**      **Congestion Mitigation and Air Quality Program**  
 Federal program begun under ISTEA that provides formula funds to states based on population in areas that have not attained federal air quality standards.
- CMP**      **Congestion Management Program**  
 Once a state mandate (rescinded in 1996), this program was a tool to improve



the level of service of roadways and transit systems by improving the relationship between land use and transportation systems.

**CNSSTC California-Nevada Super Speed Train Commission**

The California-Nevada Super Speed Train Commission was formed in 1998 to develop a 269-mile super speed train system connecting Las Vegas to Anaheim.

**COC Citizens Oversight Committee**

A Measure M-mandated group that serves as a watchdog over the expenditures specified in the Revised Traffic Improvement and Growth Management Plan.

**COG Council of Governments**

A voluntary association of officials of local governments formed to cooperate on common planning issues and to solve common development problems of their area.

**CPTC California Private Transportation Company**

A private entity that initially held the franchise to develop and operate the Express (toll) Lanes on State Route 91.

**CTA California Transit Association**

A statewide transit advocacy association of bus and rail providers.

**CTAA Community Transportation Association of America**

A national, non-profit, technical assistance program for transit providers; in particular small paratransit systems.

**CTC California Transportation Commission**

This state commission advises and assists the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for transportation programs and formally approves transportation projects and programs for Caltrans and regional agencies.

**CTCRP California Transportation Congestion Relief Plan**

(or TCRP)

Signed in July 2000 by the Governor under AB 2928, the TCRP provides additional funding for local streets and roads, the State Transportation Improvement Program, and the Public Transportation Account through 2007/08.

**CTFP Combined Transportation Funding Program**

Program that simplifies the funding application process by establishing guidelines and procedures and combining funding from various sources.

**CTP California Transportation Plan**

A requirement of ISTEA, the California Transportation Plan was adopted in 1994. This statewide long-range transportation plan focuses on transportation and economic development, transportation system safety, maintenance and enhancement, and environmental protection. The plan: (1) recommends a commission to further address the future of transportation in California, (2) suggests a comprehensive statewide strategy for improving goods movement, and (3) determines and authorizes the State's role in non-highway modes of

transportation.

**CTSA Consolidated Transportation Services Agency**

The CTSA is a state-mandated facilitator charged with the development and implementation of regional coordination of services and improvement of social service transportation.

**CURE Commuter and Urban Rail Endowment Fund**

A financial endowment established in 1992 with Measure M funds and other funding designed to finance commuter rail services for twenty years.

**D**

**DOF Department of Finance**

The U.S. government’s principal agency that establishes fiscal policies, and prepares, enacts, and administers financial plans and budget.

**E**

**EEM Environmental Enhancement & Mitigation**

Intended to fund projects that mitigate the environmental impact or further enhance environmental improvements of modified or new transportation facilities.

**EIR Environmental Impact Report**

A detailed report which identifies the environmental impacts and considerations pertaining to a project as specified in the California Environmental Quality Act.

**EIS Environmental Impact Statement**

An environmental impact document prepared pursuant to the National Environmental Policy Act (NEPA) of 1969. Used in combination with the term EIR for federally-funded projects.

**F**

**F/ETCA Foothill/Eastern Transportation Corridor Agency**

See TCA

**FHWA Federal Highway Administration**

(within the U.S. Department of Transportation)

Coordinates highways with other modes of transportation to achieve the most effective balance of transportation systems and facilities under cohesive federal policies. Administers highway transportation programs of the DOT under federal law (ISTEA in 1991 and TEA-21 in 1998).

**FONSI Finding Of No Significant Impact**

A federally required document describing the reasons a project will not have a significant impact on the environment and therefore does not require the preparation of an EIS under NEPA.

- FRA**      **Federal Railroad Administration**  
A branch of the United State Department of Transportation responsible for ensuring railroad safety throughout the Nation. It monitors compliance with federally mandated safety standards.
- FTA**      **Federal Transit Act or Federal Transit Administration**  
The act that authorizes the Secretary of Transportation to provide additional assistance for the development of comprehensive and coordinated mass transportation systems, both public and private, in metropolitan and other urban areas, and for other purposes. The administration administers the act as amended, and locally provides transit capital grants.
- FTC**      **Fullerton Transportation Center**  
Located at Pomona and Commonwealth in the City of Fullerton, this multi-modal center features Amtrak and Metrolink commuter rail lines as well as OCTA bus service.
- FTIP**     **Federal Transportation Improvement Program**  
With enactment of TEA 21, this capital improvement program includes three prioritized years of programming and categorizes all federally aided transportation projects. Updated at least once every two years, it must be prepared in cooperation with all interested groups and the general public.
- FY**        **Fiscal Year**  
For California, the fiscal year is the accounting period beginning July 1<sup>st</sup> and ending June 30<sup>th</sup>.

**G**

- GMA**      **Growth Management Area**  
As required by Measure M, 11 Growth Management Areas have been established in Orange County to provide regional forums for resolving inter-jurisdictional transportation issues. GMAs develop lists of regionally beneficial or inter-jurisdictional transportation projects for funding under the Measure M GMA funding program.
- GMP**      **Growth Management Program**  
As a condition of receiving Measure M funding, each local jurisdiction in Orange County must establish or continue a development mitigation traffic impact program. This growth management program requires each new development project be conditioned to require payment of the project's fair share of traffic improvement programs and projects as a development mitigation or congestion management measure.

**H**

- HBRR**    **Highway Bridge Replacement & Rehabilitation**  
Replace and rehabilitate bridges on public road to correct a hazardous condition.
- HCD**      **Housing and Community Development** (State of California Department)  
HCD is responsible for promoting and maintaining adequate housing for all Californians; enforcing and promulgating health and safety standards for dwelling

units; and assisting government entities in the field of housing and community development.

- HES**      **Hazard Elimination Safety Program**  
Provides for safety improvements on all public roads and highways except the Interstate system.
- HOV**      **High Occupancy Vehicle**  
Typically refers to vehicles with two or more people (including the driver) including buses, vanpools, and carpools.
- HPP**      **High Priority Project**  
Transportation projects of various types, earmarked by Congress members. In ISTEA, they were known as Demonstration Projects.
- HR**      **House of Representatives bills**  
The identifier preceding a Federal House of Representatives resolution number.

## I

- IEOC**      **Inland Empire to Orange County** (Metrolink Line)  
Metrolink commuter rail line extending between San Bernardino and Oceanside via Riverside and Orange County.
- IIP**      **Intersection Improvement Program**  
Provide funds for many congested intersections. Funding is made available for general intersection improvements, such as widening, lane stripping, and aesthetic improvements.
- IPRS**      **Intercity Passenger Rail System**  
That portion of the state rail network that forms the backbone of passenger service to major urban centers.
- ISTEA**      **Intermodal Surface Transportation Efficiency Act of 1991**  
Federal transportation legislation that reformed the nation's transportation programming policies for the Federal Highway Administration and the Federal Transit Administration.
- ITC**      **Irvine Transportation Center**  
This multi-modal center features Amtrak and Metrolink commuter rail lines as well as OCTA bus service. (True? I used FTC description as the example)
- ITIP**      **Interregional Improvement Program**  
A state funding program enacted by SB 45, the ITIP is designed to fund projects that enhance the interregional movement of people and goods and are consistent with adopted Regional Transportation Plans. Examples include commuter rail and inter-county highway projects. Caltrans nominates projects for ITIP funding and the ITIP represents 25% of the total State Transportation Improvement Program fund allocation.
- ITS**      **Intelligent Transportation Systems**  
Integrated electronic information and control systems (i.e. using sensors,

computers, electronics, and other communication technologies) coupled with management strategies to enhance mobility, energy efficiency, and environmental protection and increase the safety and efficiency of the surface transportation systems.

**J**

- JARC      Job Access & Reverse Commute Program**  
Intended to provide transportation to jobs for welfare recipients and low income workers and to develop transit services to suburban job locations.
- JPA      Joint Powers Authority**  
Typically, a Joint Powers Authority (JPA) is a mechanism for multiple agencies to jointly manage and operate a regional facility.

**L**

- LACMTA      Los Angeles County Metropolitan Transportation Authority**  
The LACMTA is the county transportation commission for Los Angeles County. The LACMTA plans, develops, operates, funds, and delivers multi-modal transportation systems including highway, streets and roads and other transportation projects along with bus and rail transit services.
- LAPM      Local Assistance Procedures Manual**  
This manual describes the procedures that Caltrans and local agencies must follow so that local agencies maybe be reimbursed by various state and federal Programs.
- LOS      Level of Service**  
Quantitative rating of transportation system, based on: time-distance, cost, delay-time, convenience, and safety. Ranges from 'A' to 'F,' with 'A' being best and 'F' being the worst.
- LRT      Light Rail Transit**  
Electrically powered two-rail technology capable of providing a broad range of passenger capacities, operating as single vehicles or in short trains on a variety of alignment types.
- LTA      Local Transportation Authority**  
The Local Transportation Authority is one of the seven OCTA affiliated agencies. This agency administers Measure M, the local 1/2-cent sales tax for transportation according to the Revised Traffic Improvement and Growth Management Plan.
- LTF      Local Transportation Fund**  
This funding source is one of two major sources of state funds for the funding of public transportation through regional planning and programming agencies provided by the Transportation Development Act. Derived from ¼ percent of the state sales tax, these funds must first be used to provide transit service for "unmet" needs. If unmet needs do not exist, the funds can be used for streets and roads projects.

**M****MIS Major Investment Study**

A comprehensive transportation planning process designed to identify and address the mobility needs of a particular study area. Collaborative decision-making, proactive public involvement and early consideration of environmental and social factors are important components of the MIS. See RSTIS.

**MPAH Master Plan of Arterial Highways**

The MPAH is a long range plan of Orange County's street system. This plan includes not only general route alignments, but roadway classifications and general carrying capacities.

**MPO Metropolitan Planning Organization** (Federal provision)

MPO is an organization responsible for transportation planning in an urbanized area of over 50,000 people. MPO's must develop plans and programs that address the metropolitan area's transportation needs and that are consistent with the overall planned development of the area. SCAG is the south coast air basin's designated MPO.

**MOU Memorandum of Understanding**

Formal agreement documenting provisions for interagency cooperation.

**MSRC Mobile Source Review Committee**

The MSRC of the SCAQMD administers the discretionary AB2766 Mobile Source Air Pollution Program. The MSRC awards funding resources to innovative projects which reduce vehicle emission in Southern California.

**MTA Metropolitan Transportation Authority**

See LACMTA

**MTAP Measure M Turnback Advancement Program**

Program providing approximately \$30 million dollars per year for local streets and roads to local agencies countywide. Maintenance projects are eligible for these funds.

**N****NAFTA North American Free Trade Agreement**

In January 1994, Canada, the United States and Mexico launched the North American Free Trade Agreement (NAFTA) and formed the world's largest free trade area. Designed to foster increased trade and investment among the partners, the NAFTA contains an ambitious schedule for tariff elimination and reduction of non-tariff barriers, as well as comprehensive provisions on the conduct of business in the free trade area.

**NBSSR Noise Barrier Scope and Summary Report**

The Noise Barrier Scope and Summary Report (NBSSR) is a preliminary engineering and environmental analysis conducted according to State guidelines to determine whether a proposed soundwall is feasible and/or reasonable to build.

- NCPD/  
CBI**      **National Corridor Planning and Development Program/  
Coordinated Border Infrastructure Program**  
Discretionary grant programs funded by a single federal funding source. These programs provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States.
- NEOCCS**      **North East Orange County Circulation Studies**  
Occurring over 20 years ago in collaboration with the SEOCCS, was the last comprehensive, system wide analysis of the MPAH.
- NEPA**      **National Environmental Protection Act**  
Federal legislation on environmental policy for the nation that provides an interdisciplinary framework for federal agencies to prevent environmental damage and contains "action-forcing" procedures to ensure that federal agency decision-makers take environmental factors into account. See also Environmental Impact Statements (EIS).
- NHS**      **National Highway System**  
Highways that are of national importance are included in the NHS.

**O**

- OCCOG**      **Orange County Council of Governments**  
See COG
- OCG**      **Orange County Gateway Project**  
The project will grade-separate the Burlington Northern Santa Fe's (BNSF) main line through northern Orange County. The lead agency for the project is Orange North-American Trade Rail Access Corridor (OnTrac) Authority, a joint powers authority formed in April 2000.
- OCP-  
2004**
- Orange County Projections 2004**  
Every two years, the Center for Demographic Research (See CDR) prepares socioeconomic growth projections for Orange County. The most recent projections are the Orange County Projections 2004 (OCP-2004). The OCP-2004 provides information on growth in population, employment, and housing between the base year 2000 and 2030.
- OCTA**      **Orange County Transportation Authority**  
The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies to develop and implement unified transportation programs and services for Orange County.
- OCTC**      **Orange County Transportation Commission**  
Predecessor agency to OCTA, the OCTC planned and funded a wide range of transportation projects and services in Orange County. The Commission develops and implements transportation policies, projects, funding and priorities for projects that involve highways, bus services, bicycling and bike paths, aviation, commuter and freight railroads and other transportation issues.

- OCTD**     **Orange County Transit District**  
One of the six agencies consolidated in the formation of OCTA. The OCTD delivers countywide transit services to Orange County.
- OCTAM**     **Orange County Transportation Analysis Model**  
Regional transportation demand model used in analyzing transportation alternatives. Used by the OCTA to analyze how various improvements impact mobility. OCTAM 3.1 used socioeconomic data from the OCP-2000, which revealed important data that contributed to the Baseline Scenario. Is there another iteration of OCTAM?
- OCTAP**     **Orange County Taxi Administration Program**  
The Orange County Taxi Administration Program (OCTAP) is a voluntary association of Orange County agencies created in 1998 to centralize taxi company, driver and vehicle permitting, conduct safety and security checks, and monitor insurance compliance.

**P**

- PMS**       **Pavement Management System**  
A technical process that provides a quantitative assessment of the condition of pavement and the steps necessary for its maintenance, rehabilitation or reconstruction.
- PS&E**     **Plans, Specifications and Estimates**  
Detailed engineering drawings and cost estimates of a construction project.
- PSR**       **Project Study Report**  
A scoping document required by State law for a State Highway improvement project to be included in the State Transportation Improvement Program (STIP). It is required to identify a range of alternatives, estimate costs, anticipate impacts, etc. The completed PSR is then used as a basis for conducting detailed engineering and environmental analysis prior to “construction dollars” being allocated.
- PSRE**     **Project Study Report Equivalent**  
A streamlined version of a PSR used to provide scoping for non-State Highway System projects.
- PSR-PDS**   **Project Study Report – Project Development Support**  
A much more simplified variation on the standard PSR, which is required to be used to program only the preliminary engineering and environmental review of a project vs. detailed engineering drawings.
- PSSR**     **Project Scope and Summary Report**  
Caltrans document similar to a PSR which is prepared to scope and cost state highway safety, rehabilitation, and maintenance projects.
- PTA**       **Public Transportation Account**  
Formerly known as the Transportation Planning and Development Account, the



name was changed in the STIP reform enacted by Senate Bill 45 (Kopp) in 1997. These funds are allocated for the purpose of supporting mass transportation (transit and rail).

**PUC**      **Public Utility Commission**  
State agency whose regulations affect Transportation Development Act funding and the operations of private bus/charter (limousine) service.

## R

**RCTC**      **Riverside County Transportation Commission**  
The Riverside County Transportation Commission (RCTC) is Riverside County's primary transportation agency charged by state law with the responsibility of planning and funding improvements.

**RHNA**      **Regional Housing Needs Assessment**  
A state-mandated effort devised to address the need for affordable housing in all communities.

**RIP**      **Regional Interchange Program**  
Funds projects that improve interchanges.

**ROW**      **Right-Of-Way (or R/W)**  
Physical property acquired for transportation purposes.

**RSHA**      **Regional State Highway Account**  
Refers to funding allocated under provisions of state and federal law by regional transportation planning agencies for projects by local agencies of regional significance. Annually, regional agencies are given the opportunity by the State to exchange Federal Surface Transportation Program (STP) funds authorized by Federal Law under TEA21 for State Highway Account (SHA) funds.

**RSTP**      **Regional Surface Transportation Program**  
STP for the Orange County region. Funding from this program can be used for a broad range of capacity, operational and mitigation related improvements.

**RSTIS**      **Regionally Significant Transportation Investment Study**  
First step towards strategy/program development for projects that require more in depth study and analysis. An RSTIS may determine various alternatives that might help solve the problem and identify a preferred program strategy that will be subject to a comprehensive NEPA analysis.

**RTIP**      **Regional Transportation Improvement Program**  
Five-year program prepared and adopted by the Regional Transportation Planning Agency (RTPA) for submission to the California Transportation Commission by December 15 of each odd-numbered year, and updated every two years. See STIP.

**RTP**      **Regional Transportation Plan**  
State-mandated document to be developed every three years by all MPO's that consist of policy, action, and financial elements. The RTP is the blueprint of

transportation improvements in the region.

**RTPA**      **Regional Transportation Planning Agency**  
Created by AB 69 in 1972 to prepare regional transportation plans and designated by the governor to receive and allocate transit funds. RTPA's can be one of a variety of statutorily created agencies. OCTA is the designated RTPA for Orange County.

## S

**S**            **Senate**  
The identifier preceding a federal Senate bill number (e.g. S 45).

**SAAV**      **Service Authority for Abandoned Vehicles**  
Provides for the removal of abandoned vehicles from Orange County streets and freeways.

**SAFE**      **Service Authority for Freeways & Expressways**  
Regionally established agency that administers the emergency Call Box Program.

**SAFETEA-LU**      **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**  
On August 10, 2005, the President signed SAFETEA-LU which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU is set to expire on September 30, 2009.

**SB**            **Senate Bill**  
The identifier preceding a state Senate bill number (e.g. SB 45).

**SB45**      **Senate Bill 45**  
Program that consolidated various funding programs into the STIP and created more accountability for programming and delivery of STIP projects to the regions around the state and the various Caltrans' districts.

**SCAG**      **Southern California Association of Governments**  
The Metropolitan Planning Organization (MPO) for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated MPO, the Association of Governments is mandated by the federal government to produce plans for transportation, growth management, hazardous waste management, and air quality.

**SCAQMD**      **South Coast Air Quality Management District**  
A regional regulatory agency with the primary responsibility for improving air quality in the South Coast Air Basin.

**SCRRA**      **Southern California Regional Rail Authority**  
The Southern California Regional Rail Authority (SCRRA) is a Joint Powers Agency (JPA) that plans, designs, constructs, and administers the operation of regional passenger rail lines serving the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Rail service provided by the SCRRA is known as Metrolink.

- Section 5307 Urbanized Area Formula Program**  
Provide transit capital assistance to urbanized areas with populations of more than 50,000.
- Section 5308 Clean Fuels Formula Program**  
Advances the deployment of advanced bus technologies, particularly low-emission applications.
- Section 5309 Capital Investment Grants & Loans**
- (a) New Starts - Rail**  
Provides funds for construction of new fixed guideway systems or extensions to existing guideway systems.
  - (b) Bus and Bus Related Facilities**  
Provides funds for buses, bus maintenance and administrative facilities, transfer facilities, park-and-ride stations, bus maintenance, passenger shelters, bus stop signs, and other bus-related purchases.
  - (c) Fixed Guideway Modernization**  
Provides funds to modernize or improve existing rail or fixed guideway systems, including rehabilitation of rolling stock, track, structures, signals, etc.
- Section 5310 Elderly & Persons with Disabilities Program**  
Assists local nonprofit and public agencies to meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.
- Section 5313b State Planning & Research Program**  
Provides planning and research assistance through three funding categories: (1) technical planning in rural and small urban areas, (2) statewide planning and (3) partnership planning.
- SEOCCS South East Orange County Circulation Studies**  
Occurring over 20 years ago in collaboration with the NEOCCS, was the last comprehensive, system wide analysis of the MPAH.
- SHA State Highway Account** (state funding source)  
The primary funding account for state/regional transportation projects derived from the state fuel tax.
- SHOPP State Highway Operations and Protection Program**  
Formerly the HSOPP, the SHOPP is administered by Caltrans and includes major projects for the safety, rehabilitation, and operational improvement of state highways. The annual allocation for this program varies.
- SIP Signal Improvement Program**  
Provide funding for improvements that lead to better multi-jurisdictional operation and management of signal systems and traffic congestion relief.
- SJHTCA San Joaquin Hills Transportation Corridor Agency**  
See TCA

- SMP Senior Mobility Program**  
 Program that allows participating local agencies to exercise greater focal control in providing community based transportation services that meet the needs of older adults in their communities. Program offers funds for local senior transportation programs for all 34 cities and the counties unincorporated areas, using a formula based upon the number of seniors over 65 years of age in each jurisdiction.
- SOV Single Occupant Vehicle**  
 Cars and trucks with one occupant.
- S RTP Short-Range Transit Plan**  
 Typically a five-year transit development plan covering projected service, cost, funding, goals and objectives for the system. Federal and State mandates for all transit systems that receive federal funds.
- SSP Smart Street Program**  
 Relieve congestion on heavily traveled arterial roadways on a corridor wide basis thereby reducing congestion and complementing the regional freeway system.
- STAF State Transit Assistance Fund (state funding program)**  
 One of two major sources for the funding of public transportation through regional planning and programming agencies provided by the Transportation Development Act. These funds are mainly used for transit operating assistance in Orange County.
- STIP State Transportation Improvement Program**  
 Biennially adopted funding program document, reformed in 1997 by SB 45 (Kopp), requires coordination between Caltrans in preparing the ITIP, and the Regional Transportation Planning Agencies in preparing RTIP's, which are then submitted to the CTC which adopts this program by April (odd year). Provides schedule of projects for development over upcoming four years using with State funds.
- STP Surface Transportation Program (federal funding source)**  
 Serves as the primary regional funding source from the new Federal transportation act (TEA 21) providing flexible funding for streets, rideshare, bikes, park and ride, transit, etc.

**T**

- TAC Technical Advisory Committee**  
 An OCTA committee that is comprised of representatives from all Orange County cities, the County of Orange, Caltrans, and the Transportation Corridor Agencies. The TAC is charged with making various recommendations to the OCTA Board of Directors.
- TCA Transportation Corridor Agencies**  
 The Transportation Corridor Agencies (TCA) were formed in 1986 to plan, finance, construct, and operate Orange County's 67-mile public toll road system. There are three toll corridors under the authority of the TCA: the Foothill Transportation Corridor, the Eastern Transportation Corridor, and the San Joaquin Hills

Transportation Corridor.

**TCI Transit Capital Improvement**

State funding program for bus rehabilitation and rail projects. In 1997, this program was consolidated into the ITIP and RTIP with the passage of SB 45.

**TCM Transportation Control Measure**

Efforts to modify transportation, usually associated with Clean Air Plan efforts to reduce auto emissions. Examples include operational issues such as right turn and auxiliary lanes, stop light timing, and telecommuting.

**TCSP Transportation & Community & System Preservation**

A comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

**TDA Transportation Development Act (LTF and STA funds and their disbursement)**

The principal funding source and authority for transit in our county, providing operating funds from sales tax for local operations. It provides a formalized system of soliciting and evaluating requests for new or expanded services.

**TDM Transportation Demand Management**

A technique used in transportation planning to improve both mobility and access consisting of managing the behavior of how, when, and where people travel.

**TEA Transportation Enhancement Activities**

Federal funding program under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This program is currently called Transportation Enhancement (TE). See below.

**TEA-21 Transportation Equity Act for the 21<sup>st</sup> Century**

Federal Surface Transportation Act was enacted June 9, 1998, replacing ISTEA, as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. Subsequent to that, Congress has passed seven continuing resolutions to extend TEA-21 until the next transportation act is passed.

**TE Transportation Enhancement**

Federal funding program in TEA 21 specifically designed to augment transportation projects through such projects as landscaping, trails, lookouts, historic renovations of transportation facilities, gateways to communities, etc. Previously funds were allocated by the State competitively; as of 1998, the regions are responsible for programming funds allocated to them on a formula basis annually. Prior to TEA 21 known as Transportation Enhancement Activities (TEA) program.

**TIP Transportation Improvement Program**

TIP refers in general to the various state, regional, and federal transportation capital improvement plans (STIP, RTIP, FTIP).

**TMA/  
TMO Transportation Management Association/  
Transportation Management Organization**

A voluntary association to coordinate and provide transportation services such as

carpools and vanpools? to private members, organizations, employers, and individuals. TMA describes Ride-On Transportation efforts to meet business/organization’s transit needs.

**TSM      Transportation Systems Management**

A technique used in transportation planning to improve both mobility and access, consisting of relatively low cost capital improvements to improve the operational efficiency of the transportation infrastructure.

**U**

**Unincorporated Areas**

Areas that fall under the jurisdiction of the County of Orange.

**USDOT      United States Department of Transportation**

The federal department that provides policy, financial and technical assistance in the areas of aviation, highways, rail, and urban mass transportation.

**V**

**VCTC      Ventura County Transportation Commission**

A governing board of eighteen members responsible for public transportation for Ventura County. The Commission develops and implements transportation policies, projects, funding and priorities for projects that involve highways, bus services, bicycling and bike paths, aviation, commuter and freight railroads and other transportation issues.

**VMT      Vehicle Miles of Travel**

Total vehicle miles is the composite of total mileage traveled by each vehicle over a given period of time (annual, monthly, etc.).

**W**

**WOCCA      West Orange County Cities Association**

The West Orange County Cities Association (WOCCA) was formed to identify alternative solutions for improving mobility and connectivity in the West Orange County area through the development of a high-capacity transit system.

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