



COMMITTEE TRANSMITTAL

December 13, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board *Andrea West*

Subject: Capital Programming Policies Update

Executive Committee Meeting of December 6, 2021

Present: Chairman Do, Vice Chairman Murphy, Directors Bartlett, Hennessey, Jones, and Shaw

Absent: None

Committee Vote

Following the roll call vote, this item was declared passed 6-0 by the Members present.

Committee Recommendation

Approve the updated Capital Programming Policies.



December 6, 2021

To: Executive Committee
From: Darrell E. Johnson, Chief Executive Officer
Subject: Capital Programming Policies Update

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is written over the "From:" line of the header.

Overview

The Orange County Transportation Authority's Capital Programming Policies provide guidance on the use of local, state, and federal funds. Project-specific funding commitments are recommended to the Board of Directors based on these policies. This update captures recent changes in state policies for use of state-directed transportation funds as well as refinements to align existing policies to make the best use of funding opportunities. Updated policies are presented for review and approval based on recent state and federal actions, as well as other changes.

Recommendation

Approve the updated Capital Programming Policies.

Background

The Capital Programming Policies (CPP) include programming policies for Measure M2 (M2) funding programs that fall under the M2 Ordinance and associated guidelines. Major state and federal fund sources are also included in the CPP. Most of these state and federal programs provide funding to Orange County on a formula basis. The funding sources have specific transportation improvement goals as defined by the enabling legislation and additional state and federal rules, which are considered in the development of current programming policies. There are multiple state and federal fund sources included in the CPP. Descriptions of external local, state, and federal funding programs and level of funding available to the Orange County Transportation Authority (OCTA) is provided in Attachment A.

Discussion

The CPP is intended to guide the use of future revenues as they become available. The overall goal is to realize the maximum benefit from each source in relation to OCTA's programs and projects, consistent with OCTA's goals; including stewardship, fiscal sustainability, and mobility. Programming requests are brought forward to the Board of Directors (Board) based on state, federal, and local funding program timelines, the achievement of design or project delivery milestones, project needs, cost savings, and other factors. The Board is requested to approve all initial programming actions for capital projects that require a minimum of \$250,000 in any phase. Staff also requests Board approval for increases or an exchange of funding that is \$250,000 or greater, which is consistent with contracting policies established through the Contracts Administration and Materials Management department. Since the CPP was last approved in 2019, the Board has considered and acted on more than 45 staff reports that included programming decisions for various highway, streets and roads, and transit projects. The list of staff reports with recommended and approved programming actions is provided in Attachment B.

This update to the CPP includes changes based on the new state policies related to climate change and the Climate Action Plan for Transportation Infrastructure (CAPTI), which alters how state funds are prioritized, the addition of equity considerations in making funding decisions, the addition of 91 Express Lanes excess revenues and additional minor changes to various programs. The proposed policy changes are further discussed below and described in track changes in Attachment C.

A future item is planned that will address the changes in federal funding programs that will be implemented due to the Infrastructure Investment and Jobs Act that was signed into law last month. Some of the newer programs will require specific federal guidance that will take at least 12 months to move through the rulemaking process. Staff will return when guidance on the primary programs that impact OCTA are clearly described.

Equity Consideration

OCTA continues to take steps to fulfill its stated vision of delivering: "An integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County." In support of this, and consistent with OCTA's 2021 Board and Chief Executive Officer Initiatives, OCTA will consider both the benefits and impacts of proposed improvements to low-income and disadvantaged communities in addressing the mobility needs of the County. This will ensure that equity is considered throughout the planning and project development process and is consistent with actions OCTA is currently taking to ensure that equity is considered in all processes and activities across the organization.

Local Funding Programs – Changes

For Project S (Transit Extensions to Metrolink), programming actions are always tied to an original competitive award of funding but follow-up Board actions may be required to change or increase funding for projects that were originally awarded funds through the competitive process in this program. This is now clarified in the policy for Project S.

Similarly, for Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops), most projects are awarded by the Board through a competitive or local jurisdiction project nomination process but there are some actions for OCTA which support the program and are approved independently, such as the next bus (previously Text 4 Next) project that was originally approved to use Project W funds but was subsequently alternatively funded. The Project V and Project W policies have been updated accordingly.

It is recommended that the CPP integrate the existing policy for use of 91 Express Lanes excess revenues as adopted by the Board in 2014 and attached as Attachment D. Including this fund source in the CPP assures that formal programming is required to access the funds for capital projects, which has been the practice. Also, the Mobile Source Reduction Program is updated to confirm OCTA's priority to draw funds back into Orange County and to support bus and zero emission vehicle programs.

State Funding Programs - Changes

On July 12, 2021, the California State Transportation Agency released the final adopted CAPTI as a response to executive orders (N-19-19 and N-79-20) signed by Governor Newsom and targeted at reducing transportation-related greenhouse gas emissions and vehicle miles traveled (VMT) and increasing the use of zero-emission vehicles. CAPTI outlines a framework for aligning the state's transportation funding investments with the state's climate, public health, and social equity goals.

CAPTI generally aims to prioritize state-directed funding, such as the State Highway Operation and Protection Program and Interregional Improvement Program, as well as competitive funding programs, such as SB 1 (Chapter 5, Statutes of 2017) Solutions for Congested Corridors Program, Trade Corridor Enhancement Program (TCEP), and the Competitive Local Partnership Program (Attachment B). Projects that invest in zero-emission vehicles and multimodal transportation options, such as transit and active transportation projects, will be prioritized for funding while limiting long-term investments in projects that may increase VMT, such as highway capacity projects.

In anticipation of how these policy changes will impact future funding guidelines, staff is proposing changes to the CPP that will allow some flexibility to submit OCTA priority projects for consideration of state funding programs that are consistent with state policies. As an example of the changes that are proposed, staff is expanding the priority for State Transportation Improvement Program (STIP) funding to continue to support eligible freeway, streets and roads, and transit projects but also now include projects that are complementary but not directly included in the M2 Program. This will allow use of STIP funding for OC Bus capital projects, such as the planned Transit Security and Operations Center or real-time electronic messaging signs at high-usage bus stops. Similar changes were made to the policy for the SB 1 Local Partnership Program Formula and the TCEP.

Other changes for state funding programs include clarifying OCTA's role in the Active Transportation Program and removing programs that have exhausted funding sources and are no longer active.

Federal Funding Programs – Changes

To assist local agencies with bicycle, pedestrian and complete street projects, changes are proposed to the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Surface Transportation Block Grant Program (STBG). In recent years, local agencies have had difficulty using CMAQ for bicycle projects because the California Department of Transportation (Caltrans) has taken a restrictive interpretation of the use of funds, limiting their use to only those direct elements within the project that strictly reduce pollution elements. For example, Caltrans may support the use of CMAQ funds to restripe a roadway to add a bicycle lane where one did not previously exist but would not support changing a bicycle lane to a separate class four buffered bicycle lane, because they may argue that the change may not provide additional air quality benefits. While some activities may be supported through this funding source, CMAQ alone cannot support an entire project. STBG is added as a possible source for these projects so in the future, OCTA may develop and issue a call for projects that can support these types of projects with a combination of CMAQ and STBG.

As noted above, programming requests will be brought forward based on state, federal, and local funding program timelines, achievement of design or project delivery milestones, project needs, cost savings, and other factors.

The approved state, federal, and M2 capital programming commitments by project are included in the Capital Funding Program provided in Attachment E.

Summary

This CPP update includes changes required to reflect actual programming actions and issues and based on the new state policies related to funding programs.

Attachments

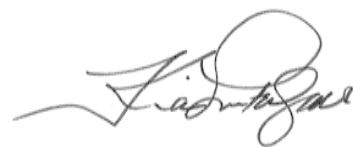
- A. External Funding Sources
- B. List of Board of Directors Reports with Programming Actions for Programs in the Capital Programming Policies, January 2019 – October 2021
- C. Recommended Capital Programming Policies by Fund Source, December 2021 (Changes from February 2019 in Track Changes)
- D. Policy for the Use of Excess 91 Express Lanes Toll Revenues
- E. Capital Funding Program Report

Prepared by:



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Approved by:



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External Funding Sources

Source	Description
Local Sources (New)	
County Transportation Commission (CTC)/Mobile Source Air Pollution Reduction Review Committee (MSRC)	<p>Background: Under the CTC MSRC, the MSRC partners with the four transportation commissions in the south coast region to implement innovative transportation control measures that have the potential to reduce significant numbers of car trips or improve the flow of traffic to reduce congestion.</p> <p>Eligible Projects: Traffic signal synchronization, carsharing/bicycle sharing programs, transit pass incentive programs, freeway service patrols.</p> <p>Significant Limitations: Not available in current work program.</p> <p>Estimates: \$2.5 million is available to each CTC.</p>
State Sources	
Active Transportation Program (ATP)	<p>Background: The ATP was created to encourage increased use of active modes of transportation, such as biking and walking.</p> <p>Eligible Projects: ATP funds can be used for bicycle and pedestrian infrastructure projects, non-infrastructure projects including education, enforcement, and planning activities and combined infrastructure projects with non-infrastructure components.</p> <p>Significant Limitations: The program scoring criteria is weighted to favor projects submitted from Disadvantaged communities making it difficult for Orange County projects from non-disadvantaged communities to compete.</p> <p>Estimates: For the Cycle 5 ATP call for projects (call), the State made \$445.56 million available annually for four years. Fifty percent is available for the statewide call and \$241.541 million was awarded for 41 projects but none in Orange County. Ten percent is available for the small urban and rural call. Forty percent is available for the large urban regional call. Through the large urban regional call, Orange County local agencies received \$15.93 million over four years for four projects. Orange County Transportation Authority (OCTA) received \$3 million for one project.</p>

External Funding Sources

Source	
State Source	
<p>Cap-and-Trade Low Carbon Transit Operations Program (LCTOP)</p>	<p>Background: LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas (GHG) emission and improve mobility with a priority to serve disadvantaged communities.</p> <p>Eligible Projects: LCTOP may be used for projects that will support new or expanded bus or rail services, expanded intermodal transit facilities, replacement zero-emission buses, equipment acquisition, and maintenance and other costs to operate those services or facilities that increase ridership and reduce GHG.</p> <p>Estimates: The State of California makes available five percent (currently \$100 million) of the annual cap and trade revenues for the LCTOP on an ongoing basis. OCTA has received between \$1.3 million and \$7.1 million annually since fiscal year (FY) 2014-15.</p>
<p>SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program - Formula (LPP-F)</p>	<p>Background: The purpose of the LPP-F is to provide additional funding for local and regional transportation agencies that have passed sales tax measures.</p> <p>Eligible projects: The LPP-F funds are very flexible and can be used for highways, streets and roads, transit capital projects and environmental mitigation.</p> <p>Estimates: In the first cycle, 50 percent of the funding (or \$100 million per year) was made available, which was split between Northern California and Southern California based on revenues generated, and then in Southern California based on population. OCTA received \$9.12 million in each of FY 2017-18 and 2018-19. In Cycle 2, OCTA received \$9.39 million in FY 2019-20, and in Cycle 3, OCTA is eligible for \$8.85 million in each of FY 2020-21, 2021-22, and 2022-23.</p>
<p>SB 1 State of Good Repair (SGR)</p>	<p>Background: The specific goal of the SGR Program is to rehabilitate and modernize existing local transit systems.</p> <p>Eligible projects: SGR funds may be used for transit capital projects to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities, design, acquisition, and construction of new vehicles or facilities that improve existing transit services, and transit services that complement local efforts for repair and improvement of local transportation infrastructure.</p> <p>Estimates: The SGR Formula Program is estimated to provide \$105 million to \$118 million statewide annually, and funds are distributed based on a formula that includes population and transit operating revenues. OCTA's share has been approximately \$5.7 million annually and is \$6.4 million in FY 2021-22.</p>

External Funding Sources

Source	Description
State Sources	
SB 1 Trade Corridors Enhancement Program (TCEP)	<p>Background: The TCEP specific goal is to improve the freight network.</p> <p>Eligible projects: TCEP funds may be used for:</p> <ul style="list-style-type: none"> • State highway and local road capital and operations improvements, • Freight rail systems; enhancements to the ports (with limitations), • Truck corridor improvements including dedicated truck facilities, zero-emission trucks, truck information technology systems elements, • Border access improvements, • Surface transportation to and from land ports, sea/ports, and airports to facilitate goods movement, and • Pilot projects in the sustainable freight plan. <p>Estimates: In the first call cycle, \$1.341 billion was available for a three-year programming cycle FY 2017-18 through FY 2019-20. The Los Angeles-Inland Empire Corridor had a funding target of approximately 35 percent of the available funding, and Orange County received \$65.75 million. In Cycle 2, \$1.392 was made available for three-year period FY 2020-21 through FY 2022-23. Orange County received \$115 million. While there is a formula funding target, individual projects are selected through a competitive process.</p>
State Transportation Improvement Program (STIP)	<p>Background: Revenues primarily from the price-based excise tax are mixed with some federal funds and are consolidated into the STIP for the improvement, maintenance, preservation, and replacement of surface transportation infrastructure.</p> <p>Eligible Projects: STIP funding is very flexible and can be used for a variety of surface transportation infrastructure projects and planning activities but there are limitations on certain types of projects, such as planning and transit projects. The portion of the 2022 STIP, which is prioritized by the California Department of Transportation, or the Interregional Improvement Program must align with the Climate Action Plan for Transportation Infrastructure.</p> <p>Estimates: Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. In the 2020 STIP, OCTA was able to program approximately \$200 million over the five-year period through FY 2024-25. These funds have already been programmed to primarily freeway projects. The 2022 draft fund estimate indicates that the total statewide capacity for the 2022 STIP is \$2.7 billion. The OCTA share is approximately \$140 million of which \$20 million is new capacity.</p>

External Funding Sources

Federal Sources	
<p>Congestion Mitigation and Air Quality (CMAQ)</p>	<p>Background: The CMAQ Program supports surface transportation projects and other related efforts that contribute air quality improvements and congestion relief consistent with the Clean Air Act.</p> <p>Eligible projects: CMAQ funds may be used for transportation projects that improve air quality including projects that improve traffic flow, mobility, or emergency response as follows:</p> <ul style="list-style-type: none"> • Projects to improve signalization, • Construct high-occupancy vehicle lanes, • Improve intersections, add turning lanes, • Improve transportation systems management and operations that mitigate congestion and improve air quality, • Implement intelligent transportation systems, • Real-time traffic systems, • Transit including fixed-guideway projects, and • Multimodal traveler information. <p>CMAQ funds could also support the purchase of integrated, interoperable emergency communications equipment, projects that shift traffic demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand. Purchase of cleaner rolling stock and buses and in certain cases, transit operations.</p> <p>Significant Limitation: CMAQ-funded projects and even project components must be able to demonstrate a quantifiable emission reduction or benefit to air quality.</p> <p>Estimates: The annual estimate of CMAQ funds is \$49 million.</p>
<p>Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula</p>	<p>Background: FTA Section 5307 Urbanized Area Formula Program makes federal funds available for public transportation capital, planning, and in limited instances, operating expenses.</p> <p>Estimates: The annual estimate for FTA Section 5307 funding is approximately \$60 million. Annually, approximately \$8.5 million derives from and has been directed to commuter rail projects. Due to recent Coronavirus Aid, Relief and Economic Security Act of 2021 revenues provided to Southern California Regional Rail Authority (SCRRA), these funds were not provided to SCRRA in FY 2021-22.</p>

External Funding Sources

Federal Sources	
<p>FTA Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities (EMSD)</p>	<p>Background: The FTA Section 5310 Formula Grants for the EMSD makes federal funds available to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Operating assistance is available under this program.</p> <p>Uses: At least 55 percent of FTA Section 5310 Program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA. OCTA uses these funds for enhanced paratransit service.</p> <p>Estimates: The annual estimate of FTA Section 5310 Program funds for Orange County is \$2.3 million.</p>
<p>FTA Section 5337 SGR Program</p>	<p>Background: The FTA Section 5337 SGR Program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems.</p> <p>Uses: FTA Section 5337 funds may be used for capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, and Transit Asset Management Plan development and implementation.</p> <p>Estimates: The annual estimate of FTA Section 5337 for Orange County is \$18.3 million of which \$15.6 million is generated by SCRRA operations and provided for SCRRA rehabilitation/renovation projects. \$2.7 million is applied to OCTA bus rehabilitation/renovation projects which are connected to express bus service.</p>
<p>FTA Section 5339 Bus and Bus Facilities Program</p>	<p>Background: The FTA Section 5339 provides formula capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.</p> <p>Uses: FTA Section 5339 formula funds are to be used towards capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities and for capital cost of contracting.</p> <p>Estimates: The annual estimate for FTA Section 5339 funding is \$6.2 million.</p>

External Funding Sources

Federal Sources	
Highway Infrastructure Program	<p>Background: The focus of this funding program is improvements to highway infrastructure and will fund activities similar to the Surface Transportation Block Grant (STBG) Program.</p> <p>Uses: \$7.92 million in funding was received in 2018 and programmed to the Interstate 5 (I-5) Widening Project between State Route 73 and Oso Parkway. \$4.728 million was received in 2019 and programmed to the I-5 Widening Project between Alicia Parkway and El Toro Road. \$3.240 million was received in 2020 and programmed to the State Route 57 Improvement Project from Orangewood Avenue to Katella Avenue.</p> <p>Estimates: There have been three cycles for this funding program in FY 2017-18, FY 2018-19, and FY 2019-20. It may be increased or revisited in the future.</p>
National Highway Freight Program	<p>Background: The National Highway Freight Program is a new program which was established in the Fixing America's Surface Transportation Act in December 2015.</p> <p>Estimates: This funding is included in the TCEP state funding program discussed previously.</p>
STBG Program (formerly Regional Surface Transportation Program)	<p>Background: STBG provides flexible funding that may be used by states and local agencies for projects to preserve and improve the conditions and performance on any federal-aid highway, public road, bridge, and improve pedestrian and bicycle infrastructure, support transit capital, and under certain conditions, transit operations.</p> <p>Eligible projects: STBG funds are the most flexible of federal funds and may be used for the improvement, maintenance, replacement, safety, and preservation of highways, local access roads, bridges and tunnels, railway/highway/roadway at grade and separated crossings, transit capital and in some cases operations, carpool projects, parking facilities, electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, ADA sidewalk modifications, highway and transit research and transportation planning, management systems, environmental mitigation efforts, intersection improvements, intelligent transportation systems capital improvements, congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs, recreational trails projects, truck parking facilities, workforce development, training, and education activities.</p> <p>Estimates: The annual estimate for STBG funds for Orange County is \$43 million.</p>
Transportation Alternatives Program (TAP)	<p>Background: TAP can provide funding for bike and pedestrian projects and incorporates aspects of the Safe Routes to School Program.</p> <p>Estimates: This funding is included in the ATP state funding program discussed previously.</p>

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

Date	Report Title	Fund Source(s) Affected
1/14/19	FTA Sections 5307, 5310, 5337 and 5339 Program of Projects for FFY 2018-19	FTA Sections 5307, 5310, 5337 and 5339
1/14/19	Approval of the Use of Federal Funds for OCTA Projects Related to the FFY 2018-19 Obligation Authority Plan	CMAQ, HIP
1/14/19	Agreement for Laguna Niguel to San Juan Capistrano Passing Siding Project	Prop 116, Prop 1B Intercity Rail, CMAQ, FTA Section 5309
3/25/19	Low Carbon Transit Operations Program Recommendations for FY 2018-19 Funds	LCTOP
5/13/19	Amendment to Cooperative Agreement for I-5 Improvement Project from State Route 73 to Oso Parkway Project	TCIF, HIP
6/10/19	Funding Recommendations for the 2019 Bicycle Corridor Improvement Program	CMAQ
6/10/19	Capital Programming Update	PTMISEA, TSSSDRA
6/10/19	Comprehensive Transportation Funding Programs – 2019 Call for Projects Programming Recommendations	M2 Project O and Project P
6/10/19	Comprehensive Transportation Funding Programs Semi-Annual Review – March 2019	M2 Project O and Project P
6/10/19	OCTA State and Federal Grant Programs – Update and Recommendations	CMAQ
8/12/19	SB 1 (Chapter 5, Statutes of 2017) SGR Program Recommendations	SB 1 SGR
9/23/19	2020 STIP	STIP, STBG, M2, SB 1 LPP
10/14/19	FTA Sections 5307, 5310, 5337 and 5339 Program of Projects for FFY 2019-20	FTA Sections 5307, 5310, 5337, and 5339, CMAQ
10/14/19	Grant Award and Baseline Agreement for SCCP	SCCP
10/14/19	Contract Change Order for Additional Flagging Allowance for Laguna Niguel to San Juan Capistrano Passing Siding Project	CMAQ

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

Date	Report Title	Fund Source(s) Affected
11/11/19	Cooperative Agreement for I-5 Widening Project from Alicia Parkway to El Toro Road	HIP
12/9/19	Amendment to Cooperative Agreement for I-5 High-Occupancy Vehicle Improvement Project from Pacific Coast Highway to San Juan Creek Road	M2
12/9/19	Comprehensive Transportation Funding Programs Semi-Annual Review – September 2019	M2 Project P
1/13/20	Capital Programming Update	SR-91 Express Lane Excess Revenues, CMAQ, STBG, M2
1/13/20	OC Streetcar Business Association Support Agreements	M2 Project S
3/23/20	LCTOP Recommendations for FY 2019-20 Funds	LCTOP
4/13/20	2020 M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations	M2 Project V
5/11/20	Comprehensive Transportation Funding Programs – 2020 Call for Projects Programming Recommendations	M2 Project O and Project P
5/11/20	2020 State Transportation Improvement Program Update	M2, STBG
5/22/20	Agreement for Power Generator Replacement at Bus Bases	Prop 1B SGR
6/22/20	Agreement with the City of Fullerton for the Fullerton Transportation Center Stair Replacement Project	FTA Section 5337
7/13/20	SCE Charge-Ready and VW Mitigation	SCE Charge Ready, VW Mitigation
7/13/20	Capital Programming Update	LCTOP, FTA Section 5337, CMAQ, M2
7/13/20	OC Bridges Program Funding Update and Closeout	M2, sales of excess property, CMAQ, STBG, federal earmarks
10/12/20	2020 Project X – Environmental Cleanup Program Tier 1 Call for Projects – Programming Recommendations	M2 Project X

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

Date	Report Title	Fund Source(s) Affected
10/12/20	Cooperative Agreement with the California Department of Transportation for the SR-91 Improvement Project between State Route 57 and SR-55 and Authority to Acquire Right-of-Way	SR-91 Express Lanes Excess Revenue
12/14/20	I-405 Improvement Project Funding Update	M2
1/11/21	SR-55 Improvement Project from I-405 to I-5 Funding Plan Update and SB 1 Grant Acceptance	SB 1 TCEP, LPP Competitive, STBG, CMAQ, M2 reduction
2/8/21	Capital Programming Update	M2, HIP
3/22/21	Agreement for Construction of the Anaheim Canyon Metrolink Station Improvement Project	CMAQ
3/22/21	OC Streetcar Project Supplemental Contingency	M2, CMAQ
5/24/21	LCTOP Recommendations for FY 2020-21 and Prior Year Funds	LCTOP
6/14/21	Programming Recommendations for CRRSAA of 2021 and Mid-Cycle State Transportation Improvement Program	CRRSAA
6/14/21	FTA Program of Projects for FFY 2020-21, Federal CRRSSA of 2021 and American Rescue Plan Act of 2021 Transit Funding	FTA Sections 5307, 5311, 5337, 5339 and 5339b Competitive, local transit funds
7/12/21	OCTA State and Federal Grant Programs – Update and Recommendations	ATP
8/11/21	Comprehensive Transportation Funding Programs – Project X Tier I FY 2021-22 Call for Projects Programming Recommendations	M2
8/23/21	SB 1 SGR Program Recommendations for FY 2021-22 Funds	SGR
9/13/21	Grant Awards for the Garden Grove to Santa Ana Rails-to-Trails Gap Closure and Bus Stop Safety and Accessibility Study	ATP, Sustainable Communities Program
9/13/21	Grant Award Acceptance for the 2022 Orange County Fair Express Bus Services	MSRC Major Event Center Transportation Program Funding

**List of Board of Directors Reports with Programming Actions for
Programs in the Capital Programming Policies
January 2019 - October 2021**

Date	Report Title	Fund Source(s) Affected
9/13/21	Capital Programming Update	STBG, M2, Repurposed FHWA Earmarks, HIP, CMAQ
9/27/21	2022 STIP	STIP, M2, LPP Formula, SGR, CRRSAA
10/11/21	2021 Pavement Management Relief Funding Program for Local Agencies	CRRSAA
10/11/21	Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Project	M2

ATP – Active Transportation Program
CMAQ – Congestion Mitigation and Air Quality Improvement Program
CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act
FHWA – Federal Highways Administration
FTA – Federal Transit Administration
FFY – Federal Fiscal Year
FY – Fiscal Year
HIP - Highway Infrastructure Program
I-5 – Interstate 5
I-405 – Interstate 405
LCTOP- Low Carbon Transit Operations Program
LPP – Local Partnership Program
M2 – Measure M2
MSRC-Mobile Resource Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
Prop 1B – Proposition 1B
Prop 116 – Proposition 116
PTMISEA - Public Transportation Modernization, Improvement, and Service Enhancement
SCCP – Solutions for Congested Corridors Program
SCE Charge Ready - Southern California Edison Charge-Ready Transport Program
SGR – State of Good Repair
SR-55 – State Route 55
SR-91 – State Route 91
STBG – Surface Transportation Block Grant
STIP – State Transportation Improvement Program
TCEP - Trade Corridor Enhancement Program
TCIF – Trade Corridor Improvement Fund
TSSSDRA – Transit System Safety, Security & Disaster Response Account
VW Mitigation - Volkswagen Environmental Mitigation Trust for California

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

Equity Consideration for All Funding Programs: In addressing the mobility needs of the County, Orange County Transportation Authority (OCTA) will consider both benefits and impacts of improvements to low-income and disadvantaged communities, with the goal of improving transportation and mobility options.	
Funding Source	Updated Measure M2 (M2) Programming Policies
M2 Programs	
Projects A-M (freeway projects on Interstate 5, State Route 22, State Route 55, State Route 57, State Route 91, Interstate 405, and Interstate 605)	Use projects A-M M2 funding consistent with the M2 Transportation Investment Plan, the M2020 Plan, and subsequent Board of Directors (Board)-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Freeway Environmental Mitigation Program (Tied to projects A-M)	Utilize five percent net revenues derived from M2 funding for projects A-M consistent with the M2 Transportation Investment Plan, with the M2020 Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through Board approval actions for needed environmental mitigation projects.
Project N (Freeway Service Patrol)	Use Project N funds for the Freeway Service Patrol Program. Funds are programmed through the annual budget process.
Project O (Regional Capacity Program) and Project P (Regional Traffic Signal Synchronization Program)	Use Project O and Project P M2 funding consistent with the Measure M Ordinance No. 3 , and consistent with the Comprehensive Transportation Funding Programs (CTFP) Guidelines. Program funds to projects through the cyclical CTFP call for projects (call) programming recommendations
Project R (High-Frequency Metrolink Service)	Use Project R M2 funding consistent with the M2 Transportation Investment Plan, with the latest Next 10 Delivery Plan (Next 10 Plan), with the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Program funds to projects through formal programming actions.
Project S (Transit Extensions to Metrolink) and Project T (Metrolink Gateways)	Use Project S and Project T M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through formal call awards. Supplemental funds for approved competitive projects may be changed through Board action.
Project U (Expand Mobility Choices for Seniors and Persons with Disabilities)	Use Project U M2 funds, consistent with the Measure M Ordinance No. 3 , the Comprehensive Business Plan, and subsequent Board-approved plans and updates to the M2 Program. Funds are programmed through the annual budget process.

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

Funding Source	Updated Measure M2 (M2) Programming Policies
Project V (Community-Based Transit Circulators) and Project W (Safe Transit Stops)	Use Project V and Project W M2 funding consistent with the M2 Transportation Investment Plan, and consistent with CTFP Guidelines. Program funds to projects through formal call for projects awards and/or Board action. Funds for the Orange County Transportation Authority (OCTA)-approved projects may be programmed through Board action.
Project X (Environmental Cleanup)	<p>Use Project X M2 funding consistent with the M2 Transportation Investment Plan and consistent with CTFP Guidelines. Program funds to projects through the CTFP call.</p> <p>The Environmental Cleanup Program consists of two programs. The Tier 1 Grant Program is designed to mitigate the more visible forms of pollution. Tier 1 consists of funding for equipment purchases and upgrades to existing catch basins and related devices such as screens, filters, and inserts. The Tier 2 Grant Program consists of funding regional, multi-jurisdictional, and capital-intensive projects, such as constructed wetlands, detention/infiltration basins, and bioswales.</p>
Funding Source/Agency	Other Local Funding Programming Policies
91 Express Lanes Excess Revenues/OCTA	Please see the Policy for the Use of Excess 91 Express Lanes Toll Revenue finalized through Board action on June 9, 2014.
County Transportation Commission/Mobile Source Air Pollution Reduction Review Committee (MSRC)	Prioritize activities that encourage transit ridership and support zero- emission bus initiatives. Depending on work program criteria, submit OCTA priority projects that meet program criteria and work to support a return to source program for Orange County through all MSRC programs, including but not limited to freight focused programs. Funds are programmed through formal programming action.
Funding Source/Agency	State and Federal Programming Policies
All State and Federal Fund Sources and New Funding Programs	OCTA's goal for external funding is to be successful in increasing the use of external funds and decrease the use of local funds, when possible. First priority of all funding sources, when consistent with the funding agency priority and policies, is to fulfill commitments to the latest Next 10 Plan, specifically M2 projects and to maintain existing OCTA assets in a state of good repair and support OCTA priorities. Consideration will be given to use state and federal funds for projects that are complementary to M2 projects and that share the M2 Program goals to reduce congestion, strengthen the economy, and improve the quality of life. All fund sources must be programmed through formal programming actions.

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

State	
Funding Source/Agency	State Programming Policies
Active Transportation Program (ATP) – Southern California Association of Governments (SCAG) Regional Selection (Formula)/California Transportation Commission (CTC)/SCAG	OCTA, through Board action, will establish prioritization criteria, based on regional planning for SCAG regional call through Board action with every cycle.
Cap-and-Trade (Formula) – Low Carbon Transit Operations Program (LCTOP)/California Department of Transportation (Caltrans)	Use LCTOP for transit operations or capital for expansion of bus transit service, fare reduction programs, and other bus and commuter rail transit efforts that increase ridership and reduce greenhouse gas (GHG) emissions, where 50 percent of the funds provide benefit for passengers in disadvantaged communities, as appropriate. Funds generated from commuter rail service in Orange County may be used in Orange County the expansion of commuter rail service, fare reduction programs for commuter rail, and other eligible commuter rail efforts that increase ridership and reduce GHG emissions.
SB 1 - Local Partnership Program (LPP) – Formula/CTC	Use LPP for ready-to-deliver committed and prioritized projects which are compatible with state goals and seek to balance funds between freeways, streets and roads, transit capital and eligible environmental clean-up and based on the timing for the request for project nominations.
SB 1 - State of Good Repair (SGR)/Caltrans	Use funds for bus transit capital projects and for maintenance, rehabilitation, and replacement of existing OCTA transit assets Funds may be used for transit operations, if allowed by the State.
SB 1 - Trade Corridors Enhancement Program (TCEP)/CTC	Use TCEP for eligible trade corridor projects that meet the requirements and goals of the program
State Transportation Improvement Program (STIP)/CTC	Use of STIP funds for eligible transit capital, freeway, traffic system management, complete streets, commuter rail, fixed-guideway projects, planning/programming and complementary activities, which seek an equitable balance among all modes and are consistent with state goals.

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

Funding Source/Agency	State and Federal Programming Policies
Federal	
Congestion Mitigation and Air Quality (CMAQ)/Caltrans for Federal Highways Administration (FHWA)	<p>Use CMAQ funding for:</p> <ul style="list-style-type: none"> • Fixed-guideway and/or high-occupancy vehicle or high-occupancy toll operational improvements, • vanpool program and rideshare services, • rail and bus transit capital projects, • traffic light synchronization projects, and • new or expanded transit operations (three years of CMAQ funding may be used for the first five years). • eligible bicycle and pedestrian projects <p>All projects that use CMAQ funds must demonstrate a quantifiable air quality benefit. Projects must be recommended based on performance.</p>
Federal Transit Administration (FTA) Section 5307 Formula/FTA	<p>Use funds to support ongoing transit operations and SGR through (not in priority order):</p> <ul style="list-style-type: none"> • preventive maintenance, • capital cost of contracting, and • bus replacement. <p>Lower priority but eligible if funding available:</p> <ul style="list-style-type: none"> • other priority capital projects that are consistent with the comprehensive business plan. <p>Set-Asides: Up to 20 percent for paratransit operating assistance, one percent for transit security (unless funded using local, state, or other federal funds), and percent of funds generated by rail operations to be used for rail operations and capital projects.</p>
FTA Section 5310 Formula Funds/FTA	<p>Use funds for eligible enhancements to paratransit capital and operations.</p>

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

Funding Source/Agency	Federal Programming Policies
FTA Section 5337 Formula Funds/FTA	Use funds for commuter rail rehabilitation and/or renovation projects, for capital projects that maintain and/or replace equipment and facilities to keep the commuter rail system in a state of good repair and for preventive maintenance. Use funds generated by express bus transit for bus transit capital maintenance. Use of funding must also benefit OCTA express bus services.
FTA Section 5339 Formula Funds/FTA	Use funds for: <ul style="list-style-type: none"> • capital maintenance, • capital cost of contracting, • bus replacement, and • other bus capital projects as identified in the transit asset management plan.
Highway Infrastructure Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan).
National Highway Freight Program/CTC for FHWA	These funds are administered by the state through the TCEP (see TCEP above).
Surface Transportation Block Grant Program - Formerly the Regional Surface Transportation Program/Caltrans for FHWA	Use funds for M2 Freeway Program (consistent with the latest Next 10 Plan) and for other non-M2 freeway projects that are complementary with the M2 freeway program, local streets and roads and bicycle, pedestrian and/or complete streets projects. Funds may also be used for countywide planning activities up to five percent annually Projects will be recommended based on performance.
Transportation Alternatives Program – CTC/SCAG through ATP	These funds are administered by the state through the ATP. See ATP above.

Policy for the Use of Excess 91 Express Lanes Toll Revenues

Precepts

1. The State Route 91 (SR-91) corridor (from the Orange/Riverside border to State Route 57) is defined as tolled and non-tolled facilities, including connector roads and roadways that are necessary for, or related to, the construction and operation of the SR-91, as well as improvements to transit service or other transportation improvements that provide an alternative to driving on the SR-91.
2. Excess toll revenues are defined as actual toll and operating revenues that remain after deducting the actual costs of debt service, operations and maintenance, 91 Express Lanes capital, and administration. This amount shall be determined on an annual basis and reserved by the Orange County Transportation Authority (OCTA) for future corridor improvements.
3. 91 Express Lanes excess toll revenues shall be allocated 80 percent for freeway and 20 percent for transit (rail and bus) projects or services. This split shall be calculated every two years through OCTA's Comprehensive Business Plan process and achieved by 2030. Allocation of excess toll revenues should also consider options related to retiring debt.
4. "Pay-as-you-go" financing is the preferred method for the use of excess toll revenues for projects. However, OCTA may use bond financing as an alternative method if the scope and timing of planned expenditures make pay-as-you-go unfeasible. Regardless, any new financing shall not impact OCTA's-adopted 91 Express Lanes Toll Policy, existing bond agreements, or OCTA's ability to meet any and all financial obligations related to the 91 Express Lanes.
5. Specific project selection criteria will be developed and included in the SR-91 Implementation Plan. For freeway/tollway projects, criteria will focus on relationship to the Measure M2 (M2) program of projects, degree of congestion relief, benefit/cost, and current project readiness. For bus/rail projects, criteria will focus on relationship to the M2 program of projects, regional/local benefits, potential usage, cost effectiveness, intermodal connections, and financial sustainability.
6. Projects or services must be identified in the most current SR-91 Implementation Plan, as well as the Regional Transportation Plan. Projects or services added or amended into the plan must be in the SR-91 corridor, consistent with the geographic limits included in state law. For projects, phases must be fully-funded and must result in a clear deliverable or project, including but not limited to, an approved environmental document, final design plans, and/or completed project open to traffic or service.

Policy for the Use of Excess 91 Express Lanes Toll Revenues

Eligible Projects or Services

- Freeways - Eligible freeway projects include project development and implementation of new general-purpose lanes, auxiliary lanes, express lanes, carpool lanes, freeway-to-freeway, and toll-to-toll connector improvements. Projects must address current congested conditions.
- Rail - Eligible rail projects include project development and implementation of projects and services, including new stations, track improvements, acquisition of rolling stock, or operating and maintenance costs. Operating and maintenance costs must be related to rail service expansion beyond existing 91 Line and/or Inland Empire to Orange County service levels.
- Bus - Eligible bus projects include project development and implementation of projects and services, including acquisition of buses and related equipment, new bus stops, or operating and maintenance costs. Operating and maintenance costs must be related to bus service expansion beyond existing bus service levels on SR-91.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - December 13, 2021

Rail Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
OC Streetcar (New Starts)	M1/S	\$509,540	\$108,132	\$171,961				\$25,586		\$203,861	
OC Streetcar (non-New Starts)	M1/S	\$8,601		\$341					\$6,904	\$1,213	\$143
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Fullerton Transportation Center stair rehabilitation	R	\$1,330		\$1,295							\$35
Future VSS	R	\$217		\$174							\$43
Laguna Niguel to San Juan Capistrano passing siding	R	\$36,360	\$25,056	\$1,015		\$3,000		\$6,734			\$555
Metrolink new capital	R	\$516		\$516							
Metrolink rehabilitation/renovation - FY 2016-17 to FY 2024-25	R	\$102,257		\$102,257							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
OC Maintenance Facility	R	\$198		\$198							
Orange Olive Wye connection	R	\$16,000				\$16,000					
Placentia Commuter Rail Station	R	\$34,825	\$50			\$2,500		\$400		\$8,000	\$23,875
Preventive Maintenance (SCRRRA - Metrolink) - FY 16-17 to FY 24-25	R	\$51,000		\$51,000							
San Juan Creek Bridge replacement	R	\$43,092	\$908	\$39,833	\$913			\$59		\$1,379	
Slope and Culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
State College grade separation (LOSSAN)	R	\$79,284						\$46,000		\$33,284	
Tactile Tile Project	R	\$1,304		\$1,273						\$31	
Ticket vending machines	R	\$6,857									\$6,857
VSS at commuter rail stations	R	\$4,409		\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
Rail Project Totals		\$972,921	\$164,578	\$381,208	\$913	\$32,750		\$89,870	\$16,622	\$250,835	\$36,145
Federal Funding Total		\$546,699									
State Funding Total		\$122,620									
Local Funding Total		\$303,602									
Total Funding (000's)		\$972,921									

Rail Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,177	\$2,800	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618						\$18,250	\$7,600	\$30,710	\$24,058
Metrolink rolling stock	M1/R	\$158,009	\$42,230	\$35,390				\$36,300	\$44,089		
Metrolink service track expansion	M1/R	\$119,957						\$51,399	\$68,558		
Orange Transportation Center parking structure	M1/R	\$31,003	\$2,555	\$2,644		\$13,762			\$1,850	\$420	\$9,772



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Rail Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Sand Canyon Avenue grade separation	M1/R	\$62,050	\$10,536					\$28,192	\$3,116	\$5,352	\$14,854
M2 Project S Fixed-Guideway Anaheim Rapid connection	M1/S	\$9,924		\$1,516					\$6,000	\$1,286	\$1,122
Anaheim Regional Intermodal Transportation Center (ARTIC) construction	M1/T	\$184,164	\$33,250	\$37,253	\$3,501	\$29,219			\$43,900	\$35,291	\$1,750
Fullerton Transportation Station expansion planning, environmental PSR	M1/T	\$0	\$0						\$0		
Santa Ana grade separation planning and environmental PSR	M1/T	\$1,333	\$1,180						\$153		
Santa Ana Transportation Station planning and environmental PSR	M1/T	\$1,003	\$888						\$115		
17th Street grade separation environmental	R	\$2,476								\$2,476	
Control Point at 4th Street	R	\$2,985		\$2,985							
Control Point Stadium crossover	R	\$6,490		\$3,245				\$3,245			
LOSSAN Corridor grade separations PSR in Anaheim, Orange, and Santa Ana	R	\$2,699								\$2,699	
Metrolink grade crossing safety improvements ROW	R	\$3,025								\$3,025	
North Beach crossings safety enhancements	R	\$348						\$166		\$182	
Positive Train Control (Metrolink)	R	\$39,916		\$4,492	\$1,234			\$34,190			
Rail Crossing signal lights and pedestrian gates	R	\$252						\$252			
Rail station platform safety improvements (Fullerton, Irvine, and Tustin)	R	\$553						\$553			
Safety repairs for San Clemente Pier Station	R	\$122						\$122			
San Clemente Beach Trail crossings safety enhancements	R	\$4,999						\$2,170		\$2,251	\$578
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Fiber Optics installation (Metrolink)	M1	\$23,183		\$10,903				\$10,479	\$1,801		
Laguna Niguel-Mission Viejo Station parking expansion (south lot)	M1	\$4,135						\$695	\$3,440		
Tustin Rail Station parking expansion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed Totals		\$809,073	\$93,439	\$99,160	\$4,735	\$44,081		\$193,357	\$205,975	\$83,692	\$84,634
Federal Funding Total		\$197,334									
State Funding Total		\$237,438									
Local Funding Total		\$374,301									
Total Funding (000's)		\$809,073									



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1. Authorize the use of an additional \$86.10 million for the OC Streetcar FTA Full Funding Grant Agreement, increasing the total funding for the Full Funding Grant Agreement from \$423.44 million to \$509.54 million, as follows:

- \$45.72 million in additional CMAQ funds,
- \$30.98 million in additional M2 Transit Extensions to Metrolink (Project S) program funding, and
- \$9,407,272 in American Rescue Plan Act Capital Investment Grant Funds

Acronyms:

ADA - Americans with Disabilities Act
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
LOSSAN - Los Angeles-San Diego-San Luis Obispo Rail Corridor
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OC - Orange County
OCTA - Orange County Transportation Authority
OCX - Rail-Highway Grade Crossing/Safety Enhancement Project
PSR - Project Study Report
ROW - Right-of-Way
SB-1 - Senate Bill 1
SCRRA - Southern California Regional Rail Authority
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



Capital Funding Program Report

Approved by OCTA Board of Directors (Board) - September 13, 2021

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Associated Transportation Improvements		\$556		\$556							
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus engine repowers (173)		\$12,526	\$12,526								
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Capital cost of contracting FY2018-19 to FY2024-25 (ACCESS and contracted fixed-route contracts)		\$349,243		\$185,623							\$163,620
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine rebuild		\$16,294		\$14,824				\$1,470			
Facility modifications, upgrades, and replacement projects		\$5,347					\$5,347				
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
iShuttle replacement buses (12)		\$6,803					\$6,123				\$680
iShuttle replacement buses (five)		\$2,800					\$2,520				\$280
MSRC County Transportation Commission Partnership Program		\$2,319				\$176					\$2,143
Non-fixed-route paratransit operations assistance - FY 2018-19 to FY 2024-25		\$420,500		\$84,101							\$336,399
OC Mobility Hubs Strategy		\$300	\$266			\$34					
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$167,572		\$167,572							
Purchase (201) 40-foot alternative fuel replacement buses (OCTA)		\$229,384	\$134,670	\$47,696							\$47,018
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$11,232	\$11,232								
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center		\$56,436			\$3,660	\$10,382	\$32,002	\$5,603			\$4,789
Transit Security Program		\$3,167						\$3,167			
Vanpool Program - capital lease		\$12,838	\$12,838								
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			



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Bus Transit Project												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Bus Transit Project Totals		\$1,634,650	\$226,929	\$622,969	\$4,001	\$13,092	\$53,832	\$42,498	\$5,730	\$55,845	\$609,754	
Federal Funding Total		\$853,899										
State Funding Total		\$109,422										
Local Funding Total		\$671,329										
Total Funding (000's)		\$1,634,650										

Bus Transit Project Completed												
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds			
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Heating ventilation unit replacements		\$405		\$313			\$92					
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338				
Bus Transit Project Completed Totals		\$13,383		\$313			\$5,732	\$7,338				
Federal Funding Total		\$313										
State Funding Total		\$13,070										
Local Funding Total		\$0										
Total Funding (000's)		\$13,383										



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Acronyms:

ATN - Anaheim Transportation Network
CMAQ - Congestion Mitigation Air Quality Improvement Program
FTA - Federal Transit Administration
FY - Fiscal Year
IRCC - Irvine Construction Circle
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
MSRC - Mobile Source Air Pollution Reduction Review Committee
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
VSS - Video Surveillance System



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Local Road Project

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$319,611						\$24,254		\$295,357	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$117,578	\$1,774					\$11,762	\$4,546	\$99,496	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$55,258								\$55,258	
Active Transportation Program - regional call		\$83,504	\$6,359		\$63,361	\$92		\$199			\$13,493
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930								\$30,958
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Local Agency led SCCP projects		\$3,357					\$3,357				
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
Pavement Management Relief Funding Program		\$10,931			\$10,931						
SCAG sustainability planning grants		\$720			\$671						\$49
Traffic signal improvements		\$15,000				\$12,000					\$3,000
Transportation enhancement activities		\$22,172			\$15,628						\$6,544
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
Local Road Project Totals		\$1,422,835	\$77,836		\$149,319	\$86,797	\$3,357	\$61,160	\$40,326	\$858,235	\$145,805
Federal Funding Total		\$227,155									
State Funding Total		\$151,314									
Local Funding Total		\$1,044,366									
Total Funding (000's)		\$1,422,835									

Local Road Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564



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Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program (TLSP), countywide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$739,983	\$197,570		\$39,196			\$268,544	\$5,992	\$156,141	\$72,540
Federal Funding Total		\$236,766									
State Funding Total		\$268,544									
Local Funding Total		\$234,673									
Total Funding (000's)		\$739,983									



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Acronyms:

ARRA - American Recovery and Reinvestment Act of 2009

Call - Call for Projects

CMAQ - Congestion Mitigation Air Quality Improvement Program

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

FTA - Federal Transit Administration

I-5 - Interstate 5

M Code - Project Codes in Measure M1 and M2

M1 - Measure M1

M2 - Measure M2

OCTA - Orange County Transportation Authority

SB-1 - Senate Bill 1

SCAG - Southern California Association of Governments

SCCP - Solutions for Congested Corridors Program

SR-57 - State Route 57

STBG - Surface Transportation Block Grant

STIP - State Transportation Improvement Program



Capital Funding Program Report

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State Highway Project

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 from SR-55 to SR-57, add one HOV lane each direction	A	\$41,500	\$36,191							\$5,309	
I-5 widening, I-405 to Yale Avenue (Segment 1)	B	\$230,482	\$52,357			\$95,338	\$33,395			\$49,392	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	B	\$41,351	\$32,527		\$851					\$7,973	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	C	\$181,327	\$49,897		\$4,728		\$9,388			\$117,314	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	C	\$205,695	\$47,676		\$7,921					\$150,098	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	C	\$213,267	\$28,167		\$6,433	\$91,977		\$29,832		\$56,858	
I-5, SR-73 to El Toro Road landscaping/replacement planting	C	\$12,365				\$6,000				\$6,365	
I-5/El Toro Interchange	D	\$4,400	\$4,400								
SR-55 (I-5 to SR-91)	F	\$16,000	\$8,359		\$2,641					\$5,000	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$41,900	\$80,000	\$140,000			\$83,320	
SR-57 Orangewood Avenue to Katella Avenue	G	\$9,327	\$2,500		\$3,240					\$3,587	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$6,500				\$6,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I	\$16,201	\$1,770							\$30	\$14,401
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$46,314	\$3,460							\$40	\$42,814
SR-91, SR-55 to Lakeview Avenue (Segment 1)	I	\$15,779	\$1,770							\$30	\$13,979
SR-91, SR-241 to I-15	J	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,080,234	\$35,000		\$10,648			\$89,771		\$1,315,885	\$628,930
I-405 (I-5 to SR-55)	L	\$8,000	\$8,000								
I-405 s/b aux lane - University to Sand Canyon and Sand Canyon to SR-133	L	\$2,328				\$2,328					
I-605/ Katella Avenue interchange	M	\$7,344								\$7,344	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$6,978	\$6,978								
SR-74 Ortega Highway multimodal improvements, Calle Entradero to Reata Road		\$53,513			\$250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
State Highway Project Totals		\$3,969,628	\$484,887		\$78,612	\$336,056	\$182,783	\$119,603		\$1,815,745	\$951,942
Federal Funding Total		\$563,499									
State Funding Total		\$638,442									
Local Funding Total		\$2,767,687									
Total Funding (000's)		\$3,969,628									

State Highway Project Completed

Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	C	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	C	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Vista Hermosa	C	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	



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State Highway Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
I-5/SR-74 interchange improvements	D	\$80,300				\$48,683		\$24,109	\$2,500		\$5,008
I-5/SR-74 interchange landscaping/replacement planting	D	\$1,440			\$752	\$688					
SR- 57 n/b widening, Katella Avenue to Lincoln Avenue - landscaping	G	\$2,172								\$2,172	
SR- 57 n/b widening, SR-91 to Yorba Linda Boulevard - landscaping	G	\$946								\$946	
SR-57 n/b widening, Katella Avenue to Lincoln Avenue	G	\$35,827						\$24,127		\$11,700	
SR-57 n/b widening, SR-91 to Yorba Linda Boulevard	G	\$51,354						\$39,475		\$11,879	
SR-57 n/b widening, Yorba Linda to Lambert Road	G	\$52,871						\$41,250		\$11,621	
SR-57 n/b widening, Yorba Linda to Lambert Road - landscaping	G	\$1,193								\$1,193	
SR-91 w/b connect existing aux lanes, I-5 to SR-57	H	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	H	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements	I	\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	J	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir replacement planting	J	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon (Weir/SR-241)	J	\$76,993				\$22,250		\$54,045		\$698	
I-405/SR-22/I-605 HOV connector - landscaping		\$4,600	\$4,600								
HOV connectors from I-405 and I-605	M1	\$173,091	\$14,787					\$135,430	\$16,200		\$6,674
HOV connectors from SR-22 to I-405	M1	\$115,878	\$64,375		\$49,625				\$1,878		
State Highway Project Completed Totals		\$999,456	\$134,020		\$97,888	\$180,786		\$380,452	\$20,578	\$169,130	\$16,602
Federal Funding Total		\$231,908									
State Funding Total		\$561,238									
Local Funding Total		\$206,310									
Total Funding (000's)		\$999,456									



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Acronyms:

Aux - Auxilliary
CMAQ - Congestion Mitigation Air Quality Improvement Program
E/B - Eastbound
E/O - East of
FTA - Federal Transit Administration
HOT - High-Occupancy Toll
HOV - High-Occupancy Vehicle
I-405 - Interstate 405
I-5 - Interstate 5
I-605 - Interstate 605
LA - Los Angeles
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
N/B - Northbound
OC - Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
RSTP - Regional Surface Transportation Program
S/B - Southbound
S/O - South of
SB-1 - Senate Bill 1
SR-133 - State Route 133
SR-22 - State Route 22
SR-241 - State Route 241
SR-55 - State Route 55
SR-57 - State Route 57
SR-71 - State Route 71
SR-73 - State Route 73
SR-74 - State Route 74
SR-91 - State Route 91
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program
W/B - Westbound