

SB 1 (Chapter 5, Statutes of 2017) – Capital Funding Programs Update

Active Transportation Program (ATP)

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction (GHG) goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program,
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Typically, the Orange County Transportation Authority (OCTA) does not apply directly for ATP funds except to request support for regional planning studies. However, Orange County agencies were awarded \$7.93 million for nine projects in the 2017 ATP augmentation. This replaced OCTA-funded federal Congestion Mitigation and Air Quality Improvement Program funds that would have been used for the 2016 Bicycle Corridor Improvement Program (BCIP) call for projects (call), freeing up capacity to provide funds to three additional BCIP projects.

The 2018 ATP is expected to be released in May 2018. Applications are due July 2018. The projects will be awarded next year.

State Transportation Improvement Program (STIP)

As described in the 2018 STIP Update staff report, on the April 2, 2018 Regional, Planning and Highways agenda, and the April 9, 2018 Board of Directors agenda, the STIP is a major source of funding for transportation improvements throughout the State of California. Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period, including SB 1 revenues generated through what was previously called the price-based excise tax. This is a formula program for OCTA and the referenced staff report describes the program in detail.

Local Partnership Program (LPP)

The LPP provides funding to reward existing self-help counties and agencies that have passed transportation fee programs. It is also intended to incentivize aspiring agencies to achieve the voter thresholds required to impose local sales tax and other fees for transportation. OCTA relied on Measure M to apply for this program.

The Interstate 5 (I-5) improvements from State Route 73 to Oso Parkway Project was submitted on December 15, 2017, for \$18.24 million in LPP Formula funds.

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On January 31, 2018, the California Transportation Commission (CTC) approved a program of projects that included the I-5 project. The use of these funds for this project was included in the September 2017 item on the proposed STIP plan and is reflected in the accompanying 2018 STIP item.

OCTA submitted an application for Traffic Signal Synchronization on four corridors requesting \$6.85 million in LPP competitive funds on January 30, 2018. The application will support projects that were submitted by local agencies for consideration of funding to OCTA for Measure M2 signal synchronization funds. If approved, the funds would support OCTA-led projects in the cities of Anaheim, Garden Grove, Irvine, and Mission Viejo.

Awards will be announced on May 16, 2018. There were 91 projects submitted for consideration of funding, totaling \$901 million in statewide requests. There is \$300 million available through this call.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP provides funding for transformative capital improvements that modernize intercity, commuter, and urban rail systems, bus transit systems with a goal to reduce GHG emissions, vehicle miles traveled, and congestion.

Orange County submitted one project, the Electric Rapid Orange County Project, which requested \$26.41 million to support the purchase of battery electric buses, rapid bus signal priority, and the installation of solar panels at the bus bases. Awards are expected to be announced by the California State Transportation Agency in May 2018.

Trade Corridor Enhancement Program (TCEP)

The State Route 57 Truck Climbing Lane Phase I – Lambert Road Interchange Project was submitted on January 30, 2018 for \$65.66 million in total TCEP funds. The application was closely coordinated with the City of Brea and the California Department of Transportation (Caltrans). The TCEP is divided into a regional share and a state share. Caltrans partnered with the City of Brea and submitted \$38.6 million for the state share. OCTA worked with the Southern California Association of Governments and is supporting Caltrans' request for \$27.06 million for the regional share.

The CTC is expected to provide the list of approved projects on May 16, 2018. There were 43 projects submitted for consideration of funding. The total funding requested is \$1.96 billion. The funding amount available through this call is \$1.34 billion.

Solutions for Congested Corridors Program (SCCP)

The purpose of the SCCP is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.

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OCTA, in partnership with Caltrans, combined four project types into the Orange County Central Corridor Improvement Project and requested a total of \$101.98 million in SCCP competitive funds on February 16, 2018. OCTA and Caltrans together requested a state (\$35 million) and local (\$35 million) share of the program for the high-occupancy vehicle lanes for the State Route 55 Orange County Central Corridor Improvement Project from Interstate 405 to I-5, signal synchronization on MacArthur Boulevard, Warner Avenue, and Edinger Avenue for \$12 million, five hydrogen buses for Bravo! Main Street for \$4.33 million, and active transportation projects in the cities of Anaheim, Costa Mesa, Fullerton, Irvine, Santa Ana, Tustin, and the County of Orange for \$15.65 million.

The CTC is expected to provide the list of approved projects on May 16, 2018. The CTC made \$1 billion available from the SCCP in this cycle. There were 34 projects submitted for consideration of funding, totaling \$2.54 billion.

In the establishment of this program, the statute identified five corridors around the state as examples of corridors and corridor planning that should be mirrored, and as corridors that need funding for improvements. While they were not clearly prioritized, they were identified as good examples of the types of projects that should be funded.

State of Good Repair (SGR)

The SGR program is a transit capital program funded from the new SB 1 Transportation Improvement Fee on vehicle registration. For fiscal year (FY) 2017-18, the SGR formula program is estimated to provide \$105 million statewide.

On January 31, 2018, OCTA submitted a request for its share of funding, \$5.67 million, for the purchase of ten zero-emission hydrogen fuel cell buses and heating-ventilation unit replacements. These projects were approved by Caltrans, and OCTA expects to start receiving funds in May 2018. This is a formula program, so OCTA expects to receive its full share of funding.

Other Non-Capital SB 1 Competitive Programs

Caltrans Transportation Planning Grants provide funding for transportation planning studies with consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equality.

OCTA submitted three projects for \$1.279 million for the FY 2018-19 call. Recommendations for the FY 2018-19 call will be announced in May 2018. The FY 2019-20 call is expected to be released in August 2018. Applications for the FY 2019-20 call are due October 19, 2018.