

**Comprehensive Transportation Funding Programs  
March 2026 Semi-Annual Review Adjustment Request Descriptions**

**Cancellations**

Local jurisdictions may request to cancel Comprehensive Transportation Funding Programs (CTFP) projects at any time for any reason. Cancelled projects are eligible to reapply upon resolution of the issues that led to the original project cancellation. During this semi-annual review cycle, the following cancellation requests were submitted:

The City of Anaheim (Anaheim) is requesting cancellation of the capital (CAP) and operations and maintenance (O&M) phases of the Anaheim Canyon Circulator (20-ANAH-CBT-3958) and (24-ANAH-CBT-4071) due to the service vendor abruptly ceasing operations, which eliminated the ability to continue the project as originally planned.

The City of Brea (Brea) is requesting cancellation of the engineering (ENG) phase of the SR-90 at SR-57 Southbound On-Ramp Project (22-BREA-FAST-4015) due to significant cost increases associated with guidelines changes to the California Department of Transportation (Caltrans) Quality Management Assessment Process and the required project alternative analysis through the standard Project Study Report-Project Development Support Project Initiation Document process

The City of Newport Beach (Newport Beach) is requesting cancellation of the construction (CON) phase of the Newport Dunes Water Quality Improvement Project (24-NBCH-ECP-4096) because the necessary consensus to proceed with procurement could not be reached amongst project stakeholders, which included the Orange County Parks and Orange County Sanitation District.

**Delays**

Local jurisdictions may request a one-time delay of up to 24 months to obligate funds. During the March 2026 semi-annual review cycle, the following delay requests were submitted.

The City of Irvine (Irvine) is requesting a 24-month delay for the CON phase of the Jeffrey Road and Barranca Parkway Intersection Improvements Project (24-IRVN-ICE-4062) due to unforeseen delays completing the right-of-way acquisition process.

The City of Laguna Hills (Laguna Hills) is requesting a 12-month delay for the O&M phase of the Paseo de Valencia–Moulton Parkway Confluence Bypass Corridor Project (24-LHLL-TSP-4067) due to construction disruption caused by a related capital improvement project within the corridor, which has created a need to align construction schedules of both projects to improve construction efficiency, reduce potential conflicts, and minimize disruptions to the traveling public and surrounding community.

The City of Laguna Niguel (Laguna Niguel) is requesting a 24-month delay for the CON phase of the Crown Valley Parkway Westbound Improvement Project (24-LNIG-ACE-4063) due to delays in completing the right-of-way acquisition process.

The City of Yorba Linda (Yorba Linda) is requesting a 24-month delay for the CON phase of the Yorba Linda Boulevard/Savi Ranch Parkway Widening – Phase 1 Project (25-YLND-ICE-5007) due to delays in completing the right-of-way acquisition process.

### **CTFP Timely-Use of Funds Extensions**

CTFP funds expire 36 months from the contract award date. Local agencies may request an extension(s) of up to 24 months. During this semi-annual review cycle, the following CTFP timely use of funds extension requests were submitted.

Anaheim is requesting a 24-month timely use of funds extension for the ENG phase of the Lincoln Avenue and Harbor Boulevard Intersection Improvements Project (22-ANAH-ICE-4013) in order to align with right-of-way services occurring concurrently for the project.

The City of Huntington Beach (Huntington Beach) is requesting a 24-month timely use of funds extension for the primary implementation (IMP) and O&M phases of the Bolsa Chica Street TSSP (Chapman Avenue to Warner Avenue) (20-HBCH-TSP-3973) due to the inflation of project costs and delivery delays for traffic equipment, which have delayed project completion.

The City of Santa Ana (Santa Ana) is requesting a 24-month timely use of funds extension for the ENG phase of Fairview Street Improvements - Monte Carlo Drive to Trask Avenue (22-SNTA-ACE-4020) due to additional time needed to incorporate engineering design revisions resulting from the right-of-way acquisition process.

### **Local Fair Share (LFS) Timely Use of Funds Extensions**

Once issued, LFS funds expire three years from the check-issuance date. An extension may be granted but is limited to a total of five years from the date of disbursement. For review purposes, the Orange County Transportation Authority (OCTA) tracks expenditures based on the fiscal year<sup>1</sup> (FY) of receipt. Requests for extensions must be submitted prior to expiration and should be submitted as part of the semi-annual review process prior to the end of the second FY funds were disbursed. Local jurisdictions may request an extension(s) of up to two years for OCTA Board of Directors' (Board) consideration; however, OCTA will track Board-approved extensions in FY increments. During this semi-annual review cycle, the following LFS timely use of funds extension requests were submitted.

The City of Aliso Viejo (Aliso Viejo) is requesting a 12-month timely use of funds extension for \$505,034. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines provided in Attachment A. Aliso Viejo indicated that these funds will be directed toward pavement rehabilitation and maintenance.

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<sup>1</sup> FY means July 1 through June 30. For example, funds received in March 2024, tracked by FY, should be spent by June 30, 2026.

- \$37,503, from June 2026 to June 2027
- \$162,969, from June 2026 to June 2027
- \$154,919, from June 2026 to June 2027
- \$149,643, from June 2026 to June 2027

Brea is requesting a 24-month timely use of funds extension for \$1,372,884. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines provided in Attachment A. Brea indicated that these funds will be directed toward street paving and roadway rehabilitation.

- \$229,169, from June 2026 to June 2028
- \$238,803, from June 2026 to June 2028
- \$220,787, from June 2026 to June 2028
- \$238,468, from June 2026 to June 2028
- \$226,689, from June 2026 to June 2028
- \$218,969, from June 2026 to June 2028

The City of Costa Mesa (Costa Mesa) is requesting a 24-month timely use of funds extension for \$2,297,715. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines provided in Attachment A. Costa Mesa indicated that these funds will be directed toward road improvements and citywide street maintenance.

- \$560,612, from June 2026 to June 2028
- \$605,507, from June 2026 to June 2028
- \$575,599, from June 2026 to June 2028
- \$555,997, from June 2026 to June 2028

The City of Dana Point (Dana Point) is requesting a 24-month timely use of funds extension for \$577,450. The funds being considered for extensions were disbursed in FY 2023-24 through five separate installments and should be expended by the FY extension deadlines provided in Attachment A. Dana Point indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- \$42,877, from June 2026 to June 2028
- \$130,429, from June 2026 to June 2028
- \$140,874, from June 2026 to June 2028
- \$133,915, from June 2026 to June 2028
- \$129,355, from June 2026 to June 2028

Irvine is requesting a 24-month timely use of funds extension for \$4,319,420. The funds being considered for extensions were disbursed in FY 2023-24 through four separate installments and should be expended by the FY extension deadlines provided in Attachment A. Irvine indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- \$714,801, from June 2026 to June 2028
- \$1,256,473, from June 2026 to June 2028
- \$1,194,411, from June 2026 to June 2028
- \$1,153,735, from June 2026 to June 2028

The City of La Habra (La Habra) is requesting a 24-month timely use of funds extension for \$1,265,809. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines provided in Attachment A. La Habra indicated that these funds will be directed toward pavement rehabilitation and maintenance.

- \$211,827, from June 2026 to June 2028
- \$220,067, from June 2026 to June 2028
- \$203,464, from June 2026 to June 2028
- \$219,758, from June 2026 to June 2028
- \$208,903, from June 2026 to June 2028
- \$201,789, from June 2026 to June 2028

Santa Ana is requesting a 24-month timely use of funds extension for \$4,568,869. The funds being considered for extensions were disbursed in FY 2023-24 through five separate installments and should be expended by the FY extension deadlines provided in Attachment A. Santa Ana indicated that these funds will be directed toward major roadway improvements, street rehabilitation, traffic operations, safety improvements, and bike lanes.

- \$503,675, from June 2026 to June 2028
- \$991,854, from June 2026 to June 2028
- \$1,071,284, from June 2026 to June 2028
- \$1,018,368, from June 2026 to June 2028
- \$983,688, from June 2026 to June 2028

The City of Seal Beach (Seal Beach) is requesting a 24-month timely use of funds extension for \$473,939. The funds being considered for extensions were disbursed in FY 2023-24 through six separate installments and should be expended by the FY extension deadlines provided in Attachment A. Seal Beach indicated that these funds will be directed toward pavement maintenance, ADA accessibility, traffic signal improvements, and environmental infrastructure.

- \$9,077, from June 2026 to June 2028
- \$97,061, from June 2026 to June 2028
- \$89,739, from June 2026 to June 2028
- \$96,925, from June 2026 to June 2028
- \$92,137, from June 2026 to June 2028
- \$89,000, from June 2026 to June 2028

The City of Stanton (Stanton) is requesting a 24-month timely use of funds extension for \$124,010. The funds being considered for extensions were disbursed in FY 2023-24

through two separate installments and should be expended by the FY extension deadlines provided in Attachment A. Stanton indicated that these funds will be directed toward alley resurfacing and maintenance.

- \$11,183
- \$112,827

The City of Villa Park (Villa Park) is requesting a 24-month timely use of funds extension for \$19,846. The funds being considered for extensions were disbursed in FY 2023-24 in one installment and should be expended by the FY extension deadlines provided in Attachment A. Villa Park indicated that these funds will be directed toward street improvements and roadway construction.

- \$19,846, from June 2026 to June 2028

### **Senior Mobility Program (SMP) Timely Use of Funds Extensions**

Once issued, SMP funds expire 36 months from the check-issuance date. An extension may be granted but is limited to a total of five years from the date of disbursement. For review purposes, OCTA tracks expenditures based on the FY of receipt. Requests for extensions must be submitted prior to expiration and should be submitted as part of the semi-annual review process prior to the end of the second FY funds were disbursed. Local jurisdictions may request an extension(s) of up to two years for Board consideration; however, OCTA will track Board-approved extensions in FY increments. During this review cycle, the following SMP timely use of funds extension requests were submitted:

Aliso Viejo is requesting a 24-month timely use of funds extension for \$25,204. The funds being considered for extension were disbursed in FY 2023-24 as five separate installments and should be expended by the FY extension deadline provided in Attachment A.

- \$1,353, from June 2026 to June 2028
- \$5,819, from June 2026 to June 2028
- \$6,285, from June 2026 to June 2028
- \$5,975, from June 2026 to June 2028
- \$5,771, from June 2026 to June 2028

Dana Point is requesting a 24-month timely use of funds extension for \$71,691. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline provided in Attachment A.

- \$11,455, from June 2026 to June 2028
- \$13,033, from June 2026 to June 2028
- \$11,517, from June 2026 to June 2028
- \$12,439, from June 2026 to June 2028
- \$11,825, from June 2026 to June 2028
- \$11,422, from June 2026 to June 2028

Laguna Niguel is requesting a 24-month timely use of funds extension for \$107,401. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline provided in Attachment A.

- \$19,955, from June 2026 to June 2028
- \$16,731, from June 2026 to June 2028
- \$17,254, from June 2026 to June 2028
- \$18,635, from June 2026 to June 2028
- \$17,715, from June 2026 to June 2028
- \$17,111, from June 2026 to June 2028

The City of San Clemente (San Clemente) is requesting a 24-month timely use of funds extension for \$104,868. The funds being considered for extension were disbursed in FY 2023-24 as six separate installments and should be expended by the FY extension deadline provided in Attachment A.

- \$17,830, from June 2026 to June 2028
- \$17,991, from June 2026 to June 2028
- \$16,847, from June 2026 to June 2028
- \$18,196, from June 2026 to June 2028
- \$17,297, from June 2026 to June 2028
- \$16,708, from June 2026 to June 2028

Villa Park is requesting a 24-month timely use of funds extension for \$7,967. The funds being considered for extension were disbursed in FY 2023-24 as three separate installments and should be expended by the FY extension deadline provided in Attachment A.

- \$2,777, from June 2026 to June 2028
- \$2,640, from June 2026 to June 2028
- \$2,550, from June 2026 to June 2028

### **Scope Changes**

Local jurisdictions may request scope changes for CTFP projects if they can assure that the project benefits as committed to in the initial application can still be delivered. During this semi-annual review cycle, the following scope change requests were submitted. OCTA staff reviewed each scope change to ensure that the adjustments meet the scoring criteria of the original applications.

The County of Orange (County) is requesting a scope change for the Expanded RanchRide Transit Service Program (24-ORCO-CBT-4072) to reduce the vehicle size from a 22-passenger ADA-accessible shuttle to a 20-passenger ADA-accessible shuttle due to vendor inventory availability of only 24 and 20-passenger ADA accessible shuttles.

The vehicle size change maintains comparable vehicle maneuverability. No additional funding is being requested.

La Habra is requesting a scope change for the La Habra Community Special Event Shuttle (20-LHAB-CBT-3961) to remove service for the Our Lady of Guadalupe Church La Fiesta due to the special event no longer behind held. In lieu of the removed special event, La Habra is proposing to add service for a 4<sup>th</sup> of July event at La Bonita Park and August Summer Concert in the Park at Vin Scully Centennial Park within approved grant funding. No additional funding is being requested.

La Habra is requesting a scope change for the Lambert Road Corridor Regional Traffic Signal Synchronization Program Project (20-LHAB-TSP-3975) to remove items no longer needed due to being installed as part of another project, specifically 28 ADA push button assemblies, the Signal Performance Measure System, and 3,750 linear feet of new 72 single mode fiber optic (SMFO) cable, uninterrupted power supplies, controller units, close caption television (CCTV) cameras, fiber switches, and a signal cabinet due to installations being implemented or expected to be implemented in other projects. Add and modify two video detection systems, 562 linear feet of 72 SMFO in existing conduit, a connector housing, three Layer 3 switches, 13 pedestrian countdown heads/modules, and three adaptive systems to support updated field conditions and agency needs while staying within the approved grant budget

The City of Mission Viejo (Mission Viejo) is requesting a scope change for the Mission Viejo Circulator and Special Event Program (24-MVJO-CBT-4079) to add new service days for alternative community events including Arbor Day in April for two shuttles used to transport attendees from an offsite parking location to the event venue for a total of 10 service hours, April for Reading Program by Library Services one shuttle supports the Library Services Reading Program by transporting participants between City Hall and Saddleback College for a total of 4 service hours, July or August for National Night Out to utilize two shuttles operating from 4:00 p.m. to 8:00 p.m. to move attendees between City Hall and the Youth Athletic Park for a total of 8 service hours, July for America 250 Parade requires four shuttles operating from 8:00 a.m. to 12:00 p.m. to transport participants from Newhart Middle School and the Norman P. Murray Community Center to St. Kilian Church for a total of 16 service hours, October for the Annual Furever Friends Fall Fest, hosted by Animal Services, to use two shuttles for six-hour shifts to transport attendees from the Animal Shelter to an offsite event location for a total of 12 service hours while remaining within the approved grant scope and budget.

Newport Beach is requesting a scope change for the Balboa Peninsula Trolley Continuation Grant (24-NBCH-CBT-4080) to delay the compressed natural gas (CNG) conversion on the five new trolley vehicles until September 2026 and allow for the vehicles to be operated as standard gasoline trolleys for the Summer 2026 season. Due to production and delivery delays from the trolley manufacturer resulting from issues with the trolley paint facility, water main break, and inclement weather disruptions, the vehicles are anticipated to be delivered between April and May 2026 but without the CNG conversion in place. CNG conversion is estimated to take at least a month to complete, and seasonal service begins Memorial Day weekend. In order to initiate service by the

Memorial Day weekend start date, CNG conversion would take place after the Summer 2026 season, with the CNG vehicles starting operations by the Summer 2027 season.

OCTA, as administrative lead, is requesting a scope change for the Alton Parkway Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4000) to remove pedestrian modules at Von Karman Avenue, Jamboree Road, Murphy, Jeffrey Road, and Muirlands Boulevard; conduit, pullboxes, closed-circuit television (CCTV) equipment, and associated licenses at multiple locations including Telemetry, Fairbanks, Foster, Culver Drive, Sand Canyon Avenue, Meridian, and Muirlands Boulevard; fiber optic cable and related infrastructure at the Lake Forest Traffic Management Center; vehicle detection loops at Commercentre, Monarch, Catalina, Sunflower, and Town Centre Drive North; and a Caltrans oversight fee at Enterprise Drive and the Interstate-5 northbound ramps. Add new and relocated video detection systems at Murphy, San Marino, West Yale Loop, and Hospital; rewiring at Hospital; video processor cards at Technology Drive West, Ada, and Muirlands Boulevard; new conduit at Towne Center Drive North; single-mode fiber optic cable at Monarch Boulevard, Catalina, Towne Center Drive South/Rancho Parkway South, Sunflower, and Town Center Drive North; advance detection loops at Fairbanks and Foster; a new drop cable between Monarch and Town Center Drive North; and installation of Automated Traffic Signal Performance Measures software, workstation, server, and monitor at the City of Lake Forest Traffic Management Center. Savings from the deleted scope will offset costs from proposed additional items

OCTA, as administrative lead, is requesting a scope change for the Portola Parkway/Santa Margarita Parkway Regional Traffic Signal Synchronization Program Project (21-OCTA-TSP-4001) to remove video detection at Avenida de Las Flores; detector lead-in cable; a bike button at Promenade; emergency vehicle pre-emption systems at Los Alisos Boulevard, Portola Plaza/Trabuco Hills Center, and Marguerite Parkway; conduit at San Sebastian, Alicia Parkway, Avenida Empressa, Interchange Plaza, Avenida de Las Flores, El Paseo, Alma Aldea, Avenida de Los Fundadores, and Antonio Parkway; Type III electrical service at El Paseo and Alma Aldea; pullboxes at Melinda, San Sebastian, Interchange Plaza, El Paseo, Buena Suerta, Alma Aldea, Avenida de Los Fundadores, Antonio Parkway, Plano Trabuco Road, and landscaped areas at Los Alisos and Portola Plaza/Trabuco Hills Center; a Caltrans cooperative agreement and fee at Auto Center Drive and State Route-241 northbound ramps; ADA ramps at Marguerite Parkway; Ethernet switch and power supply at Antonio Parkway; and various fiber optic, splice, patch panel, and small form-factor pluggable (SFP) components at Rancho Parkway, Saddleback Parkway, Lake Forest Drive, Antonio Parkway, and Glenn Ranch Road due to redesigns and concurrent city projects. The request also adds conduit, detector lead-in cable, fiber optic cable and testing at numerous locations along the corridor; labor to install City-procured radar detection systems; controllers at Alma Aldea; new and upgraded pullboxes at multiple intersections including Monterey, Promenade, Paloma, Alton Parkway, Market Street, Bake Parkway, Auto Center Drive, Town Center Drive/Pauling, Glenn Ranch Road, and Avenida de Las Flores; upgraded SFP modules to increase communications bandwidth; removal of existing copper communication lines; a monitor at the Rancho Santa Margarita Traffic Management Center; and relocation of equipment including battery backup systems, Ethernet switches, bike buttons, and controllers to address field conditions and equipment

life-cycle issues. Savings from deleted scope items will be used to offset the costs of the proposed additions.

OCTA, as administrative lead, is requesting a scope change for the Bake Parkway and Rockfield Boulevard Regional Traffic Signal Synchronization Program Project (22-OCTA-TSP-4022) to remove improvements now provided under city projects, including pedestrian modules, accessible pedestrian push buttons, quad camera systems, fusion splicing, CCTV equipment and licenses at specified intersections, Ethernet switches, splice enclosures, patch panels, SFP modules, 1,464 linear feet of 72-count single-mode fiber and 440 linear feet of 2-inch conduit at Harvest Way, and 5,259 linear feet of 72-count single-mode fiber between Artist Way/Cape May and Los Alisos Boulevard. Added scope includes installation of 900 linear feet of 60-hybrid fiber optic cable, additional pull boxes (six #6 pull boxes between Boeing Lane and Harvest Way, thirteen B40 pull boxes between Toledo Way and Los Alisos Boulevard, and one #5 pull box between Artist Way/Cape May and South Point Drive), new conduit segments totaling 145 linear feet at specified locations, a splice enclosure at Toledo Way, a patch panel at Portola Parkway, two 1-gigabyte SFP modules at Centre Drive, two workstations for the City of Irvine Traffic Management Center, and adjustments to 4-inch conduit quantities at Research Drive, Irvine Center Drive, and Cromwell/Calle Entrada. The scope change also replaces proposed #6E pull boxes with #6 pull boxes due to space constraints and substitutes new video detection systems for obsolete EdgeConnect cards. Cost savings from deleted items will be applied to the added equipment and materials necessary to complete the project as intended. The requested adjustments are due to reflect concurrent city projects, field conditions, and updated communications needs while maintaining corridor functionality.

The City of Orange (Orange) is requesting a scope change for the Tustin Avenue–Rose Drive Regional Traffic Signal Synchronization Program Project (20-ORNG-TSP-3976) to remove previously installed improvements including Accessible Pedestrian Signals at Irvine Boulevard/Yorba Street, remove Central Processing Units at Tustin Avenue/Wellington Avenue, Tustin Avenue/Tustin Centre, and Tustin Avenue/Santa Clara Avenue with the addition of one new EOS-compatible traffic signal controller at each of those three intersections; revise fiber infrastructure by replacing 144-count single-mode fiber with 120-count single-mode fiber between Santa Clara Avenue and 17th Street, deleting 645 linear feet of new fiber in that segment, removing 2,390 linear feet of signal interconnect cable between Santa Clara Avenue and 17th Street, reinstalling 45 linear feet of existing single-mode fiber at Tustin Avenue/Fruit Street and 45 linear feet at Tustin Avenue/Tustin Centre, adding one Fiber Distribution Unit (FDU) at each of those two intersections, and modifying fiber splicing at Tustin Avenue/17th Street by deleting a new FDU and adding one Closet Connector Housing panel to the existing FDU. The scope change reallocates traffic signal controller cabinets, foundations, conduits, and Southern California Edison services by deleting those improvements at Tustin Avenue/4th Street and adding a Type II dual service cabinet and SCE service at Tustin Avenue/Tustin Centre, and by converting the planned Type II service at Tustin Avenue/Fruit Street to a Type III service installed on a new foundation. Remove three years of Signal Performance Measures at 20 intersections along Tustin Street including Santa Ana Canyon Road, Lincoln Avenue, SR-55 southbound on-ramp, Heim Avenue, Village Town Center, East

Village Way, Meats Avenue, Briardale Avenue, Taft Avenue, Van Owen Avenue, Katella Avenue, Quincy Avenue, Collins Avenue, Mayfair Avenue, Walnut Avenue, Palm Avenue, Chapman Avenue, Palmyra Avenue, La Veta Avenue, and Fairhaven Avenue; deletes vehicle video detection at Tustin Street/Chapman Avenue and Tustin Street/Katella Avenue; deletes emergency vehicle preemption at Tustin Street/Katella Avenue and Tustin Street/Meats Avenue; deletes a traffic signal controller at Tustin Street/Katella Avenue; modifies existing controller cabinet foundations at Tustin Street/Walnut Avenue, Quincy Avenue, Taft Avenue, Heim Avenue, and Santa Ana Canyon Road; installs 50 linear feet of conduit at Tustin Street/East Village Way; removes the proposed cell modem at Tustin Street/Santa Ana Canyon Road; adds wireless radio systems at Tustin Street/Santa Ana Canyon Road, Tustin Street/Lincoln Avenue, and a midpoint location between those intersections; and adds closed-circuit television camera systems at Tustin Street/Meats Avenue, Briardale Avenue, Collins Avenue, and Fairhaven Avenue. Replace Active Pedestrian Safety Systems with ADA-compliant pedestrian push buttons at Rose Drive/Yorba Linda Boulevard (four crosswalks), Rose Drive/Buena Vista Avenue (three crosswalks), and Rose Drive/Alta Vista Street (four crosswalks); adding 1,080 linear feet of 72-count single-mode fiber and deleting 165 linear feet of 12-count single-mode fiber between Rose Drive/Yorba Linda Boulevard and Orangethorpe Boulevard; removing 9,970 linear feet of signal interconnect cable, installing 120 linear feet of conduit, installing six #6E pull boxes and six fiber patch panels at specified Rose Drive intersections, adding eight additional #6 pull boxes due to conduit capacity issues, modifying splice enclosures at six Rose Drive intersections, and installing housing and frames for countdown pedestrian heads at Rose Drive/Buena Vista Avenue. Remove 2,800 linear feet of fiber and associated conduit between Wabash Avenue, Imperial Highway, and Bastanchury Road; adding wireless radio systems at Rose Drive/Wabash Avenue and Rose Drive/Bastanchury Road; modifying fiber and conduit installations between Bastanchury Road, Equestrian Xing, and Pedestrian Xing with specific quantities of conduit, 72-count and 12-count fiber; and adding a new fiber segment along Bastanchury Road consisting of 3,660 linear feet of 72-count single-mode fiber, 95 linear feet of 12-count single-mode fiber, 1,370 linear feet of signal interconnect cable removal, 895 linear feet of conduit, four pull boxes, two splice enclosures, and one Fiber Distribution Unit/Fiber Patch Panel. Cost savings from deleted or modified items will be applied to complete essential communications and signal system improvements. The requested adjustments avoid duplicating improvements already installed through other projects, address traffic system and software compatibility issues, accommodate field constructability constraints and revised utility requirements, and respond to Caltrans right of way limitations.

The City of Placentia (Placentia) is requesting a scope change for the Catch Basin Insert Project – Phase 6 (20-PLAC-ECP-3988) to omit installation of connector pipe screen (CPS) devices at 32 catch basin (CB) locations determined infeasible during construction. These include the following 32 locations: CB #18, CB #89, CB #40, CB #75, CB #82, CB #36, and CB #106 due to existing CPS; CB #54, CB #42, CB #43, and CB#44 due to existing CPS and ARS; CB #19, CB #51, CB #62, CB #63, CB #73 and CB#74, CB #97, CB #33, CB #76, CB#35, CB #104, CB #105, CB #69, and CB#107 due to insufficient depth less than 18 inches; CB #66 and CB #67 due to crushed top decks; CB #15 due to concrete issues; CB#86 due to inaccessibility; and CB #27, CB #84, and CB #85 due to

undetermined reasons. Add installation of 12 net additional ARS screens, reflecting the omission of 25 ARS screens across 13 catch basins and the addition of 37 ARS screens across 13 catch basins and reallocate treatment measures by installing 77 CPS and 128 ARS at 91 catch basins in lieu of originally proposed configurations, including the installation of one additional CPS-Mod at one catch basin location. The adjustments address field-verified constructability constraints, existing infrastructure conflicts, and hydraulic limitations identified during construction while maintaining trash capture effectiveness and reducing pollutant discharge to the storm drain system. The project was completed on October 5, 2021, with a final cost of \$197,972, which reduces the full eligible CTFP grant amount from \$160,000 to \$158,376.

San Clemente is requesting a scope change for the On-Demand Transit Programs (24-SCLM-CBT-4082), which includes Project V funding to continue the SC Rideshare Service and the new First/Last Mile microtransit service. The City proposes to cancel the First/Last Mile program from the project to avoid duplicative services with the existing SC Rideshare program and the forthcoming Clean Mobility Options program, which could create confusion for riders and the City Council and add unnecessary administrative complexity. With the removal of the First/Last Mile service, the grant amount is reduced to \$1,057,500, reflecting the funding allocated solely for the SC Rideshare Service.

San Clemente is requesting a scope change for the El Camino Real Vicinity Runoff Corridor Project (24-SCLM-ECP-4091) to omit ARS screens at Catch Basin (CB) CB #11542 and CB #11944, CPS devices at CB #11167 and CB #11543, one GITS at CB #13552, two GITS devices at CB #13366, and installation costs for two CPS devices and two ARS devices associated with catch basins later confirmed to be outside city jurisdiction. Add concrete and debris cleaning at CB #11542, side deflectors at CB #11944, custom design drawings at CB #11944, CB #11543 and CB #13366, custom GITS installations at CB #11167 and CB #11543, extra bracing at CB #13366, one CPS-Mod 9.0 at CB #13366, and asphalt removal and preparation work at CB #11169. The adjustments address site-specific constructability constraints and jurisdictional findings identified during construction to maintain full-capture or equivalent trash treatment at all remaining City-owned catch basins, and remove three catch basins located outside San Clemente jurisdiction.

The City of San Juan Capistrano (San Juan Capistrano) is requesting a scope change for the Expanded Summer Weekend and Special Event Trolley Service (24-SJCP-CBT-4083) to expand the operating hours for the Project V trolley service on December 6, 2025, in conjunction with the City's annual Christmas Tree Lighting Ceremony from 3:00 PM to 10:00 PM to operate from 11:00 AM to 10:00 PM, adding four additional hours of service to better accommodate increased travel demand associated with the event, which is expected to attract approximately 6,000 to 7,000 attendees, with an additional 1,000 visitors anticipated due to a concurrent business expo. The proposed modification does not change the approved service area, route, vehicle type, or existing connections to OCTA transit services and remains consistent with the approved funding allocation. The expanded service hours are intended to reduce traffic and parking impacts, improve access to the event, and respond to demonstrated ridership demand, and have been confirmed as operationally feasible by the service operator.

## **Transfers**

The CTFP guidelines allow jurisdictions to request to transfer up to 100 percent of savings of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review process. During this semi-annual review cycle, the following transfer request was submitted due to the need to utilize project savings:

The CTFP Guidelines allow agencies to transfer 100 percent of funds between subsequent phases or years within a project. Funds can only be transferred to a phase or year that has already been awarded competitive funds. Such requests must be made prior to the acceptance of a final report and submitted as part of the semi-annual review. During this cycle, staff is requesting project savings from all FYs moving forward from the initial marketing, capital, and O&M phases in amounts to be determined to be distributed to the immediate subsequent year on a go forward basis for the Project V Newport Beach Balboa Island/Corona del Mar Local Area Transit Service (25-NBCH-CBT-5022).

OCTA, as the administrative lead for the cities of Costa Mesa, Irvine, and Tustin is requesting a transfer of project savings of \$3,673 from the IMP phase to the O&M phase of the Red Hill Avenue Regional Traffic Signal Synchronization Program (RTSSP) Project (19-OCTA-TSP-3939).

### **OCTA-Initiated Request: Technical Adjustment**

The CTFP Guidelines advises local agencies to issue separate Notice-to-Proceed (NTP) while combining contracts for both the IMP and O&M phases. If a local agency follows the stated advice, then the NTP date will be considered the date of encumbrance. Local agencies are provided an initial 36 months to expend grant funds with opportunities to request timely use of funds extensions through the SAR in accordance with the CTFP Guidelines. During this review cycle, the following timely use of funds extension request needs to be adjusted.

As a part of the March 2021 SAR, the City of Fullerton (Fullerton) submitted a timely use of funds extension for the IMP and O&M phases of the Orangethorpe Avenue/Esperanza Road RTSSP Project (18-FULL-TSP-3896) for 24 months. In the June 14, 2021, OCTA Board report for the March 2021 Semi-Annual Review the Attachment B incorrectly listed the Proposed Expenditure Deadline for the IMP phase as February 2, 2019 which was based off the contract effective date. Following the CTFP Guidelines, the Proposed Expenditure Deadline should have been listed as June 1, 2019, to correspond with Fullerton's issued NTP for the IMP phase. Approval of this technical adjustment revises the Proposed Expenditure Deadline of the IMP phase to June 1, 2019.

Approval of a technical adjustment is also requested for the Dana Point Trolley Continuity Program (20-DNPT-CBT-3959) in order to simplify the varied match rates utilized when processing reimbursement. As part of the March 2025 SAR, the Board approved a technical adjustment to combine the funding for FY 2021-22, FY 2022-23, and FY2023-24 into one aggregate allocation for FY 2023-24 to be consistent with the start of the project. However, the original Project V funds were awarded with varying annual match rates

(ranging from 10 percent to 100 percent local match), which now creates administrative complexity when processing reimbursements under the consolidated allocation. To address this, staff proposes applying a single aggregate reimbursement match rate of 64.87 percent for OCTA and 35.13 percent for Dana Point, which would be applied consistently to the Initial Marketing, CAP, and O&M phases across all fiscal years of the grant. This adjustment simplifies administration and allows Dana Point to maximize use of CTFP funds within the existing 2020 approved grant programming and limits. The adjustment does not modify fund sources or the total OCTA grant amount.