

Orange County Transportation Authority

Regional Transportation Planning Committee Agenda Monday, July 7, 2025 at 10:30 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Stephanie Klopfenstein, Chair John Stephens, Vice Chair Jamey M. Federico Katrina Foley William Go Patrick Harper Kathy Tavoularis

Accessibility

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: https://octa.legistar.com/Calendar.aspx

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Vice Chair Stephens

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 4)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the June 2, 2025, Regional Transportation Planning Committee meeting.

Attachments:

<u>Minutes</u>

2. Comprehensive Transportation Funding Programs Semi-Annual Review - March 2025

Chance Groom/Rose Casey

Overview

The Orange County Transportation Authority recently completed the March 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendation(s)

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable Project V cooperative agreements.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

3. Measure M2 Eligibility Review Recommendations

Stephanie Mooney/Rose Casey

Overview

The Measure M2 Ordinance No. 3 requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. As part of this requirement, the pavement management plans and expenditure reports were submitted to the Orange County Transportation Authority by the local jurisdictions. Board of Directors' approval is requested to find 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Huntington Beach) as eligible to continue receiving Measure M2 net revenues.

Recommendation(s)

Approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving Measure M2 net revenues.

Attachments:

Staff Report

Attachment A

Attachment B

4. Competitive Grant Programs - Update and Recommendations

Louis Zhao/Rose Casey

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendation(s)

A. Approve one scope modification request from the City of Yorba Linda for the Connect Savi Ranch Project funded through the 2023 Orange County Complete Streets Program.

- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

Attachment D

Attachment E

Regular Calendar

5. Federal Fiscal Year 2026-2027 and 2027-2028 Surface **Transportation Block Grant/Congestion** Mitigation and Air Quality **Project Prioritization** Program Recommendations

Ben Ku/Rose Casey

Overview

On March 10, 2025, the Orange County Transportation Authority Board of Directors approved the federal fiscal year 2026-2027 and 2027-2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program project prioritization guidance and directed staff to return to the Board of Directors with a recommended priority for each project application. Recommendations are presented for Board of Directors' approval.

Recommendation(s)

- A. Approve the federal fiscal year 2026-2027 and 2027-2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program project prioritization recommendations.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.
- C. Authorize the Chief Executive Officer or his designee to provide concurrence on future project scope changes, extension requests, and substitutions in order to preserve funding for Orange County projects.

Attachments:

Staff Report

Attachment A

Attachment B

Attachment C

Presentation

Discussion Items

- 6. Public Comments
- 7. Chief Executive Officer's Report
- 8. Committee Members' Reports
- 9. Adjournment

The next regularly scheduled meeting of this Committee will be held:

10:30 a.m. on Monday, August 4, 2025

OCTA Headquarters 550 South Main Street Orange, California





Committee Members Present Staff Present

Stephanie Klopfenstein, Chair John Stephens, Vice Chair Jamey M. Federico William Go Patrick Harper Kathy Tavoularis Darrell E. Johnson, Chief Executive Officer Jennifer L. Bergener, Deputy Chief Executive Officer Allison Cheshire, Clerk of the Board Specialist, Senior Gina Ramirez, Assistant Clerk of the Board Andrea West, Clerk of the Board James Donich, General Counsel OCTA Staff

Committee Members AbsentKatrina Foley

Call to Order

The June 2, 2025, Regional Transportation Planning Committee meeting was called to order by Committee Chair Klopfenstein at 10:30 a.m.

Consent Calendar (Items 1 through 5)

1. Approval of Minutes

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to approve the minutes of the May 5, 2025, Regional Transportation Planning meeting.

2. Amendment to Agreement for Construction Management Consultant Services for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 17 to Agreement No. C-4-1447 between the Orange County Transportation Authority and Jacobs Project Management Co., in the amount of \$2,948,765, for additional construction management consultant services for the Interstate 405 Improvement Project between State Route 73 and Interstate 605, and to extend the agreement term through June 30, 2026. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$55,134,407.





3. Amendment to Construction and Maintenance Agreement with the Union Pacific Railroad and the California Department of Transportation for the Interstate 405 Improvement Project

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Construction and Maintenance Agreement No. C-9-1793 between the Orange County Transportation Authority, Union Pacific Railroad, and the California Department of Transportation in the amount of \$331,000, for additional design and construction parameters, flagging, inspection, temporary easement, and permanent property rights to widen the Bolsa Avenue overhead freeway bridge over the railroad facility as part of the Interstate 405 Improvement Project. This will increase the maximum obligation of the agreement to a total value of \$1,123,055.

4. Amendment to Cooperative Agreement with the California Department of Transportation for the Interstate 605/Katella Avenue Interchange Improvement Project

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3740 between the Orange County Transportation Authority and the California Department of Transportation, in the amount of \$287,000, for additional right-of-way support services for the Interstate 605/Katella Avenue Improvement Project. This will increase the maximum cumulative obligation of the cooperative agreement to a total contract value of \$3,317,800.

5. Draft 2025 State Route 91 Implementation Plan

A motion was made by Director Tavoularis, seconded by Director Federico, and declared passed by those present to receive and file as an information item.



Regular Calendar

6. Contract Change Order for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605

Jeff Mills, Director, Capital Program Delivery, provided a report.

A motion was made by Director Harper, seconded by Director Tavoularis, and declared passed by those present to authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 173 to Agreement No. C-5-3843 between the Orange County Transportation Authority and OC 405 Partners, a joint venture, in the amount of \$7,117,306, increasing the contract value to \$1,516,575,830 for the Interstate 405 Improvement Project Between State Route 73 and Interstate 605.

7. Measure M2 Environmental Mitigation Program Update

Lesley Hill, Project Manager, Planning, provided a presentation.

No action was taken on this receive and file information item.

Discussion Items

8. Fiscal Year 2025-26 Budget Workshop Follow-up

Anthony Baruch, Section Manager, Finance and Administration, provided a report.

No action was taken on this item.

9. Public Comments

There were no public comments received.

10. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Directors Leon, Tam Nguyen, and Tettemer participated in the Bike Rally event last week
- Coastal rail update
- Open space hike at Pacific Horizon Preserve in Laguna Beach scheduled for June 7

Regional Transportation Planning Committee Meeting

11. Committee Members' Reports

There were no Committee Member's reports.

12. Adjournment

The meeting was adjourned at 10:48 a.m.

The next regularly scheduled meeting of this Committee will be held:

10:30 a.m. on Monday, July 7, 2025 OCTA Headquarters 550 South Main Street Orange, California.



July 7, 2025

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Comprehensive Transportation Funding Programs Semi-Annual

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Review - March 2025

Overview

The Orange County Transportation Authority recently completed the March 2025 semi-annual review of projects funded through the Comprehensive Transportation Funding Programs. This process reviews the delivery status of Measure M2 grant-funded projects and provides an opportunity for local jurisdictions to update project information and request project modifications. Staff has evaluated the requests, and the recommended project adjustments are presented for Board of Directors' review and approval.

Recommendations

A. Approve the requested adjustments to Comprehensive Transportation Funding Programs projects, Local Fair Share funds, and Senior Mobility Program funds.

B. Authorize the Chief Executive Officer to negotiate and execute cooperative agreement amendments for applicable Project V cooperative agreements.

Background

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism that the Orange County Transportation Authority (OCTA) uses to administer and monitor funding for the streets, roads, and signal synchronization (Projects O and P), street system restoration (Project Q), transit (Projects S, U, V, and W), and water quality (Project X) programs. The CTFP guidelines provide local jurisdictions with comprehensive information for pursuing, administering, and delivering the Measure M2 (M2) transportation funding grants. A summary of the programs within the CTFP guidelines is provided in Attachment A.

Every six months, OCTA works with representatives from the local jurisdictions to review the status of projects and proposed project change requests. This process is known as the semi-annual review. The primary purpose of the semi-annual review is to promote the timely use of M2 grants awarded to support local projects. This is achieved by reviewing individual project status, assessing the continued viability of projects, addressing local jurisdiction concerns, confirming availability of local match funds, and ensuring timely closeout of all projects funded through the CTFP. For this review period, local jurisdictions were required to submit updates and requests for project changes by March 17, 2025.

Discussion

The requested March 2025 semi-annual review project adjustments include the following:

- 1 project cancellation,
- 6 project delays,
- 23 timely use of funds extensions for the Local Fair Share Program,
- 62 timely use of funds extensions for the Senior Mobility Program,
- 8 project scope changes, and
- 14 OCTA-initiated requests (transfers of savings and technical adjustment).

Local jurisdictions identified several reasons justifying the need for project adjustments, including construction cost increases, environmental assessment delays, procurement challenges, enhanced project benefits, project design changes, and service schedule modifications.

Staff is recommending Board of Directors' (Board) approval of the project adjustments listed above. Additional information on the 114 proposed adjustments is included in Attachment B, which outlines all local jurisdiction requests and Attachment C, which provides a narrative of the requests. The number of changes requested for competitively funded grants represent nine percent of the active projects funded through the CTFP call for projects (call) process.

Board approval is also requested for 14 OCTA-initiated adjustments to preserve unspent funds for use in subsequent fiscal years. These include 13 transfers of savings for the Community Based Transit Circulators (Project V) grants, which were awarded as part of the 2024 call. Several of the continuing services programmed in the recent Project V call had remaining M2 funds awarded from prior call cycles that are being used before drawing from the 2024 grant funding. Additionally, some local jurisdictions also encountered protracted lead times for

capital vehicle purchases that delayed originally scheduled operational start dates. Staff is also requesting approval of one technical adjustment for a 2020 Project V service that had more funding availability than originally expected, due to the service suspension that took place during the coronavirus pandemic. This technical adjustment will ensure that grant allocations are better aligned with the service needs.

M2 CTFP Summary

The M2 CTFP summary table provided below includes an overview of the status of M2 CTFP-funded projects by phase and funding allocation amount. The table also documents the same information that was provided based on the September 2024 semi-annual review, for comparison purposes.

M2 CTFP Summary Table										
Project Status	September 2024 S	Semi-Annual Review	March 2025 Semi-Annual Review							
	Project Phases	Allocations (in millions)	Project Phases	Allocations ¹ (after adjustments)						
Planned ²	82	\$74.8	62	\$86.9						
Started 3	108	\$176.3	123	\$196.8						
Pending ⁴	115	\$127.4	125	\$129.8						
Completed 5	475	\$227.0	482	\$243.5						
Cancelled ⁶ 74		\$82.8	77	\$85.0						
Total	854	\$688.3	869	\$742.0						

^{1.} Allocations in millions, subject to change pending final reconciliation.

Key items of note are:

- Since the inception of M2, OCTA has programmed over \$731 million in competitive funds including approximately \$37.8 million in state and federal funds.
- Total accumulated project savings, since inception, are estimated to be approximately \$102 million. These savings have been returned to M2 source programs and are used to support future funding cycles, as

^{2.} Planned - indicates that funds have not been obligated and/or are pending contract award.

^{3.} Started - indicates that the phase is underway, and funds are obligated.

^{4.} Pending - indicates that phase work is completed, and final report submittal/approval is pending.

^{5.} Completed - indicates that phase work is complete, the final report is approved, and final payment has been made.

^{6.} Cancelled - indicates that the phase work will not be completed, and project savings will be returned to the program.

^{*} Note: the project phase and allocations listed above are subject to frequent and regular changes primarily due to project status updates, final reconciliations, and project closeout processes.

appropriate. Cost savings from delivered projects are realized for various reasons such as quantity adjustments and minor construction modifications.

- As of the drafting of this report, 607 individual project phases (125 pending plus 482 completed from the table) have been completed. This represents a 77 percent project delivery rate (excluding cancelled projects) for all projects that have been granted funds.
- In the last six months, 17 project phases were completed and 17 project phases were started.
- Another 185 project phases, or 21 percent, are considered currently active (123 started and 62 planned).

Based on the CTFP guidelines, the recommended project adjustments identified in this staff report are appropriate and necessary. The local agency-requested adjustments have also been reviewed and approved by the OCTA Technical Advisory Committee.

Next Steps

Pending approval by the Board, staff will monitor the implementation of the actions included in this report through future semi-annual review cycles, typically reported biannually.

Summary

Consistent with the semi-annual review process, staff has reviewed all active M2 CTFP-funded project phases and is recommending approval of all proposed project adjustments.

Attachments

- A. Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary
- B. Comprehensive Transportation Funding Programs, March 2025 Semi-Annual Review Adjustment Requests
- C. Comprehensive Transportation Funding Programs, March 2025 Semi-Annual Review Adjustment Request Descriptions

Prepared by:

Chance Groom Senior Transportation Funding Analyst (714) 560-5372 Rose Casey Executive Director, Planning (714) 560-5729

Approved by:

Australian Cassay

Measure M2 Comprehensive Transportation Funding Programs and Local Formula Programs Summary

Comprehensive Transportation Funding Programs (CTFP)

The Orange County Transportation Authority's (OCTA) CTFP represents a collection of competitive Measure M2 (M2) funding programs, which are awarded to Orange County local jurisdictions to assist in funding streets and roads, transit, and transportation-related environmental cleanup and improvement efforts.

Each program within the CTFP has a specific objective, funding source, and set of selection criteria. Applications for CTFP competitive programs are submitted during calls for projects (call). Each funding program has its own call cycle with some calls occurring annually (and others occurring less frequently), depending upon local jurisdiction interest, funding availability, and transportation needs within the County. OCTA staff and various technical committees review, vet, and develop funding recommendations for each call prior to submittal to the OCTA Board of Directors for final input, review, and approval of programming recommendations.

A brief summary of each of the competitive M2 funding programs included in the CTFP is provided below.

Regional Capacity Program

The Regional Capacity Program (Project O) is a competitive program, which funds improvements to the County's Master Plan of Arterial Highways (MPAH). The MPAH is the County's backbone arterial highway network, and Project O supports roadway construction and widenings, intersection improvements, and arterial highway to freeway transitions.

Regional Traffic Signal Synchronization Program

The Regional Traffic Signal Synchronization Program (Project P) is a competitive program, which provides funding to implement multi-jurisdictional signal synchronization projects in order to provide drivers a better travel experience by providing reduced travel times, stops, and delays. The overall goal of the program is to regularly coordinate 2,000 signals along 750 miles of the County's roadway network.

Transit Extensions to Metrolink

The Transit Extensions to Metrolink Program (Project S) is a competitive program, which provides funds to local jurisdictions in order to enhance their regional transit capabilities through creation of new connections between residential/employment centers and the existing Metrolink system.

1

Community Based Transit Circulators

The Community Based Transit Circulators Program (Project V) provides competitive funds to local jurisdictions to develop and implement local transit services, such as community based circulators, shuttles, bus trolleys, and other shared-ride services, which both complement regional bus and rail services, and also meet needs in areas not adequately served by regional transit.

Safe Transit Stops

The Safe Transit Stops Program (Project W) allocates funds to eligible local jurisdictions so they can implement passenger amenity improvements (i.e., constructing or improving shelters, providing new and/or additional seating, waste receptacles, signage, etc.) at the 100 busiest bus stops in the County.

Environmental Cleanup Program

The Environmental Cleanup Program (Project X) provides competitive funds for water quality improvement projects that address transportation-generated pollution. Project X is a two-tiered funding program with Tier 1 projects mitigating the more visible forms of pollution (i.e., trash and debris) that accumulate on county roadways. The Tier 2 component of the program provides funding for multi-jurisdictional projects focused on implementing large-scale best management practices construction projects.

Local Formula Funding Programs

Formula funds are distributed to local jurisdictions by OCTA on a regular basis, so long as local jurisdictions are eligible to receive M2 funds (and meet other program-specific criteria). A brief summary of the formula-based programs is provided below.

Local Fair Share Program

The Local Fair Share Program (Project Q) provides flexible formula funds to help local jurisdictions pay for the escalating cost of restoring aging street systems. These funds may be used for other local transportation needs as well, so long as the Local Fair Share funds are supplementing and not supplanting local jurisdictions' transportation expenditures.

Senior Mobility Program

The Senior Mobility Program (Project U) provides formula funds to fill in gaps between local fixed-route buses and OC ACCESS services. Under this program, participating local jurisdictions are eligible to receive funds and vehicles from OCTA to assist in operating local transit systems, which best fit the needs of older adults in their communities.

Comprehensive Transportation Funding Programs March 2025 Semi-Annual Review Adjustment Requests

Cancellation Requests											
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Cı	ırrent Grant			
1	Santa Ana	21-SNTA-ACE-3996 ¹	0	Fairview Street Improvements from 9th Street to 16th Street	CON	24/25	\$	3,721,590			
	Cancellations (1) - Total Phase Grants										

Reasons for Project Adjustments

1. Current construction costs significantly higher than engineer estimate

Acronyms

CON - Construction FY - Fiscal year

Comprehensive Transportation Funding Programs

March 2025 Semi-Annual Review Adjustment Requests

	Delay Requests*										
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Proposed Delay (Months)	Proposed FY		
1	Los Alamitos	24-LSAL-CBT-4078 ¹	V	Los Alamitos On-Demand Service	Initial Marketing	24/25	\$ 1,000	24	26/27		
2	Los Alamitos	24-LSAL-CBT-4078 ¹	V	Los Alamitos On-Demand Service	CAP	24/25	\$ 333,056	24	26/27		
3	Los Alamitos	24-LSAL-CBT-4078 ¹	V	Los Alamitos On-Demand Service	O&M	24/25	\$ 1,596,416	24	26/27		
4	Mission Viejo	23-MVJO-TSP-4048 ²	Р	Marguerite Parkway RTSSP Project	O&M	24/25	\$ 161,120	24	26/27		
5	Mission Viejo	23-MVJO-TSP-4049 ²	Р	Olympiad Road/Felipe Road RTSSP Project	O&M	24/25	\$ 66,880	24	26/27		
6	Yorba Linda	24-YLND-ICE-4065 ³	0	Yorba Linda Boulevard/Savi Ranch Parkway Improvements	ROW	24/25	\$ 1,601,700	24	26/27		
	Delays (6) - Total Phase Grants										

^{*}Once obligated, Comprehensive Transportation Funding Programs funds typically expire 36 months from the contract award date. Local jurisdictions may request up to an additional 24 months to obligate funds.

Reasons for Project Adjustments

1. Procurement delays

2. Construction related (implementation delays, supply change delays)

3. Environmental clearance delays

<u>Acronyms</u>

CAP - Capital

FY - Fiscal year

O&M - Operations and Maintenance

ROW - Right of Way

RTSSP - Regional Traffic Signal Synchronization Prgram

Comprehensive Transportation Funding Programs

March 2025 Semi-Annual Review Adjustment Requests

	Timely Use of Funds Extension Requests - Local Fair Share*										
No.	Agency	FY of Disbursement	Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^						
			\$ 387,444	\$ 387,444	6/30/2027						
			\$ 360,484	\$ 360,484	6/30/2027						
1-6	Buena Park	FY 2022/23	\$ 327,808	\$ 327,808	6/30/2027						
1-0	buena Park	F 1 2022/23	\$ 356,440	\$ 356,440	6/30/2027						
			\$ 321,693	\$ 321,693	6/30/2027						
			\$ 344,012	\$ 344,012	6/30/2027						
			\$ 593,335	\$ 593,335	6/30/2027						
7-9	Costa Mesa	FY 2022/23	\$ 539,552	\$ 539,552	6/30/2027						
			\$ 586,727	\$ 586,727	6/30/2027						
	La Habra		\$ 231,213	\$ 231,213	6/30/2027						
			\$ 215,124	\$ 215,124	6/30/2027						
40.45		FY 2022/23	\$ 195,624	\$ 195,624	6/30/2027						
10-15		FY 2022/23	\$ 212,729	\$ 212,729	6/30/2027						
			\$ 191,975	\$ 191,975	6/30/2027						
			\$ 205,294	\$ 205,294	6/30/2027						
40.47	0	5), 0000,00	\$ 952,254	\$ 459,697	6/30/2027						
16-17	Santa Ana	FY 2022/23	\$ 1,018,321	\$ 1,018,321	6/30/2027						
			\$ 102,718	\$ 102,718	6/30/2027						
			\$ 95,571	\$ 95,571	6/30/2027						
18-23	Seal Beach	FY 2022/23	\$ 86,908	\$ 86,908	6/30/2027						
10-23	Seal Deach	1 1 2022/23	\$ 94,507	\$ 94,507	6/30/2027						
			\$ 85,287	\$ 85,287	6/30/2027						
			\$ 91,204	\$ 91,204	6/30/2027						
		LFS Timely Use of Fur	ds Extensions (23) - Total	\$ 7,103,665							

*Net Revenues received by local jurisdictions through the LFS Program shall be expended within three years of receipt. An extension may be granted but is limited to a total of five years from the date of receipt of funds

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which the funds were received. Requests for extensions must also include a plan of expenditure.

Acronyms

FY - Fiscal Year

LFS - Local Fair Share

M2 - Measure M2

Comprehensive Transportation Funding Programs March 2025 Semi-Annual Review Adjustment Requests

	Timely Use of Funds Extension Requests - Senior Mobility Program*									
No.	Agency	FY of Disbursement		Disbursement	Proposed Extension Amount	FY Extension Deadline for Tracking^				
			\$	6,153	\$ 405	6/30/2027				
			\$	5,863	\$ 5,863	6/30/2027				
1-5	Aliso Viejo	FY 2022/23	\$	6,352	\$ 6,352	6/30/2027				
			\$	5,491	\$ 5,491	6/30/2027				
			\$	5,872	\$ 5,872	6/30/2027				
			\$	71,631	\$ 71,631	6/30/2027				
			\$	66,647	\$ 66,647	6/30/2027				
0.44	A b - i	EV 0000/00	\$	63,501	\$ 63,501	6/30/2027				
6-11	Anaheim	FY 2022/23	\$	68,800	\$ 68,800	6/30/2027				
			\$	59,475	\$ 59,475	6/30/2027				
			\$	63,602	\$ 63,602	6/30/2027				
			\$	13,089	\$ 13,089	6/30/2027				
			\$	12,178	\$ 12,178	6/30/2027				
	Dana Point	FY 2022/23	\$	11,603	\$ 11,603	6/30/2027				
12-17			\$	12,572	\$ 12,572	6/30/2027				
			\$	10,868	\$ 10,868	6/30/2027				
			\$	11,622	\$ 11,622	6/30/2027				
			\$	41,339	\$ 41,339	6/30/2027				
	Garden Grove	EV 2000/02	\$	38,463	\$ 38,463	6/30/2027				
40.00			\$	36,647	\$ 36,647	6/30/2027				
18-23		FY 2022/23	\$	39,705	\$ 39,705	6/30/2027				
			\$	34,324	\$ 34,324	6/30/2027				
			\$	36,705	\$ 36,705	6/30/2027				
			\$	17,396	\$ 17,396	6/30/2027				
			\$	19,609	\$ 19,609	6/30/2027				
			\$	18,244	\$ 18,244	6/30/2027				
24-30	Laguna Niguel	FY 2022/23	\$	17,383	\$ 17,383	6/30/2027				
	5 5		\$	18,834	\$ 18,834	6/30/2027				
			\$	16,281	\$ 16,281	6/30/2027				
			\$	17,411	\$ 17,411	6/30/2027				
			\$	17,054	\$ 17,054	6/30/2027				
31-33	Lake Forest	FY 2022/23	\$	14,743	\$ 14,743	6/30/2027				
0.00	233 1 51501		\$	15,766	\$ 15,766	6/30/2027				
			\$	30,743	\$ 30,743	6/30/2027				
			\$	28,604	\$ 28,604	6/30/2027				
			\$	27,254	\$ 27,254	6/30/2027				
34-39	Mission Viejo	FY 2022/23	\$	29,528	\$ 29,528	6/30/2027				
			\$	25,526	\$ 25,526	6/30/2027				
			\$	27,297	\$ 27,297	6/30/2027				

Comprehensive Transportation Funding Programs

March 2025 Semi-Annual Review Adjustment Requests

51-56 Stanton FY 2022/23	\$ 17,000	\$ 17,000	6/30/2027
	\$ 3,298	\$ 3,298	6/30/2027
	\$ 7,558	\$ 7,558	6/30/2027
	\$ 8,188	\$ 8,188	6/30/2027
	\$ 7,079	\$ 7,079	6/30/2027
	\$ 7,570	\$ 7,570	6/30/2027
	\$ 2,922	\$ 2,922	6/30/2027
	\$ 2,719	\$ 2,719	6/30/2027
57-62 Villa Park FY 2022/23	\$ 2,591	\$ 2,591	6/30/2027
	\$ 2,807	\$ 2,807	6/30/2027
	\$ 2,426	\$ 2,426	6/30/2027
	· · · · · · · · · · · · · · · · · · ·		

^{*}Net revenues received by local jurisdictions through the SMP shall be expended within three years. An extension may be granted but is limited to a total of five years from the date of receipt of funds.

^The Orange County Transportation Authority tracks expenditures based on the FY of receipt and processes extension requests in FY increments for uniform review purposes. However, the local jurisdiction has three years from the disbursement date to expend funds and with approval of this action, will have an additional two-year extension. The disbursements in this table are recommended to be approved for a two year extension, which may result in eligible expenditures occurring after the FY extension tracking date, which falls at the end of the FY (June 30). For expenses incurred after the June 30 FY extension tracking deadline, the local jurisdiction will be responsible for providing appropriate back-up as requested to demonstrate that the funds were spent within the three years from date of disbursement if no extension is requested or the three years plus two additional years if an extension is requested. Requests for extensions should be submitted as part of the semi-annual review process prior to the end of the second FY in which funds were received. Requests for extensions must also include a service plan.

Acronyms

FY - Fiscal Year

M2 - Measure M2

SMP - Senior Mobility Program

Comprehensive Transportation Funding Programs

March 2025 Semi-Annual Review Adjustment Requests

				Scope Change Requests	*				
No.	Agency	Project Number	Project	Project Title	Summary of Scope Change	Phase	Current FY	Cı	ırrent Grant
1	Anaheim	23-ANAH-ECP-4050 ¹	x	Catch Basin Screen Installation Project – FY 2023/2024	Decrease in installation of CPS from 287 to 252, FTC from 22 to 7, and ARS from 21 to 19.	CON	23/24	\$	500,000
2	Costa Mesa	22-CMSA-ECP-4035 ¹	x	2022 Connector Pipe Screen Installation Project	Decrease in CPS installed from 300 to 151.	CON	22/23	\$	160,000
3	Garden Grove	24-GGRV-ICE-4061 ²	0	Harbor-Garden Grove Intersection Capacity Enhancement	Modifications to constructed bus pad, curb and gutter, and sidewalk. Relocation of bus shelter, bus bench, and trash receptacle	CON	25/26	\$	3,957,107
4	Irvine	20-IRVN-TSP-3974 ³	Р	Barranca Parkway Traffic Signal Synchronization Project	Removal of equipment, additional equipment installed at improvement locations, modifications to improvement locations, and the addition of network operations equipment.	IMP	20/21	\$	3,613,548
5	Mission Viejo	16-OCTA-CBT-3836 ⁴	V	Mission Viejo Local Transit Circulator	Modification to service schedule to include additional special events operations on Arbor Day (April) and National Night Out (July or August).	O&M	16/17	\$	475,300
6	OCTA [†]	19-OCTA-TSP-3940 ⁵	Р	Lake Forest Drive Regional Traffic Signal Synchronization Program	Remove Actelis ML 680DF ethernet switch on dimension intersection from equipment needed.	IMP	20/21	65	1,395,563
7	Stanton	24-STAN-ECP-4094 ⁶	x	Western Storm Channel Grate Replacement Project	Design modification to custom inlet grate, elongating the grates on the sides of the device to allow storm water to continue flowing if the front portion is clogged with debris.	CON	24/25	\$	20,240
8	Yorba Linda	22-YLND-TSP-4026 ^{1,6}	Р	Yorba Linda Boulevard / Weir Canyon Road Corridor RTSSP	Connect five intersections in the City of Fullerton to the existing fiber optic network, extend fiber optic cable from Yorba Linda Boulevard to Yorba Linda City Hall TMC to improve redundancy and signal operations, and replace 72-strand fiber with 120-strand cable to boost communication capacity.	IMP	22/23	\$	3,520,333
					Scope Changes (8)) - Total I	Phase Grants	\$	13,642,091

^{*}Agencies may request scope changes for Comprehensive Transportation Funding Programs projects so long as the agency can demonstrate substantial consistency and attainment of proposed transportation benefits compared to the original project scope as committed to in the project application. No additional funding is being requested to effectuate the recommended modifications.

Reasons for Project Adjustments

- 1. Construction related (location accessiblity, relocation of equipment, design changes)
- 2. Keep project within eligible pavement area after median relocation
- 3. Cost savings from removed or deferred installations that ensure the project meets its intended objectives
- 4. Increased service capacity and flexibility
- 5. Equipment installed through separate project
- 6. Enhanced project benefits (enhanced stormwater capture, improved communication network functionality)

Acronyms

ARS - Automatic retractable screen

CPS - Connector pipe screen

CON - Construction

FY - Fiscal year

FTC - Full trash capture unit

IMP - Implementation

OCTA - Orange County Transportation Authority

O&M - Operations and Maintenance

RTSSP - Regional Traffic Signal Synchronization Program

TMC - Traffic management center

 $^{^{\}dagger}$ Project led by OCTA as requested by participating agencies: Irvine, Laguna Hills, and Lake Forest

Comprehensive Transportation Funding Programs March 2025 Semi-Annual Review Adjustment Requests

	OCTA-Initiated Request: Transfer of Savings									
No.	Agency	Project Number	Project	Project Title	Phase	Current FY	Current Grant	Transfer Amount	Proposed Grant	
1	Anaheim	24-ANAH-CBT-4071 ¹	V	Anaheim Canyon Circulator	O&M	FY29/30M	\$ 331,714	TBD	TBD	
2	County of Orange	24-ORCO-CBT-4072 ¹	V	Expanded RanchRide Transit Service Program	CAP O&M	FY25/26M FY25/26M	\$ 339,660 \$ 880,124	TBD TBD	TBD TBD	
3	Dana Point	24-DPNT-CBT-40731 ¹	V	Dana Point Trolley Continuity Program	O&M	FY27/28M	\$ 2,702,000	TBD	TBD	
					Initial Marketing	FY25/26	\$ 44,500	TBD	TBD	
4	Irvine	24-IRVN-CBT-4074 ¹	V	Irvine Special Event Circulator	CAP	FY25/26M	\$ 407,086	TBD	TBD	
					O&M	FY25/26M	\$ 4,019,835	TBD	TBD	
5	Laguna Beach	24-LBCH-CBT-4075 ¹	V	Off-Season Weekend and Seasonal Services	Initial Marketing	FY25/26	\$ 12,500	TBD	TBD	
	•				O&M	FY25/26M	\$ 5,212,250	TBD	TBD	
6	Laguna Beach	24-LBCH-CBT-4076 ¹	V	Laguna Canyon Road/El Toro Road Laguna Local Service	O&M	FY25/26M	\$ 2,011,989	TBD	TBD	
7	Laguna Nigural	04 LNIC ODT 4077	V	Laguna Migual Cummar Trallay	Initial Marketing	FY25/26	\$ 72,000	TBD	TBD	
,	Laguna Niguel	24-LNIG-CBT-4077 ¹	\ \	aguna Niguel Summer Trolley	CAP	FY25/26M	\$ 1,853,176	TBD	TBD	
					O&M	FY25/26M	\$ 1,530,609	TBD	TBD	
8	Los Alamitos	24-LSAL-CBT-4078 ¹	V	Los Alamitos On-Demand Service	Initial Marketing	FY25/26	\$ 1,000	TBD	TBD	
	LOS Alamitos	24-LOAL-OB1-4070	*	Los Alamitos Off-Demand Cervice	CAP	FY25/26M	\$ 333,056	TBD	TBD	
					O&M	FY25/26M	\$ 1,596,416	TBD	TBD	
9	Mission Viejo	24-MVJO-CBT-4079 ¹	V	Mission Viejo Circulator and Special Event	CAP	FY25/26M	\$ 51,100	TBD	TBD	
	·			,	O&M	FY25/26M	\$ 4,372,445	TBD	TBD	
10	Newport Beach	24-NBCH-CBT-4080 ¹	V	Balboa Peninsula Trolley Service Continuation	Initial Marketing	FY25/26	\$ 18,000	TBD	TBD	
	Nomport Bodon	24-110011-001-4000	•	Balbar Fallindia Holloy Sarvios Continuación	CAP	FY25/26M	\$ 1,315,260	TBD	TBD	
					O&M	FY25/26M	\$ 1,241,460	TBD	TBD	
11	San Clemente	24-SCLM-CBT-4081 ¹	V	Trolley Program	Initial Marketing	FY25/26	\$ 9,000	TBD	TBD	
''	San Clemente	24-30LIVI-001-4001	\ \ \	Trolley Frogram	CAP	FY25/26M	\$ 270,000	TBD	TBD	
					O&M	FY25/26M	\$ 7,956,081	TBD	TBD	
12	San Clemente	24-SCLM-CBT-4082 ¹	V	On-Demand Transit Programs	Initial Marketing	FY25/26	\$ 7,500	TBD	TBD	
14	Jan Cientente	24-30LIVI-0B1-4082	'	Ton-Demand Halbit Hogranis	CAP	FY25/26M	\$ 398,448	TBD	TBD	
					O&M	FY25/26M	\$ 2,858,480	TBD	TBD	
13	San Juan Capietrana	04 C IOD ODT 40001	V	Evented Summer Weekend and Special Event Trailer Service	Initial Marketing	FY25/26	\$ 9,000	TBD	TBD	
13	San Juan Capistrano	24-SJCP-CBT-4083 ¹	\ \	Expanded Summer Weekend and Special Event Trolley Service		FY25/26M	\$ 595,800	TBD	TBD	
					O&M	FY25/26M	\$ 1,921,212	TBD	TBD	

^{*}Up to 100 percent of savings between subsequent phases (or years) within a project may be transferred. Funds can only be transferred to a phase that has already been awarded competitive funds. Such requests must be made prior to acceptance of a final report and submitted as part of a semi-annual review process.

Reason for Project Adjustment

1. Project savings in earlier phases or fiscal years can support work in later awarded phases or fiscal years

Acronyms

CAP - Capital

FY - Fiscal Years

M - Multiple Years

O&M - Operations and Maintenance

TBD - To be determined

Comprehensive Transportation Funding Programs

March 2025 Semi-Annual Review Adjustment Requests

	OCTA-Initiated Request: Technical Adjustment											
No.	Agency	Project Number	Project	Project Title	Phase	Current Allocation for FY21-22	Current Allocation for FY22-23	Current Allocation for FY23-24	Proposed Allocation for FY23-24*			
					Initial Marketing	\$ 45,000	\$ -	\$ -	\$ 45,000			
1	Dana Point	20-DNPT-CBT-3959	V	Dana Point Trolley Continuity Program	CAP	\$ 48,060	\$ 48,240	\$ 75,510	\$ 171,810			
					O&M	\$ 129,077	\$ 99,318	\$ 114,534	\$ 342,929			
					\$ 222,137	\$ 147,558	\$ 190,044	4 \$ 559,739				

Reason for Technical Adjustment

*Combines FY21-22 grant allocation of \$222,137, FY22-23 grant allocation of \$147,558, and FY23-24 of \$190,044 to coincide with actual start of program in FY23-24. Total Board-approved M2 grant of \$2,209,739 remains the same, subject to local match requirements. No additional M2 funding provided.

Acronyms

Board - Board of Directors

CAP - Capital

FY - Fiscal Year

M2 - Measure M2

O&M - Operations and Maintenance

Comprehensive Transportation Funding Programs March 2025 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 request was submitted.

The City of Santa Ana (Santa Ana) is requesting a cancellation for the construction phase of the Fairview Street Improvements Project from 9th Street to 16th Street (21-SNTA-ACE-3996) due to construction costs increasing to more than double the engineer estimated costs with increased costs of material supplies and labor inflation.

Delays

Local jurisdictions may request a one-time delay of up to 24 months to obligate funds. During the March 2025 semi-annual review cycle, the following delay requests were submitted.

The City of Mission Viejo (Mission Viejo) is requesting a 24-month delay for the operations and maintenance (O&M) phase for the following two Regional Traffic Signal Synchronization Program (RTSSP) projects. Additional time is required due to construction-related delays during the implementation (IMP) phase including establishing multiple traffic signal service points, anticipated equipment lead times, traffic count data collection, and specialized traffic signal cabinet design.

- O&M phase of Marguerite Parkway RTSSP Project (23-MVJO-TSP-4048)
- O&M phase of Olympiad Road/Felipe Road RTSSP Project (23-MVJO-TSP-4049)

The City of Yorba Linda (Yorba Linda) is requesting a 24-month delay for the right-of-way phase for the Yorba Linda Boulevard/Savi Ranch Parkway Improvements Project (24-YLND-ICE-4065) due to delays with the federal environmental clearance process under the National Environment Policy Act.

The City of Los Alamitos is requesting a 24-month delay for the initial marketing, capital, and O&M phases for the Los Alamitos On-Demand Service (24-LSAL-CBT-4078) due to procurement process challenges in awarding a vendor contract.

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 year¹ (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

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¹ FY means July 1 through June 30. For example, funds received in March 2023, tracked by FY, should be spent by June 30, 2025.

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 review cycle, the following LFS timely use of funds extension requests were submitted.

The City of Buena Park (Buena Park) is requesting a two-year timely use of funds extension of \$2,097,881. The funds being considered for extensions were disbursed in FY 2022-23 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Buena Park indicated that these funds will be directed towards traffic signal improvements and citywide street rehabilitation improvements.

- \$387,444, from June 2025 to June 2027
- \$360,484, from June 2025 to June 2027
- \$327,808, from June 2025 to June 2027
- \$356,440, from June 2025 to June 2027
- \$321,693, from June 2025 to June 2027
- \$344,012, from June 2025 to June 2027

The City of Costa Mesa (Costa Mesa) is requesting a two-year timely use of funds extension of \$1,719,614. The funds being considered for extensions were disbursed in FY 2022-23 through three separate installments and should be expended by the FY extension deadlines provided in Attachment B. Costa Mesa indicated these funds will be directed towards citywide street rehabilitation improvements.

- \$593,335, from June 2025 to June 2027
- \$539,552, from June 2025 to June 2027
- \$586,727, from June 2025 to June 2027

The City of La Habra (La Habra) is requesting a two-year timely use of funds extension of \$1,251,960. The funds being considered for extensions were disbursed in FY 2022-23 through three separate installments and should be expended by the FY extension deadlines provided in Attachment B. La Habra indicated these funds will be directed towards citywide street rehabilitation improvements.

- \$231,213, from June 2025 to June 2027
- \$215,124, from June 2025 to June 2027
- \$195,624, from June 2025 to June 2027
- \$212,729, from June 2025 to June 2027
- \$191,975, from June 2025 to June 2027
- \$205,294, from June 2025 to June 2027

Santa Ana is requesting a two-year timely use of funds extension of \$1,478,018. The funds being considered for extensions were disbursed in FY 2022-23 through two separate installments and should be expended by the FY extension deadlines provided in Attachment B. Santa Ana indicated these funds will be directed towards traffic signal improvements, citywide street rehabilitation improvements, and city street bicycle lane improvements.

- \$459,697, from June 2025 to June 2027
- \$1,018,321, from June 2025 to June 2027

The City of Seal Beach (Seal Beach) is requesting a two-year timely use of funds extension of \$556,194. The funds being considered for extensions were disbursed in FY 2022-23 through six separate installments and should be expended by the FY extension deadlines provided in Attachment B. Seal Beach indicated these funds will be directed towards city street bicycle lane improvements.

- \$102,718, from June 2025 to June 2027
- \$95,571, from June 2025 to June 2027
- \$86,908, from June 2025 to June 2027
- \$94,507, from June 2025 to June 2027
- \$85,287, from June 2025 to June 2027
- \$91,204, from June 2025 to June 2027

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:

The City of Aliso Viejo is requesting a 24-month timely use of funds extension for \$23,983. The funds being considered for extension were disbursed in FY 2022-23 as five separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$405, from June 2025 to June 2027
- \$5,863, from June 2025 to June 2027
- \$6,352, from June 2025 to June 2027
- \$5,491, from June 2025 to June 2027
- \$5,872, from June 2025 to June 2027

The City of Anaheim (Anaheim) is requesting a 24-month timely use of funds extension for \$393,657. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$71,631, from June 2025 to June 2027
- \$66,647, from June 2025 to June 2027
- \$63,501, from June 2025 to June 2027
- \$68,800, from June 2025 to June 2027

- \$59,475, from June 2025 to June 2027
- \$63,602, from June 2025 to June 2027

The City of Dana Point is requesting a 24-month timely use of funds extension for \$71,932. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$13,089, from June 2025 to June 2027
- \$12,178, from June 2025 to June 2027
- \$11,603, from June 2025 to June 2027
- \$12,572, from June 2025 to June 2027
- \$10,868, from June 2025 to June 2027
- \$11,622, from June 2025 to June 2027

The City of Garden Grove (Garden Grove) is requesting a 24-month timely use of funds extension for \$227,183. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$41,339, from June 2025 to June 2027
- \$38,463, from June 2025 to June 2027
- \$36,647, from June 2025 to June 2027
- \$39,705, from June 2025 to June 2027
- \$34,324, from June 2025 to June 2027
- \$36,705, from June 2025 to June 2027

The City of Laguna Niguel is requesting a 24-month timely use of funds extension for \$125,158. The funds being considered for extension were disbursed in FY 2022-23 as seven separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$17,396, from June 2025 to June 2027
- \$19,609, from June 2025 to June 2027
- \$18,244, from June 2025 to June 2027
- \$17,383, from June 2025 to June 2027
- \$18,834, from June 2025 to June 2027
- \$16,281, from June 2025 to June 2027
- \$17,411, from June 2025 to June 2027

The City of Lake Forest (Lake Forest) is requesting a 24-month timely use of funds extension for \$47,563. The funds being considered for extension were disbursed in FY 2022-23 as three separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$17,054, from June 2025 to June 2027
- \$14,743, from June 2025 to June 2027

• \$15,766, from June 2025 to June 2027

Mission Viejo is requesting a 24-month timely use of funds extension for \$168,953. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$30,743, from June 2025 to June 2027
- \$28,604, from June 2025 to June 2027
- \$27,254, from June 2025 to June 2027
- \$29,528, from June 2025 to June 2027
- \$25,526, from June 2025 to June 2027
- \$27,297, from June 2025 to June 2027

The City of Orange is requesting a 24-month timely use of funds extension for \$182,629. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$33,232, from June 2025 to June 2027
- \$30,919, from June 2025 to June 2027
- \$29,460, from June 2025 to June 2027
- \$31,918, from June 2025 to June 2027
- \$27,592, from June 2025 to June 2027
- \$29,507, from June 2025 to June 2027

The City of San Clemente is requesting a 24-month timely use of funds extension for \$105,221. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$19,146, from June 2025 to June 2027
- \$17,814, from June 2025 to June 2027
- \$16,973, from June 2025 to June 2027
- \$18,390, from June 2025 to June 2027
- \$15,897, from June 2025 to June 2027
- \$17,000, from June 2025 to June 2027

The City of Stanton (Stanton) is requesting a 24-month timely use of funds extension for \$33,693. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$3,298, from June 2025 to June 2027
- \$7,558, from June 2025 to June 2027
- \$8,188, from June 2025 to June 2027
- \$7,079, from June 2025 to June 2027

• \$7,570, from June 2025 to June 2027

The City of Villa Park is requesting a 24-month timely use of funds extension for \$16,060. The funds being considered for extension were disbursed in FY 2022-23 as six separate installments and should be expended by the FY extension deadline provided in Attachment B.

- \$2,922, from June 2025 to June 2027
- \$2,719, from June 2025 to June 2027
- \$2,591, from June 2025 to June 2027
- \$2,807, from June 2025 to June 2027
- \$2,426, from June 2025 to June 2027
- \$2,595, from June 2025 to June 2027

Scope Changes

Local jurisdictions may request minor scope changes for CTFP projects if they can assure that 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 assure that the adjustments meet the scoring criteria of the original applications.

Anaheim is requesting a scope change for the construction phase of the FY 2023/2024 Catch Basin Screen Installation Project (23-ANAH-ECP-4050) to decrease the number of connector pipe screens (CPS) to 252 from 287, decrease the number of full trash capture (FTC) units to seven from 22, and decrease the number of automatic retractable screens to 19 from 21 where 15 catch basins originally assigned CPS will be receiving FTC instead due to construction issues with pre-existing CPS installations and inaccessible installation locations.

Costa Mesa is requesting a scope change for the construction phase of the 2022 Connector Pipe Screen Installation Project (22-CMSA-ECP-4035) to decrease the number of CPS to 161 from 300 due to difficulties in reaching installation areas and increased material costs from inflation.

Garden Grove is requesting a scope change for the construction phase of the Garden Grove Boulevard and Harbor Boulevard Intersection Capacity Enhancement Project (24-GGRV-ICE-4061) to modify the concrete bus pad, additional curb and gutter, and sidewalk improvements. These modifications are necessary to address changes to the median alignment and to maintain a 12-foot travel lane after the realignment of the median which is causing southbound vehicles in the third lane to encroach on the existing bus pad. The scope change also relocates a bus shelter, bus bench, and trash receptacle further south as a result of the southward shifting of the point of entry to the bus pullout area. No additional funding is requested.

The City of Irvine (Irvine) is requesting a scope change for the IMP phase of the Barranca Parkway Traffic Signal Synchronization Project (20-IRVN-TSP-3974) to modify

32 installation locations of various traffic management systems, including closed circuit television cameras, video detection systems, pedestrian modules, fiber optic cables, and traffic signal controllers. These changes are necessary to align with project needs and cost constraints while utilizing existing infrastructure where it is feasible.

Mission Viejo is requesting a scope change for the O&M phase of the Mission Viejo Local Transit Circulator Service (16-OCTA-CBT-3836) to expand local circulator services to the special events as follows: Arbor Day in April to operate two shuttles for five-hour shifts from an offsite location to event location and National Night Out in July or August to operate two shuttles for eight-hour shifts from City Hall to Youth Athletic Park. This modification is requested to increase service offerings. No additional funding is requested.

OCTA, as administrative lead for the County of Orange and the cities of Irvine, Laguna Hills, and Lake Forest is requesting a scope change for the Lake Forest Drive RTSSP Project (19-OCTA-TSP-3940). The scope change removes an Actelis ML 680DF Ethernet Switch from being installed on the intersection of Lake Forest Drive and Dimension Drive due to the equipment being installed as part of a separate city-led project administered by Lake Forest.

Stanton is requesting a scope change for the construction phase of the Western Storm Channel Grate Replacement Project (24-STAN-ECP-4094) to modify a custom inlet grate, which is needed to enhance the project benefits through enhanced stormwater capture, reduction of debris, and improved water quality. No additional funding is requested.

Yorba Linda is requesting a scope change for the IMP phase of the Yorba Linda Boulevard/Weir Canyon Road RTSSP Project (22-YLND-TSP-4026) to extend fiber optic communications on five intersections along Casa Loma Avenue from Yorba Linda Boulevard to the Yorba Linda City Hall Traffic Management Center, replace the originally planned installation of 72-strand single-mode fiber optic (SMFO) cable with 120-strand SMFO cable, and install fiber optic cable in existing conduit to connect the city's five project intersection. These changes are necessary to improve signal operations and communication network functionality. No additional funding is requested.

OCTA-Initiated Requests – 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 review cycle, the following transfer requests were submitted due to the need to utilize project savings.

Approval of 13 transfers of savings is requested for the 2024 Project V call for projects grants. Several continuing services awarded under the recent call for projects had unspent Measure M2 balances from prior funding cycles. In accordance with program guidelines, these remaining balances may be expended before the expiration of their respective cooperative agreement terms, allowing jurisdictions to utilize prior funds before drawing from their newly awarded 2024 Project V allocations. Additionally, local

jurisdictions experienced extended lead times for capital vehicle purchases, which further postponed the operational start dates for certain 2024 Project V services.

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 following Project V grants:

- Anaheim Canyon Circulator (24-ANAH-CBT-4071)
- Dana Point Trolley Continuity Program (24-DPNT-CBT-4073)
- Irvine Special Event Circulator (24-IRVN-CBT-4074)
- Laguna Beach Off-Season Weekend and Seasonal Service (24-LBCH-CBT-4075)
- Laguna Canyon Road/El Toro Road Laguna Local Service (24-LBCH-CBT-4076)
- Laguna Niguel Summer Trolley (24-LNIG-CBT-4077)
- Los Alamitos On-Demand Service (24-LSAL-CBT-4078)
- Mission Viejo Circulator and Special Event (24-MVJO-CBT-4079)
- Balboa Peninsula Trolley Service Continuation (24-NBCH-CBT-4080)
- Expanded RanchRide Transit Service Program (24-ORCO-CBT-4072)
- San Clemente Trolley Program (24-SCLM-CBT-4081)
- San Clemente On-Demand Transit Programs (24-SCLM-CBT-4082)
- San Juan Capistrano Expanded Summer Weekend and Special Event Trolley Service (24-SJCP-CBT-4083)

Approval of one technical adjustment is also requested for the Dana Point Trolley Continuity Program (20-DNPT-CBT-3959) in order to align Year 1 (FY 2021-22), Year 2 (FY 2022-23), and Year 3 (FY 2023-24) funding allocations with the revised service implementation timeline. Due to operational suspensions resulting from the coronavirus pandemic, the 2020 Project V grant was initiated in FY 2023-24. Staff is requesting approval to combine the funding for FY 2021-22, FY 2022-23, and FY 2023-24 into one aggregate allocation for under FY 2023-24, consistent with the start date of the project. The proposed modification will be accommodated within the existing 2020 approved grant programming and program limits.



July 7, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Eligibility Review Recommendations

Overview

The Measure M2 Ordinance No. 3 requires that all local jurisdictions annually satisfy specific eligibility requirements to receive Measure M2 net revenues. As part of this requirement, the pavement management plans and expenditure reports were submitted to the Orange County Transportation Authority by the local jurisdictions. Board of Directors' approval is requested to find 33 of Orange County's 35 local jurisdictions (excluding the City of Buena Park and the City of Huntington Beach) as eligible to continue receiving Measure M2 net revenues.

Afth

Recommendation

Approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving Measure M2 net revenues.

Background

Local jurisdictions must meet Measure M2 (M2) eligibility requirements required by the M2 Ordinance No. 3 (M2 Ordinance) and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) annually to remain eligible to receive M2 net revenues. There are 13 eligibility requirements that local jurisdictions must satisfy to remain eligible; however, not all 13 eligibility components require verification during each eligibility cycle. For reference, a summary of M2 eligibility requirements and their respective due dates are provided in Attachment A.

While OCTA staff reviews and affirms all M2 eligibility components, the M2 Ordinance requires the Taxpayer Oversight Committee (TOC) to review a subset of these components. These include the Congestion Management Plan, Mitigation Fee Program, Local Signal Synchronization Plan, Pavement Management Plan (PMP), and Expenditure Report.

Generally, local jurisdictions must submit the required documentation annually on or before June 30. Expenditure reports must be submitted on or before December 31, six months after the close of the fiscal year (FY). Expenditure reports incorporate all M2-related transportation expenditures and includes the maintenance of effort (MOE) spending levels. MOE is the amount of discretionary funding (e.g., general fund revenues) that local jurisdictions must spend on streets and roads purposes to ensure that they are not supplanting discretionary transportation spending with M2 revenues. This item addresses the submittals of the PMPs that were due on June 28, 2024 (normally June 30 of each year but fell on a Sunday in 2024) and the expenditure reports that were due on December 31, 2024.

Discussion

All 35 local jurisdictions submitted the required M2 eligibility verification documents by OCTA's June 28, 2024, deadline. OCTA staff conducted a thorough review to ensure completion, accuracy, and consistency with M2 Ordinance requirements. In addition, all local jurisdictions submitted their FY 2023-24 expenditure reports and required resolutions consistent with the December 31, 2024, deadline. Staff carried out a technical review of all reports from Orange County local jurisdictions. A summary of the findings for the M2 eligibility components that were due for this cycle is provided in Attachment B.

The TOC-designated Annual Eligibility Review (AER) Subcommittee convened June 3, 2025, to affirm receipt and review the PMPs¹ and FY 2023-24 M2 expenditure reports for the currently eligible local jurisdictions. At the June 10, 2025, TOC meeting, the TOC members received the AER Subcommittee's report on these materials and formally affirmed TOC receipt and review, consistent with the M2 Ordinance requirement.

As the TOC has now completed its review, staff is recommending that the Board approve 33 of Orange County's 35 local jurisdictions as eligible to continue receiving M2 net revenues.

¹ For this eligibility review cycle, PMPs were required from 21 local jurisdictions. The remaining 14 local jurisdictions' PMPs will be submitted and reviewed during the next eligibility review cycle.

Summary

In June 2025, the OCTA TOC convened and affirmed receipt and review of the required PMPs and FY 2023-24 M2 expenditure reports. Board approval is recommended to find the 33 local jurisdictions eligible to continue receiving M2 net revenues.

Attachments

- A. Measure M2 Eligibility Requirements and Submittal Schedule Summary
- B. Measure M2 Eligibility Review Summary Submittals from 2024

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Lose Casing

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Measure M2 Eligibility Requirements and Submittal Schedule Summary

Compliance Category	Frequency (Due Date)	Required in Current Cycle
Capital Improvement Program	Annual (June 30, 2024)	✓
Circulation Element/Master Plan of Arterial Highways Consistency^	Biennial (June 30, 2025)	
Congestion Management Program^	Biennial (June 30, 2025)	
Expenditure Report*	Annual (December 31, 2024)	✓
Local Signal Synchronization Plan	Every Three Years (June 30, 2026)	
Maintenance of Effort	Annual (June 30, 2024)	✓
Mitigation Fee Program (MFP)^	Biennial ¹ (June 30, 2025)	
No Supplanting of Developer Fees	Annual (June 30, 2024)	✓
Pavement Management Plan (PMP)*	Biennial ² (June 30, 2024)	✓
Timely Submittal of Project Final Reports	Within Six Months of Project Completion	✓
Timely Use of Net Revenues	Annual (June 30, 2024)	✓
Traffic Forum Participation	Annual (June 30, 2024)	✓
Transit and Non-Motorized Transportation Land-Use Planning Strategies	Annual (June 30, 2024)	√

^{*}Received and reviewed by the Taxpayer Oversight Committee (TOC) on June 10, 2025, as part of current eligibility review cycle.

[^]Anticipated to be presented and reviewed to the TOC in late 2025.

¹ Jurisdictions must submit their updated program and revised fee schedule or process methodology when the jurisdiction updates their MFP and/or nexus study regardless of eligibility submittal schedule.

² 14 local jurisdictions update their PMPs on odd-numbered fiscal years, while 21 local jurisdictions update their PMPs on even-numbered fiscal years.

Measure M2 Eligibility Review Summary Submittals from 2024

Local Jurisdiction	Capital Improvement Program	Expenditure Reports	Land-Use Planning Strategies	Maintenance of Effort	No Supplanting of Developer Fees	Pavement Management Plan ¹	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Aliso Viejo	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Anaheim	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Brea	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Buena Park ²	Satisfactory	N/A ²	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Costa Mesa	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
County of Orange	Satisfactory	Satisfactory	Satisfactory	N/A ³	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Cypress	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Dana Point	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Fountain Valley	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Fullerton	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Garden Grove	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Huntington Beach ²	Satisfactory	N/A ²	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Irvine	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Habra	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
La Palma	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Hills	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Niguel	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Laguna Woods	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Lake Forest	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Los Alamitos	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Mission Viejo	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Newport Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Orange	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓

Measure M2 Eligibility Review Summary Submittals from 2024

Local Jurisdiction	Capital Improvement Program	Expenditure Reports	Land-Use Planning Strategies	Maintenance of Effort	No Supplanting of Developer Fees	Pavement Management Plan ¹	Timely Submittal of Final Reports	Timely Use of Net Revenues	Traffic Forum
Placentia	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Rancho Santa Margarita	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
San Clemente	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
San Juan Capistrano	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Santa Ana	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Seal Beach	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Stanton	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Tustin	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	N/A	Satisfactory	Satisfactory	✓
Villa Park	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Westminster	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Yorba Linda	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	✓
Totals	35	33	35	34	35	21	35	35	35

^{1 14} local jurisdictions update their PMPs on odd-numbered fiscal years, while 21 local jurisdictions update their PMPs on even-numbered fiscal years.

Acronyms:

Board - Board of Directors
County - County of Orange
HUTA - Highway Users Tax Account
M2 - Measure M2
N/A - Not applicable
PMP - Pavement Management Plan

² The City of Buena Park and the City of Huntington Beach submitted the required documentation to satisfy M2 eligibility submittal requirements this cycle; however, they are currently ineligible to receive net M2 revenues due to a previous and separate Board action. The City of Huntington Beach was found ineligible on May 12, 2025 due to using local fair share funds for non transportation costs. Therefore the expenditure report, while submitted on time, cannot be deemed as satisfactory for this cycle.

³ Maintenance of effort is based on a three-year average of discretionary fund expenditures for transportation purposes prior to 1990, plus adjustments required by the M2 Ordinance No. 3. However, Orange County Public Works and their predecessor agencies did not and do not use discretionary funds for transportation purposes. The sources of their transportation funds have been various restricted or partially restricted funds (e.g., HUTA, federal grants, assessment districts, developer impact fees, community facilities districts, Subdivision Map Act Highway, and bridge fees etc.)



July 7, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Competitive Grant Programs – Update and Recommendations

Afth

Overview

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

Recommendations

- A. Approve one scope modification request from the City of Yorba Linda for the Connect Savi Ranch Project funded through the 2023 Orange County Complete Streets Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or his designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above.

Background

The Orange County Transportation Authority (OCTA) issues periodic calls for projects (call) using non-Measure M2 (M2) federal, state, and local funds to help local jurisdictions and non-profits meet a variety of transportation needs.

The calls include the Orange County Complete Streets Program (OCCSP), Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program, Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program.

OCTA typically issues a Complete Streets call, such as the OCCSP or the BCIP, every two to three years. Similarly, the EMSD is also a regular call which is issued every two to three years. The calls addressing pavement management, PMRF, and APM are issued on an ad hoc basis but have typically occurred using one-time state or federal funding at least every three to four years. Each program has a primary focus or goal, as noted in the table below.

OCTA Program	Primary Program Goal	Program Fund Source
OCCSP	Support development of accessible and safe streets that accommodate a variety of transportation modes	STBG and/or CMAQ
EMSD	Support services provided to seniors and individuals with disabilities	Non-M2 local transit funds
PMRF	Support pavement management needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act Highway Infrastructure Program funds and State Highway Account funds
BCIP	Support the development of Orange County's bicycle network	Federal CMAQ funds
APM	Support pavement management needs – replaced by PMRF	Federal STBG funds

In addition to these directly issued calls, OCTA also supports local jurisdictions pursuing federal and state earmarks or grants from state and federal sources such as the Active Transportation Program regional component through SCAG and the California Transportation Commission (CTC). OCTA may partner with local jurisdictions to seek external funds when combining multiple projects into a single application to increase the chances of being awarded.

OCTA directly competes in federal, state, and local transportation funding opportunities through various discretionary funding programs to support Board of Director's (Board)-approved priority planning, capital, and operating needs. Securing funding through these programs is consistent with the programming

policies and helps preserve M2 and more flexible local funding sources, allowing OCTA to advance a greater number of priority projects. Current priority projects, identified by the Board through approved planning documents, include the Coastal Rail Infrastructure Resiliency, the transition to Zero-Emission Bus (ZEB), Olympic Readiness projects, Metrolink Locomotive Replacement, Track and Structures, Grove Operations. Connect Garden Metrolink OC to Santa Rails-to-Trails, and OC Loop. Identifying priority projects in advance of funding opportunities and securing Board approval positions OCTA to readily pursue new funding opportunities as they are made available. Every discretionary grant award is presented to the Board for formal acceptance.

Discussion

Since 2010, the Board has approved \$215.2 million in non-M2 local, state, and federal funds to Orange County local jurisdictions and non-profits through 11 calls. This has supported 260 transportation projects including active transportation, street rehabilitation, mobility options for seniors and individuals with disabilities, and streets and roads enhancement/landscaping activities. As of the drafting of this report, 187 projects which have received \$95.4 million in non-M2 funds, are considered fully complete and closed out. The specific status of these completed projects is no longer tracked in the report. The table below reflects the status of active projects and their respective phases of work and phases of work that were completed in this reporting cycle. Currently, \$119.7 million in awarded funds are supporting a total of 119 phases of work through the OCCSP, EMSD, PMRF, BCIP, and APM funding programs.

A summary of the current awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A. The proposed project amendments and recommendations are consistent with all current programming requirements.

Phase of Work/ Status	PLAN	ENV	DES	ROW	CON	Total Phases
Planned	0	6	5	8	58 ¹	77
Started	2	9	14	1	16 ²	42
Subtotal	2	15	19	9	74	119
Completed	0	0	0	0	24	24 ³
Total	2	14	17	7	98	143
Cancelled	0	0	0	0	0	0

Notes and abbreviations:

- 1. Includes 14 planned EMSD Capital and 13 planned EMSD Operating projects.
- 2. Includes 1 Started EMSD Operating project.
- 3. Reflects only those project phases that were completed during this reporting cycle.

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated, or a contract has not yet been executed.

Started – Indicates that the funds for this phase have been obligated or a contract has been executed.

Completed – Indicates that the work related to this phase is complete.

CON – Construction (Includes EMSD capital and operating projects)

DES – Design PLAN – Plan

ENV- Environmental ROW - Right-of-way

Project Amendments

Staff regularly meets with local jurisdictions to review the status of projects funded through OCTA programs. During the most recent project review, the City of Yorba Linda (Yorba Linda) requested a scope modification for the Connect Savi Ranch Project that is funded through the OCCSP, approved by the Board on November 22, 2021.

The Connect Savi Ranch Project includes a Class I multi-use path and Class IV bikeway improvements along Mirage Street, Old Canal Road, Savi Ranch Parkway, and Yorba Linda Boulevard, connecting to the Santa Ana River Trail for improved regional bicycle access. Yorba Linda has requested OCTA's approval to modify the limits of the project by removing the portion of the trail that crosses over the Santa Ana River on the Yorba Linda Boulevard bridge. This change reduces the current scope of work and defers work on the bridge segment to a future phase. The remaining improvements remain fully functional and independent, and this adjustment is intended to streamline delivery and ensure the project meets its federal construction obligation deadline. The bridge trail segment will be revisited once additional environmental and funding considerations can be addressed.

Following OCTA Board consideration, staff will recommend this project scope change through the Federal Transportation Improvement Program amendment process to SCAG. The final approval will be subject to SCAG concurrence consistent with the project selection process for CMAQ-funded projects. If this requested action is not approved, staff will report back to the Board in the next report cycle. Additional details on the requested amendment are provided in Attachment B.

Discretionary Funding Update

In February 2025, staff presented updates to the Board on OCTA grant pursuits, highlighting the submission of seven grant applications in fiscal year 2024-25 and the award of \$305.7 million in awards including the following for the Coastal Rail Infrastructure Resiliency Project (Project):

 \$80 million through the SB 1 (Chapter 5, Statutes of 2017) Trade Corridor Enhancement Program – CTC

- \$100 million through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program Federal Railroad Administration (FRA)
- \$125 million through the Transit and Intercity Rail Capital Program Cycle 7
 California Transportation Agency

Following acceptance of the CRISI Program and state awards last December, OCTA began work on Areas 1 and 2 of the Project to avoid further delays along the corridor. However, this work proceeded prior to receiving formal National Environmental Policy Act (NEPA) clearance and formal pre-award authority from the FRA. As a result, approximately \$3.2 million in incurred costs from Area 1 may be ineligible for reimbursement. Since then, the risk to the broader Project has been reduced, as NEPA clearance has been received for Area 3. Staff is actively working with the FRA to reallocate the \$3.2 million from Area 1 to support eligible costs in other areas of the Project. While some potential risk remains, ongoing coordination with the FRA is focused on securing retroactive authorization and preserving full federal funding support to minimize any impact on the delivery of the Project.

Since the February update, 11 grant applications have been submitted for a total request amount of \$337.1 million from state and federal sources. These applications reflect a diverse range of priority projects across the county and include planning grants for countywide active transportation, construction funding for highway and arterial improvements, investments in ZEB, operational support for the OC Streetcar, and critical safety and rehabilitation improvements to Metrolink infrastructure. This diversified grant strategy underscores OCTA's commitment to advancing regionally significant transit, sustainability, and mobility priorities through competitive funding opportunities. A summary of these submittals and awards are provided in Attachment C.

A list of near-term OCTA priority projects targeted for funding through ongoing grant efforts is provided as Attachment D. These efforts include OCTA's continued pursuit of competitive grant opportunities to fund and advance priority projects. Staff will bring forward future grant awards for Board acceptance as necessary. The Capital Funding Program Report (Attachment E) summarizes the approved funding for projects, including OCTA-issued federal, state, and locally funded calls.

Summary

Status reports on externally funded OCTA grants awards to local jurisdictions and a list of grant pursuits for OCTA priority projects are provided. Staff is recommending Board approval for a scope modification for Yorba Linda to ensure timely use of funds.

Attachments

- A. State and Federal Grant Programs Project Status
- B. Amendment Requests and Programming Updates
- C. Competitive Grants Update
- D. Orange County Transportation Authority Priority Project List
- E. Capital Funding Program Report

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	2016 BCIP										
Agency	Project Title	Phase		Award	Ma	tching Funds	To	tal Phase Cost	Status		
Anaheim	Nohl Ranch Open Space Trail	R	\$	439,200	\$	109,800	\$	549,000	Started		
Santa Ana	Citywide Bike Racks	С	\$	937,200	\$	127,800	\$	1,065,000	Started		
	2016 BCIP Phases Completed	18	\$	15,373,555	\$	2,387,399	\$	17,760,954			
	2016 BCIP Phases In Progress	2	\$	1,376,400	\$	237,600	\$	1,614,000			
	2016 BCIP Total Program ¹	20	\$	16,749,955	\$	2,624,999	\$	19,374,954			

	2019 BCIP									
Agency	Project Title	Phase		Award		tching Funds		Total Project/ Phase Cost	Status	
									Started - D	
									Planned - R	
Brea	OC Loop Brea Gap Closure ²	D,R,C	\$	6,048,000	\$	6,980,000	\$	14,528,000	Planned - C	
Costa Mesa	Adams Avenue and Pinecreek Drive Intersection Project	O	\$	514,736	\$	302,259	\$	816,995	Started	
La Habra	La Habra Union Pacific Rail Line Bikeway	R	\$	1,948,800	\$	487,200	\$	2,436,000	Planned	
Orange	Santiago Creek Multipurpose Extension Project	Ш	\$	345,794	\$	97,532	\$	443,326	Started	
	South El Camino Real Lane Reconfiguration and Buffered									
San Clemente	Bike Lane Project	С	\$	1,075,115	\$	400,650	\$	1,475,765	Planned	
	Bristol Street Protected Bike Lanes - Phase II									
Santa Ana	Warner to St. Andrew Place	С	\$	1,508,045	\$	347,393	\$	1,855,438	Planned	
	Bristol Street Protected Bike Lanes - Phase III								Started - D	
Santa Ana	St. Andrew Place to Edinger Avenue	D,C	\$	743,274	\$	598,356	\$	1,341,630	Planned - C	
	Bristol Street Protected Bike Lanes - Phase IV									
Santa Ana	Civic Center Drive to Washington Avenue	С	\$	793,760	\$	229,490	\$	1,023,250	Started	
	Bristol Street Protected Bike Lanes - Phase V								Started - D	
Santa Ana	1st Street to Civic Center Drive	D,C	\$	1,320,320	\$	598,273	\$	1,918,593	Planned - C	
Santa Ana	Warner Avenue Protected Bike Lanes	С	\$	1,022,116	\$	313,259	\$	1,335,375	Planned	
	2019 BCIP Phases Completed	7	\$	10,008,182	\$	11,062,623	\$	21,070,805		
	2019 BCIP Phases In Progress ³	14	\$	15,319,960	\$	10,354,412	\$	27,174,372		
	2019 BCIP Total Program ¹	21	\$	25,328,142	\$	21,417,035	\$	48,245,177		

Notes:

- 1. Total does not include cancelled projects.
- 2. Total project cost includes \$1,500,000 in non-match agency funds.
- 3. Total phases in progress project cost includes \$1,500,000 in non-match agency funds for Brea's OC Loop Brea Gap Closure project.

2021 PMRF										
Agency	Project Title	Phase		Award		Matching Funds ⁴		Il Project Cost ⁵	Status	
	Aliso Creek Road Rehabilitation from Enterprise to SR- 73									
Aliso Viejo	Project	С	\$	200,000	\$	-	\$	600,000	Started	
	Knott Avenue Rehabilitation from Ball Road to Orange									
Anaheim	Avenue Project	С	\$	1,037,763	\$	-	\$	1,100,000	Started	
	Fairview Road Improvement Project (from Adams Avenue to									
Costa Mesa	Wilson Street)	С	\$	331,116	\$	-	\$	1,600,000	Started	
Dana Point	Stonehill Drive Slurry Seal Project	С	\$	200,000	\$	-	\$	200,000	Started	
Irvine	Irvine Center Drive Pavement Rehabilitation	С	\$	797,297	\$	-	\$	3,750,000	Started	
La Habra	Macy Street Rehabilitation Project - PMRF	С	\$	200,000	\$	-	\$	300,000	Started	
	La Palma Avenue Pavement Preservation and									
La Palma	Improvements Project	С	\$	200,000	\$	-	\$	400,000	Started	
Laguna Beach	Zone 3 Collector Road Improvements	С	\$	200,000		-	\$	780,000	Started	
Laguna Hills	Arterial Pavement Rehabilitation Project	С	\$	200,000	\$	-	\$	575,000	Started	
Laguna Woods	Pavement Management Project (Westbound El Toro Road between Calle Corta and City Limits)	С	\$	200,000		_	\$	264,000	Started	
Laguria VVOOGS	Grand Avenue Roadway Rehabilitation from 1st Street to		Ψ	200,000	Ψ		Ψ	204,000	Otarted	
Santa Ana	McFadden Avenue	С	\$	972,882	\$	_	\$	1,072,882	Started	
Odrita / tria	Seal Beach Boulevard at North Gate Road Improvement		Ψ	312,002	Ψ		Ψ	1,072,002	Otarica	
Seal Beach	Project	С	\$	200,000	\$	_	\$	275,000	Started	
	La Palma Avenue Improvement Project from west City Limit			,			ľ	-,		
Yorba Linda	to 1,350' west of Old Village Road	С	\$	200,000	\$	_	\$	240,350	Started	
	2021 PMRF Phases Completed	14	\$	4,129,768		-	\$	16,379,430		
	2021 PMRF Phases In Progress	13	\$	4,939,058		-	\$	11,157,232		
	2021 PMRF Total Program ¹	27	\$	9,068,826		-	\$	27,536,662		

Notes:

- 4. Local match not required for PMRF.
- 5. Total project costs include non-match agency funds.
- 6. The City of San Juan Capistrano declined available state funds.

2021 EMSD									
Agency	Project Title	Phase		Award	Mat	ching Funds	Tota	al Project Cost	Status
Sally's Fund	Senior Services Assistant	С	\$	61,350	\$	20,450	\$	81,800	Started
	2021 EMSD Phases Completed	11	\$	2,218,482	\$	343,720	\$	2,562,202	
	2021 EMSD Phases In Progress	1	\$	61,350	\$	20,450	\$	81,800	
	2021 EMSD Total Program	12	\$	2,279,832	\$	364,170	\$	2,644,002	

	2024 EMSD										
Agency	Project Title	Phase		Allocation				tal Phase Cost	Status		
	Replacement Vehicles for Age Well Senior Services	С	\$	989,656	\$	122,315	\$	1,111,971	Planned		
Age Well Senior		C	\$	309,840	\$	77,460		387,300	Planned		
Services, Inc	Operating Assistance for Age Well Senior Services	C	\$	42,570		4,730		47,300	Planned		
		С	\$	878,400	\$	97,600	\$	976,000	Planned		
Abrazar, Inc.	OC Equity Mobility Management - Abrazar (OCEMMA)	С	\$	19,810	\$	2,201	\$	22,011	Planned		
Huntington Beach	Rider Notifications	С	\$	46,517	\$	5,169	\$	51,686	Planned		
		С	\$	463,983	\$	51,554	\$	515,537	Planned		
Irvine	Irvine On Demand - Rides for Older Adults	C	\$	181,009	\$	20,112	\$	201,121	Planned		
Newport Beach	Vehicle Replacements	С	\$	217,800	\$	24,200	\$	242,000	Planned		
AbleLight, Inc	Transportation for People with Developmental Disabilities	С	\$	254,778	\$	28,309	\$	283,087	Planned		
Southland Integrated		C	\$	343,578	\$	38,175	\$	381,753	Planned		
Services, Inc.	Transportation Services for Seniors and the Disabled	C	\$	227,596	\$	56,900	\$	284,496	Planned		
		С	\$	115,769	\$	12,863	\$	128,632	Planned		
Access California		С	\$	6,874	\$	764	\$	7,638	Planned		
Services	AccessCal's Access to Transportation Program	С	\$	600,000	\$	150,000	\$	750,000	Planned		
Korean Community		С	\$	534,600	\$	59,400	\$	594,000	Planned		
Services, Inc. dba KCS		С	\$	3,313	\$	368	\$	3,681	Planned		
Health Center	KCS's Senior Mobility & Integrated Healthcare Program	С	\$	470,112	\$	117,528	\$	587,640	Planned		
Orange County Adult											
Achievement Center dba											
My Day Counts	My Day Counts 2025 -2026 Capital Replacement	С	\$	917,610	\$	101,957	\$	1,019,567	Planned		
	City of Laguna Woods Senior Mobility Program										
Laguna Woods	Augmentation Project	С	\$	325,000	\$	81,250	\$	406,250	Planned		
Community SeniorServ,				•		•		,			
Inc. dba Meals on											
Wheels, Orange County	Enhanced Transportation Initiative	С	\$	247,467	\$	27,496	\$	274,963	Planned		
SoCal Senior Services,				,		,		,			
LLC	Healthy Aging Center Laguna Woods	С	\$	246,048	\$	61,512	\$	307,560	Planned		
Seal Beach	Seal Beach - Service Expansion	C	\$	100,000	\$	25,000		125,000	Planned		
Alzheimer Family				,		-,		- ,			
Services Center	Patient Transportation	С	\$	267,746	\$	29,750	\$	297,496	Planned		

	2024 EMSD (Continued)										
Agency	Project Title	Phase		Allocation		Match -		tal Phase Cost	Status		
North County Senior											
Services	Acacia Adult Day Services	С	\$	276,188	\$	69,047	\$	345,235	Planned		
Costa Mesa	Senior Taxi Program	С	\$	237,600	\$	59,400	\$	297,000	Planned		
Dayle MacIntosh Center											
for the Disabled	Mobility Management Professionals Program	С	\$	300,000	\$	33,333	\$	333,333	Planned		
	2024 EMSD Phases Completed	0	\$	-	\$	-	\$	-			
	2024 EMSD Phases In Progress	27	\$	8,623,864	\$	1,358,393	\$	9,982,257			
	2024 EMSD Total Program	27	\$	8,623,864	\$	1,358,393	\$	9,982,257			

	2023 OCCS	SP - Wave 1							
Agency	Project Title	Phase		Award	Mat	tching Funds	Tota	al Project Cost	Status
Anaheim	Nohl Ranch Open Space Trail	С	\$	3,359,000	\$	459,000	\$	3,818,000	Planned
Brea	Tracks at Brea - Western Extension ⁸	С	\$	1,320,000	\$	180,000	\$	5,730,000	Planned
Costa Mesa	Adams Avenue Bicycle Facility Project –Harbor Boulevard to Fairview Road	С	\$	1,760,000	\$	240,000	\$	2,000,000	Planned
Costa Mesa	Fairview Road Active Transportation Improvements – Adams Avenue to Fair Drive	D,C	\$	1,935,000	\$	264,000	\$	2,199,000	Started - D Planned - C
Costa Mesa	Adams Avenue Active Transportation Project – Multipurpose Trails ⁸	С	\$	4,223,000	\$	1,677,000	\$	6,413,000	Planned
	Paseo De Valencia and Cabot Road Active Transportation								Planned - E Planned - D
Laguna Hills	Enhancements ⁸	E,D,C	\$	4,998,000		695,000		9,020,000	Planned - C
Orange	PLAN - Citywide Active Transportation Plan	PLAN	\$	308,000	\$	42,000	\$	350,000	Started
Placentia	Atwood Multi-Use Trail	D,C	\$	2,753,000	\$	377,000	\$	3,130,000	Started - D Planned - C
Can Clamanta	Commission Charles Along Assemble Coloffic	E D C	•	000,000		122.000	φ.	4 400 000	Planned - E Planned - D
San Clemente	Complete Streets Along Avenida Calafia	E,D,C	\$	968,000	\$	132,000	\$	1,100,000	Planned - C Planned - E
	_								Planned - R
Yorba Linda	Connect Savi Ranch ⁷	E,R,C	\$	3,428,000	\$	467,000	\$	4,645,000	Planned - C
	2023 OCCSP W1 Phases Completed	0	\$	-	\$	-	\$	-	
	2023 OCCSP W1 Phases In Progress	18	\$	25,052,000	\$	4,533,000		38,405,000	
	2023 OCCSP W1 Total Program	18	\$	25,052,000	\$	4,533,000	\$	38,405,000	

Notes:

^{7.} Total project costs include non-match agency funds. Project here shows partial full funding in OCCSP; full funding is reflected in the ATP table below for the same project.

	2023 OCC	SP - Wave 2	1						
Agency	Project Title	Phase		Award	Ma	tching Funds	Tota	Il Project Cost	Status
	PLAN - Orangethorpe Avenue Complete Streets Planning								
Buena Park	Study	PLAN	\$	308,000	\$	42,000	\$	350,000	Started
									Started - E
									Started - D
Fullerton	Harbor Boulevard Complete Streets Improvement Project ⁸	E,D,C	\$	4,854,000	\$	661,000	\$	5,868,000	Planned - C
									Started - E
									Started - D
	Banning Avenue Roundabout & Southeast Corridors				_				Planned - R
Huntington Beach	Complete Streets Improvements	E,D,R,C	\$	5,000,000	\$	731,000	\$	5,731,000	Planned - C
	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle	_							
Irvine	Bridge	С	\$	5,000,000	\$	1,000,000	\$	6,000,000	Planned
									Started - E
	Harvard Avenue Complete Streets and Safety				_				Started - D
Irvine	Improvements	E,D,C	\$	4,312,000	\$	588,000	\$	4,900,000	Planned - C
									Planned - E
	South Forbes Road/Oso Creek Trail Active Transportation				_				Planned - D
Laguna Niguel	Enhancements	E,D,C	\$	3,415,000	\$	465,000	\$	3,880,000	Planned - C
N.41	Mr. i. Mr. i. O. 1000 T. ii	- - -	_	4 707 000		050.000	_	5 440 000	Started - E
Mission Viejo	Mission Viejo Quad Cities Trail	E,D	\$	4,787,000	\$	653,000	\$	5,440,000	Started - D
•	D: 11 A 0 14 O 48	5.0	_	0.570.000		054.000		0.000.000	Started - D
Orange	Riverdale Avenue Complete Street Improvements ⁸	D,C	\$	2,573,000		351,000		2,999,000	Planned - C
Tustin	Main Street Enhancement Project	<u>C</u>	\$	3,172,000	\$	432,000	\$	3,604,000	Planned
	2023 OCCSP W2 Phases Completed	0	\$	-	*	4 000 000	\$	-	
	2023 OCCSP W2 Phases In Progress	20	\$	33,421,000	\$	4,923,000		38,772,000	
	2023 OCCSP W2 Total Program	20	\$	33,421,000	\$	4,923,000	\$	38,772,000	

	2023 OCCSP - Wave 3										
Agency	Project Title	Phase		Award	Mat	ching Funds	Tot	al Project Cost	Status		
Buena Park	PLAN - Stanton Avenue Complete Streets Planning Study	PLAN	\$	308,000	\$	42,000	\$	350,000	Planned		
									Planned - E		
									Planned - D		
Brea	Laurel Elementary School Safety ⁸	E,D,C	\$	590,000	\$	81,000	\$	1,024,000	Planned - C		
	Los Patrones Parkway Bikeway Widening and Safety										
County of Orange	Improvements	С	\$	2,764,000	\$	1,843,000	\$	4,607,000	Planned		
									Started - E		
									Started - D		
									Planned - R		
Huntington Beach	Hamilton Avenue Corridor Complete Streets Improvements	E,D,R,C	\$	3,971,000	\$	542,000	\$	4,513,000	Planned - C		
	Coast Highway Sidewalk Gap Closures to Achieve										
Laguna Beach	Complete Streets (Cardinal to 7th)	С	\$	5,000,000	\$	1,194,000	\$	6,194,000	Planned		
	Los Alamitos Reimagine Downtown Street & Bicycle										
Los Alamitos	Corridor Improvement Project	С	\$	5,000,000	\$	2,343,000	\$	7,343,000	Planned		

2023 OCCSP - Wave 3 (Continued)									
Agency	Project Title	Phase		Award	Matchi	ng Funds	Tota	al Project Cost	Status
									Started - E
									Planned - R
Orange	Santiago Creek Bike Trail Gap Closure	E,R,C	\$	4,904,000	\$	669,000	\$	5,573,000	Planned - C
									Started - E
									Planned - R
Stanton	Orangewood Complete Streets	E,R,C	\$	3,268,000	\$	513,000	\$	3,781,000	Planned - C
									Started - E
									Started - D
Yorba Linda	Valley View Safety ⁸	E,D,C	\$	511,000	\$	70,000	\$	656,000	Planned - C
	2023 OCCSP W3 Phases Completed	0	\$	-	\$	-	\$	-	
	2023 OCCSP W3 Phases In Progress	20	\$	26,316,000	\$	7,297,000	\$	34,041,000	
	2023 OCCS3 W2 Total Program	20	\$	26,316,000	\$	7,297,000	\$	34,041,000	

	2023 OCCSP - Wave 4									
Agency	Project Title	Phase		Award	Matching Funds	Total Project Cost	Status			
							Planned - E			
							Planned - D			
							Planned - R			
Huntington Beach	Magnolia Street Corridor Complete Streets Improvements	E,D,R,C	\$	4,687,000	\$ 640,000	\$ 5,327,000	Planned - C			
	2023 OCCSP W3 Phases Completed	0	\$	-	\$ -	-				
	2023 OCCSP W4 Phases In Progress	1	\$	4,687,000	\$ 640,000	\$ 5,327,000				
	2023 OCCS3 W4 Total Program	1	\$	4,687,000	\$ 640,000	\$ 5,327,000				
					_					

Active Transportation Program - Regional Component - Cycles 1-6												
Agency	Project Title	Cycle	Tota	I ATP Award	Ag	ency Funds	Tot	tal Project Cost	Status			
County of Orange	OC Loop Coyote Creek Bikeway (Segments O,P,Q)	3.5	\$	1,415,000	\$	649,000	\$	2,064,000	Started			
La Habra	La Habra Union Pacific Rail Bikeway (Walnut to Cypress)	3.5	\$	863,000	\$	112,000	\$	975,000	Started			
Santa Ana	City of Santa Ana - SRTS Davis Elementary ADA	3.5	\$	5,754,000	\$	-	\$	5,754,000	Started			
Santa Ana	City of Santa Ana - Willits Street Protected Bicycle Lanes	3.5	\$	2,970,000	\$	-	\$	2,970,000	Started			
Seal Beach	Lampson Avenue Bike Lane Gap Closure Project	3.5	\$	637,000	\$	628,000	\$	1,265,000	Started			
Santa Ana	Mc Fadden Avenue Protected Bike Lane and Bicycle Santa Ana Boulevard Project				\$	-	\$	6,999,000	Started			
Santa Ana	Standard Avenue Protected Bike Lane and Protected Intersection Project	4	\$	6,666,000	\$	-	\$	6,666,000	Started			
Brea	Tracks at Brea - Gap Closure ⁹	5	\$	1,787,000	\$	12,259,000	\$	14,046,000	Started			
County of Orange	OC Loop Coyote Creek Bikeway (Segment O)	5	\$	4,644,000	\$	1,961,000	\$	6,605,000	Started			
Santa Ana	Raitt Street Protected and Buffered Bike Lane	5	\$	5,499,000	\$	-	\$	5,499,000	Started			
	Anaheim Pedestrian Crosswalk Safety Improvements											
Anaheim	Project	6	\$	1,112,000	\$	-	\$	1,112,000	Started			
Anaheim	Rio Vista Safe Routes to School Project	6	\$	1,312,000	\$	-	\$	1,312,000	Started			
Buena Park	Dale / Whitaker Complete Streets Project	6	\$	4,368,000	\$	227,000	\$	4,595,000	Started			

	Active Transportation Program - Regio	nal Compo	nent	t - Cycles 1-6 (Con	tinued)			
Agency	Project Title	Cycle	To	tal ATP Award	Agency Funds		Total Project Cost		Status
	Bridging the Gap: Nutwood Avenue Bicycle and Pedestrian								
Fullerton	Mobility Enhancements	6	\$	7,140,000	\$	-	\$	7,140,000	Started
Santa Ana	Jackson Elementary and Diamond Elementary SRTS	6	\$	8,262,000	\$	-	\$	8,262,000	Started
Santa Ana	MacArthur Intermediate and Taft Elementary SRTS	6	\$	4,900,000	\$	-	\$	4,900,000	Started
Santa Ana	Madison ES Roosevelt-Walker Academy Century HS SRTS	6	\$	9,990,000	\$	-	\$	9,990,000	Started
Santa Ana	Memory Lane and Flower Street Bikeway	6	\$	5,000,000	\$	1,264,000	\$	6,264,000	Started
	Mendez Intermediate Advance Learning Santiago								
Santa Ana	Elementary School Sierra Intermediate SRTS	6	\$	9,987,000	\$	-	\$	9,987,000	Started
Santa Ana	Santa Ana High School and Heninger Elementary School	6	\$	8,222,000	\$	-	\$	8,222,000	Started
	ATP Cycles 1-6 Regional Projects	Completed	\$	22,893,000	\$	6,612,000	\$	29,505,000	
	ATP Cycles 1-6 Regional Project	\$	-	\$	-	\$	-		
	ATP Cycles 1-6 Regional Proje	\$	97,527,000	\$	17,100,000	\$	114,627,000		
	ATP Cycles 1-6 Regional Projects Tot	al Program	\$	120,420,000	\$	23,712,000	\$	144,132,000	

^{9.} Same project listed under 2023 OCCSP Wave 1. Full project cost listed here.

	State Funded OCTA Nominated Local Agency Led Projects									
Agency	Project Title	Program		Award	Agency Funds	Tota	al Project Cost	Status		
	Transit and Intercity Rail Capital Program (TIRCP) - Direct									
	Current Fast Charging (DCFC) at Fullerton Transportation									
Fullerton	Center	TIRCP	\$	625,000	\$ -	\$	625,000	Planned		
	TIRCP - Bike Lockers at Santa Ana Regional Transportation									
Santa Ana	Center (SARTC)	TIRCP	\$	2,000,000	\$ -	\$	2,000,000	Planned		
Santa Ana	TIRCP - DCFC at SARTC	TIRCP	\$	625,000	\$ -	\$	625,000	Planned		
Santa Ana	First Street Multimodal Boulevard Design	REAP 2.0	\$	4,300,000	\$ -	\$	4,300,000	Started		
	McFadden Avenue Transit Signal Priority and Complete									
Santa Ana	Streets	REAP 2.0	\$	3,690,000	\$ -	\$	3,690,000	Started		
	•	Completed	\$	3,357,000	\$ -	\$	3,357,000			
		Planned	\$	11,240,000	\$ -	\$	11,240,000			
		Total	\$	14,597,000	\$ -	\$	14,597,000			

Planned - Indicates that the funds for this phase have not been obligated and/or allocated.

Started - Indicates that the fund for this phase have been obligated and/or allocated.

Completed - Indicates that the work related to this phase is complete.

Withdrawn - Indicates that the agency chose to not go forward with obligaiton/allocation

2012 BCIP - 17 Completed Projects				
		Award	Matching Funds	Total Project Cost
2012 BCIP Total Program ¹	44	6,811,200	\$ 1,368,865	\$ 8,180,065
2014 BCIP - 5 Completed Projects				
		Award	Matching Funds	Total Project Cost
2014 BCIP Phases Completed ¹	\$	1,100,736	\$ 4,111,454	\$ 5,212,190
2014 APM Program - 42 Completed Proje	cts			
		Award	Matching Funds	Total Project Cost
2014 APM Total Program	\$	19,864,978	\$ 30,958,336	\$ 50,823,314

Acronyms

APM - Arterial Pavement Management

ATP - Active Transportation Program

BCIP - Bicycle Corridor Improvement Program

C - Construction

Caltrans - California Department of Transportation

COVID-19 - Coronavirus

CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act

D - Design (includes PS&E)

E - Environmental (includes PA&ED)

EMSD - Enhanced Mobility for Seniors and Disabled

FY - Fiscal Year

I-5 - Interstate 5

MPO - Metropolitan Planning Organization

N/S - North/South

OCTA - Orange County Transportation Authority

PLAN - Plan

PMRF - Pavement Management Relief Funding Program

R - Right-of-Way

S/B - Southbound

TIRCP - Transit and Intercity Rail Capital Program

SCCP - Solutions for Congested Corridors Program

SARTC - Santa Ana Regional Transportation Center

REAP 2.0 - Regional Early Action Plan Grants of 2021

				A	s of July 7, 2025						
	Project Amendment Requests										
Agency	Project Title	Fund Source	Phase	Previously Approved Fiscal Year (FY)	Change Type	Supplemental Information					
Yorba Linda	Connect Savi Ranch	OCCSP - Wave 1 - STBG/CMAQ	PA&ED	FY 2024-25	Scope Change Modification	The project was originally approved for \$352,000 in the PA&ED phase as part of a total grant award of \$3,428,000 through the 2023 OCCSP, which is funded with federal STBG and CMAQ funds. Under 2023 OCCSP requirements, Yorba Linda is providing a 12 percent local match in an amount of \$467,000 for a total OCCSP-supported budget of \$3,895,000. Including additional local contributions and future state and federal grant pursuits by Yorba Linda; the total project cost is \$7,145,000. The project is intended to support drainage enhancements, utility upgrades, and pedestrian safety improvements, including updated signals, signage, and crosswalk installations. Yorba Linda has requested OCTA's approval to modify the limits of the PA&ED phase by removing the portion of the trail that crosses over the Santa Ana River on the Yorba Linda Boulevard Bridge. This change shortens the project limits, reduces the current scope of work and defers work on the bridge segment to a future phase. The remaining improvements remain fully functional and independent, and this adjustment is intended to streamline delivery and ensure the project meets its federal construction obligation deadline. The bridge trail segment will be revisited once additional environmental and funding considerations can be addressed. The requested scope adjustment will not alter the total awarded grant amount of \$3,428,000 or PA&ED phase grant amount of \$352,000, nor require additional funding, but will enhance phase delivery and benefit to the community.					

Acronyms

Board - Board of Directors

CMAQ - Congestion Mitigation and Air Quality Improvement Program

NEPA - National Environmental Policy Act

OCCSP - Orange County Complete Streets Program

OCTA - Orange County Transportation Authority STBG - Surface Transportation Block Grant Program PA&ED - Project Approvals and Environmental Documentation Yorba Linda - City of Yorba Linda

Board Accepted Competitive Grant Awards July 2021 through June 2025 (FY2021-25) Board Federal / No. Agency Program **Project** Status Award Amount cceptance State Southern California Sustainable Communities Bus Stop Safety and Accessibility September 2021 State \$300,000 1 Association of Awarded Program Plan Governments (SCAG California Garden Grove-Santa Ana Rails-to Active Transportation Program \$3,000,000 2 September 2021 State Transportation Awarded (ATP) Cycle 5 Trails Gap Closure Commission (CTC) Mobile Source Air Pollution Reduction September 2021 OC Fair Express Bus Service \$289,054 3 State Clean Transportation Funding Awarded **Review Committee** (MSRC) California Department Countywide Transportation Sustainable Transportation June 2022 State of Transportation Demand Management Strategic \$150,000 4 Awarded Planning Grants (Caltrans) Plan Operational Deterrence - Visible Department of Transit Security Grant Program Intermodal Protection and 5 August 2022 Federal Homeland Security Awarded \$36,635 Response (VIPR) and Anti-Terror (TSGP) (DHS) Anti-Crime (ATAC) Federal Transit Low or No Emission Grant Orange County Zero-Emission 6 August 2022 Federal Awarded \$2,507,895 Administration (FTA) Paratransit Bus Pilot Program California State Transit Intercity Rail Capital March 2023 Transportation Agency 7 State OC Streetcar Awarded \$149,841,000 Program (TIRCP) (CalSTA) Strengthening Mobility and U.S. Department of Pilot Innovative Cloud-Based 8 July 2023 Federal Transportation (US Revolutionizing Transportation Transit Signal Priority (Harbor \$1,600,000 Awarded DOT) (SMART) Boulevard) Coastal Rail Corridor Relocation July 2023 9 CalSTA TIRCP \$5,000,000 State Awarded Study July 2023 10 State CalSTA TIRCP Central Mobility Loop Awarded \$39.407.895 Regional Early Action Harbor Boulevard Cloud-Based July 2023 \$400,000 11 State SCAG Awarded Planning Grants (REAP 2.0) Transit Signal Priority Stage 1 Fullerton Park and Ride Joint Use 12 July 2023 SCAG RFAP 20 \$500,000 State Awarded Master Plan Active Transportation Outreach 13 July 2023 State SCAG REAP 2.0 Awarded \$400,000 and Engagement Support First Street Multimodal Boulevard 14 July 2023 SCAG REAP 2.0 Awarded \$4,300,000 State Design Orange County Mobility Hubs Pilo July 2023 15 SCAG State REAP 2.0 Awarded \$300,000 Concept of Operations 16 July 2023 SCAG REAP 2.0 Bikeway Connectivity Study \$500,000 State Awarded McFadden Avenue Transit Signal 17 July 2023 SCAG REAP 2.0 \$3,690,000 State Awarded **Priority and Complete Streets** Next Safe Travels Education 18 July 2023 SCAG REAP 2.0 \$1,250,000 State Awarded Program 2.0 (Next STEP 2.0) Orange County Cyclic Counts 19 July 2023 State SCAG REAP 2.0 Awarded \$400,000 2024-2025 Reconnecting Communities 20 July 2023 State SCAG REAP 2.0 Awarded \$550,000 through Complete Streets Harbor Boulevard Cloud-Based 21 July 2023 SCAG REAP 2.0 \$1,000,000 State Awarded Transit Signal Priority Stage 2 Active Transportation Program September 2023 State CTC Next STEP 2.0 \$850,000 22 Awarded (ATP) Cycle 6 Trade Corridor Enhancement State Route 91 (SR-91) 23 September 2023 State CTC Awarded \$42,566,000 Program (TCEP) Multimodal Improvements Local Transportation Climate Coastal Rail Infrastructure \$12,000,000 24 May 2024 CTC State Awarded Adaptation Program (LTCAP) Resiliency Project -Department of Toxic OC Connect Environmental Site Equitable Community 25 May 2024 State Awarded \$350,000 Substances Control Revitalization Grant Assessment OC Connect (Garden Grove-July 2024 Community Project Funding \$750,000 26 Federal N/A Awarded Santa Ana Rails-To-Trails) Sustainable Transportation Zero-Emission Bus (ZEB) 27 July 2024 State Caltrans Awarded \$200,000 Infrastructure Readiness Study Planning Grants U.S. Environmental Brownfields Program -OC Connect Environmental Site 28 September 2024 Federal Protection Agency (US Awarded \$1,000,000 Multipurpose Grants Assessment EPA) Countywide Transit System Operational Deterrence-Visible November 2024 Federal DHS **TSGP** Awarded \$116,600 29 Intermodal Protection and Response (VIPR)

	Board Accepted Competitive Grant Awards July 2021 through June 2025 (FY2021-25)								
No.	Board Acceptance	Federal/ State	Agency	Program	Project	Status	Award Amount		
30	November 2024	Federal	U.S. Department of Energy	Regional Clean Hydrogen Hubs	Alliance for Renewable Clean Hydrogen Energy Systems	TBD	TBD		
31	December 2024	State	CalSTA	TIRCP	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$125,000,000		
32	December 2024	State	стс	TCEP Advanced Programming ¹	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$80,000,000		
33	December 2024	Federal	Federal Railroad Administration (FRA)	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Awarded	\$100,000,000		
34	TBD	Federal	N/A	Transit Infrastructure Grants	Coastal Rail Corridor Relocation Study	Awarded	\$4,000,000		
35	TBD	Federal	N/A	Highway Infrastructure Programs	SR–91 Improvement Project	Awarded	\$4,000,000		
36	TBD	Federal	N/A	Highway Infrastructure Programs	OC Loop Segments A and B (La Habra and Brea)	Awarded	\$3,000,000		
37	September 2025 - Pending	State	SCAG	Sustainable Communities Program (SCP) - Active Transportation & Safety	Countywide Active Transportation Plan - Move OC	Awarded	\$400,000		
	Total Grant Requests Awarded \$589,655,079								

^{1.} The advanced programming mechanism allows the CTC to allocate TCEP funds ahead of the regular cycle for projects seeking federal grants. These funds serve as a non-federal match to enhance grant competitiveness and are contingent on federal grant approval.

	Competitive Grant Submittals Pending Grant Award Decision July 2024 through June 2025 (FY2024-25)								
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request		
38	June 2024	State	стс	ATP Cycle 7	Countywide Active Transportation Plan (update/reimagined)	Submitted	\$1,000,000		
39	January/February 2025	Federal	USDOT	Better Utilizing Investments to Leverage Development (BUILD) (formerly RAISE)		Submitted	\$161,863,000		
40	January/February 2025	State	Caltrans	Caltrans Sustainable Transportation Planning Grant	Move OC: A Vibrant Path to Active Transportation (countywide active transportation plan)	Submitted	\$600,000		
41	May 2025	State	SCAG	Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement program (CMAQ)	OC Streetcar Operations	Submitted	\$22,000,000		
42	May 2025	State	SCAG	STBG/CMAQ	I-5 Design from San Diego County Line to Avenida Pico (HOV lane)	Submitted	\$40,000,000		
43	May 2025	State	SCAG	STBG/CMAQ	Zero-Emission Buses:18 60-ft. Buses	Submitted	\$30,000,000		
44	May 2025	State	SCAG	STBG/CMAQ	OC Connect Construction (in Santa Ana and Garden Grove)	Submitted	\$25,000,000		
45	May 2025	State	SCAG	STBG/CMAQ	First Street Complete Streets and Transit Signal Priority (in Santa Ana) (Construction)	Submitted	\$10,000,000		
46	May 2025	State	SCAG	STBG/CMAQ	SR-74 Ortega Highway Gap Closure & Multimodal Improvements	Submitted	\$5,000,000		
47	May 2025	State	SCAG	STBG/CMAQ	SCRRA Rehabilitation/Renovation (2 years)	Submitted	\$30,000,000		
48	May 2025	State	California Air Resource Board (CARB)	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)	40 Fuel Cell Electric Buses (2026 XHE40 New Flyer) and 10 Battery Electric Buses (2026 XE40 New Flyer)	Submitted	\$11,700,000		
	Total Grant Requests Pending Award/Rejection \$337,163,000								

Competitive Grants Update

	Competitive Grant Submittals Not Awarded July 2024 through June 2025 (FY2024-25)								
No.	Submittal Date	Federal/ State	Agency	Program	Project	Status	Grant Request		
49	April 2024	Federal	US DOT	USDOT Infrastructure for Rebuilding America (INFRA) program through the Multimodal Project Discretionary Grant (MPDG) opportunity	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Not awarded	\$100,000,000		
50	April 2024	Federal	US DOT	USDOT National Infrastructure Project Assistance (Mega) program through the MPDG opportunity	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Not awarded	\$100,000,000		
51	April 2024	Federal	US EPA	Climate Pollution Reduction Grants (CPRG) program - Implementation	Harbor Boulevard Connected Bus Pilot	Not awarded	\$4,400,000		
52	June 2024	Federal	DHS	TSGP	Transportation Center Surveillance Protection	Not awarded	\$200,000		
53	August 2024	Federal	стс	LTCAP	Coastal Rail Infrastructure Resiliency Project (Coastal Rail Stabilization Priority Projects)	Not awarded	\$25,000,000		
	Total Grant Requests Not Awarded \$229,600,								
l	Total Grant Requests Submitted or Awarded \$1,156,418,079								

Project	Planning Document Consistency ¹
Bus Ti	ransit
Zero-Emission Bus (Long Term)	Zero-Emission Bus Roll Out Plan Long-Range Transportation Plan (LRTP)
Future Paratransit Fleet Replacement - Zero-Emission	Zero-Emission Bus Roll Out Plan LRTP
Harbor Boulevard Connected Bus Pilot	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Harbor Boulevard High-Capacity Transit Expansion Environmental	Central Harbor Boulevard Transit Corridor Study OC Transit Vision
Zero-Emission Vanpools	LRTP
First Street Transit Signal Priority and Complete Streets (Design)	Master Plan of Arterial Highways (MPAH) LRTP OC Transit Vision
McFadden Avenue Transit Signal Priority and Complete Streets	MPAH LRTP OC Transit Vision
Solar Panels at the Orange County Transportation Authority (OCTA) Bus Bases	Zero-Emission Bus Roll Out Plan LRTP
Facility Improvements	OCTA Comprehensive Business Plan LRTP Transit Asset Management Plan
Bus Stop Improvements	OC Transit Vision LRTP
Future Bravo! / Rapid Projects	OC Transit Vision LRTP
Orange County Mobility Hubs Pilot Concept of Operations	Orange County Mobility Hubs Plan LRTP
Fullerton Park and Ride Transit Oriented Development Site Design Concepts	Fullerton Joint Development Study LRTP
Transit Security	LRTP

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Project	Planning Document Consistency ¹
Rail Tr	ansit
	Rail Infrastructure Study
Coastal Rail Infrastructure Resiliency Project	Hazard Mitigation Plan
Coastal Rail Illiastructure Resiliency Project	OC Rail Defense Against Climate Change
	LRTP
Olympic Readiness Project: Orange County	SoCal Connect
Maintenance Facility Phase 1	LRTP
Metrolink Locomotive Replacement, Track, and	SoCal Connect
Structures	LRTP
Metrolink Operations and Fare Revenue Loss	SoCal Connect
INTERIORING OPERATIONS AND THAT REVENUE LOSS	LRTP
OC Streetcar Operations and Maintenance	LRTP
Serra Siding and Bridge Replacement	SoCal Connect
Seria Siding and Bridge Replacement	LRTP
Ongoing Metrolink Operations and Station Needs	SoCal Connect
Origonia Metrolink Operations and Station Needs	LRTP

Planning Document Consistency ¹
and Complete Streets
Orange County Bike Connectors Gap Closure Feasibility Study
OC Active LRTP Orange County Bike Connectors Gap Closure
Feasibility Study OC Active LRTP
LRTP
OC Active Safe Routes to School (SRTS) Action Plan Systemic Safety Plan LRTP
OC Active SRTS Action Plan Systemic Safety Plan LRTP
OC Active SRTS Action Plan LRTP
OC Active SRTS Action Plan Active Transportation Counts Program Study LRTP
Highway System
LRTP Measure M2 (M2)
LRTP M2
SR-55 Comprehensive Multimodal Corridor Plan (CMCP) LRTP M2
LRTP M2
LRTP
Lanes
South Orange County Multimodal Transportation Study LRTP

Project	Planning Document Consistency ¹
Freight / Trad	le Corridors
SR-57 (Lambert to Orange County Line)	LRTP
	SR-91 Implementation Plan
State Route 91 (SR-91) (La Palma to SR-55)	SR-91 CMCP Plan
	LRTP
	SR-91 Implementation Plan
SR-91 (Acacia Street to La Palma)	SR-91 CMCP
	LRTP
Technology / Signal Upgrades	LRTP

Notes

1. Cost information is not included as estimates change over time.



		В	us Transit P	roject							
	0	9	Fe	deral Fun	ds		State Fund	ls		Local Fund	ls
Project Title	M Code	Total Funding	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	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Anaheim Transportation Network suballocation		\$8,942		\$8,942							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$347,334		\$249,882							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Blvd. dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Unit Replacement at Santa Ana bus base		\$7,000					\$7,000				
Hydrogen Fueling Station at Garden Grove		\$13,500						\$13,500			
Installation of Battery-Electric Chargers at Santa Ana Base		\$1,500					\$1,500				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$362,772		\$362,772							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$32,165	i i	\$32,165							
Rehabilitation and renovation at OCTA bus facilities	Í	\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$5,646					\$5,646				
Standby backup generators at Anaheim and IRCC bases	Ì	\$1,374					\$1,374				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789



Total Funding (000's)

\$1,586,345

Bus Transit Project													
			Fe	deral Fun	ds		State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local		
Transit service expansion planning		\$9,000	\$9,000										
Vanpool Program - capital lease		\$12,999	\$12,999										
Zero emission bus (future)		\$34,084	\$22,624					\$11,460					
Zero emission bus and bus facility		\$142,955	\$115,594					\$27,361					
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538					
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1		
Bus Transit Project Totals		\$1,586,345	\$242,629	\$772,309	\$3,660	\$12,915	\$71,624	\$156,045	\$5,730	\$57,245	\$264,188		
Federal Funding Total \$1,018,598			- II						,,				
State Funding Total \$240,584													
Local Funding Total \$327,163													

		Bus I ra	nsit Project	Comple	tea						
			Fe	deral Fun	ds		State Fund	ls		Local Fun	ds
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
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
Engine rebuild		\$16,294		\$14,824				\$1,470			
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
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487



	Bus Transit Project Completed												
				Federal Funds				State Fun	ds	Local Funds			
	Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total	\$241,418												
State Funding Total	\$46,399												
Local Funding Total	\$86,487												
Total Funding (000's)	\$374,304												



Local Funding Total

Total Funding (000's)

\$1,175,340

\$1,643,499

		L	ocal Road P	roject										
			Fed	Federal Funds State Funds						Local Funds				
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Loc			
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	О	\$402,211						\$24,254		\$377,957				
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	0	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822			
M2 Project P Regional Signal Synchronization Program call	Р	\$158,828	\$1,774					\$11,762	\$4,546	\$140,746				
Regional Traffic Signal Synch (Edinger Ave, MacArthur Blvd/Talbert Ave, and Warner Ave)	Р	\$15,000					\$10,200			\$4,200	\$600			
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621				
M2 Project X Environmental Clean Up	х	\$64,449								\$64,449				
Active Transportation Program - regional call		\$82,704	\$6,359		\$62,653	\$92		\$107			\$13,493			
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373			
Bristol Street widening		\$44,750									\$44,750			
Countywide Signal Synchronization Baseline		\$15,000	\$15,000											
First Street Multimodal Boulevard Design		\$4,300						\$4,300						
Local Agency led SCCP projects		\$3,357					\$3,357							
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,00					
McFadden Avenue Transit Signal Priority Pilot		\$3,690						\$3,690						
OC Connect Santa Ana - Garden Grove Rails to Trails		\$8,000			\$3,750	\$3,900		\$350						
OC Loop - Segment A		\$38,233				\$38,233								
Orange County Complete Streets (Wave 3)		\$34,706	\$26,316								\$8,390			
Orange County Complete Streets (Wave 4)		\$5,229	\$4,687								\$542			
Orange County Complete Streets Program (Wave 1)		\$40,915	\$25,062		1 1						\$15,853			
Orange County Complete Streets Program (Wave 2)		\$40,072	\$33,421								\$6,651			
Pavement Management Relief Funding Program		\$9,469			\$3,811			\$5,658						
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			
Local Road Project Totals		\$1,643,499	\$156,374		\$94,232	\$128,930	\$13,557	\$75,066	\$39,826	\$995,476	\$140,038			
Federal Funding Total \$250,606 State Funding Total \$217,553														

Local Road Project Completed											
			Federal Funds				State Fund	s	Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	\$12,537	\$6,708								\$5,829	



			Fed	deral Fur	nds		State Fun	ds	Local Funds		
Project Title	M Code	Total Funding		FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Kraemer Boulevard grade separation	0	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	О	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	0	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	0	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	0	\$125,419						\$95,482		\$22,373	\$7,564
State College Boulevard grade separation	0	\$99,380	\$27,161		\$10,887			\$34,785	1	\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	0	\$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
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,951	\$19,655		\$604						\$30,692
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
Local Agency American Reinvestment and Recovery Act of 2009 rehabiliation projects		\$32,369			\$32,369						
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
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		\$840,715	\$223,243		\$76,218			\$268,544	\$6,492	\$156,141	\$110,077

 Federal Funding Total
 \$299,461

 State Funding Total
 \$268,544

 Local Funding Total
 \$272,710

 Total Funding (000's)
 \$840,715



			Rail Proje	ect							
			Fe	deral Fun	ds	9	State Fund	s		Local Fund	ls
Project Title	M Code	Total Funding		FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
OC Streetcar (New Starts)	M1/S	\$649,000	\$130,132	\$171,961				\$175,427		\$171,480	
OC Streetcar (non-New Starts)	M1/S	\$16,702		\$342					\$6,904	\$9,313	\$143
OC Streetcar (operations and potential future capital needs)	M1/S	\$0	\$0								
Anaheim Canyon Station	R	\$34,200	\$30,432							\$2,000	\$1,768
Coastal Rail Infrastructure Resiliency Project Environmental Phase 2	R	\$10,220			\$8,176					\$2,044	
Coastal Rail Stabilization Priority Project	R	\$313,580			\$103,824		\$80,000	\$128,800		\$956	
Cyprus Shore Initial Track Stabilization Projects (MP 206.8)	R	\$8,000								\$7,000	\$1,000
Cyprus Shore Track Stabilization Projects (MP 206.8)	R	\$14,110	\$6,000		\$1,210	\$6,000		\$200		\$700	
Fullerton Transportation Center stair rehabilitation	R	\$1,065		\$1,030							\$35
Future VSS	R	\$217		\$174							\$43
Inland Slope Rehabilitation Phase II	R	\$8,170					\$2,400			\$5,770	
Irvine Station Improvement Project	R	\$6,330						\$6,330			
Laguna Niguel to San Juan Capistrano passing siding	R	\$35,956	\$24,652	\$1,015		\$3,000		\$6,734			\$555
Metrolink fare revenue loss	R	\$135,745			1			\$135,745			
Metrolink new capital	R	\$11,249	\$2,121	\$9,128							
Metrolink rehabilitation/renovation - FY 2021-22 to FY 2025-26	R	\$199,302		\$199,302							
Metrolink station and track improvements, and rehabilitation	R	\$3,063		\$2,617							\$446
MP 204.2 Mariposa Point	R	\$9,200				\$9,200					
OC Maintenance Facility	R	\$91,428		\$198		\$20,000		\$71,230			
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 (SCRRA - Metrolink)	R	\$92,953		\$92,953							
Rail track and structures	R	\$88,504						\$88,504			
San Clemente Track Protection (MP 204.6)	R	\$5,500				\$3,000	\$2,500				
San Juan Creek Bridge replacement	R	\$65,670	\$908	\$39,833	\$913		\$5,578	\$17,059		\$1,379	
SCRRA operating subsidy assistance	R	\$2,510								\$2,510	
Slope and culvert improvements	R	\$300		\$300							
Slope stabilization Laguna Niguel-Lake Forest	R	\$5,168		\$4,834						\$334	
Tactile tile project	R	\$1,569		\$1,538						\$31	
VSS at commuter rail stations	R	\$4,409	i i	\$3,594				\$56			\$759
M2 Project S Transit extensions to Metrolink (Rubber Tire)	S	\$733								\$733	
OC Streetcar operations	S	\$78,874	\$19,500					\$59,374			
Pedestrian Audible Warning System (PAWS)		\$2,036						\$1,818			\$218
ARTIC environmental, ROW, program management support, site plan	M1	\$41,369							\$8,869		\$32,500
Rail Project Totals		\$1,987,957	\$213,795	\$528,819	\$114,123	\$59,700	\$90,478	\$691,677	\$15,773	\$212,250	\$61,342



			Ag.	Rail Proje	ect	784						,
				Fe	deral Fu	nds		State Fun	ds		Local Fun	ds
	Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Federal Funding Total	\$856,737											
State Funding Total	\$841,855											
Local Funding Total	\$289,365											
Total Funding (000's)	\$1,987,957											

			Federal Funds				tate Fun	ds	Local Funds		
Project Title		Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Loca
Fullerton Transportation Center parking expansion	M1/R	\$33,667				\$11,250		\$11,035	\$9,718		\$1,664
Laguna Niguel-Mission Viejo Station parking improvements and expansion (ADA ramps)	M1/R	\$5,581	\$3,204	\$732					\$1,645		
Metrolink Grade Crossing safety improvements (OCX)	M1/R	\$80,618			i i			\$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
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
Ticket vending machines	R	\$6,857									\$6,857
Transit Rail Security (monitors, fencing, video surveillance)	R	\$163						\$163			
Go Local	S	\$7,730							\$7,730		
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		



			Rail	Project Co	mpleted	F 37	-					
				Federal Funds				State Fund	ls	Local Funds		
	Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Tustin Rail Station parking expans	ion	M1	\$15,390				\$1,100		\$7,181	\$7,109		
Rail Project Completed To	tals		\$808,632	\$93,843	\$99,160	\$4,735	\$55,331		\$204,392	\$206,824	\$83,692	\$60,655
Federal Funding Total	\$197,738			1							1	
State Funding Total	\$259,723											
Local Funding Total	\$351,171											
Total Funding (000's)	\$808,632											



		Sta	te Highway	Project							
W			Fee	nds	9	State Fund	s	Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Loca
I-5 widening, I-405 to Yale Avenue (Segment 1)	В	\$337,943	\$47,473		\$5,421	\$95,338	\$11,374			\$178,337	
I-5 widening, Yale Avenue to SR-55 (Segment 2)	В	\$261,164	\$32,527				\$9,780			\$218,857	
I-5 widening, Alicia Parkway to El Toro Road (Segment 3)	С	\$227,523	\$49,897		\$4,728		\$16,915			\$155,983	
I-5 widening, Oso Parkway to Alicia Parkway (Segment 2)	С	\$228,675	\$48,676		\$7,921					\$172,078	
I-5 widening, SR-73 to Oso Parkway (Segment 1)	С	\$248,198	\$28,167		\$6,433	\$73,735	\$18,242	\$29,832		\$91,789	
I-5, SR-73 to El Toro Road landscaping/replacement planting	С	\$12,335	\$790			\$6,000				\$5,545	
I-5/EI Toro Interchange	D	\$9,713	\$9,213							\$500	
SR-55 (I-5 to SR-91)	F	\$202,135	\$7,865		\$2,641					\$191,629	
SR-55 widening between I-405 and I-5	F	\$505,720	\$160,500		\$42,375	\$80,000	\$140,000			\$82,845	
SR-57 Orangewood Avenue to Katella Avenue	G	\$120,921	\$11,500		\$3,240					\$106,181	
SR-57 truck climbing lane phase II: Lambert Road to LA County Line	G	\$24,500				\$24,500					
SR-91, Acacia Avenue to La Palma Avenue (Segment 3)	I I	\$222,404	\$1,770		\$3,000					\$30	\$217,604
SR-91, La Palma Avenue to SR-55 (Segment 2)	I	\$380,681	\$3,460		\$4,000		\$6,641			\$40	\$366,540
SR-91, SR-55 to Lakeview Avenue (Segment 1)	E	\$132,777	\$1,770		\$5,000		\$42,566			\$30	\$83,411
SR-91, SR-57 to SR-55 (Segment 1,2 and 3) Outreach		\$2,000									\$2,000
SR-91, SR-241 to I-15	l i	\$41,800									\$41,800
I-405 improvements, SR-73 to I-605	K	\$2,159,999	\$35,000		\$10,648			\$89,771		\$1,395,650	\$628,930
I-405 (I-5 to SR-55)	L L	\$8,000	\$8,000								
I-605/ Katella Avenue interchange	М	\$53,014	\$17,800							\$35,214	
241/91 Express Lanes (HOT) connector		\$182,298	\$50								\$182,248
I-5 Managed Lane Project from Avenida Pico to San Diego County Line		\$7,728	\$6,978								\$750
I-5 widening, I-405 to Yale Avenue (Segment 1) Multi Asset Project		\$50,144			\$36,400			\$13,744			
I-5 widening, Yale Avenue to SR-55 (Segment 2) Multi Asset Project		\$27,861			\$27,861						
SR-74 - Gap closure for 0.9 mile and multimodal improvements		\$87,513	\$30,000		\$4,250	\$43,913				\$7,200	\$2,150
SR-74 widening, City/County line to Antonio Parkway		\$40,905	\$5,285			\$10,000					\$25,620
SR-91, Acacia Avenue to La Palma Avenue (Segment 3) Multi Asset Project		\$35,046			\$26,021			\$9,025			
SR-91, SR-55 to Lakeview Avenue (Segment 1) Multi Asset Project		\$7,968			\$7,968						
State Highway Project Totals		\$5,618,965	\$506,721		\$197,907	\$333,486	\$245,518	\$142,372		\$2,641,908	\$1,551,053

Federal Funding Total	\$704,628
State Funding Total	\$721,376
Local Funding Total	\$4,192,961
Total Funding (000's)	\$5,618,965

State Highway Project Completed											
	ži.		Federal Funds				State Fund	s	Local Funds		
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local



		State Hig	hway Proje	ct Com	oleted						
			Federal Funds			State Funds			ı	ls	
Project Title	M Code	Total Funding	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	А	\$41,500	\$36,191							\$5,309	
I-5 HOV lane each direction s/o PCH to San Juan Creek Road	С	\$74,300	\$11,326					\$20,789		\$42,185	
I-5 HOV lanes from s/o Avenida Vista Hermosa to s/o PCH	С	\$75,300	\$12,065			\$46,779				\$16,456	
I-5 HOV lanes: s/o Avenida Pico to s/o Avenida Vista Hermosa	С	\$83,500	\$26,867		\$1,600	\$43,735				\$11,298	
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	Н	\$62,977						\$27,227		\$35,750	
SR-91 w/b connecting existing aux lanes, I-5 to SR-57 - landscaping	Н	\$2,290								\$2,290	
SR-91 w/b (SR-55 - Tustin interchange) improvements		\$43,753				\$15,753		\$14,000		\$14,000	
SR-91 e/b widening, SR-241 to SR-71	I.	\$57,773			\$45,911					\$6,942	\$4,920
SR-91 w/b routes 91/55 - e/o Weir Canyon Road replacement planting	Ĺ	\$2,898				\$2,898					
SR-91 widening, SR-55 to Gypsum Canyon Road (Weir Canyon Road/SR-241)	aj.	\$76,993				\$22,250		\$54,045		\$698	
I-405 s/b aux lane - University Drive to Sand Canyon Avenue and Sand Canyon Avenue to SR-133		\$2,328				\$2,328					
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		\$1,043,284	\$170,211		\$97,888	\$183,114		\$380,452	\$20,578	\$174,439	\$16,602

Federal Funding Total \$268,099

State Funding Total \$563,566

Local Funding Total \$211,619

Total Funding (000's) \$1,043,284



Acronyms:

Aux - Auxilliary

Board - Board of Directors

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

S/B - Southbound

S/O - South of

SB 1 - SB 1 (Chapter 5, Statutes of 2017)

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



July 7, 2025

To: Regional Transportation Planning Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Federal Fiscal Year 2026-2027 and 2027-2028 Surface

Transportation Block Grant/Congestion Mitigation and Air Quality

Aff

Program Project Prioritization Recommendations

Overview

On March 10, 2025, the Orange County Transportation Authority Board of Directors approved the federal fiscal year 2026-2027 and 2027-2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program project prioritization guidance and directed staff to return to the Board of Directors with a recommended priority for each project application. Recommendations are presented for Board of Directors' approval.

Recommendations

- A. Approve the federal fiscal year 2026-2027 and 2027-2028 Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program project prioritization recommendations.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program to facilitate the above actions.
- C. Authorize the Chief Executive Officer or his designee to provide concurrence on future project scope changes, extension requests, and substitutions in order to preserve funding for Orange County projects.

Background

Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding is made available through the Infrastructure Investment and Jobs Act or Bipartisan Infrastructure Law signed into law on November 15, 2021. The Southern California Association of Governments (SCAG) selects projects within its region to be funded with STBG and CMAQ. Project selection through the STBG/CMAQ Program includes a

two-step process that involves the Orange County Transportation Authority (OCTA) prioritizing projects from Orange County, followed by SCAG scoring and ranking projects based on SCAG Regional Council approved criteria. As part of the selection process, OCTA is asked to evaluate each project submitted for consideration and assign the project as highly recommended, recommended, not recommended, or contingency list. SCAG prioritization of projects is based on a combination of project and agency eligibility, OCTA evaluation, clear demonstration of community/stakeholder engagement, and project deliverability and readiness.

On March 10, 2025, the Board of Directors (Board) approved the prioritization guidance for the FFY 2026-2027 and 2027-2028 STBG/CMAQ call for projects (call). Prioritization guidance includes scoring criteria for local agency submittals. OCTA, the Los Angeles - San Diego – San Luis Obispo Rail Corridor Agency and the Southern California Regional Rail Authority (Metrolink) project recommendations are based on OCTA priorities and project timing. Applications were due to OCTA on May 16, 2025, and staff has prioritized projects consistent with the Board-approved criteria. Ultimately, SCAG will select projects for funding. However, OCTA's prioritization makes up approximately 50 percent of each project's score and can significantly influence which projects SCAG selects for funding.

Discussion

A total of 66 project applications were submitted from 27 Orange County agencies including (one project from Metrolink and seven projects from OCTA), requesting a total of \$420.661 million. The majority of the local agency projects were street rehabilitation or complete streets projects. Staff evaluated and prioritized the local agency projects, consistent with the Board-approved guidance and criteria, as highly recommended, recommended, contingency, and not recommended. Upon approval, these recommendations will be submitted to SCAG to be considered in SCAG's final selection process. SCAG assigns projects up to 50 points based on OCTA's project prioritization. SCAG will evaluate each project using its own criteria and assign up to 60 additional points.

While SCAG does not commit to any specific funding level for each County Transportation Commission, OCTA has a funding target of approximately \$200 million from this call. To ensure that the highest priority projects are delivered, staff is recommending a highly recommended funding threshold of approximately \$245 million. This ensures that the highest priority projects are given the best opportunity to compete in the SCAG project selection process. Also, it should be noted that project prioritization recommendations include at

minimum, one project from each applicant that is designated either highly recommended or recommended. Projects which are recommended may still compete well enough to be funded through SCAG's project selection process, but they may also be put on SCAG's recommended but not funded list which would allow them to utilize funding made available through future project cancellations and savings.

Local Agency Project Recommendations

Project prioritization (Attachment A) is based on the Board-approved prioritization criteria (Attachment B). Staff recommends that 21 local agency projects, requesting \$102.822 million, be designated as highly recommended. These projects will support a combination of local street rehabilitation and complete streets improvements. Highly recommended projects are distinguished by exceptional alignment with the OCTA prioritization criteria. Additionally, three highly recommended projects are "grandfathered" projects. These three projects were previously approved by the Board for STBG and CMAQ funding through the Orange County Complete Streets Program but were not "selected" by SCAG for funding. This designation limits the projects from seeking additional funding or requesting delays beyond fiscal year 2025-26. If these projects are formally selected by SCAG through this call, those limitations would no longer apply.

Staff has identified 26 projects totaling \$119.377 million as recommended. The recommended projects are generally aligned with the OCTA prioritization criteria and would also fund several local street rehabilitation and complete streets improvements. In some cases, the recommended match may be limited to the minimum required, the project justification is not tied to the OCTA program prioritization, or the project sponsor may not have demonstrated proficient delivery of federal funded projects over the past five years, particularly compared to those projects which are highly recommended.

The remaining 11 eligible projects have met the minimum OCTA prioritization criteria but are either not strong candidate projects or were placed in contingency due to the high volume of submissions from certain agencies, and to preserve geographic balance across the program. Regarding scoring, the applications for these lower scoring projects did not provide sufficient evidence of community support, project readiness, or sponsoring agency ability to deliver the project. Staff proposes they be placed on the contingency list. OCTA is not submitting any projects as not recommended.

Additionally, there are five projects located in the cities of Placentia, Santa Ana, and Tustin that, if awarded funding, may require modifications to OCTA's Master

Plan of Arterial Highways (MPAH). The MPAH includes the plan for the complete build out of Orange County arterials, where each arterial has a specific classification such as a major or primary arterial which specifies the minimum number of travel lanes. Any proposed changes to the MPAH will require the city to submit a formal letter requesting an amendment.

Upon receipt, the request will be incorporated into the next available MPAH update and submitted for review and approval by the Board. These projects are identified in Attachment A.

OCTA and Metrolink Project Recommendations

As noted in the Board-approved prioritization guidance, OCTA and Metrolink are eligible applicants and directly submitted the following eight projects:

Project Name	Project Designation		Total Funding Request		
Alternate Fuel Replacement Buses (18)	Highly recommended	\$	30,000,000		
Metrolink Rehabilitation (two years)	Highly recommended	\$	30,000,000		
OC Connect	Highly recommended	\$	25,000,000		
Interstate 5 Improvements from San Diego County Line to Avenida Pico	Highly recommended	\$	40,000,000		
First Street Complete Streets and Transit Signal Priority	Highly recommended	\$	12,000,000		
Metrolink Pacific Coast Highway Bridge Replacement (PA&ED and PS&E)	Highly recommended	\$	5,544,000		
OC Streetcar Operations	Recommended	\$	22,000,000		
State Route 74 Ortega Highway Gap Closure and Multimodal Improvements	Recommended	\$	5,000,000		
	Total	\$	169,544,000		

PA&ED – Project Approval and Environmental Document PS&E – Plans, Specifications, and Estimates

OCTA's submittal and recommendations are based on OCTA's priorities as well as project timing. Staff sought to propose and highly recommend a multimodal program of projects keeping in mind the County target.

 Alternative fuel replacement buses are needed to help OCTA achieve compliance with the California Air Resources Board Innovative Clean Transit Regulation and meet the zero-emission deployment and transition goals.

- Metrolink rehabilitation is needed to support OCTA's share of Metrolink rehabilitation costs, and this will build on OCTA's investment in Metrolink service and ensure the rail system remains in a state of good repair.
- OC Connect would provide almost four miles of Class 1 bicycle and pedestrian facilities as well as provide several features that would improve safety for pedestrians and bicyclists.
- The Interstate 5 Improvements from the San Diego County Line to Avenida Pico would help provide interconnectivity between Orange and San Diego Counties as well as help to reduce congestion and delay along the corridor by adding a managed lane in each direction, among other improvements.
- Lastly, the First Street Complete Streets and Transit Signal Priority Project will provide active transportation as well as transit improvements along First Street in the City of Santa Ana.

These projects all align with OCTA's 2025 Board and Chief Executive Officer (CEO) Initiatives to deliver a balanced, sustainable, and equitable transportation system as well as ensuring organizational resiliency through fiscal and environmental responsibility by seeking external funding.

For the two remaining projects which are recommended, the OC Streetcar and the State Route 74 Ortega Highway Gap Closure and Multimodal Improvements Project, it is likely that SCAG may ultimately select both projects but would not have funding remaining to support them. In that case, the projects would be eligible to receive funding made available through future project cancellations or savings. The OC Streetcar Project aligns well with SCAG's criteria and may score highly through the SCAG regional selection. It is also well positioned to participate in the next call cycle. The State Route 74 Ortega Highway Gap Closure and Multimodal Improvements Project funding need is still being determined and could be considered for funding through other state funding programs. More detailed project descriptions for OCTA's projects are included in Attachment C.

Ultimately, for projects to receive federal funding, they must be included in the Federal Transportation Improvement Program (FTIP); therefore, Board direction to add or amend awarded projects in the FTIP is requested. To ensure that any projects needing an amendment or immediate action can move forward, staff recommends that the CEO be granted the ability to amend projects as necessary to avoid any loss of funds.

The project prioritization recommendations are provided in Attachment A. If these projects are ultimately approved by SCAG, then approximately 24 miles of local streets will be rehabilitated, over eight miles of bicycle and pedestrian facilities will be created or improved, 18 replacement buses will be purchased, two years of rehabilitation will be funded for Metrolink, and other projects will be able to move forward. Attachment B includes Board-approved program prioritization guidance as reference.

Next Steps

Project prioritization submission is due August 1, 2025, to SCAG. With Board approval, OCTA staff will provide the project prioritization designations to SCAG for consideration of STBG/CMAQ funds. The SCAG Regional Council is expected to consider project selection in the November/December 2025 timeframe. Once the projects have been formally selected by SCAG, staff will notify the Board about award recipients and create a public website with project information.

Summary

Through the STBG/CMAQ call, OCTA staff is seeking Board approval of the project prioritization recommendations for submittal to SCAG as part of the project selection process.

Attachments

- A. Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Prioritization Recommendations
- B. Federal Fiscal Year 2026-2027 and Federal Fiscal Year 2027-2028
 Surface Transportation Block Grant/Congestion Mitigation and Air Quality
 Improvement Program Prioritization Guidance Orange County
 Transportation Authority Ranking Criteria
- C. The Southern California Association of Governments Federal Fiscal Year 2026/2027-2027/2028 Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program Call for Projects Nominations Orange County Transportation Authority Project Descriptions

Prepared by:

Ben Ku

Section Manager,

Formula Funding Programs

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Approved by:

Rose Carry

Rose Casey

Executive Director, Planning

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Federal Fiscal Year 2026-2027 and 2027-2028 STBG/CMAQ Program Project Prioritization Recommendations

ATTACHMENT A

Project ID	Applicant	Project Name	Project Designation	ling Request
	Anaheim	Santa Ana River Multimodal Bridge	Highly Recommended	\$ 7,000,000
	Anaheim	Anaheim Boulevard Rehabilitation: La Palma Avenue to East Simmons Avenue	Highly Recommended	\$ 6,947,000
	Brea	Tracks at Brea Final Phase Gap Closure*	Highly Recommended	\$ 1,771,000
	Costa Mesa	Adams Avenue Active Transportation Improvements – Multipurpose Trails*	Highly Recommended	\$ 7,000,000
ORACFP55	Fountain Valley	Rehabilitation and Resurfacing of Talbert Avenue, from East City Limit to Ward Street	Highly Recommended	\$ 2,640,000
ORACFP57	Fountain Valley	Rehabilitation and Resurfacing of Newhope Street, Ward Street, Ellis Avenue, and Slater Avenue	Highly Recommended	\$ 3,360,000
ORACFP11	Fullerton	Yorba Linda Boulevard – State College Boulevard to Bradford Avenue Street Rehabilitation Project	Highly Recommended	\$ 6,383,000
ORACFP5	Fullerton	Euclid Street - Valencia Ave to State Route 91 Project	Highly Recommended	\$ 4,984,000
ORACFP27	Huntington Beach	Goldenwest Roadway Improvements	Highly Recommended	\$ 6,197,000
ORACFP28	Huntington Beach	Garfield & Goldenwest Roadway Improvements	Highly Recommended	\$ 6,197,000
ORACFP64	Mission Viejo	Alicia Parkway Roadway Rehabilitation	Highly Recommended	\$ 4,314,000
	Mission Viejo	Marguerite Parkway Roadway Rehabilitation	Highly Recommended	\$ 3,063,000
	Orange	Santiago Canyon Road Rehabilitation Project	Highly Recommended	\$ 3,388,000
	Placentia	Palm Drive	Highly Recommended	\$ 4,200,000
	Placentia	Rose Drive **	Highly Recommended	\$ 2,651,000
	Santa Ana	Euclid Street Vision Zero Improvement Project Segment 1 - First Street to McFadden Avenue **	Highly Recommended	\$ 5,699,000
	Santa Ana	Euclid Street Vision Zero Improvement Project Segment 2 - Hazard Avenue to First Street **	Highly Recommended	\$ 5,092,000
ORACFP33	Seal Beach	Seal Beach Boulevard Pavement Rehabilitation	Highly Recommended	\$ 5,520,000
ORACFP8	Tustin	Red Hill Avenue Rehabilitation Project (Sycamore Avenue to Bryan Avenue) **	Highly Recommended	\$ 7,000,000
ORACFP4	Tustin	Jamboree Road Rehabilitation Project (Interstate 5 to Portola Parkway)	Highly Recommended	\$ 7,000,000
ORACFP12	Yorba Linda	Yorba Linda Boulevard/Savi Ranch Class I/IV Bikeway (Savi Ranch Parkway Widening and Connect Savi Ranch)*	Highly Recommended	\$ 2,416,000
ORACEF 12	TOIDa LIIIGA	Torba Linua Boulevard/Savi Kanich Class I/IV Bikeway (Savi Kanich Parkway Widenling and Conflect Savi Kanich)	Subtotal	\$ 102,822,000
ORACFP58	Anahaim	La Dalma Avanua Dahahilitatian Draigat, Cualid Street to Harber Paulayard		
	Anaheim	La Palma Avenue Rehabilitation Project: Euclid Street to Harbor Boulevard	Recommended	\$ 2,658,000
	Aliso Viejo	City of Aliso Viejo Street Rehabilitation Project	Recommended	\$ 4,436,000
	Buena Park	Commonwealth Avenue Complete Streets and Pavement Rehabilitation Project	Recommended	\$ 2,921,000
	Costa Mesa	Traffic Signal Resiliency Project	Recommended	\$ 6,392,000
ORACFP34	Costa Mesa	Fair Drive For All Project	Recommended	\$ 7,000,000
ORACFP50	Dana Point	Golden Lantern (Stonehill Drive to Pacific Coast Highway) and Camino De Estrella (Calle Hermosa to Camino Capistrano) Arterial Roadway Resurfacing Project	Recommended	\$ 3,147,000
ORACFP52	Dana Point	Selva Road (Chula Vista Avenue to Stonehill Drive) Arterial Roadway Resurfacing Project	Recommended	\$ 1,387,000
ORACFP53	Dana Point	Niguel Road (Camino Del Avion to Tennis Villas Drive North) and Niguel Road (Stonehill Drive to Pacific Coast Highway) Arterial Roadway Resurfacing Project	Recommended	\$ 1,339,000
ORACFP51	Fountain Valley	Four (4) School Area Mid-Block Crosswalks Improvements	Recommended	\$ 3,825,000
ORACFP21	Irvine	Venta Spur Trail and Jeffrey Road Pedestrian and Bicycle Bridge	Recommended	\$ 4,000,000
ORACFP47	La Habra	OC Loop Gap Closure Project	Recommended	\$ 6,197,000
ORACFP68	La Palma	Valley View Street (Southern California Edison Right-of-Way to Priest Drive) Rehabilitation Project	Recommended	\$ 5,132,000
ORACFP71	La Palma	Valley View Street (183rd Street to Orangethorpe Avenue) Pavement Rehabilitation Project	Recommended	\$ 4,497,000
ORACFP65	Laguna Beach	Laguna Canyon Road: Protect & Connect	Recommended	\$ 7,000,000
	Laguna Hills	Arterial Pavement Rehabilitation Project- Moulton Parkway	Recommended	\$ 2,500,000
ORACFP56	Laguna Niguel	Alicia Parkway Pavement Rehabilitation from Crown Valley Parkway to Highlands Avenue	Recommended	\$ 5,944,000
	Mission Viejo	Muirlands Boulevard Roadway Rehabilitation	Recommended	\$ 1,522,000
ORACFP14	Orange	Tustin Street Rehabilitation Project	Recommended	\$ 6,967,000
	Orange	Santiago Creek Bike Trail Gap Closure Phase 2	Recommended	\$ 5,100,000
	San Clemente	San Clemente North Beach Train Station Area Improvements and Transportation Demand Management Plan	Recommended	\$ 4,250,000
	Santa Ana	Euclid Street Vision Zero Improvement Project Segment 3 - McFadden Avenue to Edinger Avenue **	Recommended	\$ 4,671,000
	Stanton	Western Avenue Rehabilitation Project	Recommended	\$ 2,000,000
ORACFP3	Tustin	Tustin Ranch Road Pedestrian Bridge	Recommended	\$ 7,000,000
	Westminster	Goldenwest Street Improvements	Recommended	\$ 5,492,000
	Yorba Linda	City of Yorba Linda Master Plan of Arterial Highways Preservation Project	Recommended	\$ 7,000,000
	Yorba Linda Yorba Linda	City of Yorba Linda Master Plan of Arterial Highways Preservation Project City of Yorba Linda National Highway System Preservation Project	Recommended	\$ 7,000,000
UNAUFF9	TOTUM LITTUM	Dity of Forba Linua National Highway System Preservation Project	Subtotal	\$ 119,377,000
ORACFP54	Alias Visia	Actorial Sturm, Soal and Billa Lana Improvement Praiset		
	Aliso Viejo Fountain Valley	Arterial Slurry Seal and Bike Lane Improvement Project	Contingency Contingency	\$ 2,438,000 1,500,000
		Rehabilitation and Resurfacing of Edinger Avenue from Euclid Street to Newhope Street		
		Huntington Beach Bluff Top Trail Stabilization Project	Contingency	\$ 7,000,000
	Irvine	South Yale Corridor Bicycle and Pedestrian Facilities Improvements	Contingency	\$ 5,000,000
ORACFP61	Laguna Niguel	Golden Lantern Bicycle Safety Improvements	Contingency	\$ 883,000
	Laguna Niguel	Median Enhancements Project	Contingency	\$ 2,231,000
	Mission Viejo	La Paz Road Roadway Rehabilitation	Contingency	\$ 985,000
	San Clemente	Avenida Pico Bike Lane and Pedestrian Improvements	Contingency	\$ 510,000
	Santa Ana	Fairview Bridge Replacement and Street Improvements from 9th Street to 16th Street	Contingency	\$ 3,098,000
ORACFP30	Seal Beach	Citywide Safety Action Plan Implementation	Contingency	\$ 4,848,000
ORACFP2	Tustin	Tustin Citywide Active Transportation Plan	Contingency	\$ 425,000
			Subtotal	\$ 28,918,000

^{*} OCCSP Grandfathered Wave 1

^{**} Project as proposed has been determined to potentially impact the Master Plan of Arterial Highways (MPAH). Project advancement will be contingent on the Board of Directors' approval of an amendment to the MPAH.

Local Agencies			
Project Designation	Total Funding Request		
Highly Recommended	\$ 102,822,000		
Recommended	\$ 119,377,000		
Contingency	\$ 28,918,000		
Not Docommonded	¢		

251,117,000

Project ID	Agency	Project Name	Project Designation	Total Funding Request
ORACFP35	OCTA	Alternate Fuel Replacement Buses (18)	Highly Recommended	\$ 30,000,000
ORACFP37	OCTA	Metrolink Rehabilitation (2 years)	Highly Recommended	\$ 30,000,000
ORACFP36	OCTA	OC Connect	Highly Recommended	\$ 25,000,000
ORACFP41	OCTA	Interstate 5 Improvements from San Diego County Line to Avenida Pico	Highly Recommended	\$ 40,000,000
ORACFP42	OCTA	First Street Complete Streets and Transit Signal Priority	Highly Recommended	\$ 12,000,000
ORACFP20	Metrolink	Pacific Coast Highway Bridge Replacement (Metrolink Orange Subdivision, Mile Post 200.2) - Project Approval & Environmental Document & Plans Specifications & Estimates	Highly Recommended	\$ 5,544,000
			Subtotal	\$ 142,544,000
ORACFP46	OCTA	OC Streetcar Operations	Recommended	\$ 22,000,000
ORACFP44	OCTA	State Route 74 Ortega Highway Gap Closure & Multimodal Improvements	Recommended	\$ 5,000,000
			Subtotal	\$ 27.000.000

STBG - Surface Transportation Block Grant
CMAO - Congestion Mitigation and Air Quality Improvement Program
OCTA - Orange County Transportation Authority
Metrolink - Southern California Regional Rail Authority
OCCSP - 2023

OCTA	an	d M	let	ro	link	

OCIA ai	ia wetionik
Project Designation	Total Funding Request
Highly Recommended	\$ 142,544,000
Recommended	\$ 27,000,000
Contingency	\$ -
Not Recommended	\$ -
Total	\$ 169,544,000

Orange	Coun

Orange County		
Project Designation	Grand Total Funding	
, ,	Request	
Highly Recommended	\$ 245,366,000	
Recommended	\$ 146,377,000	
Contingency	\$ 28,918,000	
Not Recommended	\$ -	
Grand Total	\$ 420,661,000	

Federal Fiscal Year 2026-2027 and Federal Fiscal Year 2027-2028 Surface
Transportation Block Grant/Congestion Mitigation and Air Quality Improvement
Program Prioritization Guidance – Orange County Transportation Authority
Ranking Criteria

Overview

The Southern California Association of Governments (SCAG) federal fiscal year (FFY) 2026-2027 and FFY 2027-2028 Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement (CMAQ) Program prioritization guidance, establishes the framework for project selection, and allocation of CMAQ and STBG funds within the SCAG region. The Orange County Transportation Authority (OCTA), as the County Transportation Commission, is required to develop a project prioritization framework outlining how project nominations submitted within the County will be prioritized as highly recommended, recommended, contingency list, or not recommended for funding as part of the final SCAG selection.

Funding and General Application Information

Funding is made available through the Infrastructure Investment and Jobs Act which is set to expire in September 2026. Therefore, STBG/CMAQ Program funding is subject to subsequent congressional reauthorization or continuing resolution as this Program will provide funding in FFY 2026-2027 and FFY 2027-2028. OCTA estimates Orange County projects could receive approximately \$200 million based on SCAG's targets. This estimated target does not represent a guaranteed funding level, a nomination floor, or a nomination ceiling.

Applicants must comply with the SCAG STBG/CMAQ Program and should refer to the SCAG guidelines for information on submitting an application and overall eligible applicant, eligible projects, eligible costs, minimum matching requirements, funding availability targets and other information. The SCAG guidelines are available here: https://scag.ca.gov/surface-transportation-block-grant-program-congestion-mitigation-and-air-quality-improvement-program.

For applicants or for projects that are in Orange County, the following specific OCTA prioritizations apply:

- Applications from local jurisdictions (cities and the County of Orange), the Southern California Regional Rail Authority, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency and OCTA will be prioritized. Other organizations are encouraged to apply through Orange County cities or the County of Orange.
- Agencies will be required to prioritize their projects, and OCTA will prioritize the
 first three priority applications for scoring purposes.
- Capital project applications from applicants other than OCTA, LOSSAN, and Metrolink that request funding between \$500,000 minimum and \$7,000,000

- maximum will be prioritized by OCTA for scoring purposes. Planning grant applications are not subject to this prioritization limitation.
- Projects that are included in OCTA's Directions 2025 Long-Range Transportation
 Plan which can be found through this link: <u>Directions 2045 Long-Range Transportation Plan</u> will be prioritized by OCTA.

Schedule

Milestone	Date	
STBG/CMAQ Program Adoption by SCAG	March 6, 2025	
Project Nomination Opens	March 31, 2025	
Application Submission Deadline to SCAG	May 16, 2025	
OCTA Project Prioritization Scoring and Eligibility	May 16 – June 20, 2025	
Reviews		
OCTA Staff Recommendations Published	July 3, 2025	
OCTA Board of Directors' (Board) STBG/CMAQ	July 14, 2025	
Program Project Prioritization		
Project Prioritization Due to SCAG	August 1, 2025	
SCAG Project Review and Scoring	August – October, 2025	
SCAG Regional Council Awards	November or December 2025	

SCAG Required County Transportation Commission Project Prioritization Framework

OCTA is responsible for developing a project prioritization framework which will guide OCTA's evaluation of all applications within Orange County. These evaluations will result in a prioritization ranking. According to the SCAG guidelines for the STBG/CMAQ Program, OCTA must base its prioritization ranking on the following criteria:

1. Eligibility

County transportation commissions will screen potential implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG and/or CMAQ funds, as detailed in 23 United States Code Section 133, 149, et al. Given the limited time that is available to review projects, OCTA will progressively review project and project component throughout the STBG/CMAQ Program period and up until the project is to be included in the Federal Transportation Improvement Program by SCAG.

2. County Priorities

County transportation commissions are expected to develop a prioritization framework that considers applicable county-level plans, policies, and objectives.

3. Community/Stakeholder Engagement

County transportation commissions should prioritize project nomination applications with demonstrated community support.

4. Deliverability and Readiness

County transportation commissions should evaluate potential implementing agencies and projects for deliverability issues. Commissions should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. Commissions should encourage projects with demonstrated readiness within the programming period.

OCTA will review submittals first for eligibility and compliance with basic application requirements. Then the remaining projects will be ranked as highly recommended, recommended, contingency list or not recommended through a scoring process. The scoring criteria are derived from the goals outlined in OCTA's 2025 Board and Chief Executive Officer (CEO) Initiatives and Action Plan, the Board-approved Capital Programming Policies for STBG and CMAQ, letters of interest, focus group meetings with Orange County Technical Advisory Committee (TAC) representatives, OCTA's Directions 2045 Long-Range Transportation Plan, and STBG/CMAQ Program draft guidelines.

From 2025 Board and CEO Initiatives

- Support thriving communities by advancing environmental stewardship and sustainability
- Maintain Financial Integrity and Effectively Administer Taxpayer Dollars for Transportation
- Actively Engage with Stakeholders and Seek Input from Diverse Communities

From Capital Programming Policies

- CMAQ may be used for any of the following:
 - 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
 - New or expanded transit operations (three years of CMAQ funding may be used for the first five years)
 - Eligible bicycle and pedestrian projects
- STBG may be used for any of the following:
 - Measure M2 (M2) Freeway Program
 - Local streets and roads
 - o Bicycle, pedestrian and/or complete streets projects
 - Countywide planning activities up to five percent annually

From Letters of Interest

 In November 2024, OCTA solicited letters of interest for CMAQ and STBG funds from all 34 Orange County cities, the County of Orange, Southern California Regional Rail Authority (Metrolink), LOSSAN, and over 500 transportation stakeholders. OCTA provided basic introductory information on the upcoming SCAG STBG/CMAQ Program and requested optional feedback regarding funding needs, potential projects, and project types. OCTA received responses from Metrolink, the County of Orange, and 21 cities for 61 potential projects. These project types varied from road rehabilitation, complete streets improvements, road widening, safety projects, planning documents, train locomotives, and others. Approximately 50 of the 61 projects proposed through the letters of interest OCTA received indicated a need for funding for complete streets projects and/or road rehabilitation. However, OCTA has provided more than \$90 million dollars over the last two years for complete streets projects which are now in the process of being delivered. Also in late January, OCTA held focus groups with members of the TAC Committee which provides guidance primarily on local streets and roads concerns made up of Public Works directors and local jurisdiction engineers to discuss transportation needs in Orange County. The TAC members expressed a great need for assistance with street rehabilitation, particularly for arterials around Orange County. For this reason, OCTA is prioritizing road rehabilitation over complete streets projects.

OCTA Prioritization Part 1 – Application Preference

OCTA will review submitted documentation to determine whether the submitted project application meets OCTA's application preference. The review will consider consistency with preferred applicant, fiscal responsibility, countywide funding distribution, and OCTA's Long-Range Transportation Plan - Directions 2045. Any issues identified for any of these criteria will be communicated to the applicant's contact. Projects which receive a score of 75 or higher in the OCTA prioritization section will move to the scoring criteria section or Part 2 of the application. Prioritization Part 1 does not apply and is not required for Metrolink, LOSSAN, and OCTA projects.

OCTA Prioritization – Application Preference with Requirements	Maximum Points
 Is the applicant a local jurisdiction (cities and the County of Orange), the Metrolink, LOSSAN, or OCTA? 	Up to 25 Points
 Is the funding request within the \$500,000 minimum request to \$7,000,000 maximum funding limitation for capital projects (excluding planning)? 	Up to 25 Points
 Please list project/application ranking and number of total projects/applications submitted for consideration (e.g., one out of three projects, two out of three projects, three out of three projects). 	Up to 25 Points
 Is your project included in the OCTA Board 2025 – Long Range Transportation Plan which can be found through this link: <u>Directions 2045 Long-Range</u> <u>Transportation Plan</u>, please provide page number that references project or project type. 	Up to 25 Points

OCTA Prioritization Part 2 - Scoring Criteria

In Part 2 of the OCTA prioritization applications, projects which have received between 75 and 100 points in Part 1 of the application will be scored up to 100 points to determine which projects are highly recommended, recommended, contingency list, or not recommended using the following rubric. Projects that receive less than 75 points in Part 1 of the application will be ranked as not recommended by OCTA.

OCTA Prioritization – Project Type	Possible Points
First Priority	50 Points
 Road rehabilitation project – arterials only 	
 Transit projects (fixed-guideway, alternative fuel bus, 	
enhancements to improve the passenger experience)	
Second Priority	40 Points
Complete streets projects	
Active transportation projects	
Third Priority	30 Points
Signal synchronization	
 Local streets and roads (safety, widening, operational 	
improvements)	
Planning studies	
OCTA Prioritization – Fiscal and Environmental	Possible Points
Responsibility	1 033ibic i oliita
 Does the project improve air quality or provide environmental benefits? Provide documentation. 	Up to 5 Points
What local match is the implementing agency	Up to 10 Points
providing? What percentage of the project cost is	
being supported with local agency and/or nonfederal	
match? Please provide funding sources. Points are	
provided for greater local match commitment.	

Community Engagement (Review Required by SCAG)	Possible Points
 Does the project have community support? Please 	Up to 10 Points
provide evidence of community support.	

Deliverability and Readiness (Review Required by SCAG)	Possible Points
 Is your project included in a plan? Please provide a link to plan and page number that references project. 	Up to 5 Points
 What is the status of environmental studies? Provide documentation. 	Up to 5 Points
 Has a preferred alternative been selected? Provide documentation. 	Up to 5 Points
Has the implementing agency successfully delivered federal projects on time in the past? Please describe the project and when the project or project phase was completed. Also, please provide the federal funding program. Preference would be for projects delivered using funds through the Federal Highway Administration process through the California Department of Transportation.	Up to 10 Points

OCTA will rank the highest scoring projects within each project type and then will balance how much funding is available for each project type based on the overall funding target of STBG and CMAQ. Finally, the ranking will consider which projects would be eligible for which funding program. Other considerations may also be taken into account such as projects which may have already been approved by OCTA for previous STBG and/or CMAQ funding where the STBG or CMAQ funding may expire before the project can receive federal approval to proceed.

The Southern California Association of Governments Federal Fiscal Year 2026/2027-2027/2028 Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement Program Call for Projects Nominations – Orange County Transportation Authority Project Descriptions

Alternate Fuel Replacement Buses (18)

The Orange County Transportation Authority (OCTA) has committed to converting the entire OC Bus fleet of 432 fixed-route buses to zero emission by 2040. The purchase of 18 alternate fuel replacement 60-foot buses will help OCTA to be in compliance with the California Air Resources Board-adopted Innovative Clean Transit Rule which requires public transit agencies in the State of California to shift their bus fleets to zero-emission buses by 2040. The overall project will replace 18 compressed natural gas 60-foot buses as they reach the end of their useful life. The buses will be equipped with seating for 59 passengers or 57 passengers and two wheelchairs, an internal and external camera system, Wi-Fi and mobile routers, a farebox equipped for mobile ticketing, radio system, automatic vehicle locator, and a three-position bicycle rack. Consistent with OCTA's Comprehensive Business Plan, the useful life of these buses is estimated to be 18 years or 500,000 miles. OCTA is requesting \$30 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding which combined with the other funding in the table below will support the replacement of 18 60-foot buses.

Funding (\$000s)	CMAQ	SB 125	LTF	Total
PA/ED				
PS&E				
ROW				
CON	\$30,000	\$13,381	\$1,619	\$45,000
TOTAL	\$30,000	\$13,381	\$1,619	\$45,000
Requested Fund	\$30,000			\$30,000

PA/ED – Project Approval/Environmental Documentation

PS&E - Plans, Specifications, and Estimates

ROW – Right-of-way CON – Construction

CMAQ - Congestion Mitigation and Air Quality Improvement

SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit and Intercity Rail Capital Program Formula LTF – Local Transportation Fund

Southern California Regional Rail Authority (Metrolink) Rehabilitation (Two Years)

OCTA is requesting \$30 million in Surface Transportation Block Grant (STBG) funding to provide support for OCTA's share of Metrolink track, structures, and vehicle rehabilitation. This project builds on OCTA's investment in Metrolink service and ensures the rail system remains in a state of good repair. Rehabilitation projects are those that extend the useful life of existing capital assets through activities such as the replacement of worn ties and rail, worn or outdated signal system components, tunnels, bridges and culverts, rolling stock components, and midlife overhaul of rail cars and locomotives. The Metrolink Rehabilitation Project will rehabilitate or replace track, signal, communications, rolling stock, and other equipment and facilities used to keep the commuter rail system in a state of good repair. Combined with the existing Federal Transit Administration,

Section 5337 State of Good Repair Grants, these funds would help support this funding need for up to three years.

Existing Funding (\$000s)	STBG	FTA 5337	FTA 5337 M2	
PA/ED				
PS&E				
ROW				
CON		\$38,000	\$3,886	\$41,886
TOTAL	\$0	\$38,000	\$3,886	\$41,886

Funding (\$000s)	STBG	FTA 5337	M2	Total
PA/ED				
PS&E				
ROW				
CON	\$30,000	\$38,000	\$3,886	\$71,886
TOTAL	\$30,000	\$38,000	\$3,886	\$71,886
Requested Fund	\$30,000			\$30,000

FTA 5337 – Federal Transit Administration State of Good Repair Grants 5337

M2 - Measure M2

OC Connect

OC Connect is an active transportation trail along the OCTA-owned former Pacific Electric ROW and the County of Orange-owned Wintersburg Channel. The project is located between the downtown areas of the City of Garden Grove (Garden Grove) and the City of Santa Ana (Santa Ana) as well as surrounded by high-traffic streets and disadvantaged neighborhoods providing a critical connection with public access to the trail from 15 different entry points. The project traverses approximately 2.5 miles in Garden Grove and 1.5 miles in Santa Ana. The project will add 3.95 miles of a Class I non-motorized transportation facility and provide safety crossing features at approximately 13 intersections, improving safety for pedestrians and bicyclists. More specifically, the trail stretches 3.1 miles between Euclid Street in Garden Grove to Raitt Street in Santa Ana, and 0.85 miles along the Wintersburg Channel beginning at the ROW in Garden Grove and traversing south to Hazard Avenue in Santa Ana. OCTA is requesting \$10 million in STBG and \$15 million in CMAQ for construction.

Existing Funding (\$000s)	АТР	STIP	CPF/CDS	Future Application or Use of Non- Federal Funds	Total
PA/ED	\$3,000				\$3,000
PS&E		\$3,900	\$750		\$4,650
ROW					
CON				\$3,239	
TOTAL	\$3,000	\$3,900	\$750	\$3,239	\$7,650

Funding (\$000s)	АТР	STIP	CPF/CDS	STBG	СМАQ	Future Application or Use of Non- Federal Funds	Total
PA/ED	\$3,000						\$3,000
PS&E		\$3,900	\$750				\$4,650
ROW							
CON				\$10,000	\$15,000	\$3,239	\$28,239
TOTAL	\$3,000	\$3,900	\$750	\$10,000	\$15,000	\$3,239	\$35,889
Requested Fund				\$10,000	\$15,000		\$25,000

ATP – Active Transportation Program
CPF/CDS – Community Project Funding/Congressionally
Directed Spending

STIP - State Transportation Improvement Program

Interstate 5 Improvements from San Diego County Line to Avenida Pico

Interstate 5 (I-5) San Diego Freeway is the major north-south route that is used for inter-regional, interstate, and international travel and goods movement. It connects Orange County with San Diego County to the south and to Los Angeles County to the north. The I-5 corridor is also the main route to beaches and tourist attractions in the City of San Clemente, San Onofre State Beach, and the United States Marine Corps Base Camp Pendleton. Additionally, I-5 provides critical access to Trestles State Beach, which is scheduled to host surfing events during the 2028 Summer Olympics, further highlighting the corridor's role in supporting regional mobility, tourism, and international event coordination. OCTA is requesting \$40 million in STBG for plans, specifications and estimates which would result in final design for the project.

Existing Funding (\$000s)	STBG	СМАQ	Total
PSR	\$121	\$450	\$571
PA/ED	\$6,407		\$6,407
PS&E			
ROW			
CON			
TOTAL	\$6,528	\$450	\$6,978

Funding (\$000s)	STBG	CMAQ	Future Application or Programming of Non-Federal Funds	Total
PSR	\$121	\$450		\$571
PA/ED	\$6,407			\$6,407
PS&E	\$40,000		\$6,086	\$46,086
ROW				
CON				
TOTAL	\$46,528	\$450	\$6,086	\$53,064
Requested Fund	\$40,000		\$6,086	\$46,086

First Street Complete Streets and Transit Signal Priority

The project is for active transportation and transit improvements along Santa Ana-owned ROW First Street. The project traverses approximately 4.1 miles from Bristol Street to Newport Avenue in the City of Tustin and builds upon planning work initiated under a Regional Early Action Planning (REAP) 2.0 grant. Improvements will include Class IV protected and/or buffered bicycle lanes, enhanced pedestrian access through upgraded sidewalks and American Disability Act compliant ramps, upgraded bus stops with amenities such as shelters and boarding islands, and transit signal priority infrastructure. These multimodal enhancements will improve safety, accessibility, and mobility for transit riders, pedestrians, and cyclists along a high-ridership corridor served by OCTA Route 64. The First Street corridor currently experiences high volumes of transit use, pedestrian activity, and vehicle traffic but lacks adequate infrastructure to safely and efficiently support multimodal travel. Existing conditions limit the comfort and reliability of bus service, while narrow or incomplete pedestrian and bicycle facilities create safety concerns and discourage active transportation. There is a critical need to reimagine this corridor to improve accessibility, safety, and mobility for all users, particularly for those who rely on transit and non-vehicular modes to access jobs, services, and key destinations. OCTA is requesting \$6 million in STBG and \$6 million in CMAQ for construction.

Existing Funding (\$000s)	REAP 2.0	Total
PA/ED	\$4,300	\$4,300
PS&E	\$259	\$259
ROW		
CON	\$1,294	\$1,294
TOTAL	\$5,853	\$5,853

Funding (\$000s)	STBG	CMAQ	REAP 2.0	Total
PA/ED			\$4,300	\$4,300
PS&E	\$1,000	\$1,000	\$259	\$2,259
ROW				
CON	\$5,000	\$5,000	\$1,294	\$11,294
TOTAL	\$6,000	\$6,000	\$5,853	\$17,853
Requested Fund	\$6,000	\$6,000		\$12,000

OC Streetcar Operations

OC Streetcar service, the first streetcar service in Orange County, will operate along a 4.15-mile route from the Santa Ana Regional Transportation Center (SARTC) to a new transit hub at Harbor Boulevard and Westminster Avenue in Garden Grove. Service is planned to operate every ten minutes during weekday daytime hours and every 15 minutes during weekday evenings and on weekends. The OC Streetcar is a long-needed mobility solution within the community and will reconnect the community from the SARTC, which provides direct connections to regional rail, OCTA bus, and intercity and international bus services, through Santa Ana's central business district and Civic Center, and northwest on a transit dedicated OCTA-owned ROW, former path of the old Pacific Electric streetcar over the Santa Ana River to Garden Grove, where it meets OCTA's busiest bus line on

Harbor Boulevard. OCTA is requesting \$22 million in CMAQ. CMAQ can be used to assist with operations for new services within the first five years of operations.

Existing Funding (\$000s)	CMAQ	SB 125	LCTOP	Other*	Total
PA/ED					
PS&E					
ROW					
CON	\$18,050	\$44,495	\$11,858	\$22,023	\$96,426
TOTAL	\$18,050	\$44,495	\$11.858	\$22.023	\$96.426

Funding (\$000s)	CMAQ	SB 125	LCTOP	Other*	Total
PA/ED					
PS&E					
ROW					
CON	\$40,050	\$44,495	\$11,858	\$22,023	\$118,426
TOTAL	\$40,050	\$44,495	\$11,858	\$22,023	\$118,426
Requested Fund	\$22,000				\$22,000

LCTOP - Low Carbon Transit Operations Program

State Route 74 Ortega Highway Gap Closure & Multimodal Improvements

The State Route 74 (SR-74) Gap Closure and Multimodal Improvements Project spans approximately 1.1 miles along SR-74, also known as Ortega Highway, between Calle Entradero and Reata Road in the City of San Juan Capistrano. This corridor is a vital east-west connector serving regional, local, and recreational travel between Orange County's inland and coastal communities and extending to Riverside County. The improvements will enhance mobility and safety along a key route that facilitates access across county lines, supporting both daily commuters and broader interregional travel. OCTA is requesting \$5 million in STBG.

Existing Funding (\$000s)	STBG	STIP	M2	CPF/CDS	Other**	Total
PA/ED			\$1,950		\$6,163	\$8,113
PS&E		\$800	\$5,250		\$1,750	\$7,800
ROW		\$13,000				\$13,000
CON	\$30,000	\$24,600		\$4,000		\$58,600
TOTAL	\$30,000	\$38,400	\$7200	\$4,000	\$7,913	\$87,513

Funding (\$000s)	STBG	STIP	M2	CPF/CDS	Other**	Total
PA/ED			\$1,950		\$6,163	\$8,113
PS&E		\$800	\$5,250		\$1,750	\$7,800
ROW		\$13,000				\$13,000
CON	\$35,000	\$24,600		\$4,000		\$63,600
TOTAL	\$35,000	\$38,400	\$7200	\$4,000	\$7,913	\$92,513
Requested Fund	\$5,000					\$5,000

^{**}Other includes State Fuel Tax, State Highway Operation and Protection Program, and Developer Fees

^{*}Other includes Fares and Shares from the City of Santa Ana and the City of Garden Grove

Federal Fiscal Year 2026-27 & Federal Fiscal Year 2027-28 STBG/CMAQ Project Recommendations



Overview - SCAG STBG/CMAQ Call

- 254 applications received requesting \$3.1 billion
- \$1.2 billion available in FFY 2026-27 and FFY 2027-28
- Orange County funding target \$200 million
- Projects selected by SCAG
- OCTA's project recommendations = up to 50 percent of score

Applications Received			
Local Agencies	58		
OCTA and Metrolink	8		
Total	66		

CMAQ – Congestion Mitigation and Air Quality Improvement FFY – Federal Fiscal Year
Metrolink – Southern California Regional Rail Authority
OCTA – Orange County Transportation Authority

SCAG – Southern California Association of Governments

STBG – Surface Transportation Block Grant

Orange County Local Agency Submissions

Agency	Number of Projects
Aliso Viejo	2
Anaheim	3
Buena Park	1
Brea	1
Costa Mesa	3
Dana Point	3
Fountain Valley	4
Fullerton	2
Huntington Beach	3
Irvine	2
La Habra	1
La Palma	2
Laguna Beach	1
Laguna Hills	1
Laguna Niguel	3

Agency	Number of Projects		
Mission Viejo	4		
Orange	3		
Placentia	2		
San Clemente	2		
Santa Ana	4		
Seal Beach	2		
Stanton	1		
Tustin	4		
Westminster	1		
Yorba Linda	3		
Metrolink	1		
OCTA	7		
Total Projects:	66		
Total Agencies:	27		

Basic Scoring Criteria

	ОСТА	SCAG
Role	Develop a Project Prioritization Framework and Provide Project Recommendations to SCAG	Project Evaluation and Award
Criteria*	 Part 1: Application Eligibility and Other Factors Part 2: OCTA Project Prioritization Framework County Priorities Community/Stakeholder Engagement Deliverability and Readiness *OCTA's criteria was approved by the Board of Directors 	 Regional Priorities Federal Performance Management Areas Community Economic Development Benefits Air Quality Improvements and Cost Effectiveness (Only for CMAQ Eligible Projects)
Priorities	 Road Rehabilitation/Transit Complete Streets/Active Transportation Signal Synchronization/Local Streets and Roads/Planning Studies 	 Clean Transportation/Resilience of At-Risk/Transit/ Transportation Demand Management/Transportation System Management and Goods Movement Transportation-Related Natural Lands Preservation Plan/ Pavement Management/Complete Streets Plan Complete Streets/Natural Lands Preservation/System Preservation
Possible Points	Up to 50	Up to 60

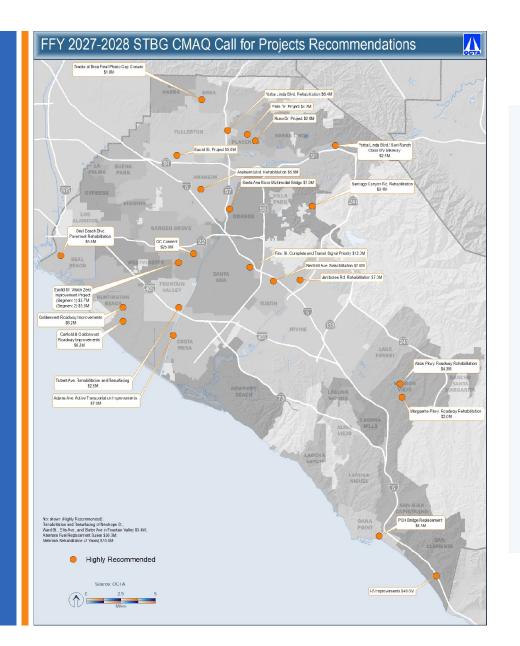
Scoring Takeaways

Project Type:

- Most common project types submitted by local agencies were roadway rehabilitation and complete streets
- ~38 percent of projects would improve air quality
- ~33 percent of projects have over 19 percent local match
- Vast majority of projects have evidence of community support and are part of a larger community/regional plan

Project Readiness:

- ~28 percent of projects have environmental studies (CEQA/NEPA) either complete or in progress
- ~45 percent of projects have an alternative selected
- ~49 percent of participating agencies have demonstrated past success in delivering projects with federal funds

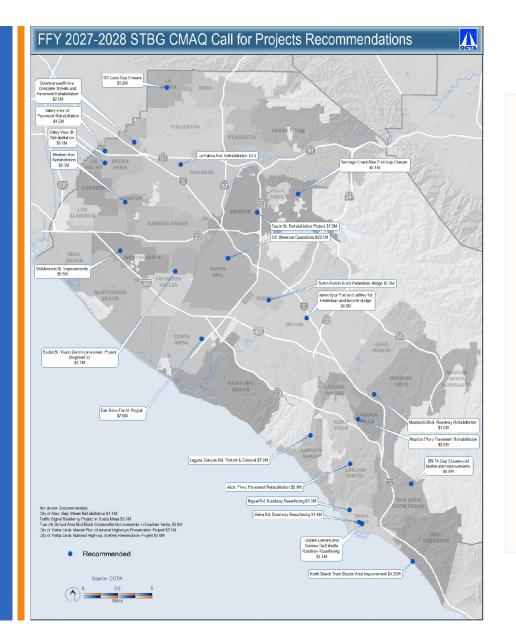


Highly Recommended

Approve 27 projects totaling \$245.366 million in STBG/CMAQ funds

- 15 System Preservation/Pavement Management projects
- 5 Complete Streets/Active Transportation projects
- 5 Transit and Multimodal or Clean Transportation projects
- 2 Transportation System Management and Goods Movement projects





Recommended

Approve 28 projects totaling \$146.377 million in STBG/CMAQ funds

- 15 System Preservation/Pavement Management projects
- Seven Complete Streets/Active Transportation projects
- Three Transportation System Management and Goods Movement projects
- Two Transit and Multimodal or Clean Transportation projects
- One Resilience of At-Risk Infrastructure project



OCTA and SCRRA Projects

Agency	Project Name	Project Designation	Total	Funding Request
OCTA	Alternate Fuel Replacement Buses (18)	Highly Recommended	\$	30,000,000
OCTA	Metrolink Rehabilitation (Two years)	Highly Recommended	\$	30,000,000
OCTA	OC Connect	Highly Recommended	\$	25,000,000
OCTA	Interstate 5 Improvements from San Diego County Line to Avenida Pico	Highly Recommended	\$	40,000,000
OCTA	First Street Complete Streets and Transit Signal Priority	Highly Recommended	\$	12,000,000
Metrolink	Pacific Coast Highway Bridge Replacement (Metrolink Orange Subdivision, Mile Post 200.2) - Project Approval and Environmental Document and Plans, Specifications and Estimates	Highly Recommended	\$	5,544,000
		Subtotal	\$	142,544,000
OCTA	OC Streetcar Operations	Recommended	\$	22,000,000
OCTA	State Route 74 Ortega Highway Gap Closure & Multimodal Improvements	Recommended	\$	5,000,000
		Subtotal	\$	27,000,000







Grand Total



169,544,000

OCTA's Submittal to SCAG

Designation	Number of Agencies	Number of Projects	Total Amount
Highly Recommended	15	27	\$245.366 million
Recommended	21	28	\$146.377 million
Contingency List**	10	11	\$28.918 million
Not Recommended	0	0	N/A
Total		66	\$420.661 million

^{**}Contingency list due to funding constraints

Next Steps

Activity	Date	
OCTA Project Prioritization Packages due to SCAG	August 1, 2025	
SCAG Regional Council Meeting Recommendations	November 6, 2025	
SCAG Special Meeting Awards	December 3, 2025	
Enter Awarded Projects into Federal Transportation Improvement Program (FTIP)	December 2025 / January 2026	
Funded Projects Earliest Start***	October 2026	

^{***}SCAG may allow some projects to start earlier, if there is capacity