

**Transportation Funding Programs Impacted by the  
Climate Action Plan for Transportation Infrastructure (CAPTI)**

**Active Transportation Program (ATP).** The ATP is a competitive funding program that encourages increased use of active modes of transportation such as bicycling and walking. ATP goals include improving mobility, health, and safety for non-motorized users; decreasing greenhouse gas (GHG) emissions; and providing benefit to disadvantaged communities. Eligible ATP projects include:

- Infrastructure projects: capital improvements that further ATP goals, including environmental, design, right-of-way, and/or construction phases of capital projects.
- Non-infrastructure projects: education, encouragement, and enforcement activities that further ATP goals, with focus on start-up projects (ATP cannot fund ongoing program operations).
- Infrastructure projects with non-infrastructure components.
- Plans: community-wide bicycle, pedestrian, safe routes to school, or active transportation plans in disadvantaged communities.

**Interregional Transportation Improvement Program (ITIP).** A five-year state-regional program, adopted every even year, of capital improvements on and off the State Highway System (SHS) that increase the capacity or improve the state of good repair of the transportation system. The State Transportation Improvement Program (STIP) consists of two broad programs: the Regional Transportation Improvement Program (RTIP), funded from 75 percent of new STIP funding, and the ITIP, funded from 25 percent of new STIP funding. While OCTA receives a share and directs the use of the RTIP funds, the California Department of Transportation (Caltrans) nominates projects for inclusion in the ITIP to improve the SHS, intercity passenger rails system, and interregional movement of people, vehicles, and goods. In the recent past, ITIP funds have been used to support the Ortega Highway Widening and the Laguna Niguel/San Juan Capistrano Passenger Rail Passing Siding project.

**Local Partnership Program (LPP).** The LPP provides local and regional agencies that have passed sales tax measures, tolls, or fees or that have imposed fees which are dedicated solely to transportation improvements. Eligible projects include: improvements to the SHS; improvements to transit facilities that expand transit services, increase ridership, and improve safety; acquisition, retrofit or rehabilitation of rolling stock, buses or other transit equipment; improvements to the local road system; improvements to bicycle or pedestrian safety or mobility; improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, including management practices for capturing or treating urban runoff, road maintenance and rehabilitation; and sound walls for highways that were built prior to 1987 without sound walls and with or without high occupancy vehicle (HOV) lanes. LPP funds are divided between a formula-based program that distributes funds to self-help counties and a competitive program. OCTA receives approximately \$9 million annually from the formula program and has received LPP competitive program funds for traffic signal

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programs and for the State Route 55 (SR-55) Improvement Project. All LPP funds must be matched dollar-for-dollar.

**Solutions for Congested Corridors Program (SCCP).** The SCCP is a competitive funding program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the State. To receive funding, projects must be included in a corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. In order to mitigate increases in vehicle miles traveled (VMT), greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to HOV lanes, managed lanes, and other non-general purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Project elements within the corridor plans may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. OCTA has received SCCP funds for traffic signal projects, zero-emission buses for Bravo! Main Street and other transit and active transportation improvements.

**State Highway Operations & Protection Program.** A four-year state funding program for Caltrans' capital projects whose purpose is to maintain the safety and integrity of the SHS. Most of the projects are for pavement and bridge rehabilitation and traffic safety improvements. Operational improvements are also allowed but have significantly limited in recent years. The California Transportation Commission allocates funds to the individual projects. Eligible projects include maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane. While the funds cannot be used for widening components, the State was able to program funds to the auxiliary lane component of the Measure M2 SR-55 Improvement Project from Interstate 405 (I-405) to Interstate 5 (I-5).

**Trade Corridor Enhancement Program (TCEP).** The TCEP provides funding for infrastructure improvements along corridors with high volumes of freight movement and as identified in the state rail plan. Per the authorizing legislation, projects eligible for TCEP include:

- (1) Highway improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of entry, rail terminals, and seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.
- (2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers

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throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility, and other projects that improve the safety, efficiency, and capacity of the rail freight system.

- (3) Projects to enhance the capacity and efficiency of ports, except that funds available under this section shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment. For the purposes of this paragraph, “fully automated” means equipment that is remotely operated or remotely monitored, with or without the exercise of human intervention or control. Nothing in this paragraph shall prohibit the use of funds available pursuant to this section for a project that includes the purchase of human-operated zero-emission equipment, human-operated near-zero-emission equipment, and infrastructure supporting human-operated equipment. Furthermore, nothing in this section shall prohibit the purchase of devices that support human-operated equipment, including equipment to evaluate the utilization and environmental benefits of human-operated equipment.
- (4) Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.
- (5) Border access improvements that enhance goods movement between California and Mexico and that maximize the state’s ability to access funds made available to the state by federal law.
- (6) Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state’s land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

Both the SR-55 Improvement Project from I-405 to I-5 and the SR-57 Interchange project in Brea have received awards through the TCEP program.

**Transit & Intercity Rail Capital Program (TIRCP).** The TIRCP funds capital improvements and operational investments that will modernize California’s transit systems and intercity, commuter, and urban rail systems to reduce GHG emissions by reducing VMT throughout California. Eligible projects include expansion, enhancement and improvement of existing rail systems, including new rail cars and locomotives to increase ridership and service levels, and improve reliability; improvements to existing and future rail systems, including high speed rail; and increased integration of rail and transit services, including integrated ticketing and bus transit investments that increase ridership and reduce GHG emissions. OCTA has received TIRCP funds for the OC Streetcar, Mobile Ticketing on OC Bus, and bus purchases for Bravo! Routes.