

External Funding Sources

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

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

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

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

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

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