

State and Federal Funding Sources

Source	Description
State Sources	
Active Transportation Program (ATP)	<p><u>Background:</u> The ATP was created to encourage increased use of active modes of transportation, such as biking and walking.</p> <p><u>Eligible Projects:</u> 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><u>Significant Limitations:</u> 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><u>Estimates:</u> For the Cycle 4 ATP call for projects (call), the state made \$218 million available annually for four years. Fifty percent (\$109 million) is available for the statewide call. Ten percent (\$21.9 million) is available for the small urban and rural call. Forty percent (\$87 million) is available for the large urban regional call. Through the large urban regional call, Orange County local agencies receive approximately \$3.7 million annually. Local agencies may also compete for the statewide funding.</p>
Cap-and-Trade (Competitive) Affordable Housing and Sustainable Communities Program (AHSC)	<p><u>Background:</u> The AHSC Program will provide grants and/or loans to projects that will achieve greenhouse gas (GHG) reductions through increasing accessibility of affordable housing, employment centers, and key destinations, via low-carbon transportation options (walking, biking, and transit), and resulting in fewer vehicle miles traveled.</p> <p><u>Eligible Projects:</u> AHSC funds can be used for intermodal, affordable housing projects that support infill and compact development. The funds support transit capital, active transportation, transit-oriented development, affordable housing, complete streets programs and planning activities associated with sustainable community strategies.</p> <p><u>Significant Limitations:</u> Transit and transportation components are only eligible when they are submitted as part of a low-income housing development grant application.</p> <p><u>Estimates:</u> The State of California makes available 20 percent (currently \$400 million) of the annual cap and trade revenues for the AHSC Program on an ongoing basis. The Orange County Transportation Authority (OCTA) is eligible to compete for these funds but has not been successful in prior cycles due to the limitations of the program.</p>

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Cap-and-Trade (Formula)	<p>Background: LCTOP was created to provide operating and capital assistance for transit agencies to reduce 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 program on an ongoing basis. OCTA received \$1.3 million in fiscal year (FY) 2014-15, \$3.6 million in FY 2015-16, \$1.7 million in FY 2016-17, and \$4.8 million in FY 2017-18. The California Department of Transportation has released a draft estimate for FY 2018-19 funding, which indicates that OCTA might receive more than \$7.0 million.</p>
Cap-and-Trade (Competitive) Transit and Intercity Rail Capital Program (TIRCP)	<p>Background: Program goals include the reduction of GHG emissions, expanded rail service to increase ridership, the integration of different rail and bus systems, and improved rail safety.</p> <p>Eligible projects: TIRCP funds may be used for rail and bus capital projects, and operational improvements that result in increased ridership and reduced GHG.</p> <p>Estimates: The State of California makes available ten percent (currently \$200 million) of the annual cap and trade revenues for the LCTOP Program on an ongoing basis. In 2018, the program was supplemented with SB 1 (Chapter 5, Statutes of 2017) funding. This is a competitive funding program.</p>
Proposition 1A	<p>Background: Proposition 1A is the Safe, Reliable High-Speed Passenger Train Bond Act. It provides \$9 billion for the construction of high-speed rail in the State of California. In addition, it provides another \$950 million for allocation to intercity, commuter, and urban rail systems for the purpose of direct connectivity and benefits to the high-speed train system.</p> <p>Uses: The Southern California Regional Rail Authority (SCRRA) will receive \$123.7 million, of which approximately \$26.6 million is due to train operations in Orange County. SCRRA has programmed \$123.7 million in Proposition 1A funds for Positive Train Control and the Metrolink High-Speed Rail Readiness Program to refurbish or replace cars and locomotives.</p> <p>Significant Limitations: The state has programmed \$46 million to the State College Boulevard Grade Separation Project in the City of Anaheim. However, the matching funds required for this project are significant which may be prohibitive considering the total estimated project cost.</p> <p>Estimates: All funds are currently programmed.</p>

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Proposition 1B	<p>Background: Proposition 1B is a \$19.9 billion infrastructure bond. There are 12 main programs included in the bond. OCTA has been successful in programming funds in eight of those categories, totaling \$871 million.</p> <p>Estimates: There is no new funding in the Proposition 1B Program but there may be opportunities to reprogram project savings to other projects.</p>
Proposition 116	<p>Background: Proposition 116 Intercity Rail Program made available \$3 billion for intercity and commuter/urban rail programs. OCTA has received approximately \$121.3 million in Proposition 116 funds through an agreement established with the City of Irvine.</p> <p>Estimates: All funds must be expended or encumbered by July 1, 2020. It is anticipated that there will not be any future Proposition 116 savings available for reprogramming.</p>
SB 1 Local Partnership Program - Formula (LPP-F)	<p>Background: The purpose of the LPP-F Program is to provide additional funding for local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees.</p> <p>Eligible projects: The LPP-F Program 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 funds (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 \$9.121 million in both FY 2017-18 and FY 2018-19. For the 2019 LPP-F project nomination cycle, OCTA was able to program \$9.388 million.</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 statewide annually and funds are distributed based on a formula that includes population and transit operating revenues. OCTA's share is approximately \$5.7 million annually.</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 is available for a three-year programming cycle. The Los Angeles-Inland Empire Corridor had a funding target of approximately 35 percent of the available funding.</p>
State Transportation Improvement Program (STIP)	<p>Background: Revenues 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.</p> <p>Estimates: Every two years, state and federal transportation revenues are forecasted and programmed for the subsequent five-year period. In the 2018 STIP, OCTA is programmed to receive \$52 million per year over the next five-year period (through FY 2022-23). These funds have already been programmed to primarily freeway projects.</p>

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Congestion Mitigation and Air Quality (CMAQ)	<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 • 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>
Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula	<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 \$50 million. Annually, approximately \$8.5 million derives from and is directed to commuter rail projects.</p>

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FTA Section 5309 New Starts	<p><u>Background:</u> The FTA Section 5309 New Starts Competitive Program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This is a discretionary program.</p> <p><u>Eligible projects:</u> FTA Section 5309 New starts funds are competitive and may be used for:</p> <ul style="list-style-type: none"> • New fixed-guideways or extensions to fixed-guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system), • Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor, and • Projects that improve capacity on an existing fixed-guideway system. <p><u>Estimates:</u> OCTA received a full funding grant agreement for New Starts funding for the OC Streetcar in the amount of \$149 million, or 36.5 percent of the current project cost estimate.</p>
FTA Section 5310 Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	<p><u>Background:</u> The FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities 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 \$2.2 million.</p>

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FTA Section 5337 State of Good Repair Program (SGR)	<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 \$21.7 million of which \$17.9 million is generated by Metrolink operations and provided for Metrolink rehabilitation/renovation projects</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. Use of these funds for bus capital projects will help offset the reduction in the estimated annual apportionment from FTA Section 5307.</p> <p><u>Estimates:</u> The annual estimate for FTA Section 5339 funding is \$7.4 million</p>
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 Widening Project between State Route 73 and Oso Parkway.</p> <p><u>Estimates:</u> This is a one-time funding program but 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>

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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 \$41 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>