




July 1, 2024

To: Regional Transportation Planning Committee
From: Darrell E. Johnson, Chief Executive Officer 
Subject: 2024 State Transportation Improvement Program Update

Overview

On March 21, 2024, the California Transportation Commission approved the final 2024 State Transportation Improvement Program, which will provide \$222.326 million to nine high-priority projects throughout Orange County. An update on this action and project specific funding changes are provided for review and approval.

Recommendations

- A. Accept \$0.75 million in Community Project Funding/ Congressionally Directed Spending funds and authorize the use of this funding for the OC Connect Santa Ana – Garden Grove Rails to Trails Project.
- B. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

Background

The State Transportation Improvement Program (STIP) is a significant source of funding for transportation improvements throughout the State of California. State transportation revenues are forecasted and programmed every two years for the subsequent five-year period. STIP revenues are derived from state gasoline fuel sales. The STIP is divided into two funding programs. The Regional Transportation Improvement Program (RTIP) provides 75 percent of the funding to County Transportation Commissions (Commissions) based on a formula that considers a north-south split, population, and centerline road mileage. The remaining 25 percent of the funding is for the Interregional Transportation Improvement Program (ITIP) which is directed by the California Department of Transportation (Caltrans). Every two years Commissions are provided an estimated funding share of the RTIP and must submit a project or program of projects to the California Transportation Commission (CTC) for approval and

inclusion in the STIP. On October 9, 2023, the OCTA Board of Directors (Board) approved OCTA's proposed 2024 STIP submittal including nine projects for a total of \$222.326 million. The submittal included six carry-over projects from the 2022 STIP totaling \$138.054 million and three new projects as well as a cost adjustment to the existing State Route 57 (SR-57) Truck Climbing Lane Project totaling \$84.272 million.

As discussed in the October 9, 2023 staff report, OCTA's 2024 STIP submittal included a request of \$12.307 million over the fund estimate. This is not an uncommon practice and helps the CTC to balance the STIP and ensure timely use of the funding. Following submittal, staff typically negotiates funding requests with CTC staff, and changes are often required, which are then reported to the Board through a status update.

In the last several federal budget cycles, Congressional appropriators have allowed Members of Congress to submit earmark requests. For context, the House of Representatives uses the term, "community project funding" (CPF), while the Senate uses "congressionally directed spending" (CDS). Both are colloquially known as earmarks and can be defined as any congressionally directed spending, tax benefit, or tariff benefit that would benefit an entity or a specific state, locality, or congressional district. Agencies, such as OCTA, work with Congressional delegation members to submit projects for consideration. If the Congressional representative wants to sponsor that project for funding, they would then request funding from the respective Appropriations Committee for that project. If selected, the scope and funding for each CPF/CDS project are then written into the Annual Appropriations bill. One of the projects included in OCTA's 2024 STIP submittal also received funding through the Annual Appropriations Bill of 2023. This funding needs to be approved by the Board for inclusion in the project funding plan.

Discussion

The CTC adopted the statewide 2024 STIP on March 21, 2024. The final program included the \$222.326 million for nine projects consistent with the Board-approved 2024 STIP submittal for Orange County. The approved program allows Orange County to access \$12.307 million of funds over its funding target to address current project funding needs. Attachment A provides a map of the approved projects, and Attachment B provides project descriptions. This is the first time in more than ten years that the CTC has adopted the program as requested by OCTA.

The approved projects, funding amounts, and funding year are provided in the table below:

OCTA Projects Approved by CTC for 2024 STIP		
Project	2024 STIP (\$000s)	Project Type
Digital bus stop signs (acquisition, installation, and testing)(CON)	\$2,500	Bus Transit
OC Connect Santa Ana – Garden Grove Rail to Trails (PS&E)	\$3,900	Active Transportation
I-5 Improvements from SR-73 to El Toro Road (replacement planting and landscaping)(CON)	\$6,000	Freeway
Planning, Programming, and Monitoring	\$7,255	N/A
Orange County Maintenance Facility, Phase 1 (CON)	\$20,000	Bus Transit
SR-57 Truck Climbing Lane Phase II - Lambert Road to Orange County Line (PA&ED and PS&E)	\$24,500	Freeway
SR-74 Gap closure and multimodal improvements (PA&ED, ROW, and CON)	\$24,600	Freeway and Active Transportation
OC Loop Segment A - Rails to Trails (CON)	\$38,233	Active Transportation
I-5 Improvements from I-405 to Yale Avenue, Segment 1 (CON)	\$95,338	Freeway
Total:	\$222,326	

CON – Construction

I-5 - Interstate 5

I-405 – Interstate 405

SR-74 – State Route 74

SR-73 – State Route 73

PS&E – Plans, Specifications & Estimates

PA&ED – Project Approval & Environmental Document

ROW – Right-of-Way

The CTC did make one minor change from what was approved by the Board in October: the timing of the I-5 Improvement Project I-405 to Yale Avenue Segment 1 was delayed from FY 2024-25 to FY 2025-26. However, if the project is ready earlier, OCTA can request an early allocation. Attachment C provides the updated Capital Funding Plan which provides summarized funding information for all OCTA's Capital Projects.

In the 2024 STIP submittal OCTA included \$3.9 million in funding for the design phase of the OC Connect Santa Ana - Garden Grove Rails to Trails Project. It was subsequently determined that additional funding was needed for this phase. The OCTA Government Relations Division successfully worked with Senator Padilla (D-CA) and Representative Correa (D-Santa Ana) to secure \$0.75 million in federal CPF/CDS funding. Staff is requesting Board approval to accept this funding and authorization the use of the funds for the OC Connect Santa Ana – Garden Grove Rails to Trails Project. The \$0.75 million will augment the \$3.9 million in STIP funding approved through the 2024 STIP to fully fund the design phase. Upon completion, this project will close a 3.1-mile gap of Class 1 bicycle trail connecting the cities of Garden Grove and Santa Ana as well as

improve 13 intersections with upgraded bicycle and pedestrian safety crossings and features.

Of note within the ITIP, Caltrans submitted the Interstate 5 Managed Lanes Project from Red Hill Avenue to the Los Angeles County Line. The CTC approved \$48 million in FY 2027-28 for ROW and construction for this project. This is not sufficient funding to fully support construction, but Caltrans continues to submit grant applications and funding requests through multiple programs. OCTA will continue to monitor the progress of this project with Caltrans.

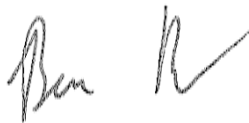
Summary

The CTC adopted the 2024 STIP on March 21, 2024, including the program of projects approved by the Board in October 2023. Staff is also requesting Board approval to accept and authorize the use of \$0.75 million in CPF/CDS funds for the design of OC Connect Santa Ana – Garden Grove Rails to Trails, one of the projects that is included in the 2024 STIP program of projects.

Attachments

- A. OCTA 2024 State Transportation Improvement Program Map
- B. 2024 State Transportation Improvement Program Project Descriptions
- C. Capital Funding Program Report

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