



2027 Comprehensive Transportation Funding Programs Guidelines Updates and Call Issuance

July 22, 2026



Overview

- ❖ Background
- ❖ 2027 Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P) Call Dates
- ❖ Project O Updates
- ❖ Project P Updates
- ❖ Broader Updates
- ❖ Next Steps



Background

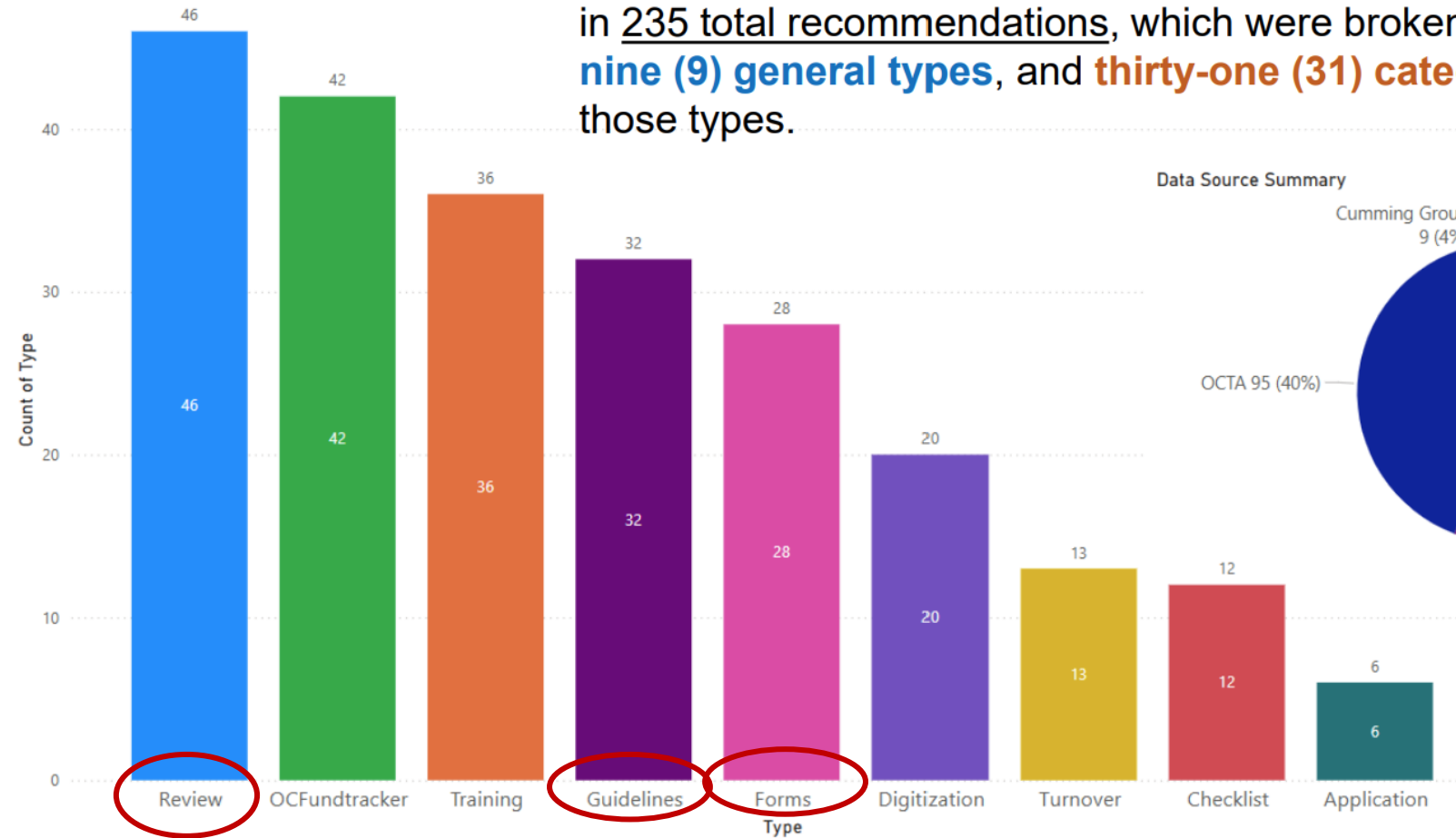
- Independent Consultant Recommendations
 - Streamlining recommendations
- OCTA Board of Directors (Board) Direction
 - 2025 M2 Triennial Performance Assessment
- Technical Steering Committee (TSC) Feedback
 - Five working sessions which began in March 2026
- Standard Call Related Updates
 - Yearly review of the CTFP guidelines

CTFP – Comprehensive Transportation Funding Programs



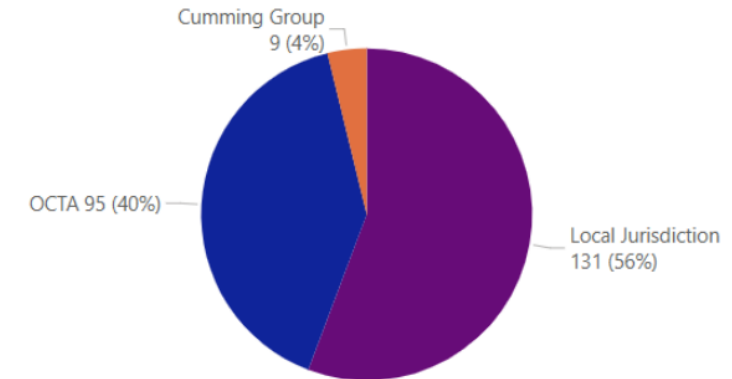
Independent Consultant Recommendations

Types Summary



The data synthesized from the survey and interviews resulted in 235 total recommendations, which were broken down into **nine (9) general types**, and **thirty-one (31) categories** within those types.

Data Source Summary





Feedback Received

- Type: Review
 - Improvements to the general review process, sequencing, and communication dynamics
 - Process and communication alignment – align jurisdictions and OCTA on expected process and timelines
 - Ineligibility review process – mitigate circular review process
 - Progress payments – more frequent interim payments outside of the initial and final payment requests
 - Review sequencing – review eligible versus ineligible items earlier on in the project
- Type: Forms
 - Identify overlap and/or duplications on forms
 - Consolidate forms so that the same information is not required multiple times in different places
 - Potentially create new forms, if possible, and/or request revisions as needed
- Type: Guidelines
 - Identify the most frequent and challenging review items that are open to interpretation
 - Collaboratively create new language that provides a clear determination for the item
 - Add examples in parallel with new language that illustrates specific requirements



2027 O and P Call Schedule

- Board authorization to issue the call: September 14, 2026
- Funding Target: \$41 million for Project O and \$19 million for Project P
- Funding available: July 1, 2027
- Modeling requests for new facilities: October 8, 2026
- Draft applications due for Project P “route” projects: October 23, 2026
- **Application submittal deadline: November 19, 2026**
- TSC/TAC programming recommendations: March/April 2027
- Board approval of programming recommendations: May/June 2027

TAC - Technical Advisory Committee



Project O Updates

Potentially Eligible Items

- Enhanced landscaping is now eligible within the standard 10% limit
- Grading within the project roadway is eligible (including rough grading)

Selection Criteria

- Unless the project is a New Facility or Extension, projects with a level of service better than "C" or .70 v/c ratio will not be considered

- Aesthetic improvements, including landscaping and enhanced landscaping within the project ROW, are eligible for (eligible improvements up to 10 percent (10%) of the construction grant costs, subject to match requirements provided costs are reasonable for the transportation benefit.)

CTFP Guidelines (Red-lined version), page 7-16

- Roadway Grading within the ROW is eligible. (inclusive of any TCEs and/or ROW agreement related improvements) should not exceed a depth for normal roadway excavation (e.g., structural section). However, additional grading will be considered on a case-by-case basis. Agencies must shall provide supporting documentation (e.g., soils reports, ROW agreements) to justify the additional grading, if seeking reimbursement for this component.

CTFP Guidelines (Red-lined version), page 7-36

If during the competitive process, it is determined that additional programming capacity exists after all eligible projects with LOS "D" have been funded, a consideration of projects with a minimum LOS "C" (.71 v/c) may be undertaken. Such consideration will be at the discretion of OCTA. Projects with a LOS better than "C" (.70 v/c) will not be considered. Unless the project is a New Facility/Extension, projects with a LOS better than "C" (.70 v/c) will not be considered.

CTFP Guidelines (Red-lined version), page 7-28



Project O Updates

Ineligible Items

- Removed enhanced landscaping
- Statues, ornaments, fountains or similar remain ineligible
- General street maintenance

- ~~Enhanced landscaping, aesthetics and gateway treatments (Statues, ornaments, and fountains or similar) landscaping that exceeds that necessary for normal erosion control and ornamental hardscape)~~

CTFP Guidelines (Red-lined version), page 7-18

- Street improvements and maintenance activities (e.g., curb and gutter, pavement rehabilitation/restoration, sidewalk reconstruction, or full catch-basin replacement/construction) are not eligible, unless surface repairs are required to restore a funded RCP project area to pre-construction conditions.

CTFP Guidelines (Red-lined version), page 7-19

Simplified Calculations

- Percentage calculations are now based on the grant amount
 - Environmental Mitigation
 - Soundwalls

For example:

Grant Amount: \$100,000

Soundwalls: 20% threshold

\$100,000 x 20% = \$20,000 eligible for Soundwalls



Project O Updates

Project Cost Estimates

- Requests for a higher contingency (more than the 10% maximum) in right of way and construction phases with supporting justification will be considered

Storm Drains

- Storm drain systems required for the MPAH road improvement are eligible
- Removed percentage limitations
- Improvements that are part of a separate regional storm drain project are not eligible

Construction ~~cost estimates must should~~ include a listing of all bid items, including ~~a maximum up to~~ 10 percent (10%) ~~allowance for~~ contingency ~~y~~ -and a maximum 20 percent (20%) of ~~the~~ M2 grant ~~allowance~~ for construction support, subject to match requirements. ~~Local jurisdictions may request a higher contingency with supporting documentation identifying the specific risk that justify the increase. This includes identifying project risks, potential scope changes, and any uncertainties in ROW or construction that could justify exceeding the 10 percent (10%) threshold.~~

CTFP Guidelines (Red-lined version), page 7-8

~~Storm drains systems required for the MPAH road improvement are eligible. Eligibility is limited to storm drain improvements that are necessary as a direct result of the MPAH roadway enhancement and are needed to support the delivery of the roadway improvement. OCTA may request supporting documentation from the local jurisdiction to demonstrate that the storm drain improvements are required due to the MPAH roadway improvement and are not part of a separate regional storm drain project or broader drainage system improvement.~~

~~M2 funds shall not supplant developer funding (see Precept 5). Longitudinal storm drains are eligible for program participation when the storm drain is an incidental part (cost is less than 25 percent (25%) of the total eligible construction cost) of an eligible improvement. Program participation shall not exceed 10 percent (10%) of the cost of storm drain longitudinal/parallel and main lines. Storm drain inlets, connectors, laterals and cross culverts shall have full participation in ACE Program funding. Storm drains outside standard project area MPAH ROW widths are not eligible, excluding catch basins within reasonable distance and in general proximity to a project intersection (e.g., within ten feet of the curb return). Catch basins and drainage systems extending into adjacent areas (including public streets) shall not be eligible past the first catch basin designated by aforementioned criteria.~~

CTFP Guidelines (Red-lined version), page 7-17



Roadway Lane Width

1. The travel lane width should be no less than 11 feet unless reviewed and approved by Transit Planning (12 feet if adjacent to a raised median or other obstruction) for all arterial highways.

CTFP Guidelines (Red-lined version), page 7-13

5.2.1 Lane Widths

A traffic lane used by buses should be wide enough to permit adequate maneuvering space for pulling into and out of bus stops, turning corners and to avoid sideswipe accidents, but not too wide so that motorists perceive the width as two lanes and attempt to pass buses. Since the maximum bus width including mirrors of OCTA's current bus fleet is 10'-6", the minimum lane width (including the gutter) should be 12 feet.

Depending on the presence of on-street parking or bicycle facilities, the outside lane width can vary but the available width for a bus should be 12 feet. **Table 5** lists the outside lane width for various roadway configurations, including the typical minimum width allowed. The width of the outside lane as it approaches a bus stop should not exceed 14 feet to avoid vehicles behind a stopping bus attempting to pass in the same lane.

More spacing information is covered in Section 5.1.6 Clearance Requirements for Bus Stops.

Table 5: Recommended Outside Lane Widths for Bus Routes

On-Street Parking?	Bike Facility?	Outside Lane Width
No	No	Minimum of 12 feet (including gutter)
Yes	No	19-20 feet including 7-8-foot parking lane
No	Class II Bike Lane Buffered Bike Lane	16-20 feet including 4 to 8-foot Class II or buffered bike lane (Refer to Section 5.3 for more information regarding bicycle facilities and bus stops)
	Sharrows	14-16 feet (> 16 feet should consider a dedicated bike facility)

OCTA Transit Supportive Design Guidelines. 2021. page 77.
<https://www.octa.net/pdf/OCTATransit-SupportiveDesignGuidelines.pdf>

Recommended lane widths based on street type

MF Multimodal Freeway Corridor • 12 ft	MC Movement Corridor • 11ft on roads with target speed of 40mph or less • 12 ft on higher speed roads	ML Mixed Land Use Corridor/Hub • 11ft on roads with target speed of 40mph or less • 12 ft on higher speed roads
BP Industrial/Business Park Street • 11ft on roads with target speed of 40mph or less • 12 ft on higher speed roads	NM Neighborhood Main Street • 10-11 ft wide • 11ft if designated truck or bus route	DS Downtown Street • 10ft wide • 11ft if designated truck or bus route
AL Alley • No lane markings, however need to ensure minimum roadway cross-section of 20ft for emergency access	RS Residential Street • 10 feet where lane markings present • If no lane markings, ensure minimum roadway cross-section of 20ft for emergency access	SS Shared Street • No lane markings, however need to ensure minimum roadway cross-section of 20ft for emergency access

Orange County Complete Streets Initiative Design Handbook. Orange County Council of Governments (OCCOG). 2016. page 210. <https://www.occg.com/occg-complete-streets>



Project P Updates

Funding Estimates

- Project funding cap was revised from \$75,000 per signal and \$250,000 per project corridor mile to **\$84,000** per signal and **\$280,000** per project corridor mile

The RTSSP targets over 2,000 intersections across Orange County for coordinated operations. Because of the limited amount of funds available for the RTSSP, a project cap of ~~\$84,000~~ ~~\$75,000~~ per signal or ~~\$280,000~~ ~~\$250,000~~ per project corridor mile included as part of each project (whichever is higher) has been established for this call for projects. Note that offset signals will not be counted towards the total number of signals on the project for purposes of calculating the project cap.

CTFP Guidelines (Red-lined version), page 8-2

Primary Implementation Phase

- Grant period of the PI phase was revised from one year to **three years**, followed by a subsequent O&M phase

5. Projects Selected will be programmed after July 1 of the programmed year (July 1 – June 30). The date of encumbrance of each phase will be determined by contractual documents (e.g. fully executed contract, NTP, etc.). Local agencies are encouraged to issue a separate NTP when combining contracts for both the PI and O&M phases. NTP requirements should be identified in the initial contract/agreement to avoid obligation of both phases at the same time.

CTFP Guidelines (Red-lined version), page 8-3

PI – Primary Implementation
O&M – Operations and monitoring



Countywide Baseline Project

- Removed application points and additional incentives for participation in the Baseline project

~~10. Applications with full participation of agencies and signals in the OCTA Countywide Signal Synchronization Baseline Project (Baseline Project) may elect to waive data collection, timing development, and timing implementation tasks in their application. A waiver will only be accepted if all participating agencies (excluding Caltrans) execute a cooperative agreement with OCTA by no later than the date the funding recommendations are presented to the TSC, as these tasks will be covered in the Baseline Project. Note that "Before" and "After" studies and tasks in the O&M phase will still be required as part of Project P.~~

CTFP Guidelines (Red-lined version), page 8-3

- Developing and implementing new signal synchronization timing parameters based on current travel patterns, and federal and state traffic signal timing mandates and guidance, including but not limited to the Manual on Uniform Traffic Control Devices (MUTCD). ~~These tasks may be waived if **ALL** the applicants (excluding Caltrans) and all of their respective project signals are participating in the Baseline Project.~~ All timing development (including data collection) and implementation for Caltrans intersection(s) included in the project will be the responsibility of the applicant. Funding/effort is allowed as part of the application.

CTFP Guidelines (Red-lined version), page 8-7

Transportation Significance	Points: 25
Inclusion of offset signals within 2700'	Points
90% or above	10
50 – 89%	5
< 50%	0
OR	
Participation in the Baseline Project	10

CTFP Guidelines (Red-lined version), page 8-24



Broader Changes

The proposed guidelines include **216 total revisions**.

Broader changes to improve the payment and grant administration for all the programs primarily fall into four main areas:

- Roles and Responsibilities
- Inclusion of M2 Ordinance References
- Payment Process Streamlining Improvements
- Definitions, Precepts, and Administrative Clarifications



Roles and Responsibilities

OCTA

- **Grant administrator**
- Administers and oversees the funding program, including providing guidance, ensuring consistency with the M2 Ordinance and program requirements, reviewing payment requests in a timely manner, and processing payments in coordination with Finance and Administration.

Local Jurisdictions

- **Project manager**
- Responsible for delivering the projects that receive funding. Includes managing the approved scope, schedule, and budget; maintaining required documentation; meeting M2 eligibility requirements; and addressing costs beyond the approved grant amount.

TAC and TSC

- **Local jurisdiction technical representative**
- TAC provides technical input on CTFP-related matters, while TSC helps review programming recommendations and provides direction on more complex technical or policy issues before items advance to TAC. Responsible for communicating information discussed at meetings with appropriate agency staff.

Inclusion of M2 Ordinance References

- A new appendix was added to include excerpts from the M2 Ordinance
- Links to the M2 Ordinance were added for reference
- M2 Ordinance references were added throughout the guidelines

Chapter 12 Appendix: M2 Ordinance References

Project O – Regional Capacity Program

- Attachment A, Streets and Roads Projects, page 18



18

Streets and Roads Projects

Regional Capacity Program

Project O

Regional Capacity Program

Description:
This program, in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways (MPAH). The program also provides for intersection improvements and other projects to help improve street operations and reduce congestion. The program allocates funds through a competitive process and targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness, project readiness, etc.

Local jurisdictions must provide a dollar-for-dollar match to qualify for funding, but can be rewarded with lower match requirements if they give priority to other key objectives, such as better road maintenance and regional signal synchronization.

Roughly 1,000 miles of new street lanes remain to be completed, mostly in the form of widening existing streets to their ultimate planned width. Completion of the system will result in a more even traffic flow and efficient system.

Another element of this program is funding for construction of railroad over or underpass grade separations where high volume streets are impacted by freight trains along the Burlington Northern Santa Fe railroad in northern Orange County.

Cost:
The estimated cost for these street improvement projects is \$1,132.8 million.

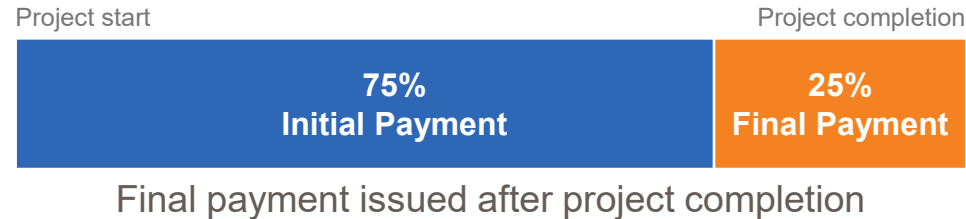


Payment Process Streamlining Improvements

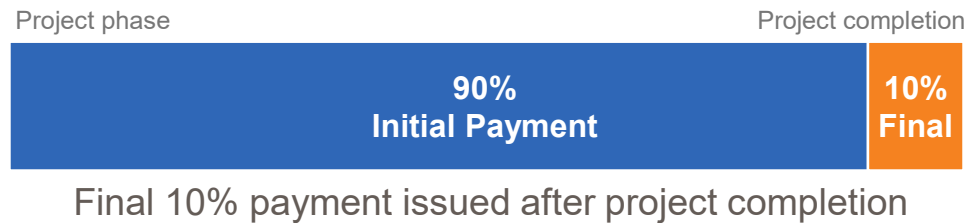
Current Payment Process

Payment structure varies by grant amount

Grant under \$2 million



Grant over \$2 million

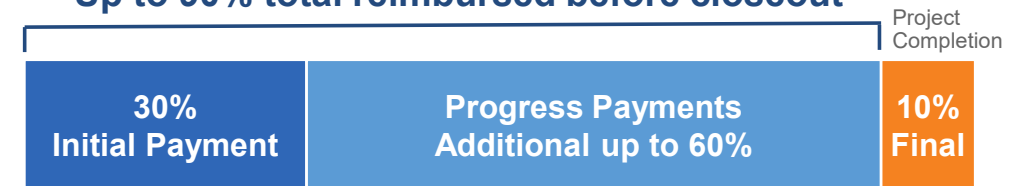


Proposed Progress Payment Process

One standardized process for all grants

All Grants

Up to 90% total reimbursed before closeout



Final 10% payment issued after project completion

Semi-annual progress payment submittals required



Payment Structure: Initial and Progress Payments

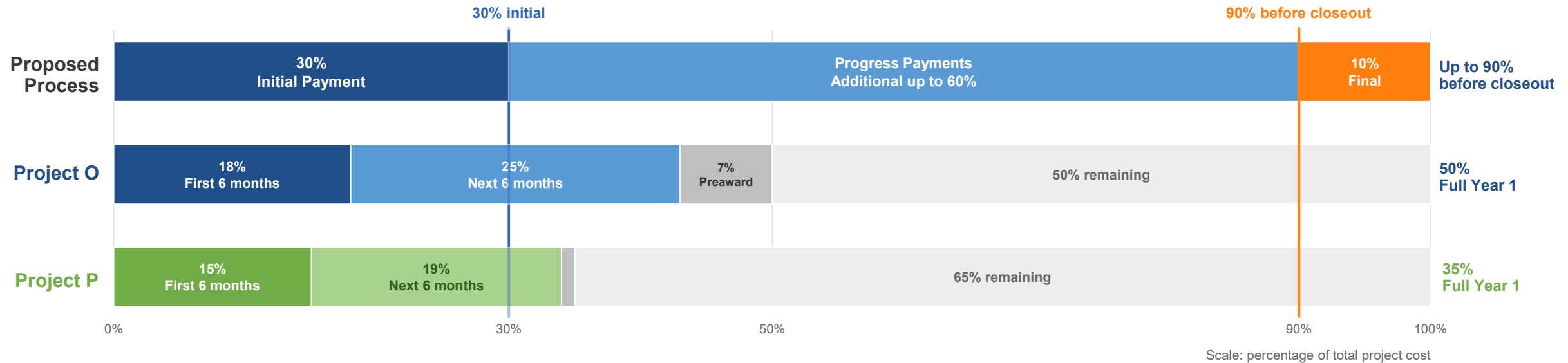
No.	Project	Fund	Phase	M2 Allocation	Total Expended in Year 1	Project Total Cost	Q1 % of Total Project Expended	Q2 % of Total Project Expended	Q3 % of Total Project Expended	Q4 % of Total Project Expended	% of Total Project Costs Expended in Year 1
1	O	ICE	ENG	\$ 19,565	\$ 23,699.00	\$ 61,840.00	0%	0%	0%	38%	38%
2	O	ACE	ENG	\$ 156,450	\$ 3,033.75	\$ 256,258.99	0%	0%	1%	1%	1%
3	O	ICE	ENG	\$ 194,047	\$ 48,439.20	\$ 537,672.94	0%	0%	0%	9%	9%
4	O	ICE	CON	\$ 209,954	\$ 64,86.90	\$ 96,676.35	67%	0%	0%	0%	67%
5	O	ICE	CON	\$ 691,828	\$ 252,666.75	\$ 764,036.86	0%	0%	0%	33%	33%
6	O	ACE	ENG	\$ 922,000	\$ 523,342.73	\$ 1,567,291.00	7%	4%	3%	20%	33%
7	O	ACE	CON	\$ 1,730,560	\$ 1,767,774.66	\$ 3,461,060.07	0%	13%	11%	27%	51%
8	O	ACE	ROW	\$ 1,937,250	\$ 1,997,000.00	\$ 1,997,000.00	13%	0%	0%	0%	100%
9	O	ACE	CON	\$ 10,000,000	\$ 33,695,379.65	\$ 49,729,057.01	15%	14%	17%	13%	68%
10	O	ACE	ROW	\$ 10,563,632	\$ 498,647.78	\$ 11,750,437.45	1%	2%	1%	1%	4%
11	O	ICE	CON	\$ 613,814	\$ 629,246.19	\$ 789,047.91	0%	4%	20%	55%	80%
12	O	ICE	CON	\$ 1,022,531	\$ 1,071,584.55	\$ 1,219,143.99	0%	3%	34%	51%	88%
13	O	ICE	CON	\$ 444,249	\$ 543,426.00	\$ 571,586.66	90%	5%	0%	0%	95%
14	O	ACE	CON	\$ 14,778,770	\$ 20,293,269.65	\$ 72,786,442.39	4%	11%	6%	7%	28%
					Average % Project O Expended per Quarter		14%	4%	7%	18%	50%
No.	Project	Fund	Phase	M2 Allocation	Total Expended in Year 1	Project Total Cost	Q1 % of Total Project Expended	Q2 % of Total Project Expended	Q3 % of Total Project Expended	Q4 % of Total Project Expended	% of Total Project Costs Expended in Year 1
1	P	RTSSP	IMP	\$ 212,800	\$ 197,005.96	\$ 314,832.17	27%	5%	31%	0%	63%
2	P	RTSSP	IMP	\$ 519,000	\$ 371,526.19	\$ 559,454.96	10%	12%	17%	21%	66%
3	P	RTSSP	IMP	\$ 2,547,918	\$ 12,060.00	\$ 3,181,786.23	0%	0%	0%	0.38%	0.38%
4	P	RTSSP	IMP	\$ 546,750	\$ 59,178.10	\$ 604,155.13	0%	0%	0%	10%	10%
5	P	RTSSP	IMP	\$ 1,209,160	\$ 381,864.38	\$ 1,120,792.66	19%	0%	15%	0%	34%
					Average % Project P Expended per Quarter		12%	6%	16%	7%	35%

Note: Full Year 1 may include preaward costs, so six-month figures may not sum exactly to Full Year 1.



Payment Structure: Initial and Progress Payments

Proposed Process Compared with Year 1 Expenditure Averages



Key Takeaways

- The first six months are generally below the proposed 30% initial payment.
- Six months later, jurisdictions can request additional reimbursement based on progress.
- Initial + progress payments can reach up to 90% before closeout.



Payment Process Streamlining Improvements

OCTA will disburse grant funds through a progress payment process. To receive any payment, the local jurisdiction must submit a payment request via QCFundtracker. The local jurisdiction may elect to receive an initial payment of up to thirty percent (30%) of the total grant amount, followed by progress payment requests, or may elect to proceed directly with progress payment requests. In all cases, the local jurisdiction shall submit progress payment requests on a semi-annual basis. Unless otherwise determined by a separate cooperative agreement, progress payments must be submitted no later than February 15th and August 15th. If the 15th falls on a weekend, the progress payment is due the following Monday.

All payments issued, including any initial payment and subsequent progress payments, shall cumulatively be reimbursed for up to ninety percent (90%) of the total grant amount, unless otherwise determined by a separate cooperative agreement. The final retention payment will be issued within sixty (60) days following OCTA's receipt and approval of a complete and accurate Final CTFP Expenditure Report.

CTFP Guidelines (Red-lined version), page 10-1 and 10-2



Payment Process Streamlining Improvements

Each progress payment request must include the following:

1. Invoice – The local jurisdiction shall submit an invoice to OCTA for OCTA's share of eligible project costs paid during the applicable reporting period. The invoice must include at a minimum: unique invoice number, remit to address, project number or project name and reimbursement amount
2. Progress Payment Form – The form must be fully completed and include itemized project costs, clearly separating eligible and ineligible expenses. Lump sum submissions, as applicable, will not be accepted and will be returned to the local jurisdiction for revision and the payment request will be removed from the queue. The local jurisdiction will need to resubmit as a new payment request once the revisions are made. The Public Works Director or appropriate authorized equivalent must sign and certify that the costs listed are true and accurate.
3. Proof of Payment – Provide approved invoices and supporting documentation that correspond to the costs listed on the Progress Payment Form.

Once the local jurisdiction has been reimbursed for ninety percent (90%) of the total grant amount, OCTA will not issue additional payments until the project is complete and all closeout requirements are met. However, the local jurisdiction must continue to submit progress payment requests to document ongoing project status and costs.

If the local jurisdiction does not have any expenses to report during a given period, it must submit the No Cost Report Form indicating no costs for that reporting period.



Definitions, Precepts and Administrative Clarifications

- Definitions are being added or refined
 - Approved invoice, betterment, construction engineering, micro-purchases, etc.
- Reinforce key funding principles
 - M2 Funds may not be used to replace committed developer funding
 - OCTA will not increase approved grant amounts to cover cost overruns and
 - Ineligible expenditures cannot be counted towards local match
- M2 Acknowledgment
 - New precept to promote consistent recognition of voter-approved M2 funding
 - Measure M Branding and Media Guidelines webpage:
<https://www.octa.net/about/about-octa/measure-m-branding-and-media-guidelines>
- Precepts
 - Pre-authorization for construction and PI phases
 - Appeal process for CTFP payments determination only if the disputed amount is at least \$100,000 or 10% of the grant, whichever is less



M2 Acknowledgement

<https://www.octa.net/about/about-octa/measure-m-branding-and-media-guidelines>



GETTING AROUND

PROGRAMS & PROJECTS

NEWS

ABOUT

CONTACT

Translate



Measure M Branding and Media Guidelines



Administered by the Orange County Transportation Authority (OCTA), Measure M-funded programs and projects must adhere to the following guidelines for all media and materials, including branding and logo placement requirements, boilerplate language, media releases and social media communications.

Guidelines for Funding Recipients

To acknowledge funding support, include the Measure M boilerplate language and *Funded by OCTA* logo on all outreach and public-facing materials, including but not limited to:

- Press releases
- Media advisories
- Printed collateral
- Event invitations
- Project and program websites

As appropriate throughout the life of the project, distribute news releases and organize press events at key milestones, including:

- Grant award announcements
- Program launch events
- Operational milestones



Media Releases and Written Communications

Include the Measure M boilerplate language and *Funded by OCTA* logo on all media releases and written communications, as applicable.

Messaging should connect Measure M investments to community benefits and emphasize OCTA's accountability to voters and stewardship of public funds.

Public Events and Speaking Engagements

When participating in media interviews, public meetings or speaking engagements, acknowledge OCTA as a funding source and highlight community benefits associated with the project.

Use clear, community-focused and transparent communication that reinforces OCTA's stewardship of Measure M funds and accountability to Orange County voters.

Social Media Guidelines

Tag @GoOCTA on Instagram and Facebook.

For updates on projects and programs, including Measure M, visit: [Contact Us](#)

Connect with OCTA on Social Media

Facebook: <https://www.facebook.com/goOCTA>

Instagram: <https://www.instagram.com/goocta>

Measure M Boilerplate

Measure M is Orange County's voter-approved half-cent sales tax that funds a balanced transportation system through freeway, street, transit and environmental improvements. Delivered by OCTA with independent taxpayer oversight, Measure M enhances safety, expands travel options and keeps Orange County moving.

Learn more at [octa.net/MeasureM](https://www.octa.net/MeasureM).

The Logo

Display the *Funded by OCTA* logo on all Measure M-funded projects, communications and public-facing events. Include appropriate visual recognition in materials including, but not limited to:

- Signage
- Digital and printed collateral
- Presentations
- Event materials
- Project and program websites
- On-site displays

The *Funded by OCTA* logo should be displayed in a manner that maximizes visibility and adheres to the approved design and color specifications.

Using the Logo

Ensure the logo has sufficient contrast with the background to maximize visibility and readability. When placing images, text, or multiple logos together, maintain clear space around the logo equal to at least the height of the "OC" within the logo.

- Use EPS files for printed materials.
- Use PNG files for digital and screen-viewing applications.

[DOWNLOAD THE LOGOS](#)



Logo Misuse (What Not to Do)

Do not alter or misuse the *Funded by OCTA* logo in any way, including the examples shown below.



Colors
Do not use unapproved colors



No Drop Shadow
Do not use drop shadow



Typography
Do not add a different font to the logo



Don't Outline
Do not outline the logo



Don't Stretch
Do not stretch the logo



Pre-Authorization of Eligible Expenses

6. The local jurisdiction must have a fully executed letter agreement prior to the ~~obligation reimbursement~~ of funds. ~~Local agencies may be granted pre-award authority for M2 funded projects.~~ Local jurisdictions, at their own risk, may ~~use this pre-award authority to~~ obligate funds for an M2 funded project prior to the programmed year. Expenditures actualized prior to the Board approval ~~programmed year of the grant~~ will not be eligible for reimbursement (see Chapter 10 9). ~~Unless an advancement is approved, reimbursements will be released in the programmed year. Board approval of a project does not guarantee the eligibility of all items. For construction phases, the local jurisdiction must have OCTA's written confirmation of eligible and ineligible costs and staff approval to proceed prior to obligating any funds through contract award. For PI phases, the lead jurisdiction must have OCTA's written confirmation of eligible and ineligible costs, as well as written approval to proceed, prior to issuing any construction-related Notice to Proceed, Task Order, and/or construction contract.~~

CTFP Guidelines (Red-lined version), page XXIV



Pre-Authorization Process





Appeal Process

- Appeal process for disputed amount of **at least \$100,000 or 10% of the grant, whichever is less**

- Appeals must be submitted as part of the semi-annual review (SAR)
- Local jurisdictions must submit its appeal request no later than the second SAR cycle following OCTA's payment determination

- Local jurisdictions may file an appeal by submitting a brief written statement of facts and circumstances including references to applicable CTFP Guidelines

- TAC shall designate the TSC to receive and review the appeal
- TSC shall consider the appeal along with information provided, any known precedent or past practices, CTFP guidelines and the Ordinance

- TSC shall make a recommendation to the TAC to approve appeal as presented, deny the appeal or partially approve the appeal
- Denied appeals shall not be submitted for Board consideration

- Depending on the findings and consistency with the Ordinance, staff shall include the recommendation as part of the subsequent SAR staff report
- **Board shall have final approval authority of the appeal**



Next Steps

- Board approval of the CTFP Guidelines revisions and authorization to issue the call on September 14, 2026
- 2027 O and P Call Workshop: September 16, 2026
- Update CTFP payment forms, contingent on Board approval
 - Local Programs will revise CTFP Expenditure Report forms based on 2027 guidelines
 - Review updated forms with the TSC in the October/November 2026 timeframe
- Conduct workshops and develop training materials for local jurisdictions
 - Following TSC review of updated payment forms, Local Programs will offer multiple opportunities for training
- Prioritize reimbursements over 24 months old
 - Complete OCTA review and communicate closeout findings by calendar year-end 2026

Questions?