




**December 1, 2025**

**To:** Regional Transportation Planning Committee  
**From:** Darrell E. Johnson, Chief Executive Officer   
**Subject:** Competitive Grant Programs – Update and Recommendations

### **Overview**

The Orange County Transportation Authority provides competitive grants to local jurisdictions and non-profit agencies beyond those provided through Measure M2 using various federal, state, and local transportation funding programs. The Orange County Transportation Authority also directly applies for federal, state, and local competitive grant programs to support Orange County Transportation Authority-led projects. Staff has prepared an overview and status update for local jurisdiction projects that have received funds, recent grant pursuits and awards for Orange County Transportation Authority projects, and recommendations for changes to grant terms for local jurisdiction projects.

### **Recommendations**

- A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.
- C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

### **Background**

The Orange County Transportation Authority (OCTA) issues periodic calls for projects (call) using non-Measure M2 (M2) federal, state, and local funds to help local jurisdictions and non-profits meet a variety of transportation needs. The calls include the Orange County Complete Streets Program (OCCSP), Enhanced Mobility for Seniors and Individuals with Disabilities (EMSD) Program,

Pavement Management Relief Funding (PMRF) Program, Bicycle Corridor Improvement Program (BCIP), and Arterial Pavement Management (APM) Program.

OCTA typically issues a Complete Streets call, such as the OCCSP or the BCIP, every two to three years. The EMSD is also a regular call which is similarly issued every two to three years. The calls addressing pavement management, PMRF, and APM are issued on an ad hoc basis but have typically occurred using one-time state or federal funding at least every three to four years. Each program has a primary focus or goal, as noted in the table below.

<b>OCTA Program</b>	<b>Primary Program Goal</b>	<b>Program Fund Source</b>
OCCSP	Support development of accessible and safe streets that accommodate a variety of transportation modes	Federal Surface Transportation Block Grant (STBG) and/or Congestion Mitigation and Air Quality (CMAQ) Programs
EMSD	Support services provided to seniors and individuals with disabilities	Non-M2 local transit funds
PMRF	Support pavement maintenance and preservation needs	Federal Coronavirus Response and Relief Supplemental Appropriations Act Highway Infrastructure Program funds and State Highway Account funds
BCIP	Support the development of Orange County's bicycle network	Federal CMAQ funds
APM	Support pavement maintenance and preservation needs – replaced by PMRF	Federal STBG funds

In addition to these directly issued calls, OCTA also supports local jurisdictions pursuing federal and state earmarks or grants from state and federal sources such as the Active Transportation Program's regional component through the Southern California Association of Governments (SCAG) and the California Transportation Commission. OCTA may partner with local jurisdictions to seek external funds when combining multiple projects into a single application to increase the chances of being awarded.

OCTA directly competes in federal, state, and local transportation funding opportunities through various discretionary funding programs to support Board of Director's (Board)-approved priority planning, capital, and operating needs. Securing funding through these programs is consistent with the programming policies and helps preserve M2 and more flexible local funding sources, allowing

OCTA to advance a greater number of priority projects. Current priority projects, identified by the Board through approved planning documents, include the Coastal Rail Infrastructure Resiliency project, Pacific Coast Highway Bridge Replacement, State Route 91 Eastbound Corridor Operations Project, State Route 57 Truck Climbing Lane, Zero-Emission Bus transition, 2028 Olympic and Paralympic Games transportation services, Metrolink Locomotive Replacement, Track and Structures, Metrolink Operations, OC Connect Garden Grove to Santa Ana Rails-to-Trails, OC Loop, and the Santa Ana Hydrogen Fueling Station. Identifying priority projects in advance of funding opportunities and securing Board approval positions OCTA to readily pursue new funding opportunities as they are made available. Every discretionary grant award is presented to the Board for formal acceptance.

### **Discussion**

Since 2010, the Board has approved \$214.5 million in non-M2 local, state, and federal funds to Orange County local jurisdictions and non-profits through 11 calls. This has supported 260 transportation projects including active transportation, street rehabilitation, mobility options for seniors and individuals with disabilities, and streets and roads enhancement/landscaping activities. As of the drafting of this report, 187 projects which have received \$98.9 million in non-M2 funds, are considered fully complete and closed out. The specific status of these completed projects is no longer tracked in the report. The table below reflects the status of active projects, their respective phases of work, and the phases of work completed during this reporting cycle. Currently, \$115.5 million in awarded funds are supporting a total of 105 phases of work through the OCCSP, EMSD, PMRF, BCIP, and APM funding programs.

A summary of the current awarded project phases is provided in the table below, and additional details on the status of active projects are provided in Attachment A.

<b>Phase of Work/ Status</b>	<b>PLAN</b>	<b>ENV</b>	<b>DES</b>	<b>ROW</b>	<b>CON</b>	<b>Total Phases</b>
Planned	1	1	2	5	24	33
Started <sup>1</sup>	2	13	13	3	41	72
Subtotal	3	14	15	8	65	105
Completed <sup>2</sup>	0	0	2	0	11	13
Total	3	14	17	8	76	118
Cancelled <sup>3</sup>	0	0	0	0	1	1

**Notes and abbreviations:**

1. Includes 14 started EMSD capital and 14 started EMSD operating projects in the CON sum.
2. Reflects only those project phases that were completed during this reporting cycle.
3. Reflects only those project phases that were canceled during this reporting cycle.

BCIP projects may have more than one phase of work.

Planned – Indicates that the funds for this phase have not been obligated or a contract has not yet been executed.

Started – Indicates that the funds for this phase have been obligated or a contract has been executed.

Completed – Indicates that the work related to this phase is complete.

CON – Construction

DES – Design

ENV– Environmental

PLAN – Plan

ROW – Right-of-way

### Project Amendments

Staff regularly reviews the status of projects funded through OCTA programs with local jurisdictions. During the most recent review, the City of Brea (Brea) requested a budget modification for the OC Loop Brea Gap Closure (OC Loop Segment B – Western Extension to Tracks at Brea) that is funded through the BCIP.

The OC Loop Segment B consists of a Class I bikeway and multi-use path within the Union Pacific Railroad ROW, from Palm Street to the Brea Canyon Flood Control Channel. The City requested OCTA's approval to modify the project budget by reprogramming \$2.552 million in BCIP and \$0.333 million local CON funds to the ROW phase to align with OCTA's 2026 State Transportation Improvement Program (STIP) submittal of \$6.149 million for CON. The adjustment will fully fund the overall project and ensure project readiness. Additional details are provided in Attachment B.

The final approval will be subject to SCAG concurrence consistent with the project selection process for CMAQ-funded projects and the California Transportation Commission's approval of the 2026 STIP. Staff will continue to monitor project progress and present future amendment requests as needed.

### Discretionary Funding Update

In July 2025, staff presented updates to the Board on OCTA grant pursuits, highlighting the submission of 11 grant applications in the second half of fiscal year 2024-25 and a total of \$337.1 million in awards including for the Coastal Rail Infrastructure Resiliency Project.

Since the July update, six grant applications have been submitted for a total request amount of \$11.7 million from state and federal sources. These applications reflect a diverse range of priority projects across the County and include transit safety enhancements at OCTA transportation centers, alternative fuel bus investments and workforce development initiatives, wildfire risk reduction and infrastructure protection for properties held through OCTA's Environmental Mitigation Program, and planning studies to improve transit signal coordination and multimodal connectivity along key corridors. Additionally, working in coordination with the Government Relations division, eight federal earmark requests totaling \$25 million

are included in this update to support major infrastructure and zero-emission vehicle (ZEV) initiatives including major corridor improvements, ZEV investments, and technology enhancements to support regional mobility. Collectively, these efforts demonstrate OCTA's ongoing commitment to advancing regionally significant transit, sustainability, and mobility priorities for competitive funding opportunities. A summary of these submittals and awards is provided in Attachment C.

A list of near-term OCTA priority projects targeted for funding through ongoing grant efforts is provided as Attachment D. These efforts include OCTA's continued pursuit of competitive grant opportunities to fund and advance priority projects. Staff will bring forward future grant awards for Board acceptance as necessary. The Capital Funding Program Report (Attachment E) summarizes the approved funding for projects, including OCTA-issued federal, state, and locally funded calls.

### ***Summary***

Status reports on externally funded OCTA grants awarded to local jurisdictions and a list of grant pursuits for OCTA priority projects are provided. Staff is recommending Board approval for a budget modification for Brea to ensure timely use of funds.

### ***Attachments***

- A. State and Federal Grant Programs Project Status
- B. Amendment Requests and Programming Updates
- C. Competitive Grants Update
- D. Orange County Transportation Authority Priority Project List
- E. Capital Funding Program Report

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