

Measure M2 Comprehensive Transportation Funding Programs

2025 Call for Projects Workshop Project O & Project P

September 4, 2024

INTRODUCTION AND OVERVIEW

- **Purpose of Workshop – Overview of 2025 CTFP Call Process**
- **Agenda:**
 - ❖ **2025 Call Schedule**
 - ❖ **CTFP Guidelines and Resources**
 - ❖ **2025 Project O Call**
 - ❖ **2025 Project P Call**
 - ❖ **Application Overview and Submittal Process**
 - ❖ **Q&A**

2025 CTFP CALL SCHEDULE

- Call Issued: August 12, 2024
- Pre-Application Consultations: Upon request from local agency
- Draft “Route” Applications Due for Review: Thursday, Sep. 26, 2024
- Applications Due: **Thursday, Oct. 24, 2024 at 5:00pm**
- Qualitative Reviews: Nov. 2024/Jan. 2025
- Local Agency Coordination: Nov./Dec. 2024 – Feb. 2025
- Funding Recommendations: Spring, 2025


*Please note: Alternative Analysis (HCM) Methodology and New Facilities must be modeled through OCTAM and requests must be submitted to OCTA by **September 12, 2024***

2025 CTFP GUIDELINES

CTFP Guidelines (2025 Edition): www.octa.net/pdf/CTFPGuidelines2025.pdf.

- Reviewed and approved by OCTA TSC and TAC (June 2024) and OCTA RTP and Board (August 2024)
- Provides checklist and application requirements: Supplemental information, checklists, and resolution templates are provided in **Chapter 7** (ACE, ICE, & FAST) and **Chapter 8** (RTSSP)



Comprehensive Transportation Funding Programs 

Chapter 7 – Regional Capacity Program (Project O)

Overview


The RCP (Project O) is a competitive program that will provide more than \$1 billion over a thirty-year period. The RCP replaces the Measure M local and regional streets and roads competitive programs (1991-2011).

Although each improvement category described in this chapter has specific eligible activities, the use of RCP funding is restricted to and must be consistent with the provisions outlined in Article XIX and the California State Controller's [Guidelines Relating to Gas Tax Expenditures](#) (March 2019). These Guidelines are available at the following link: https://www.sco.ca.gov/Files-AUD/Gas_Tax_Fund_Guidelines.pdf.

The MPAH serves as the backbone of Orange County's arterial street network. Improvements to the network are required to meet existing needs and address future demand. The RCP is made up of three (3) individual program categories which provide improvements to the network:

- The ACE improvement category complements freeway improvement initiatives underway and supplements development mitigation opportunities on arterials throughout the MPAH.
- The ICE improvement category provides funding for operational and capacity improvements at intersecting MPAH roadways.
- The FAST focuses upon street to freeway interchanges and includes added emphasis upon arterial transitions to interchanges.

Projects in the arterial, intersection, and interchange improvement categories are selected on a competitive basis. All projects must meet specific criteria in order to compete for funding through this program.

Comprehensive Transportation Funding Programs 

Chapter 8 – Regional Traffic Signal Synchronization Program (Project P)

Overview

The RTSSP (Project P) includes competitive funding for the coordination of traffic signals across jurisdictional boundaries including project based operational and maintenance funding. OCTA will provide funding priority to programs and projects, which are multi-jurisdictional in nature.

The RTSSP is based on the Regional Traffic Signal Synchronization Master Plan (RTSSMP). The Board adopted the RTSSMP as an element of the MPAH on July 26, 2010. The RTSSMP defines the foundation of the RTSSP. The RTSSMP consists of the following components:

- Regional signal synchronization network
- Priority corridors for accelerated signal synchronization
- Definition of Traffic Forums
- Model agreements presenting roles and responsibilities for Project P
- Signal synchronization regional assessment every three years
 - NOTE: For Call for Projects 2025, Priority Corridors are an eligible inclusion, but no additional points will be awarded. A Priority Corridor is on the Signal Synchronization Network.

The RTSSMP will be reviewed and updated by OCTA. Local agencies are required to adopt and maintain a Local Traffic Signal Synchronization Plan (Local Plan) that is consistent with the RTSSMP and shall issue a report on the status and performance of its traffic signal synchronization activities. Details on both the RTSSMP and requirements for Local Plan development are available in the [Guidelines for the Preparation of Local Signal Synchronization Plans](#) (updated April 2023). These guidelines are available at the following link: <https://www.octa.net/pdf/Guidelines-Preparation-LSSP.pdf>.

2025 CTFP CALL RESOURCES

Project O (RCP) Webpage:

<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/CTFP-Calls-for-Projects/Regional-Capacity-Program/>

Project P (RTSSP) Webpage:

<http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/CTFP-Calls-for-Projects/Regional-Traffic-Signal-Synchronization-Program/>

Home / Funding Programs / Call for Projects / CTFP / Regional Capacity Program

Regional Capacity Program

Background

The Regional Capacity Program (Project O) provides Measure M2 (M2) funding for improvements to the Orange County Master Plan of Arterial Highways. Project O also provides for intersection improvements and other projects to help improve street operations and reduce congestion.

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism by which the Orange County Transportation Authority (OCTA) administers competitive funding for streets and roads projects. The CTFP allocates funds through an annual competitive call for projects (call) based on guidelines and scoring criteria approved by the OCTA Board of Directors (Board). The CTFP guidelines identify procedures and requirements that local agencies must satisfy to apply for M2 funding and how project applications are evaluated. These guidelines were first approved by the OCTA Board on March 22, 2010, and are updated annually to initiate a Project O call cycle.

2025 Call Overview

On August 12, 2024, the OCTA Board authorized staff to issue calls for the CTFP Regional Capacity Program (Project O) and Regional Traffic Signal Synchronization Program (Project P). The staff report can be viewed [here](#). OCTA is pleased to announce that the 2025 Project O and P calls under M2 are now open.

Typically, OCTA has made approximately \$45 million in M2 funds available for each Project O and Project P call cycle.

Funding applications must be submitted via the OCFundtracker online grant management system and followed up with the submittal of one unbound hard copy. Both the hard copy, as well as the online application, are due to OCTA no later than **5:00 p.m. on Thursday, October 24, 2024**.

Please refer to the 2025 CTFP guidelines for other pertinent deadlines and funding application requirements.

2025 Call Schedule

KEY DATES AND DEADLINES	DATE
Call Released/Board Approval for Issuance	August 12, 2024
Application Workshop and Q&A Session	September 4, 2024
New Facility Modeling Request to OCTA	September 12, 2024
Applications Due to OCTA (by 5:00 p.m.)	October 24, 2024
OCTA Technical Steering/Technical Advisory Committee Review	February/March 2025
OCTA Board Approval of Recommended Projects	April/May 2025
2025 Project O & P Funds Allocated*	July 1, 2025

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Regional Traffic Signal Synchronization Program

Background

The Regional Traffic Signal Synchronization Program (Project P) provides Measure M2 (M2) funding for the coordination of traffic signals across jurisdictional boundaries including project based operational and maintenance funding.

The Comprehensive Transportation Funding Programs (CTFP) is the mechanism by which the Orange County Transportation Authority (OCTA) administers competitive funding for streets and roads projects. The CTFP allocates funds through an annual competitive call for projects (call) based on guidelines and scoring criteria approved by the OCTA Board of Directors (Board). The CTFP guidelines identify procedures and requirements that local agencies must satisfy to apply for M2 funding and how project applications are evaluated. These guidelines were first approved by the OCTA Board on March 22, 2010, and are updated annually to initiate a Project P call cycle.

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Typically, OCTA has made approximately \$45 million in M2 funds available for each Project O and Project P call cycle. Proposed RTSSP projects are required to complete (and include with their application package) a supplemental application, which is subject to change and updated for each call, please see resources section below for the latest 2025 Project P Supplemental Application and related Guide.

Funding applications must be submitted via the OCFundtracker online grant management system and followed up with the submittal of one unbound hard copy. Both the hard copy, as well as the online application, are due to OCTA no later than **5:00 p.m. on Thursday, October 24, 2024**.

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Application Workshop and Q&A Session	September 4, 2024
New Facility Modeling Request to OCTA	September 12, 2024
Draft Applications for "Route" Projects Due to OCTA	September 26, 2024
Applications Due to OCTA (by 5:00 p.m.)	October 24, 2024

2025 PROJECT O CALL

Paul Rodriguez, OCTA Consultant, Rodriguez Consulting Group

2025 PROJECT O CALL

Overview:

Provides M2 Project O improvements to the Orange County Master Plan of Arterial Highways (MPAH) along with improvements to help improve intersections and street operations that reduce congestion and increase capacity.

Programming Information:

- Program Period: FY25/26 – FY27/28
- No formal project maximum cost
- Tiered Program (see table)
- 50% Minimum Match
- Match Funding Discounts:
 - 5% Reduction for commitment not to use M2 Local Fairshare
 - 10% Reduction for Local Signal Synchronization Plan (LSSP) regional consistency
 - 10% Reduction for meeting certain Pavement Management Plan (PMP) criteria

	Category 1 (60%)	Category 2 (40%)
Tier 1 >=50	<ul style="list-style-type: none">• \$0 - \$5 million• Score at least 50 points• Logical, standalone project• Unallocated balance shifts to Tier 2 for programming	<ul style="list-style-type: none">• \$5+ million request• Score at least 50 points• Logical, standalone project• Unallocated balance shifts to Tier 2 for programming
Tier 2	<ul style="list-style-type: none">• Balance of unallocated funds from Tier 1 prioritization• Request can be of any dollar value to compete in Tier 2• Multiple segments of the same project cannot be submitted under both categories.	

2025 PROJECT O CALL: CATEGORIES

Arterial Capacity Enhancements (ACE)

- Arterial improvements including capacity and operational modifications
- Can be corridor based but major intersections may be required to be segregated
- Additional potential project elements may require eligibility approval from OCTA



Freeway Arterial/Streets Transitions (FAST)

- Transitions from the street to freeway system
- Requires concurrence with Caltrans prior to consideration
- May require separate Cooperative Agreements with OCTA



Intersection Capacity Enhancements (ICE)

- Intersection improvements including capacity and operational modifications
- Value engineering will be required to justify full take acquisitions
- ICU is standard basis for level of service calculation (Page 7-38)
 - HCM or alternative methodology may be considered in consultation with OCTA prior to application submission. **All requests due by September 12, 2024**
 - Must have a minimum existing LOS of "D" (.81 v/c) to qualify for priority consideration



2025 PROJECT O CALL: PHASES

- Sequential Programming:
 - Planning Phase (Environmental and Engineering)
 - Implementation Phase (ROW and Construction*)
- Fast Track option available for **limited** project types – Planning and Implementation Phases at same time.
 - Must demonstrate policy variance is necessary
 - Only permitted for projects that do NOT have ROW acquisition

ROW or Construction funding requests **cannot be considered unless project is environmentally cleared at the time of the application*

2025 PROJECT O CALL: CHANGES

Changes to Guidelines – CH.7 Project O (RCP)

General Updates: Call Dates and Deadlines

Other Notable Changes Include:

- **Related to Eligible Expenses**
 - Incidental pavement rehabilitation: Max 10% of M2 construction grant
 - Construction support: Max 20% of total M2 grant
 - Environmental mitigation: Max 25% of total eligible costs, carried out as part of or immediately following CON phase
- **Related to Project Schedules and Timely Use of Funds:**
 - Local agencies have **at least** 36 months from encumbrance date to complete project phase and expend funds
 - For phases expected to be longer than 36 months, funds must be expensed within 6 months from the scheduled completion date for that specific phase
 - **Based on schedule information provided with the application**
 - Funds extensions up to 24 months may be granted

2025 PROJECT O CALL: CHANGES

■ Related to Scoring Criteria:

- Class IV bike lanes are eligible as incidental part of proposed improvements
 - ROW and CON of Class II and Class IV bike lanes: Max 25% of M2 CON grant
- Potential bonus points available where qualitative analysis is provided for Class II/IV facilities demonstrate improved street operations and reduced congestion (5 points)

Facility Importance	
Transportation Significance	<input type="text"/> 0
	<input type="checkbox"/> Active Transit Route(s)
	<input type="checkbox"/> Active Transportation Focused Plan Elements
	<input type="checkbox"/> Bus Turnouts
	<input type="checkbox"/> Median (raised)
	<input type="checkbox"/> Other
Operational Attributes	<input type="checkbox"/> Sustainability Elements
	<input type="checkbox"/> Safety Improvements
	<input checked="" type="checkbox"/> Bike Facilities (new)
	<input type="checkbox"/> Meets MPAH Configs.
	<input type="checkbox"/> Pedestrian Facilities (New) 4
Bonus: Details and qualitative Analysis provided for Class II/IV bike facilities <input type="text"/> 0	
Benefit	
Improvement Characteristics	<input type="text"/> No Yes 0

QUESTIONS & ANSWERS

Please use the Q&A or raise hand to ask questions

**6 to unmute / *9 to raise hand*

2025 PROJECT P CALL

Paul Rodriguez, OCTA Consultant, Rodriguez Consulting Group

2025 PROJECT P CALL: OVERVIEW

Overview:

M2 Project P funding for multi-agency, corridor-based signal synch throughout Orange County.

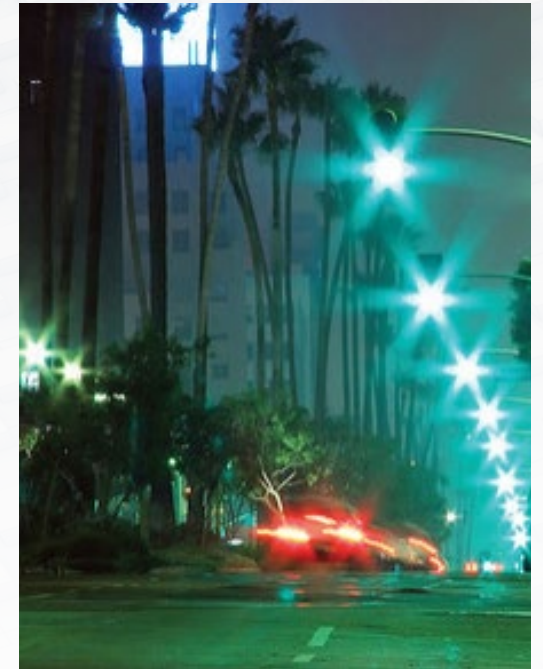
Funding Availability:

- Program Period: FY25/26 – FY27/28
- 20% Minimum Match
- \$250k/corridor** mile or \$75k/signal (whichever is higher)
- Local Agency-led projects only this cycle
(OCTA does not have capacity to lead projects during this cycle)

Phases

- Primary Implementation and Operations & Maintenance

***Applies to main corridor only*



2025 PROJECT P CALL: REQUIREMENTS

Minimum requirements

- ✓ Must be on SSN/MPAH and consistent with LSSP and TSSMP goals

AND

- ✓ One of the following:
 - Multi-jurisdictional and minimum of 20 signals, or
 - Multi-jurisdictional and minimum length of 5 miles, or
 - Include at least 3 local agencies, 8 signals, and density of 4 signals/mile, or
 - Include full length of the corridor

ACRONYMS:

Signal Synchronization Network (SSN)

Master Plan of Arterial Highways (MPAH)

Local Signal Synchronization Plan (LSSP)

Traffic Signal Synchronization Master Plan (TSSMP)

2025 PROJECT P CALL CHANGES

Amy Tran, Principal Transportation Analyst

2025 PROJECT P CALL

Unchanged from previous cycle

- OCTA will not be leading projects this cycle
- Applications with full Countywide Baseline participation (applicants + signals) may waive data collection (counts), signal timing development, and signal timing implementation tasks
 - Applicant signals must be part of Baseline project to be waived
 - Applications will receive full points for offset signal participation
 - Offset signals are eligible for improvements, but no additional funding
 - Applicants are still responsible for Before/After studies
 - Applicants are still responsible for O&M
 - Applicants are responsible for Caltrans participating signals

ACRONYMS:

Ongoing Monitoring and Maintenance (O&M)

2025 PROJECT P CALL: CHANGES

Changes to Guidelines – CH. 8 Project P (RTSSP)

General Updates: Call Dates and Deadlines

Other Notable Changes Include:

- Removed 5 points for 12-month implementation
- Redistributed points to number of jurisdiction participation
- Removed 50 signal limit for route and grid applications
- Route applications with 2+ corridors must provide O-D data **AND** submit draft application to OCTA for review at least 4 weeks prior to deadline, **September 26, 2024**
- CM can be up to 20% of M2 allocation
- TMC improvements must be itemized in Appendix E

ACRONYMS:

Construction Management (CM)

Regional Traffic Signal Synchronization Program (RTSSP)

Origin-Destination (O-D)

Traffic Management Center (TMC)

CALL 15 SCORING CHANGES



<u>Scoring Criteria Change</u>	Pts
Number of Jurisdictions	15 (max)
<u>Total # of Involved Jurisdictions Range</u>	
5 or more	15
4	11
3	7
2	4
1	0
Current Project Status	5 (max)
<u>Project Status</u>	
Re-timing 75% of previous project	5
Timing 75% of new eligible project	5

SUPPLEMENTAL APPLICATION

Amy Tran, Principal Transportation Analyst

SUPPLEMENTAL APP **CHANGES**: SECTION 1

SECTION 1: KEY TECHNICAL INFORMATION

Lake Forest Drive RTSSP

Auto-Fill Input Only

a. Project **Corridor**
Lake Forest Drive Regional Traffic Signal Synchronization Program Project

b. Project Limits:
 from **Portola Parkway** to **Romano / Hidden Canyon**

c. Project Length (*miles*):
7.5

d. Number of signalized intersections along the corridor (include all Caltrans intersections):
28 number of signals on project corridor(s) **10** number of offset signals included in this project

e. Participating agencies / Traffic Forum Members (including applicant agency):

<input type="checkbox"/> Aliso Viejo	<input type="checkbox"/> Cypress	<input type="checkbox"/> La Habra	<input type="checkbox"/> Los Alamitos	<input type="checkbox"/> San Juan Capistrano
<input type="checkbox"/> Anaheim	<input type="checkbox"/> Dana Point	<input type="checkbox"/> La Palma	<input type="checkbox"/> Mission Viejo	<input type="checkbox"/> Santa Ana
<input type="checkbox"/> Brea	<input type="checkbox"/> Fountain Valley	<input type="checkbox"/> Laguna Beach	<input type="checkbox"/> Newport Beach	<input type="checkbox"/> Seal Beach
<input type="checkbox"/> Buena Park	<input type="checkbox"/> Fullerton	<input checked="" type="checkbox"/> Laguna Hills	<input type="checkbox"/> Orange	<input type="checkbox"/> Stanton
<input checked="" type="checkbox"/> Caltrans	<input type="checkbox"/> Garden Grove	<input type="checkbox"/> Laguna Niguel	<input type="checkbox"/> Placentia	<input type="checkbox"/> Tustin
<input type="checkbox"/> Costa Mesa	<input type="checkbox"/> Huntington Beach	<input type="checkbox"/> Laguna Woods	<input type="checkbox"/> Rancho Santa Margarita	<input type="checkbox"/> Villa Park
<input type="checkbox"/> County of Orange	<input checked="" type="checkbox"/> Irvine	<input checked="" type="checkbox"/> Lake Forest	<input type="checkbox"/> San Clemente	<input type="checkbox"/> Westminster
				<input type="checkbox"/> Yorba Linda

f. Lead Agency **Lake Forest**

g. Is this project on either the Signal Synchronization Network or Master Plan of Arterial Highways?
 Yes No

h. Project Start Date: **January 2, 2025** Project End Date: **July 31, 2028**

i. Project Status and Baseline Participation
Re-timing at least 75% of previous
Yes, all applicant agencies and project signals are participating in the Countywide Baseline Project

SUPPLEMENTAL APP CHANGES: SECTION 4

Lake Forest Drive RTSSP

SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK

b. Summary of Cost by Agency					
Lake Forest	Agency	Caltrans	Offset	Total	
Number of Signals:	18	3		21	
Project Tasks (Lake Forest)				Cost / Int	Total Cost
Task 1: Project Management - PI Phase				\$ 1,500.00	\$ 31,500.00
Task 2: Data Collection (Caltrans only)				\$ 1,000.00	\$ 3,000.00
Task 3: System Design and Construction				-	\$ 1,733,820.00
Task 4: Signal Timing Optimization and Implementation (Caltrans only)				\$ 4,000.00	\$ 12,000.00
Task 5: Project Report				\$ 1,000.00	\$ 21,000.00
Task 6: Project Management - O&M Phase				\$ 500.00	\$ 10,500.00
Task 7: Continuing Support				\$ 4,000.00	\$ 84,000.00
Task 8: Final Technical Memorandum				\$ 300.00	\$ 6,300.00
	M2 Requested	Match		Total Cost	
PI	\$ 1,441,056.00	\$ 360,264.00	\$	\$ 1,801,320.00	
O&M	\$ 80,640.00	\$ 20,160.00	\$	\$ 100,800.00	

SUPPLEMENTAL APP **CHANGES** – SECTION 4

DO NOT PRINT THIS SECTION

Match by Task
\$ 6,300.00
\$ -
\$ 379,933.40
\$ 10,500.00
\$ 4,200.00
\$ 2,100.00
\$ 12,600.00
\$ 1,260.00

1.6% % of PM to PI total cost
6.3% % of Design to PI total cost
7.3% % of CM to PI total cost
15.2% Sum of PM, Design, and CM needs to be within 15% of PI total cost
13.2% Good Job. PM is within 15% of O&M cost

2024

AGENCY MATCH (min 20%)	MAX M2 CAP BY SIGNALS	\$	1
TRUE		\$	
TRUE			

SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK

Lake Forest Drive RTSSP

DO NOT PRINT THIS SECTION

2025

Match by Task
\$ 6,300.00
\$ 600.00
\$ 346,764.00
\$ 2,400.00
\$ 4,200.00
\$ 2,100.00
\$ 16,800.00
\$ 1,260.00

18.2% Good Job. CM is within 20% of M2 allocation
--

AGENCY MATCH (min 20%)	MAX M2 CAP BY SIGNALS	\$	1,575,000.00
TRUE		\$	53,304.00
TRUE			

SUPPLEMENTAL APP CHANGES: APPENDIX B2

Auto-Fill Input Only

TABLE II: DESCRIPTION OF WORK BY INTERSECTION

LOCATION	IMPLEMENTING AGENCY	PROJECT CROSS STREETS	DESCRIPTION OF WORK										SIGNAL IMPROVEMENT COSTS						
			Fiber Optic underground	ATC signal controller	Signal cabinet on existing foundation	BBS/UPS on existing foundation	CCTV	Vehicle detection	Pedestrian detection	EVP (hybrid or GPS)	Signal Performance Monitoring	Central System (server, licenses, workstations)	Caltrans Cooperative Agreement	Design	Construction	Construction Management & Inspection 15%	Contingency 10%	Caltrans Cooperative Agreement Fees (\$2,500)	TOTAL
24	Lake Forest	Rancho Parkway												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
25	Lake Forest	SR-241 SB Off-Ramp*											1	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00
26	Lake Forest	SR-241 NB On-Ramp*											1	\$ -	\$ -	\$ -	\$ -	\$ 2,500.00	\$ 2,500.00
27	Lake Forest	Towne Centre Drive	1					1	1					\$ 9,000.00	\$ 90,000.00	\$ 14,850.00	\$ 11,385.00	\$ -	\$ 125,235.00
28	Lake Forest	Portola Parkway												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
29	Irvine	Lake Forest Drive @ Laguna Canyon Road		1										\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00
30	Irvine	Gitano @ Bake Parkway		1										\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00
31	Irvine	Irvine Center Drive @ Bake Parkway		1										\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00
32	Irvine	Research @ Bake Parkway		1										\$ -	\$ 10,000.00	\$ 1,500.00	\$ 1,150.00	\$ -	\$ 12,650.00
33	Laguna Hills	Tesla @ Irvine Center Drive		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
34	Laguna Hills	Scientific @ Irvine Center Drive		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
35	Laguna Hills	Scientific @ Research		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
36	Laguna Hills	Protocol @ Irvine Center Drive		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
37	Laguna Hills	Inquiry @ Research		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
38	Laguna Hills	El Pacifico Drive @ Moulton Parkway		1										\$ -	\$ 9,500.00	\$ 1,425.00	\$ 1,092.50	\$ -	\$ 12,017.50
-	Irvine	TMC Improvements												\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	Laguna Hills	TMC Improvements										1		\$ -	\$ 25,000.00	\$ 3,750.00	\$ 2,875.00	\$ -	\$ 31,625.00
-	Lake Forest	TMC Improvements									1			\$ -	\$ 45,000.00	\$ 6,750.00	\$ 5,175.00	\$ -	\$ 56,925.00
QUANTITY TOTAL =			20	23	1	8	1	9	9	2	1	1	4	SIGNAL IMPROVEMENT TOTAL =					\$ 2,116,225.00

SUPPLEMENTAL APP **CHANGES**: APPENDIX E

- TMC breakdown to be included in Appendix E

City of Laguna Hills - TMC Improvements				
Item Description	Unit	Qty	Unit Price	Total
Centracs licenses	LS	1	\$ 25,000	\$ 25,000
Total for City of Laguna Hills - TMC Improvements:				\$ 25,000
City of Lake Forest - TMC Improvements				
Item Description	Unit	Qty	Unit Price	Total
SPM license	LS	1	\$ 20,000	\$ 20,000
Setup and configuration	LS	1	\$ 5,000	\$ 5,000
Total for City of Lake Forest - TMC Improvements:				\$ 25,000

SAMPLE

REMINDERS

Project P Only Workshop

- Thursday, September 5th @ 9AM (in person @ OCTA)
- <https://forms.office.com/r/MJFrOfMR4R>

RTSSP 101 Training Class



Supplemental Application

- Must use 2025 template – Applications that do not use the provided template **WILL NOT** be considered
- Sending a draft application for review is **HIGHLY** recommended
- A **Guide** is available on Call website to help you fill out the application

Cabinet photos

- No longer required for agency-led projects

VMT

- Counts must be within 3 years of application deadline (must be collected after **10/24/2021**)

Offset signals

- Only count signals on MPAH and within 2,700 feet of main corridor

Cost estimate/Unit price

- Use round numbers (in thousands, if possible) to avoid round-off errors

Q & A

Please use the Q&A or raise hand to ask questions

**6 to unmute / *9 to raise hand*

APPLICATION SUBMITTAL

Paul Rodriguez, OCTA Consultant, Rodriguez Consulting Group

APPLICATION OVERVIEW: OCFUNDTRACKER

All online applications are submitted through the OCFundtracker portal: <https://ocfundtracker.octa.net>

MAIN MENU CHANGE PASSWORD | LOGOUT | OCTA | SCAG

OCTA Orange County Transportation Authority

Existing OCFundTracker users
Enter your username and password to sign in

USERNAME:

PASSWORD:

Remember my username on this computer

LOGIN

NEW TO OCFundTracker? FORGOT YOUR PASSWORD? [CLICK HERE](#)

CONTACT [OCTA](#) 8,229.35s EMAIL OCFUNDTRACKERHELP@ECOINTERACTIVE.COM

To Create a New Application:

Login>CTFP Database>Call for Projects>Create New Application

Need help? See OCFundtracker training manual:

<https://www.octa.net/pdf/OCFundtrackerTrainingManual.pdf>

MAIN MENU CHANGE PASSWORD | LOGOUT | OCTA | SCAG

OCTA Orange County Transportation Authority

PLEASE SELECT DATABASE

- FTIP (Effective until 8/2/19, new FTIP link [HERE](#))
- CTFP
- WATER
- CIP

MAIN MENU CHANGE PASSWORD | LOGOUT | OCTA | SCAG

OCTA Orange County Transportation Authority

[2025 CTFP GUIDELINES](#)
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SEARCH FOR PROJECTS ([CTFP](#))

AGENCY WORKING AREA

- [CALL FOR PROJECTS](#)
- [SEMI-ANNUAL REVIEW CTFP](#)
- [APPLICATIONS IN PROGRESS \(4\)](#)
- [6 CTFP REVIEW IN PROGRESS](#)

ADD PAYMENT

[0 PAYMENTS IN PROGRESS](#)

MAIN MENU CHANGE PASSWORD | LOGOUT | OCTA | SCAG

OCTA Orange County Transportation Authority

CTFP CALL FOR PROJECTS

- [CREATE NEW APPLICATION](#)

CONTACT [OCTA](#) 0.18s EMAIL OCFUNDTRACKERHELP@ECOINTERACTIVE.COM

APPLICATION OVERVIEW: OCFUNDTRACKER

Upload electronic files through OCFundtracker application for each funding request

The screenshot displays the OCFundTracker application interface. At the top, there is a navigation bar with the OCTA logo and the text 'Orange County Transportation Authority'. Below this, there are links for 'MAIN MENU', 'CHANGE PASSWORD', 'LOGOUT', 'OCTA', and 'SCAG'. The main content area is divided into several sections. A top navigation bar includes 'VIEW PREVIOUS VERSIONS OF THIS PROJECT', 'PROJECT SUMMARY (XLS)', and 'UPLOAD PROJECT DOCUMENTS' (circled in red). Below this, a summary table shows application details: APPLICATION NUMBER: CP-3691, CTEP TOTAL ALLOCATIONS: \$0.00, TOTAL PROJECT COST: \$0.00, PROJECT ID: CP-3691, CTEP TOTAL PAYMENTS: \$0.00, MATCH RATE: 0.00, VERSION: 1, STATUS: Planned, and BOARD APPROVAL DATE. Below the summary table, there is a section for 'PERFORMANCE MEASURES' (circled in blue) and a 'PROJECT INFORMATION' section. The 'PROJECT INFORMATION' section includes fields for 'IMPROVEMENT TYPE' (ACE - Arterial Capacity Enhancement), 'IMPLEMENTING AGENCY' (Orange County Transportation Authority (OCTA)), 'CONG DISTRICT' (3), 'SUP DISTRICT' (3), 'SENATE DISTRICT', 'ASSEMBLY DISTRICT', 'PROJECT MANAGER', 'PHONE (10-DIGIT)', and 'EMAIL'. There are also fields for 'PROJECT TITLE' and 'PROJECT DESCRIPTION - GUIDELINES'. At the bottom, there is a 'LANES INFORMATION' section with fields for 'SYSTEM' (Local Street), 'ROUTE', 'INTERSECTION' (NO), 'LOCAL STREET NAME', 'FROM', 'TO', and a 'MAP' link.

Examples of Application Attachments:

- ADT Counts
- LOS Calculations
- Maps/GIS files
- Engineering and Environmental Documents
- Photos
- Resolution
- Project Development Documents (Project/Materials Report)
- Approved Project Construction Plans
- **Project P (RTSSP) – 2025 Supplemental Application**
- Cost Estimates
- Excess ROW Report
- Other Relevant Materials

Performance Measures Data for Applications

- For ACE, ICE, or FAST (construction phase only) total number of proposed operational improvements and proposed project attributes).
- For RTSSP total number of proposed signals, proposed corridor miles, and other corridor input.

APPLICATION SUBMITTAL

Applications are due on Thursday, October 24, 2024, by 5:00 PM PST

- ✓ Must submit an electronic application and supporting attachments in OCFundtracker: <https://ocfundtracker.octa.net>
- ✓ Hard Copy: One (1) **UNBOUND** copy of Application Package and Supporting Attachments
- ✓ Include electronic copy in USB drive or uploaded to OCFundtracker

Checklists and Resolution Templates are provided in Chapters 7 (Project O) and 8 (Project P) of Guidelines

- ✓ 2025 CTFP Guidelines: <http://www.octa.net/pdf/CTFPGuidelines2025.pdf>

Project P (RTSSP) 2025 Supplemental Application and Instructions

- ✓ <http://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/CTFP-Calls-for-Projects/Regional-Traffic-Signal-Synchronization-Program/>

REVIEW PROCESS



- Application needs to be thorough and complete
- Initial screening for missing elements
- Qualitative review identifies questions for clarification, additional documentation or corrections
- Unique issues or problems may require meeting
- Project recommendations released after consensus review (with agencies) is completed for each program
- At agency's request, review and discuss eligible and ineligible project costs by each line item.

HIGHLY RECOMMEND: Meet and discuss complex projects with OCTA prior to final application submittal.

COMMON MISTAKES

Incomplete and incorrect documentation

- Not using the correct template – Make sure to use the 2025 Project P Supplemental Application
- Outdated or missing traffic counts (**OCTA Traffic Flow Map is not a qualifying source**)
- Incorrect LOS or ICU calculations/back-up
- Budget information is incomplete, missing, or lump summed
 - Need to be able to clearly distinguish between eligible costs, ineligible costs, and other-funded project costs
- Operational Attributes claimed but not substantiated or are inconsistent with guideline definitions
- Excluding Caltrans' intersections
- Not checking formulas and/or spell-checking

Ineligible

- ROW or construction funding requested **before** environmental approvals are complete
- ADT counts collected beyond 36 months preceding application deadline (before 10/24/2021)

Q & A

Please use the Q&A or raise hand to ask questions

**6 to unmute / *9 to raise hand*

PRIMARY CONTACTS

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Feel free to contact us if you have any questions.