



COMMITTEE TRANSMITTAL

October 11, 2021

To: Members of the Board of Directors

From: Andrea West, Interim Clerk of the Board

Andrea West

Subject: 2021 Pavement Management Relief Funding Program for Local Agencies

Regional Planning and Highways Committee Meeting of October 4, 2021

Present: Directors Bartlett, Chaffee, Harper, Hernandez, and Murphy

Absent: Director Delgleize, Muller, and Sarmiento

Committee Vote

This item was passed by the Members present.

Committee Recommendations

- A. Approve the 2021 Pavement Management Relief Funding program guidelines and distribution of \$10.931 million federal funding.
- B. Authorize staff to make any necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendation above.



October 4, 2021

To: Regional Planning and Highways Committee

From: Darrell E. Johnson, Chief Executive Officer

A handwritten signature in blue ink, appearing to read "Darrell E. Johnson", is written over the "From:" line.

Subject: 2021 Pavement Management Relief Funding Program for Local Agencies

Overview

The Coronavirus Response and Relief Supplemental Appropriations Act appropriated funding for Highway Infrastructure Programs to mitigate revenue loss due to the coronavirus pandemic. The Orange County Transportation Authority is authorized by the California Transportation Commission to direct the utilization of a portion of these funds. Recommendations are presented to allocate a portion of these funds to local agencies for streets and roads rehabilitation and maintenance.

Recommendations

- A. Approve the 2021 Pavement Management Relief Funding program guidelines and distribution of \$10.931 million federal funding.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Background

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) appropriated \$10 billion for Highway Infrastructure Programs. The State of California was apportioned \$911.8 million, of which approximately \$364.7 million, or 40 percent, will be distributed to regional agencies through the California Transportation Commission (CTC).

The CTC further split this funding into two programs providing 50 percent to a mid-cycle State Transportation Improvement Program (STIP) and 50 percent to the CTC CRRSAA Program. The Orange County Transportation Authority's (OCTA) share from both programs is \$26.361 million. To streamline state and federal processes, the CTC delegated part of the responsibility for

program oversight for the CRRSAA regional funds to the California Department of Transportation (Caltrans) Local Assistance. OCTA was provided with \$26.361 million, including \$11.77 million in mid-cycle STIP and \$14.591 million in CTC CRRSAA regional funds. On September 27, 2021, \$3.66 million in CRRSAA Program funds and mid-cycle STIP funds were programmed by the OCTA Board of Directors (Board) to fully fund the Transit Security and Operations Center, leaving \$10.931 million in CRRSAA for programming.

The CRRSAA funds may be used for a wide variety of activities and are intended to help regional agencies continue routine maintenance and rehabilitation projects, fund operations, fund eligible surface transportation capital projects, and offset revenue losses due to the pandemic.

Periodically, OCTA has approved providing a share of state and federal funds to local agencies to assist with streets and roads rehabilitation or other related transportation projects. The specific funding that has been provided includes \$37.9 million in American Recovery and Reinvestment Act funds in 2009, \$24.5 million in State Local Partnership Program funds in 2012, and \$19.9 million in Surface Transportation Block Grant Program funds in 2014.

Discussion

Staff proposes to provide \$10.931 million to local agencies for local streets and roads rehabilitation and maintenance projects through the 2021 Pavement Management Relief Funding (PMRF) Program. While local jurisdictions may have received state and federal stimulus funds, this proposed use of CRRSAA funding for local jurisdictions would specifically support transportation needs. This would help offset the loss of Measure M2 local fair share revenues and SB 1 (Chapter 1, Statutes of 2017) Road Maintenance Rehabilitation account funds that support local streets and roads due to the economic impact from the pandemic. Also, based on the pavement management plan reports submitted by the local agencies, there is a backlog in current and projected Orange County pavement needs.

It is recommended that the funding be distributed through a formula based on population with a \$200,000 minimum guarantee. Using a population formula is consistent with how the funds are distributed throughout the State. Appendix A of the guidelines (Attachment A) provides the population calculation and the funding distribution. No local match is required for this program.

Consistent with the CTC and Caltrans Local Assistance Guidelines, the OCTA PMRF program guidelines will allow the funds to be used for street pavement preservation, preventive maintenance, rehabilitation, and reconstruction

exclusively. To streamline the processing and use of these limited funds, local agencies will be asked to limit the number of projects that are supported through this program. The PMRF program guidelines also provide information on the funding distribution, eligible expenditures, project eligibility and funding, timely use of funds, application process, program schedule, and allocation/Caltrans process, and can be found in Attachment A.

The CRRSAA funds are federal funds that flow through the CTC. There are federal and state requirements that must be met to use the funds. However, CTC and Caltrans have developed streamlined processes for these funds, and OCTA concurrence is required for the initial programming and any requested changes. With Board approval, local agencies can begin submitting project proposals to OCTA as early as November 15, 2021, for consideration at the January 2022 CTC meeting. Given that these funds are being distributed based on a formula methodology, staff will advance projects for CTC approval that meet the PMRF program guidelines and are consistent with program requirements.

Any CRRSAA funding not obligated by the local agencies by July 1, 2023 will return to OCTA to be reprogrammed through Board action to priority OCTA projects. This is to ensure 100 percent of these funds remain in the County. A city/county resolution will be required as part of the submittal. Attachment B provides the updated Capital Funding Program, which includes recommended changes pending Board approval on October 11, 2021.

Summary

Staff is recommending that the Board approve the PMRF program guidelines and distribution of \$10.931 million in CRRSAA funding to Orange County cities and the County of Orange to help the local agencies maintain local streets and roads.

Attachments

- A. 2021 Pavement Management Relief Funding Program, Program Guidelines and Procedures
- B. Capital Funding Program Report

Prepared by:



Heidi Busslinger
Senior Transportation Funding Analyst,
Formula Funding Programs
(714) 560-5098

Approved by:



Kia Mortazavi
Executive Director, Planning
(714) 560-5741



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

Program Purpose and Overview

The Orange County Transportation Authority (OCTA) 2021 Pavement Management Relief Funding (PMRF) Program was created as a one-time funding program to provide funding assistance to the cities and the County of Orange for local streets and roads maintenance and rehabilitation projects.

The PMRF Program is intended to help offset the loss of Measure M2 local fair share revenues, SB 1 (Chapter 1, Statutes of 2017) Road Maintenance Rehabilitation account funds, and other state and federal funding programs that support local streets and roads whose revenue streams have been negatively impacted by the coronavirus pandemic. Furthermore, based on the pavement management plan reports submitted by the local agencies, there is a backlog in current and projected Orange County pavement needs. These funds will help to ensure the continuing maintenance and rehabilitation of Orange County's local streets and roads.

Background

The federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), Title IV of Division M, Public Law 116-260, which was signed into law on December 27, 2020, appropriated \$10 billion for Highway Infrastructure Programs (HIP) through the Federal Highway Administration (FHWA). Of this \$10 billion in HIP funding, \$9.830 billion was apportioned to the states in the same ratio as the distribution of obligation authority. The State of California was apportioned \$911.8 million, of which approximately \$364.7 million, or 40 percent, will be distributed to regional transportation agencies through the California Transportation Commission (CTC). The CTC further split this funding into two programs: the mid-cycle STIP and the CRRSAA Program. The CTC delegated responsibility for program oversight for the CRRSAA regional funds to the California Department of Transportation (Caltrans) Local Assistance through a streamlined state/federal process. OCTA was provided with \$14.591 million in CRRSAA regional funds of which \$3.66 million has already been programmed by the OCTA Board of Directors (Board) to other OCTA priority projects leaving \$10.932 million remaining available for programming. The remaining CRRSAA Program funds are the funds, which will support the PMRF Program.



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

Funding

The \$10.932 million that is available through the CTC CRRSAA funding program is being made available by OCTA for the PMRF Program. Funds will be distributed to each local jurisdiction based on population as reported through the California Department of Finance for calendar year 2020 with each agency guaranteed a minimum of \$200,000. The funding distribution table that identifies how much funding will be provided to each jurisdiction is provided in Appendix A. No matching funds are required but agencies may choose to use the funds as a contribution to a larger locally funded project. The funding is federal and must follow requirements as established by the CTC, Caltrans, and the FHWA for federal funds.

Eligible Applicants

Eligible applicants for this program include the 34 Orange County cities and the County of Orange. Eligible agencies must be able to receive federal funding through Caltrans in order to access and use these funds.

Eligible Expenditures

The following general type of projects will be eligible under this program:

- **Pavement Preservation/Preventative Maintenance:** Treatments can include slurry seals, microsurfacing, crack seals, and similar sealing non-structural treatments.
- **Rehabilitation:** Work undertaken to extend the service life of an existing facility. This includes placement of additional surfacing and/or other work necessary to return an existing roadway, including shoulders, to a condition of structural or functional adequacy, for the specified service life. This might include the partial or complete removal and replacement of portions of the pavement structure. Pavement rehabilitation consists of a variety of different treatments thin overlays which are a maximum of 1.2 inch (30 mm) in thickness¹, thick overlays or structural overlays, Cold In-Place Recycling, Hot In-Place Recycling, etc.

¹ Design Standards by Caltrans' Maintenance Technical Advisory Guide Volume I



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

- **Reconstruction:** Pavement reconstruction is the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure utilizing either new or recycled materials.

For each of these projects the following expenditures will be eligible:²

- Construction,
- Construction engineering up to 15 percent of the project cost,
- Bicycle lanes within the limits of the project as necessary (striping and corresponding signage only, must be included in a planning document),
- Repair or replacement in kind of parking lanes, curbs, gutters, driveway approaches, catch basins, concrete bus pads, and minor profile revisions (i.e., curb to curb) as required by project,
- Use of alternative materials such as rubberized asphalt, Portland cement concrete, etc., and
- Construction or modification of curb ramps within the limits of the project as necessary to satisfy Americans with Disabilities Act requirements.

Project Eligibility

Projects submitted for this program must be federally eligible. Funds should be utilized on facilities within the California Road System Map or the National Highway System. Streets or roads that are functionally classified as Minor Collector or above are eligible. Functional classifications are identified on the California Road System Map: [California Road System - Functional Classification \(arcgis.com\)](http://arcgis.com).

CRRSAA are federal funds and will require CTC approval, and programming in the Federal Transportation Improvement Program (FTIP). In order to utilize the funds, the jurisdiction must seek approval of an allocation and federal authorization to proceed through Caltrans District 12 Local Assistance. More information on these processes is provided below.

² For federally-funded projects, expenditures prior to approval of the Allocation Form will not be eligible.



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

Reporting

Caltrans Local Assistance will report back to the CTC on projects that have been obligated, including the date of obligation and the dollar amount of the obligation on a quarterly basis beginning in December 2021. The jurisdiction may be asked to provide additional information for projects to either Caltrans Local Assistance or OCTA.

Application Limit

Agencies may use PMRF funding for a maximum of three projects. However, OCTA encourages local agencies to consider utilizing the PMRF funds for only one project as it will streamline the allocation/obligation process.

Timely Use of Funds

- Any PMRF funding assigned to any jurisdiction that has not been obligated or has not received federal authorization to proceed by July 1, 2023, will return to OCTA to be reprogrammed to a priority OCTA project that is not within that jurisdiction. This is to ensure 100 percent of these funds remain in the County. CTC has indicated that any regional funding which has not been obligated statewide by the CTC deadline of June 2024, will return to the State for State use. This deadline for local agency obligation ensures that no funds are lost within Orange County.
- A local agency may not advertise for construction prior to receiving FHWA authorization to proceed or award a contract prior to receiving both the federal obligation or federal authorization to proceed and the Caltrans' allocation of funds or the project would be ineligible for funding.
- After obligation or federal authorization to proceed, the local agency will invoice Caltrans at minimum once every six months.

Application Process

In order for OCTA to consider a project for funding, applications will be prepared by the local agency responsible for the project implementation and submitted to OCTA for confirmation that the project is an eligible project and may proceed through the State process. Agencies will be required to complete and submit application materials provided by OCTA for the PMRF Program no later than Monday, February 28, 2022, but earlier opportunities to request funding are available. Please see below for a schedule. Please note that agencies may submit up to three projects within the application as long as the funding request does not exceed the local agency's allocation as noted in Appendix A.



2021 Pavement Management Relief Funding Program Program Guidelines and Procedures

Applications will require the following documents:

- Project list (Excel file) – Appendix B,
- ePPR via CalSMART – Caltrans website for instructions: [Process for CRRSAA Program Projects | Caltrans, and](#)
- City/County Council resolution – Appendix C.

The agency must submit one electronic copy of the application and any supporting documentation must be submitted to OCTA by the application deadline. The resolution must be adopted by the city or the County prior to the final submittal date of February 28, 2022.

Copies can be emailed to:

Ben Ku
Section Manager
Orange County Transportation Authority
Bku@octa.net
(714) 560-5473

And

Heidi Busslinger
Senior Transportation Funding Analyst
Orange County Transportation Authority
hbusslinger@octa.net
(714) 560-5098

OCTA staff will conduct a preliminary review of all applications for completeness, accuracy, and project eligibility. OCTA may request supplemental information for projects during initial staff evaluations. If applications are complete and accurate and the project submitted is consistent with the guidelines, then OCTA will include the project in the project list submittal to the CTC. The CTC will then approve the projects for programming of CRRSAA funds at the appropriate meeting based on the schedule below.

Schedule

- October 11, 2021 – Board action considering the 2021 call for projects,



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

- To Be Determined – OCTA workshop to review the procedures and answer questions about CRRSAA Local Funding Program,
- November 15, 2021 – Applications due to OCTA for January CTC meeting,
- January 10, 2022 – Applications due to OCTA for March CTC meeting,
- January 26-27, 2022 – Project list approved at CTC meeting,
- February 28, 2022 – Applications due to OCTA for May CTC meeting,
- March 16-17, 2022 – Project list approved at CTC meeting,
- May 18-19, 2022 – Project list approved at CTC meeting, and
- July 1, 2023 – Any CRRSAA funding not obligated will be transferred to OCTA.

Scope Changes

If there is a significant scope change, CTC approval for an amendment will be required. All submittals to the CTC go through Caltrans District 12 Local Assistance. OCTA requests that the local jurisdiction provide a copy to OCTA of any submittals to the CTC for project scope or any other changes. Documents must be provided to Caltrans Local Assistance at least eight weeks prior to the next scheduled CTC meeting. Copies of scope changes or other amendments should be provided to Ben Ku and Heidi Busslinger.

Allocation/Caltrans Process

Upon CTC approval, OCTA will work with the local agencies to ensure that the PMRF projects are programmed in the FTIP. Once the PMRF project has been approved in the FTIP, local agencies will then work directly with Caltrans Local Assistance to process the allocation of funds based on the project schedule and no later than April 1, 2023 (to ensure a July 1, 2023 obligation/authorization to proceed).

The following documents must be submitted to Caltrans Local Assistance for allocation:

- ePPR form via CalSMART – Caltrans website for instructions: [Process for CRRSAA Program Projects | Caltrans.](#)
- CRRSAA Allocation Form – Caltrans website for form: [Process for CRRSAA Program Projects | Caltrans.](#)
- Authorization Request – Caltrans LAPM Chapter 3 for LAPM 3-A form and supporting documentation: [Local Assistance Procedures Manual \(LAPM\) Forms | Caltrans, and](#)
- CRRSAA Finance Letter – Caltrans website for CRRSAA Finance Letter template: [Process for CRRSAA Program Projects | Caltrans.](#)



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

Local agencies can proceed with reimbursable work once the authorization has been approved by FHWA. Invoices to request reimbursement work completed for PMRF projects are submitted to and paid by Caltrans. All payments through Caltrans for this program are provided on a reimbursement basis, which requires documentation of both costs and payment by the local jurisdiction.

For questions regarding the allocation process, please reach out to your Caltrans District 12 Local Assistance Engineer.

Provisions of Use

- Environmental documentation (National Environmental Policy Act or the California Environmental Quality Act approval) must be submitted to Caltrans or the administering agency risks losing project funding.
- Allocation form and authorization request must be submitted to Caltrans District 12 and copied to OCTA no later than April 1, 2023. Any activity undertaken by the local agency prior to approval of the allocation will not be reimbursed. A local agency may not advertise for construction prior to receiving federal authorization to proceed or the project would be ineligible for funding.
- Once the allocation is approved by Caltrans the agency has six months to award a contract.
- If no expenditures are invoiced within a six-month period, the project may risk becoming inactive, it is recommended that local agencies submit invoices to Caltrans at least once every six months.
- Project must comply where applicable with any other federal, state, and/or local laws, rules and/or regulations as applicable.



2021 Pavement Management Relief Funding Program

Program Guidelines and Procedures

Contact Information

A website for the PMRF Program is available here: To Be Determined

The Caltrans CRRSAA website is available here: [Process for CRRSAA Program Projects | Caltrans](#)

OCTA will be hosting a workshop for this program in the coming months. The application workshop will be held virtually. Attendance to this workshop is not required for applicants to participate in this funding opportunity, however it is strongly encouraged.

For any questions, please feel free to contact either Ben Ku or Heidi Busslinger.

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Appendix

- A. PMRF Program Funds Distribution
- B. PMRF Program Project List (Excel)
- C. City/Council resolution template

SAMPLE RESOLUTION

RESOLUTION NO. _____

A RESOLUTION OF THE (CITY/COUNTY) WHICH CERTIFIES THAT THE CITY/COUNTY COUNCIL/BOARD OF SUPERVISORS HAS AUTHORIZED THE PROJECT LIST SUBMITTAL FOR CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA) FUNDING THROUGH THE ORANGE COUNTY TRANSPORTATION AUTHORITY 2021 PAVEMENT MANAGEMENT RELIEF FUNDING PROGRAM

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is being provided \$XXXX in federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding through the 2021 Pavement Management Relief Funding (PMRF) Program;

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is eligible to receive federal funding through the California Department of Transportation;

WHEREAS, the Orange County Transportation Authority (OCTA) is responsible for the distribution of the CRRSAA funding; and

WHEREAS, OCTA has developed guidelines for administering and distributing CRRSAA funds to eligible local agencies through the 2021 PMRF Program;

WHEREAS, [CITY/COUNTY] (CITY/COUNTY) is the lead agency for project(s) and will comply with all applicable local, state, and federal provisions including but not limited to the Federal Transportation Improvement Program, California Environmental Quality Act, National Environmental Policy Act, Americans with Disabilities Act, and Buy America; and

NOW, THEREFORE, BE IT FURTHER RESOLVED, by the City/County Council of the City of [CITY/COUNTY], that it hereby authorizes the submittal of the following project nomination(s) to OCTA for CRRSAA funding:

- XXX project for XXX in CRRSAA funding, and
- XXX project for XXX in CRRSAA funding.

PASSED, APPROVED AND ADOPTED this ___ day of _____, _____.



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

Local Road Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State-Local Partnership Program (SLPP) formula grant call	M1/Q	\$54,445						\$24,945	\$1,280	\$27,249	\$971
M2 Project O Regional Capacity Program call	O	\$319,611						\$24,254		\$295,357	
SR-57 truck climbing lane phase I - Lambert Road interchange improvement	O	\$121,500			\$7,719	\$74,705				\$19,254	\$19,822
M2 Project P Regional Signal Synchronization Program call	P	\$117,578	\$1,774					\$11,762	\$4,546	\$99,496	
M2 Project Q Fair Share Program (FY 2016-17 through FY 2021-22)	Q	\$361,621								\$361,621	
M2 Project X Environmental Clean Up	X	\$55,258								\$55,258	
Active Transportation Program - regional call		\$83,504	\$6,359		\$63,361	\$92		\$199			\$13,493
ARRA transportation enhancements		\$6,833			\$4,049				\$500		\$2,284
Arterial Pavement Management Program		\$50,888	\$19,930								\$30,958
Atlanta Avenue widening		\$4,160	\$2,278								\$1,882
Bicycle Corridor Improvement Program (BCIP)		\$63,128	\$43,755								\$19,373
Bristol Street widening		\$44,750									\$44,750
Local Agency American Reinvestment and Recovery Act of 2009 rehabilitation projects		\$32,369			\$32,369						
Local Agency led SCCP projects		\$3,357						\$3,357			
Local Agency Road Rehabilitation and Maintenance Program (CRRSAA)		\$14,591			\$14,591						
M1 Combined Transportation Funding Program (CTFP)		\$34,000							\$34,000		
Pavement Management Relief Funding Program ¹		\$10,931			\$10,931						
SCAG Sustainability Planning Grants		\$720			\$671						\$49
Traffic Signal Improvements		\$15,000				\$12,000					\$3,000
Transportation Enhancement Activities		\$22,172			\$15,628						\$6,544
Del Obispo widening	M1	\$6,419	\$3,740								\$2,679
Local Road Project Totals		\$1,422,835	\$77,836		\$149,319	\$86,797	\$3,357	\$61,160	\$40,326	\$858,235	\$145,805
Federal Funding Total		\$227,155									
State Funding Total		\$151,314									
Local Funding Total		\$1,044,366									
Total Funding (000's)		\$1,422,835									

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Grand Avenue widening, 1st Street to 4th Street	O	\$12,537	\$6,708								\$5,829
Kraemer Boulevard grade separation	O	\$63,830	\$22,044					\$16,973		\$22,981	\$1,832
Lakeview Avenue grade separation	O	\$110,702	\$37,102		\$9,709			\$27,344		\$21,792	\$14,755
Orangethorpe Avenue grade separation	O	\$106,043	\$38,240		\$18,600			\$30,324		\$16,182	\$2,697
Placentia Avenue grade separation	O	\$64,539						\$33,386		\$27,453	\$3,700
Raymond Avenue grade separation	O	\$125,419						\$95,482		\$22,373	\$7,564



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

Local Road Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
State College Boulevard grade separation	O	\$99,380	\$27,161		\$10,887			\$34,785		\$15,460	\$11,087
Tustin Avenue/Rose Drive grade separation	O	\$96,638	\$45,957					\$22,534		\$26,384	\$1,763
M2 Fair Share State - Local Partnership Grant Program	Q	\$7,032						\$3,516		\$3,516	
Antonio Parkway widening		\$32,553	\$15,499								\$17,054
Firestone Boulevard widening at Artesia Boulevard		\$2,468	\$2,059								\$409
I-5 at La Paz interchange improvements	M1	\$8,942	\$2,800						\$1,792		\$4,350
Imperial Highway Smart Streets	M1	\$1,900						\$200	\$200		\$1,500
Traffic Light Synchronization Program, county-wide - Proposition 1B	M1	\$8,000						\$4,000	\$4,000		
Local Road Project Completed Totals		\$739,983	\$197,570		\$39,196			\$268,544	\$5,992	\$156,141	\$72,540
Federal Funding Total		\$236,766									
State Funding Total		\$268,544									
Local Funding Total		\$234,673									
Total Funding (000's)		\$739,983									



Capital Funding Program Report

Pending Approval by OCTA Board of Directors (Board) - October 11, 2021

Board Action:

1. Approve the guidelines and funding distribution of \$10.931 million of CRRSAA Highway Infrastructure Programs funding to local agencies for street and road rehabilitation and maintenance through the 2021 Pavement Management Relief Funding Program.

Acronyms

ARRA - American Recovery and Reinvestment Act
Call - Call for Projects
CMAQ - Congestion Mitigation Air Quality Improvement Program
CRRSAA - Coronavirus Response and Relief Supplemental Appropriations Act of 2021
CTFP - Combined Transportation Funding Programs
FTA - Federal Transit Administration
FY - Fiscal Year
I-5 - Interstate 5
M Code - Project Codes in Measure M1 and M2
M1 - Measure M1
M2 - Measure M2
OCTA - Orange County Transportation Authority
SB 1 - Chapter 5, Statutes of 2017
SR-57 - State Route 57
SCCP - Solutions for Congested Corridors Program
SCAG - Southern California Association of Governments
STBG - Surface Transportation Block Grant
STIP - State Transportation Improvement Program