



## COMMITTEE TRANSMITTAL

**February 13, 2023**

**To:** Members of the Board of Directors

**From:** Andrea West, Interim Clerk of the Board

**Subject:** Escalation Rate Adjustments Recommendations for Prior Regional Capacity Program and Regional Traffic Signal Synchronization Program Allocations

### Regional Transportation Planning Committee Meeting of February 6, 2022

**Present:** Directors Do, Chaffee, Dumitru, Federico, Foley, and Harper

**Absent:** Director Khan

### **Committee Vote**

This item was passed by the Members present.

### **Committee Recommendations**

- A. Approve one-time construction escalation adjustments to four previously approved (2020, 2021) Regional Capacity Program projects in the amount of \$2,751,877, increasing the overall Measure M2 award from \$13,905,846 to \$16,657,723.
- B. Approve one-time construction escalation adjustments to four previously approved (2020, 2021) Regional Traffic Signal Synchronization Program projects in the amount of \$1,599,615, increasing the overall Measure M2 award from \$9,377,300 to \$10,976,915.
- C. Approve a one-time right-of-way escalation adjustment to one previously approved 2018 Regional Capacity Program project in the amount of \$1,410,134, increasing the overall Measure M2 award from \$7,494,000 to \$8,904,134.
- D. Approve a modification to the Temporary Policy to apply escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program prior allocation related to right-of-way requirements.



**February 6, 2023**

**To:** Regional Transportation Planning Committee

**From:** Darrell E. Johnson, Chief Executive Officer

**Subject:** Escalation Rate Adjustment Recommendations for Prior Regional Capacity Program and Regional Traffic Signal Synchronization Program Allocations

### **Overview**

The Orange County Transportation Authority's Regional Capacity Program and Regional Traffic Signal Synchronization Program allocate Measure M2 streets and roads funds for roadway and signal improvement projects through a competitive process. Due to recent extraordinary inflationary pressures, the Board of Directors authorized staff to accept escalation adjustment requests from local jurisdictions for existing project commitments that meet certain criteria. Staff has evaluated these requests, and a list of eligible projects with recommended one-time escalation adjustments is presented for Board of Directors' review and approval.

### **Recommendations**

- A. Approve one-time construction escalation adjustments to four previously approved (2020, 2021) Regional Capacity Program projects in the amount of \$2,751,877, increasing the overall Measure M2 award from \$13,905,846 to \$16,657,723.
- B. Approve one-time construction escalation adjustments to four previously approved (2020, 2021) Regional Traffic Signal Synchronization Program projects in the amount of \$1,599,615, increasing the overall Measure M2 award from \$9,377,300 to \$10,976,915.
- C. Approve a one-time right-of-way escalation adjustment to one previously approved 2018 Regional Capacity Program project in the amount of \$1,410,134, increasing the overall Measure M2 award from \$7,494,000 to \$8,904,134.

- D. Approve a modification to the Temporary Policy to apply escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program prior allocation related to right-of-way requirements.

***Background***

Measure M2 (M2) includes two competitive streets and roads programs known as the Regional Capacity Program (RCP) and the Regional Traffic Signal Synchronization Program (RTSSP). These programs target projects that improve mobility by considering factors such as degree of congestion relief, cost-effectiveness, and project readiness and allocate M2 funds on a competitive basis through the Comprehensive Transportation Funding Programs (CTFP).

Both programs are included in the CTFP, which serves as the mechanism through which Orange County Transportation Authority (OCTA) staff administers the RCP and RTSSP, as well as other M2 competitive transit and environmental cleanup programs. The CTFP allocates funds for the RCP and RTSSP through an annual call for projects (call) based on a common set of guidelines and scoring criteria. The CTFP guidelines are developed in collaboration with the OCTA Technical Advisory Committee (TAC), which includes representatives from all of Orange County's 35 local jurisdictions, and are ultimately approved by the OCTA Board of Directors (Board).

In adherence to the CTFP guidelines, OCTA staff and the TAC review, evaluate, score, and recommend funding allocations to the Board. Once awarded funding by the Board, a project cannot receive additional allocations of M2 funds due to the competitive nature of these programs and as prescribed in the CTFP guidelines. As such, M2 funding that is allocated through CTFP calls requires that local jurisdictions commit to covering any project cost overruns that may occur after a project is allocated.

At the May 2022 TAC meeting, the committee requested that OCTA consider ways to help local jurisdictions accommodate considerable cost increases for projects entering right-of-way (ROW) and construction phases. The issue involves projects which had been allocated RCP and RTSSP funding in recent years and have not started due to the coronavirus pandemic or other factors. Local jurisdictions indicated that they are experiencing extraordinary cost increases in projects due to increases in the cost of materials and labor due to shortages, supply chain issues, and extraordinary inflation.

As background, the CTFP guidelines provide that at time of Board award, OCTA applies an escalation factor to RCP grants for ROW and construction phases after a project is selected for an allocation. The escalation for years two and three of the call funding cycle is applied based on the Engineering News Record Construction Cost Index (ENR CCI) 20-city average rate that is available when the Board awards the grants. Prior to the pandemic, typical changes to the ENR CCI rates result in escalation factors around two to three percent annually. Following the pandemic, based on the published ENR CCI rate combined with M2 economic forecasts, an aggregate or cumulative escalation of 21 percent is the approximate rate of escalation through fiscal year 2023.

On August 8, 2022, the Board authorized temporary policy changes to address project challenges. The temporary policies, described in Attachment A and Attachment B, provided two options for local jurisdictions:

1. To participate in a flexible reapplication process in the current 2023 CTFP call.
2. Request an escalation adjustment to existing RCP and RTSSP allocations.

Both one-time options are limited to existing RCP and RTSSP allocations previously programmed through the 2018, 2019, 2020, and 2021 calls that satisfy a list of eligibility criteria. OCTA committed to return to the Board for consideration of the escalation to existing allocations based on requests from local jurisdictions.

### ***Discussion***

OCTA received nine escalation adjustment requests comprised of five RCP projects and four RTSSP projects as further detailed in Attachment C. Staff reviewed all request packages to ensure completion, accuracy, and compliance with Board-approved temporary policy requirements. The eligibility criteria reviewed included confirmation that construction phases were not under a contract, verification of council approval to also increase the required local match, and review of the acquisition status of all parcels included in ROW phases. During the review process, staff worked with local jurisdictions to calculate escalation rate adjustments for project allocations and the proportionate local funding commitment.

Based upon these reviews, staff recommends an escalation adjustment to the construction phases of four RCP projects, totaling \$2,751,877 in additional M2 funds. The M2 RCP funding adjustments support arterial capacity benefits for two City of Santa Ana projects and two City of Yorba Linda projects, which are expected to require an additional total local match commitment of \$754,007.

With respect to the four RTSSP requests, staff recommends an escalation adjustment to the primary implementation phases of all four projects, totaling \$1,599,615 in additional M2 funds. The M2 RTSSP funding adjustment supports one project programmed through the 2020 call and led by the City of Huntington Beach and three projects programmed through the 2021 call, with implementation efforts being led by OCTA staff at the request of lead applicant agencies from the cities of Irvine, Lake Forest, and Santa Ana. Among the partnering agencies for each corridor, the M2 escalation adjustment would result in an additional local match commitment of \$685,317 towards construction.

Lastly, an escalation adjustment to the ROW phase of one RCP request submitted by the City of Santa Ana (City) for Warner Avenue arterial improvements, between Oak Street and Standard Avenue, is recommended, totaling \$1,410,134 in increased M2 funding and \$470,045 in additional local match funding. In order to implement this recommendation, the Board is requested to also authorize an update to the temporary policy specifying that requests to adjust allocations for escalation must be submitted before a purchase agreement has been fully executed for property as part of the ROW phase instead of before an initial offer has been made. The City believed that not awarding a construction contract would satisfy the requirement of this segment of Warner Avenue arterial improvements for both the ROW and construction allocations. The ROW phase was included in the policy at the City's request and is the only agency that would qualify for ROW escalation, under the modified policy. Approval of the proposed modification to the escalation policy, as red-lined in Attachment D, is recommended in light of the unique circumstance.

The overall escalation adjustment recommendation of \$5,761,626, as detailed in Attachment E, is within the estimated impact of \$5 million to \$9 million reported to the Board in August 2022. It should be noted that of the nine recommended adjustments requests, three projects recommended for \$2.4 million in escalation adjustments may be alternatively funded through the 2023 call.

#### **Next Steps**

With Board approval of these recommendations, staff will initiate the execution of amended letter agreements between OCTA and the appropriate local jurisdictions. Once these agreements are executed, local jurisdictions are authorized to proceed and seek M2 reimbursement for their respective eligible project costs.

***Summary***

Escalation adjustment recommendations that will provide an additional \$5.76 million in M2 funding from the RCP and RTSSP programs to nine projects, increasing the overall M2 award from \$30.78 million to \$36.54 million, are presented for Board approval.

***Attachments***

- A. Temporary Policy for Flexible Cancellation of Project Allocations to Reapply and Pre-Award Authority
- B. Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation
- C. Escalation Rate Adjustment Request Recommendations
- D. Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation – Proposed Revisions
- E. CTFP Temporary Policy for Inflation – Escalated Funding Allocation Recommendations

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## Temporary Policy for Flexible Cancellation of Project Allocations to Reapply and Pre-Award Authority

**Issue:** Considering the extraordinary inflationary impacts currently being experienced, local jurisdictions have requested that the Orange County Transportation Authority (OCTA) consider the flexibility for local jurisdictions to apply for Comprehensive Transportation Funding Programs (CTFP) funds in the upcoming 2023 call for projects (call) for the same project that was approved in a prior grant cycle. This would allow the local jurisdictions to cancel the prior grant if successful in the new grant cycle or retain the prior grant if not successful in the new grant cycle. Further, local jurisdictions requested that OCTA consider pre-award authority.

**Background:** Currently, if a local jurisdiction wishes to cancel a project phase that has been allocated funds through a CTFP call for Project O Regional Capacity Program (RCP) and Project P Regional Traffic Signal Synchronization Program (RTSSP), and reapply for that phase in a future call, then the agency would typically cancel that project before applications are due in October. This would typically take place as part of the preceding September semi-annual review.

**Board-Approved Request:** Under this request, OCTA will accept project applications from local jurisdictions that were previously approved in a prior call. The following conditions would apply:

- As part of the new application, the local jurisdiction must agree to a condition that if the project has an existing allocation and submits a new application for funding that is approved by the Board of Directors (Board), the original allocation will be cancelled in its entirety.
- OCTA would require that the funds made available from the cancelled project phase will roll into the 2023 call.
- The application for 2023 call must be a complete application for the full funding request under the terms of the 2023 call guidelines.
- The scope in the application must be generally the same as the original project. In most cases, any expansion of project limits from the original application is not acceptable.
- A project is only eligible to be considered under a new application if the contract has not been awarded for construction phase for RCP projects, a notice to proceed issued for RTSSP projects, or offer letters issued for right-of-way phase. Work cannot have started for the phase that is submitted for consideration of funding in the 2023 call.
- OCTA will allow pre-award authority for projects approved by the Board (typically May) and before the start of the next fiscal year (July). OCTA will not reimburse costs or count toward match secondary contract or internal staff costs that occur prior to Board approval.

## **Temporary Policy for Flexible Cancellation of Project Allocations to Reapply and Pre-Award Authority**

- The estimated timeline would be:
  - August/September 2022– OCTA issues call, subject to Board approval.
  - October 2022 – Applications due, must include the condition statement, must also request pre-award authority (and advancement to award contract) prior to July 1, 2023.
  - February 2023 – Request to cancel project is submitted as part of the March semi-annual review.
  - March 2023 – Technical Steering Committee and Technical Advisory Committee meetings with allocation recommendations, funding target would be increased to incorporate funds from existing projects that will be cancelled.
  - May 2023 – Planned Board action to approve 2023 call allocations. If pre-award authority and advancement are requested, jurisdiction may award a contract immediately following Board approval.
  - May/June 2023 – Staff sends notification to allocated applicants who reapplied for projects through this process that the original project allocation has been cancelled.
- If agreed to, changes will be recommended for the project application form to include the condition statement to cancel existing allocation and a check box for requesting pre-award authority.



## **Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation**

**Issue:** Considering the extraordinary inflationary impacts currently being experienced, local jurisdictions have requested that the Orange County Transportation Authority (OCTA) consider adjusting Measure M2 (M2) Project O Regional Capacity Program (RCP) and Project P Regional Traffic Signal Synchronization Program (RTSSP) project allocations for inflation based on the actual Engineering News Record (ENR) Construction Cost Index (CCI) as these projects approach the start of right-of-way (ROW) and construction phase work.

**Background:** Escalation is normally applied using the ENR CCI based on the 20-city average at funding allocation to RCP projects that are allocated funds for ROW and construction phase and are programmed in years two and three, consistent with precept 12 and the project cost escalation as described on page 2-4 of Chapter 2 – Project Programming in the Comprehensive Transportation Funding Programs (CTFP) guidelines. This practice of applying escalation at allocation will not change.

**Board-Approved Request:** OCTA will apply an updated ENR CCI based on the actual 20-city average rate to the original RCP or RTSSP funding allocation from the 2018, 2019, 2020, and 2021 calls for projects (call) for implementation, ROW, and construction, for fiscal years (FY) 2020-21, 2021-22 and an estimate for FY 2022-23 as applicable, subject to the following requirements:

- The request to adjust the allocation for escalation must be made by the local jurisdiction before an initial offer(s) has been made for property for ROW phase or before the local jurisdiction has awarded the construction contract for the RCP or issued a purchase order for RTSSP implementation. This request is expected to be presented to the Board of Directors (Board) in December 2022, in concert with the September 2022 semi-annual review.
- Requests for escalation must be submitted no later than October 14, 2022, with resolutions due no later than November 9, 2022.
- An escalation request can only be made for projects that were allocated RCP and RTSSP funds for implementation, ROW, or construction through the 2018, 2019, 2020, and 2021 CTFP calls.
- The request must include a resolution from the city council or Board of Supervisors that the jurisdiction is:
  - Authorized to request OCTA to apply an escalation adjustment to the original allocation,
  - Has justification due to local jurisdiction-specific reasons,
  - Committing to meeting its original match rate and identifies the additional jurisdictional funding that will be added to the project to ensure the match requirement is met,
  - Notes the original allocation amount and year funds are programmed for ROW and construction, and
  - For ROW, identifies how much of the M2 funding has been committed based on offer letters and how much remains to be escalated.

## **Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation**

- OCTA will provide the escalation rate that will be applied for the FY noted above and will be based on the ENR CCI 20-city average as of June for FY 2020-21 and FY 2021-22, and as of September for FY 2021-22 and FY 2022-23.
- OCTA will provide local jurisdictions with a document that identifies the escalation rate that was applied for each call cycle by programming year.
- In order to calculate the escalation rate for project allocations that were already escalated for FY 2020-21, FY 2021-22, and FY 2022-23, OCTA will strip out the escalation for those allocations for those years and then apply the adjusted escalation rate.
- For a ROW phase that is underway, the local jurisdiction must provide how much of the grant funding remains based on parcels for which the local jurisdiction has not already issued an offer letter.
- The match rate will not change, and eligible project costs will be reimbursed consistent with CTFP guidelines and the original match rate. This would require the local jurisdiction to increase local funding at a minimum, proportionate to the updated allocation amount.
- The escalation adjustment will be considered for approval by the Board either as part of the semi-annual review process or concurrent with the September 2022 semi-annual review.
- Once the request for an escalation adjustment has been acknowledged as received by OCTA through an OCTA acknowledgement letter, the local jurisdiction could proceed to contract award or offer letter, or issuance of purchase order, under its own risk that the requested allocation adjustment may not be approved by the Board and the local jurisdiction would be responsible for the cost.
- The initial payment cannot be made to the local jurisdiction until the Board approves the escalation adjustment to the allocation.
- For a ROW phase that has already received an initial payment, the additional funding provided through escalation will be provided in the final payment, if applicable.
- The local jurisdiction can only request an escalation adjustment once per project phase and allocation.
- Escalation adjustments will only be considered if there is sufficient Project O or Project P funding to support the adjustment. It should be noted that the escalation adjustments will reduce the amount of funding that is available for future calls.

## Escalation Rate Adjustment Request Recommendations

### Construction Cost Index Escalation Factors, FY 2018 - 2023

	FY 2018 <sup>1</sup>	FY 2019 <sup>1</sup>	FY 2020 <sup>1</sup>	FY 2021	FY 2022 <sup>2</sup>	FY 2023
ENR CCI	Jun-18	Jun-19	Jun-20	Jun-21	Jun-22	Sep-22 <sup>3</sup>
20 City Average	3.4%	1.8%	1.5%	5.9%	8.2%	5.7%

### Escalation Adjustments: Project-Phase Summary

Project / Phase	Eligible Call Years				Total Projects	Additional Escalation Funding		
	2018	2019	2020	2021		M2 Request Adjustment	Match <sup>4</sup>	Total
Project O Construction			3	1	4	\$ 2,751,877	\$ 754,007	\$ 3,505,884
Project P Implementation			1	3	4	\$ 1,599,615	\$ 685,317	\$ 2,284,932
Project O Right-of-Way	1				1	\$ 1,410,134	\$ 470,045	\$ 1,880,179
<b>Totals</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>9</b>	<b>\$ 5,761,626</b>	<b>\$ 1,909,369</b>	<b>\$ 7,670,995</b>

<sup>1</sup> Historical information provided for information and comparison purposes.

<sup>2</sup> Projects programmed for in 2022 call received year one 8.4% escalation. Not included in eligible call years.

<sup>3</sup> ENR CCI at September applied for FY 2023 to align with escalation request deadline.

<sup>4</sup> Actual match is determined through the project match rate and not by dollar amount.

#### Acronyms

Call - Call for Projects

CCI - Construction Cost Index

ENR - Engineering News Record

FY - Fiscal Year

M2 - Measure M2

## **Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation – Proposed Revisions**

**Issue:** Considering the unusual inflationary impacts currently being experienced, jurisdictions have requested that the Orange County Transportation Authority (OCTA) consider adjusting Project O Regional Capacity Program (RCP) and Project P Regional Traffic Signal Synchronization Program (RTSSP) project allocations for inflation based on the actual Engineering News Record (ENR) Construction Cost Index (CCI) as these projects approach the start of right-of-way (ROW) and construction phase work.

**Background:** Escalation is normally applied based on the ENR CCI based on the 20 city average at funding allocation to RCP projects that are allocated funds for ROW and construction phase and are programmed in years two and three, consistent with precept 12 and the project cost escalation as described on page 2-4 of Chapter 2 – Project Programming in the Comprehensive Transportation Funding Programs (CTFP) guidelines. This practice of applying escalation at allocation will not change.

**Board-Approved Proposal:** OCTA staff will apply an updated ENR CCI based on the actual 20 city average rate to the original Measure M2 (M2) RCP or RTSSP funding allocation from the 2018, 2019, 2020, and 2021 calls for projects (calls) for implementation, ROW, and construction, for fiscal years (FY) 2021, 2022 and an estimate for FY 2023 as applicable, subject to the following requirements:

- The request to adjust the allocation for escalation must be made by the jurisdiction before ~~an initial offer(s) has been made~~ a purchase agreement has been fully executed for property for ROW phase or before the jurisdiction has awarded the construction contract for the RCP or issued a purchase order for RTSSP implementation. This request is expected to be presented to the Board of Directors (Board) in December 2022, in concert with the September 2022 semi-annual review.
- Requests for escalation must be submitted no later than October 14, 2022, with resolutions due no later than November 9, 2022.
- An escalation request can only be made for projects that were allocated RCP and RTSSP funds for implementation, ROW or construction through the 2018, 2019, 2020, and 2021 CTFP calls.
- The request must include a resolution from the city council or Board of Supervisors that the jurisdiction is:
  - Authorized to request OCTA to apply an escalation adjustment to the original allocation,
  - Has justification due to jurisdiction-specific reasons,
  - Committing to meeting its original match rate and identifies the additional jurisdictional funding that will be added to the project to ensure the match requirement is met,
  - Notes the original allocation amount and year funds are programmed for ROW and construction, and

## **Temporary Policy to Apply Escalation to Project O Regional Capacity Program and Project P Regional Traffic Signal Synchronization Program Prior Allocation – Proposed Revisions**

- For ROW, identifies how much of the M2 funding has been committed based on offer letters and how much remains to be escalated.
- OCTA will provide the escalation rate that will be applied for the FY noted above and will be based on the ENR CCI 20 city average as of June for FY 2021 and FY 2022, and as of September for FY 2022 and FY 2023.
- OCTA will provide agencies with a document that identifies the escalation rate that was applied for each call cycle by programming year.
- In order to calculate the escalation rate for project allocations that were already escalated for FY 2021, FY 2022, and FY 2023, OCTA will strip out the escalation for those allocations for those years and then apply the adjusted escalation rate.
- For ROW phase that is underway, the jurisdiction must provide how much of the grant funding remains based on parcels for which the jurisdiction has not already issued an offer letter executed a purchase agreement.
- The match rate will not change, and eligible project costs will be reimbursed consistent with CTFP guidelines and the original match rate. This would require the jurisdiction to increase local funding at a minimum, proportionate to the updated allocation amount.
- The escalation adjustment will be considered for approval by the Board either as part of the semi-annual review process or concurrent with the September 2022 semi-annual review.
- Once the request for an escalation adjustment has been acknowledged as received by OCTA through an OCTA acknowledgement letter, the jurisdiction could proceed to contract award or offer letter or issuance of purchase order under its own risk that the requested allocation adjustment may not be approved by the OCTA Board and the jurisdiction would be responsible for the cost.
- The initial payment cannot be made to the jurisdiction until the Board approves the escalation adjustment to the allocation.
- For ROW phase that has already received an initial payment, the additional funding provided through escalation will be provided in the final payment, if applicable.
- The jurisdiction can only request an escalation adjustment once per project phase and allocation.
- Escalation adjustments will only be considered if there is sufficient Project O or Project P funding to support the adjustment. It should be noted that the escalation adjustments will reduce the amount of funding that is available for future calls.

CTFP Temporary Policy for Inflation - Escalated Funding Allocation Recommendations

Regional Capacity Program (RCP) Construction Projects									
No.	Project Number	Agency	Project Title	Fund	Phase	M2 Original Allocation	M2 Additional Escalation	M2 Revised with Escalation	% Change with Escalation
1	20-SNTA-ACE-3968 <sup>1</sup>	Santa Ana	Bristol Street Improvements Phase 3A - Civic Center Drive to Washington Avenue	ACE	CON	\$ 3,273,573	\$ 691,217	\$ 3,964,790	21%
2	20-SNTA-ACE-3969 <sup>1</sup>	Santa Ana	Bristol Street Improvements Phase 4 - Warner Avenue to St. Andrew Place	ACE	CON	\$ 7,501,206	\$ 1,583,885	\$ 9,085,091	21%
3	20-YLND-ACE-3970	Yorba Linda	Bastanchury Road Improvements	ACE	CON	\$ 2,651,605	\$ 375,536	\$ 3,027,141	14%
4	21-YLND-ACE-3998 <sup>1</sup>	Yorba Linda	Lakeview Avenue Widening from Bastanchury Road to Oriente Drive	ACE	CON	\$ 479,462	\$ 101,239	\$ 580,701	21%
RCP CON Totals						\$ 13,905,846	\$ 2,751,877	\$ 16,657,723	19% Average
Regional Traffic Signal Synchronization Program (RTSSP) Primary Implementation <sup>2</sup> Projects									
No.	Project Number	Agency	Project Title	Fund	Phase	M2 Original Allocation	M2 Additional Escalation	M2 Revised with Escalation	% Change with Escalation
1	20-HBCH-TSP-3973	Huntington Beach	Bolsa Chica Street TSSP (Chapman Avenue to Warner Avenue)	RTSSP	IMP	\$ 1,446,240	\$ 249,158	\$ 1,695,398	17%
2	21-OCTA-TSP-4000	Irvine*	Alton Parkway RTSSP	RTSSP	IMP	\$ 2,819,350	\$ 471,253	\$ 3,290,603	17%
3	21-OCTA-TSP-4001	Lake Forest*	Portola Parkway/Santa Margarita Parkway TSSP	RTSSP	IMP	\$ 2,138,998	\$ 352,866	\$ 2,491,864	16%
4	21-OCTA-TSP-4002	Santa Ana*	First Street/Bolsa Avenue Regional Traffic Signal Synchronization	RTSSP	IMP	\$ 2,972,712	\$ 526,338	\$ 3,499,050	18%
RTSSP Primary Implementation Totals						\$ 9,377,300	\$ 1,599,615	\$ 10,976,915	17% Average
Regional Capacity Program (RCP) Right-of-Way (ROW) Project									
No.	Project Number	Agency	Project Title	Fund	Phase	M2 Original Allocation	M2 Additional Escalation	M2 Revised with Escalation	% Change with Escalation
1	18-SNTA-ACE-3909	Santa Ana	Warner Avenue Improvements - (Oak Street to Standard Avenue)	ACE	ROW	\$ 7,494,000	\$ 1,410,134	\$ 8,904,134	19%
RCP ROW Totals						\$ 7,494,000	\$ 1,410,134	\$ 8,904,134	19%
GRAND TOTALS						\$ 30,777,146	\$ 5,761,626	\$ 36,538,772	19% Average

\*Lead applicant for OCTA-led RTSSP project

<sup>1</sup> Reapplication request in the 2023 call for projects also submitted for consideration. However, if reapplication is successful, agency must cancel existing grant in its entirety before programming recommendations are advanced to the OCTA Board for approval. OCTA shall reprogram funds derived from project cancellations, including escalation adjustments if approved by the Board (totaling \$2,376,342 for all three reapplications), in future calls for projects.

<sup>2</sup> Includes escalation for applicable construction items. Funding considered available to the entire phase.

**Acronyms**  
ACE - Arterial Capacity Enhancements  
Board - Board of Directors  
CON - Construction  
CTFP - Comprehensive Transportation Funding Programs  
IMP - Primary Implementation  
M2 - Measure M2  
OCTA - Orange County Transportation Authority  
TSSP - Traffic Signal Synchronization Program