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Attachment D

**Funding and Financing
Strategy Report**

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1.0 Introduction: Funding RNI Projects

This document serves as a resource for establishing a list of potential funding sources and financing strategies to use for funding Metro Rail Network Integration (RNI) Study recommendations. To organize the process of matching funding sources to projects, each RNI project or program was assigned a category.

These categories include Station Assessment Improvements; Wayfinding; First/Last Mile: motorized access; First/Last Mile: active transportation; Transit Operations; Safety; and Security:

- **Station Assessment Improvements** refer to projects that improve amenities at transit stations and stops, such as lighting, seating, and user comfort.
- **Wayfinding** refers to projects that improve or install signage guiding people to transit stations and stops.
- **First/Last Mile** refers to projects that help users navigate the first and last mile between their homes and transit, or from other destinations and transit. This category is broken down into projects that aid motorized users, such as vehicle users, and projects that aid active transportation users, such as pedestrians or cyclists.
- **Transit Operations** refers to the costs that transit operators incur for operations, maintenance, and programs.
- The **Safety** category refers to projects or programs that reduce the likelihood of injury.
- **Security** projects and programs improve the physical or digital infrastructure of a location to reduce risks of any intentional harm done by others.

2.0 Establishing Federal, State and Local Funding

Federal Funding

This section describes opportunities to pursue federal funding.

[The Bipartisan Infrastructure Bill \(BIL\) and Past Federal Authorizations](#)

The Bipartisan Infrastructure Bill (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), was signed into law November 15, 2021, and authorized \$1.2 trillion for transportation and infrastructure spending (H.R.3684 - Infrastructure Investment and Jobs Act). \$550 billion of this funding is dedicated toward “new” investments and programs over fiscal years 2022 through 2026. The program will award competitive grants to new infrastructure projects, including active transportation facilities for bicyclists and pedestrians. A number of the below funding sources were established or are funded by the BIL. Additionally, the Inflation Reduction Act, signed into law on August 16, 2022, provides over \$5 billion from the General Fund in Fiscal Year 2022, with funds available through September 30, 2026.

The BIL supersedes the prior federal surface transportation legislation, the Fixing America’s Surface Transportation (FAST) Act, which authorized \$305 billion over fiscal years 2016 through 2020. The FAST Act, signed into law in 2015, funded critical transportation projects, such as new highway and transit lines. The FAST Act was preceded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in 2012. MAP-21 provided funding of over \$105 billion for fiscal years 2013 and 2014, and was extended through 2015. Prior to that, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted in 2005 to fund federal surface transportation programs through 2011.

[Reconnecting Communities and Neighborhoods Program \(RCN\) – USDOT](#)

The BIL established the Reconnecting Communities Program (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. It is the first-ever federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports:

- Planning grants;
- Capital construction grants; and
- Technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

A local past recipient of the RCP Program, the City of Long Beach, received \$30 million to remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. This may be applicable to similar RNI Study proposed improvements at the Norwalk C Line Station, as well as others.

In 2023, The Office of the Secretary of Transportation (OST) released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which combined two major discretionary grants into one NOFO. The NAE was established by the Inflation Reduction Act (IRA). Together, this combined program is known as the

Reconnecting Communities and Neighborhoods (RCN) Program. While they remain separate programs for the purposes of award, the programs share many common characteristics. Combined, these programs are planned to award the following funding: \$1.15 billion in Capital Construction projects, \$185 million in Community Planning projects, and \$450 million in Regional Partnerships projects. This is a potential funding source for First/Last Mile projects identified by RNI.

[The Nationally Significant Multimodal Freight & Highway Projects \(INFRA\) – USDOT](#)

INFRA (the Nationally Significant Multimodal Freight & Highway Projects program) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Multiple RNI projects, including railway grade separations, could utilize this funding source.

[Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) – USDOT](#)

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly known as Better Utilizing Investments to Leverage Development (BUILD) or Transportation Investment Generating Economic Recovery (TIGER) grants, fund major capital projects and can flexibly fund multimodal projects. This program prioritizes surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. A key step to winning these grants for active transportation projects is a benefit-cost analysis, which often involves nonstandard approaches to the quantification of benefits. Agencies can incorporate bicycle and pedestrian improvements into larger projects in applications for RAISE funding. For example, in 2019, the program awarded \$14.4 million to the Waterway Village Multimodal Access Project in Baldwin, Alabama. This project will include a new pedestrian bridge over a waterway and approximately three miles of complete streets (USDOT, 2019).

[Thriving Communities Program \(TCP\) – USDOT](#)

Funded with an initial \$25 million through the Consolidated Appropriations Act of 2022, the United States Department of Transportation (USDOT) Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. In the Consolidated Appropriations Act of 2023, Congress appropriated an additional \$25 million to USDOT for the program. The City of Anaheim was a 2022 recipient of this funding to support providing safe, affordable, efficient access to zero-emission transit across six disadvantaged census tracts, including robust public-private partnerships to ensure public engagement in planning the Katella Avenue bus rapid transit line. This program may be relevant for planning new bus routes proposed as part of the RNI study.

[Railroad Rehabilitation & Improvement Financing \(RRIF\) – USDOT](#)

The Railroad Rehabilitation & Improvement Financing (RRIF) program was established by the Transportation Equity Act for the 21st Century (TEA-21) and amended by the Safe Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the Rail Safety Improvement Act of 2008, and the Fixing America's Surface Transportation (FAST) Act. Under this program, the Department of Transportation is authorized to provide direct loans and loan guarantees

up to \$35 billion to finance development of railroad infrastructure. This funding source may be used for RNI projects to acquire, improve, or rehabilitate intermodal and/or rail equipment and/or facilities.

[The Surface Transportation Block Grant \(STBG\) – FHWA](#)

The Surface Transportation Block Grant (STBG) program provides flexible funding to states for use on a variety of modes, typically for major projects. Projects are proposed by local agencies and the state for selection by Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) in cooperation with the state. Projects must be included in an approved Federal Statewide Transportation Improvement Program (FSTIP). For example, in Missoula, Montana, STBG funds are helping replace the Russell Street bridge over the Clark Fork River. The project includes 5.5-foot-wide raised bicycle lanes, as well as bicycle and pedestrian crossings, which will provide connections to the riverfront and the Milwaukee Trail (Montana Department of Transportation, 2018).

[Transportation Alternatives \(TA\) Set-Aside – FHWA](#)

The Transportation Alternatives (TA) Set-Aside from the STBG program provides funds for smaller-scale transportation projects, such as pedestrian and bicycle facilities, historic preservation, vegetation management, environmental mitigation, recreational trails, and Safe Routes Partnership projects. Projects eligible under the TA Set-Aside also are eligible under STBG (FHWA, 2021). This could be applicable for First/Last Mile: active transportation projects identified by RNI.

[Congestion Mitigation and Air Quality Improvement Program \(CMAQ\) – FHWA](#)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds surface transportation projects that improve air quality and reduce congestion. Bicycle and pedestrian projects are eligible for CMAQ funds (FHWA, 2021). All states receive CMAQ funds, which must be spent in areas that do not meet National Ambient Air Quality Standards or have recently become compliant. For example, CMAQ funds helped pay for construction for the Hampline bikeway in Memphis.

[Highway Safety Improvement Program \(HSIP\) – FHWA](#)

Highway Safety Improvement Program (HSIP) funds can be used for bicycle and pedestrian safety projects, including on and off-road projects, that focus on bicycle and pedestrian safety. For example, the Oregon Department of Transportation (ODOT) developed the All Roads Transportation Program to allocate HSIP funding through a data-driven process that considers all roads, regardless of roadway ownership (ODOT, 2018). Through this program, HSIP funds helped deliver the Commercial-Vista Corridor Project, a set of aesthetic and infrastructure improvements along the Commercial Street SE corridor. These improvements included bicycle lanes and protections for pedestrian crossings (ODOT, 2021).

[Urbanized Area Formula Program – FTA](#)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. Many federal transit programs can fund active transportation improvements. The Federal Transit Administration (FTA) encourages transit agencies to improve active transportation access when making transit improvements. Under the Urbanized Area Formula Program, for instance, recipients can fund bicycle routes to transit facilities and bicycle racks and shelters at transit facilities. For example, the Utah Transit Authority received funding

through the Grants for Buses and Bus Facilities Program (49 U.S.C. 5339) to improve bus stops in the Salt Lake City area. These improvements include bike racks (FTA, 2019). Eligible projects and programs that are proposed by the RNI study include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses; crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

[Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\) – FTA](#)

The Pilot Program provides funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. In 2022, Metro was selected to receive \$1 million to plan for transit-oriented-development (TOD) along the proposed West Santa Ana Branch Transit Corridor, as well as an additional \$960,000 for a study of the Union Station/Civic Center Transit District that focuses on supporting equity, sustainability and connectivity to jobs around L.A.'s regional transit hub and historic downtown. This program could be applicable to RNI station areas, especially Van Nuys and Norwalk study areas, as TOD planning has been underway in the Burbank study area by Metro and California High-Speed Rail.

[Areas of Persistent Poverty Program \(AOPP\) – FTA](#)

The Areas of Persistent Poverty Program (AOPP) awards grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code, to assist Areas of Persistent Poverty or Historically Disadvantaged Communities (HDC). AOPP- and HDC-designated census tracts are present within RNI Study Areas according to FTA's mapping tool. Prior recipient projects have included first- and last-mile improvements, commuter shuttles, fixed-route transit systems, and bus stop accessibility improvements, all of which are similar to the improvements proposed by this study.

[Railway Highway Crossing Program \(Section 130\) – FHWA](#)

The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. The Section 130 funds apportionment can be used for any hazard elimination project, including protective devices. The BIL extends eligibility beyond prior legislation to include projects at grade crossings to eliminate hazards posed by blocked crossings due to idling trains. Proposed pedestrian and cyclist improvements by freeway ramps in the RNI Study may be applicable for this funding.

[National Highway Performance Program \(NHPP\) – FHWA](#)

The National Highway Performance Program (NHPP) focuses on the performance of the National Highway System (NHS). Pedestrian and bicycle transportation projects associated with NHS facilities are eligible (FHWA, 2021). For example, Washington State Department of Transportation (WSDOT) allocated NHPP funds for a set of pedestrian mobility and safety improvements on Columbia Center Boulevard (WSDOT, 2018).

[Transportation Infrastructure Finance and Innovation Act Loans – USDOT](#)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) created a federal program that provides credit assistance for surface transportation projects in the form of loans, loan guarantees, and standby lines of credit. TIFIA is most useful for large-scale projects. Agencies can incorporate active transportation elements into larger-scale projects that use TIFIA loans.

For example, the City of Chicago and Chicago Department of Transportation used a TIFIA loan for expansion of the Riverwalk, a 0.7-mile public walkway connecting the lakefront to downtown Chicago, and reconstruction of Wacker Drive. A \$98.7 million TIFIA loan financed the walkway and road reconstruction in conjunction with federal, state, and local funds. A pledge of the City's share of state motor fuel tax revenue and project revenue served as a security for the TIFIA loan.

Metro previously received TIFIA credit for the Westside Purple Line Extension in 2016, so similar funding may be available for the rail extension proposed by RNI.

[Restoration and Enhancement Grant Program – FRA](#)

This program funds operating assistance grants for initiating, restoring, or enhancing intercity passenger rail transportation. Projects eligible for funding under this grant program include: additional frequency of current service, offering new on-board services, establishing new service, extension of current service, and restoration of previously operated service. Relevant improvements proposed by the RNI Study are the rail service extensions in the City of Norwalk.

[Consolidated Rail Infrastructure & Safety Improvements \(CRISI\) Grant – FRA](#)

The purpose of the Consolidated Rail Infrastructure & Safety Improvements (CRISI) Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Eligible uses include the deployment of railroad safety technology, capital projects that address congestion challenges affecting rail service, reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure, many of which are proposed in the RNI Study.

[FTA Capital Investment Grants Program – FTA](#)

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. The \$8 billion funding for this grant program between fiscal year 2022 and fiscal year 2026 is split between New Starts, Small Starts, and Core Capacity improvements. New Starts projects may include acquisition of real property, rolling stock, rights-of-way, and relocation. Small Starts projects must be either new fixed guideway projects, extensions of fixed guideway projects, or corridor-based BRT projects with a total estimated capital cost of less than \$400 million. Core Capacity projects can include capital costs related to increasing capacity. The RNI Study proposes rail extension improvements, such as the C Line, and capacity-building improvements, such as at Norwalk/Santa Fe Springs Station, that may fit within the grant program requirements.

[State of Good Repair \(SGR\) Grants – FTA](#)

The State of Good Repair (SGR) Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus

systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management Plans. State of Good Repair Grant funds are available for capital projects that maintain a fixed guideway or a high-intensity bus system in a state of good repair, including projects to replace and rehabilitate system components such as rolling stock, track, signaling and communications, security, and more. This program may be applicable for communications upgrades at stations.

[FEMA Transit Security Grant Program \(TSGP\) – FEMA](#)

This grant provides funding to eligible public transportation systems (which include intra-city bus, ferries, and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience. Priorities for this program are enhancing cybersecurity, enhancing the protection of soft targets/crowded places, effective planning, training and awareness campaigns, equipment and capital projects, and exercises. This program could be helpful to address security concerns of riders, learned through outreach of this study.

[Amtrak Grants – FRA](#)

The Federal Railroad Administration (FRA) supports the nation's rail network through a variety of competitive and directed grant programs designed to improve safety and the mobility of people and goods. The Amtrak Annual Grant is a directed grant program that is unique in scope and purpose—Amtrak is the only eligible recipient, and funds are broadly eligible for use on Amtrak's capital, operating, and debt expenses. This program currently operates as an advance payment grant with the payment schedule set in statute. From FY17 to FY19, Amtrak Annual Grant appropriations totaled about \$1.79 billion per year. The BIL significantly increased Amtrak Annual Grant funding (Section 22101). Capital improvements proposed along the Amtrak route in the RNI Study would be eligible for this grant program.

[National Highway Freight Program \(NHFP\) – FHWA](#)

Section 1116 of the FAST Act created the formula funded National Highway Freight Program (NHFP), which funds projects that support the movement of goods on the National Highway Freight Network (NHFN), including rail crossings, with \$1.2 billion annually in funding. California is expected to receive \$600 million over the next 5 years, or an average of \$117 million per year, from the National Highway Freight Program. These funds may be applicable to projects, such as improvements of the LOSSAN corridor at Norwalk/Santa Fe Springs or downtown Burbank. As much as 10 percent of these funds may be put toward improvements to freight rail or ports. The funding priorities for this program are:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving state flexibility to support multi-state corridor planning and address highway freight connectivity; and

- Reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

[FTA's State Safety Oversight Program \(SSO\) – FTA](#)

The purpose of the State Safety Oversight (SSO) program is to oversee safety at rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs. In 2022, California received approximately \$6 million in apportionment from this fund. This program could be applicable for plans to improve safety at stations.

[Federal-State Partnership \(FSP\) for Intercity Passenger Rail Grant Program – FRA](#)

The Federal-State Partnership (FSP) for Intercity Passenger Rail Grant Program provides a federal funding opportunity to improve American passenger rail assets to expand or establish new intercity passenger rail service, reduce the state of good repair backlog, improve performance, and enhance rail safety. Performance improvements for Metrolink and Amtrak identified by this study could be eligible.

[All Stations Accessibility Program \(ASAP\) – FTA](#)

The All Stations Accessibility Program (ASAP) was established by the BIL to provide federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.). The RNI Study proposes a number of improvements to accessibility at rail stations.

[Advanced Transportation and Congestion Management Technologies Deployment \(ATCMTD\) Program – FHWA](#)

The FAST Act established the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program to make competitive grants for the development of model deployment sites for large-scale installation and operation of advanced transportation technologies that improve safety, efficiency, system performance, and infrastructure return on investment. Relevant RNI-eligible activities include advanced traveler information systems, infrastructure maintenance, monitoring, condition assessment, and advanced public transportation systems.

[Public Transportation Safety Program – FTA](#)

The BIL enacted by the Infrastructure Investment and Jobs Act continues the Public Transportation Safety Program, which includes a National Public Transportation Safety Plan, a safety certification training program, a public transportation agency safety plan, and an SSO program (described above). This program could be applicable for plans to improve safety at stations.

[National Electric Vehicle Infrastructure \(NEVI\) Formula Program – FHWA](#)

The BIL establishes a National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to states to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. California Energy Commission (CEC) estimates that California’s share will be approximately \$384 million over 5

years. NEVI funds must be used initially on federally-designated Alternative Fuel Corridors. This program could be applicable for EV charging stations as identified by the RNI study.

[Grants for Bus and Bus Facilities Program and Low or No Emission Vehicle Program – \(FTA\)](#)

Funded by the BIL, these programs provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The funding is distributed through a competitive process to States and transit agencies to purchase or lease low or no emission transit vehicles that use advanced technologies to help improve air quality and control climate change. These funds could be used for improved transit service such as in I-405 corridor, as identified by the Study.

[Innovative Coordinated Access & Mobility Pilot Program \(ICAM\) – FTA](#)

The BIL provides funding for the ICAM pilot program, which funds capital projects to improve coordination and enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income. These funds could be used to improve ADA conditions at the stations, such as at Van Nuys Station.

[Enhanced Mobility of Seniors & Individuals with Disabilities – FTA](#)

This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. These funds could be used to improve ADA conditions at the stations, such as at Van Nuys Station.

State Funding

This section describes opportunities to pursue state funding.

[Senate Bill 1 – Caltrans](#)

The California State Legislature passed SB 1 and the Road Repair and Accountability Act of 2017 to reform the transportation program and increase transportation revenue, which funds a variety of programs described below. In the FY 2016-2017 budget documentation, the Governor presented a transportation funding and reform package that included a new road improvement charge; stabilization of the gasoline excise tax to 18 cents with an annual adjustment of the broader gasoline tax for inflation; an increase in the diesel excise tax; additional money provided by the cap-and-trade program; and cost savings from increasing Caltrans' efficiency. This funding package will generate \$5.4 billion annually, and establishes new funding sources like a new annual vehicle fee, amongst other things. The Transportation Improvement Fee and Road Improvement Fee generate \$16.35 billion and \$191 million, respectively, over the next 10 years.

[State Highway Account \(SHA\) – CA Department of Finance](#)

The bulk of the State Highway Account (SHA) funding goes to the state highway system. The SHA receives its funds from state gasoline fuel taxes, state vehicle weight fees, and reimbursements from the Federal Trust Fund for Federal Aid projects and other smaller sources of funds. The SHA had an estimated \$13.6 billion available for distribution in FY 2020-2021. The SHA is funded 60 percent from state sources and 40 percent from federal sources. It does not fund passenger rail directly, but rather flows into the Public Transportation Account (PTA) and State Transportation Improvement Program (STIP), described below.

[Public Transportation Account \(PTA\) – CA Department of Finance](#)

The PTA is a trust fund to be used only for transportation planning and mass transportation purposes. The PTA is now almost exclusively funded through the sales tax on diesel fuel. PTA funds are apportioned between state and local programs in accordance with Proposition 22, passed by the voters in 2010. Approximately 60 percent of the funds go to the local State Transit Assistance (STA) program, through which funds are apportioned on a formula basis to local transit agencies. The state portion goes to intercity rail operations (\$130.8 million in the 2016-2017 state budget), state-owned equipment rehabilitation, staff support to Caltrans and other state agencies that support mass transportation, and rail projects in the STIP. The PTA is the only state funding source for state-supported intercity rail service operations. SB 1 significantly increased the amount of funding in the PTA, but low fuel prices, along with greater fuel-efficient vehicles, may erode the future revenue in this account.

[Proposition 1A – High-Speed Passenger Train Bond Program – CTC](#)

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (CTC) upon appropriation by the Legislature to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b), or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program. Previously, Metro was allocated \$114.874 million in Proposition 1A funds for the Regional Connector Transit Corridor. SB 1 funds may be eligible to fund projects that connect HSR and the station areas.

[Proposition 1B – Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act \(2006\) – CTC](#)

In 2006, California voters approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, to authorize the State of California to issue up to \$19.925 billion in bonds for transportation projects “aimed at relieving congestion, improving movement of goods, improving air quality, and enhancing safety and security of the transportation system.” Of the Proposition 1B funds, \$3.2 billion was specifically budgeted for projects to improve the movement of goods through ports, state highways and rail systems, and between California and Mexico and to improve air quality by reducing emissions from transporting goods.

As part of Proposition 1B, the California Air Resources Board (CARB) organized the Goods Movement Emissions Reduction Program, which has utilized \$1 billion in Proposition 1B funding to date to provide dollar-for-dollar matching funds to local agencies, which can then be used to assist freight operators to buy cleaner, more modernized vehicles to reduce overall emissions. Of the larger \$1 billion project budget, \$85.4 million was used to help upgrade or replace 67 locomotives for California railroads, which reduced emissions by an estimated 680,000 pounds (340 tons) of PM 2.5 and 12,578,000 pounds (6,289 tons) of NOx.

The CTC was authorized to manage \$12 billion of this money, including the below programs that impact rail funding.

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Proposition – Caltrans

Proposition 1B authorized the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) with \$3.6 billion to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (bus and rail car) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controllers Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population. These funds may be eligible for multiple RNI-identified projects, such as express bus on I-405 and Metrolink Tripper.

Highway Railroad Crossing Safety Account (HRCSA) – CTC

Proposition 1B authorized the Highway Railroad Crossing Safety Account (HRCSA) with \$250 million for high-priority grade separation and railroad crossing safety improvements. The account was split into two sections: Part 1 included \$150 million to be matched dollar-for-dollar with non-state funds for improvements to grade crossings on CPUC's priority list; Part 2 included the remaining \$100 million, which would be used for "high-priority" railroad crossing improvements (or grade separations) at other crossings that satisfy at least one of the following five criteria:

- Crossings where freight and passenger rail share the affected line;
- Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions;
- Crossings with a high potential for savings in rail and roadway traffic delay;
- Crossings where an improvement will result in quantifiable emission benefits; or
- Crossings where the improvement will improve the flow of rail freight to or from a port facility.

Part 2 funds had no required match, although the amount of declared matching funds would be considered as part of the project selection process. As of June 30, 2020, the California Transportation Commission reported that it had allocated \$242 million from the HRCSA to 38 projects throughout the state. These funds could be applied to the Norwalk/Santa Fe Springs Station platform expansion.

Transportation Development Act (TDA) – Caltrans

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The TDA provides two funding sources, the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds can be used for First/Last Mile and wayfinding projects.

Cap-and-Trade Program California Greenhouse Gas Reduction Fund (GGRF) – CA Legislative Analyst's Office

In 2006, the California State Legislature passed AB 32, with the ambitious goal of reducing GHG in the state. AB 32 created the Cap-and-Trade Program, and authorized CARB to establish a carbon permit auction. A series of subsequent bills allocated the revenue from the Cap-and-Trade Program to the newly created California Greenhouse Gas Reduction Fund (GGRF), which is used to fund projects through the California Climate Investments Program. One such project is the Transformative

Climate Communities (TCC), which funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. Between 2015 and 2021, GGRF funding has included \$3.6 billion to HSR, \$1.3 billion to TIRCP, and \$607 million to LCTOP.

Transit and Intercity Rail Capital Program (TIRCP) – CalSTA

GGRF continuously appropriates 10 percent of revenue to the Transit and Intercity Rail Capital Program (TIRCP). This program is dedicated to transformative transit and rail projects that will have a significant impact on increasing ridership and reducing GHGs. TIRCP will receive an average of \$300 million annually from SB 1; a minimum of 25 percent of that will fund projects that benefit disadvantaged communities. This program has also received funds from sources other than Cap-and-Trade auction revenues, including early debt repayment appropriated to TIRCP. TIRCP has funded this RNI Study for Metro.

Low Carbon Transit Operations Program (LCTOP) – Caltrans

Another transportation program now available through the GGRF includes the Low Carbon Transit Operations Program (LCTOP), under which funds are awarded to local transit agencies to support new facilities and to prioritize projects that support disadvantaged communities. The LCTOP receives a continuous appropriation of 5 percent of the Cap-and-Trade revenues via GGRF. LCTOP funds may be used for station upgrades and expansions as identified in the RNI Study.

Senate Bill 1 – Caltrans

Senate Bill (SB) 1 established the following state transportation programs to repair and enhance roads, bridges, and transit, and to encourage multimodal transportation through equitable means: Road Maintenance and Rehabilitation Program (RMRP) on the state highway system and the local street and road system; Trade Corridor Enhancement Program (TCEP); Solutions for Congested Corridors Program (SCCP); and State Transportation Improvement Program (STIP). It also allocated approximately \$25 million in SB 1 funds for Sustainable Communities Grants for each grant cycle.

State Transportation Improvement Program (STIP) – Caltrans

The STIP is a program and not a funding source; it is funded through the SHA, the Federal Trust Fund, and a small amount from the PTA. The STIP devotes 25 percent of its expenditures to the Caltrans Interregional Transportation Improvement Program (ITIP), which includes intercity rail improvements; and 75 percent of its expenditures to the Regional Agencies' Regional Transportation Improvement Program (RTIP), which funds local projects, including regional rail transit. STIP funds are available for multiple RNI projects.

State Rail Assistance (SRA) Program – CalSTA

The State Rail Assistance (SRA) Program is specifically designed as a revenue source for intercity and commuter rail. The revenue comes from 0.5 percent of a new diesel sales tax revenue, as defined in SB 1. Half of the revenue will be evenly distributed between the five commuter rail operators, and half is allocated to intercity rail corridors. In total, the SRA Program has awarded funds to 11 agencies with a total of \$96.3 million awarded since 2018. This is applicable to fund Metrolink service improvements.

[Sustainable Transportation Planning Grants – Caltrans](#)

The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the CTC. Metro previously received funding from this program in 2021 for the Vehicle Miles Traveled Mitigation Program to develop a CEQA-defensible, project-specific VMT mitigation framework and tool. Planning around RNI stations for First/Last Mile could utilize these funds.

[Urban Greening Program – CA Natural Resources Agency](#)

This program, established by the California Natural Resources Agency, supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Eligible projects must achieve at least one of the following:

- Sequester and store carbon by planting trees;
- Reduce building energy use by strategically planting trees to shade buildings; and/or
- Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Recent project winners aim to create more sustainable communities by using natural and green infrastructure approaches, such as replacing schoolyard asphalt with native trees, plants, pollinator gardens and nature-based outdoor play areas, restoring wetlands or riparian corridors, or constructing new commuter paths to reduce vehicle miles traveled. Proposed RNI station area improvements, such as shade at stations, may qualify under this program.

[The Section 190 Grade Separation Program – Caltrans](#)

This is a state-funded safety program that supports projects that replace and upgrade existing at-grade railroad crossings, primarily with grade separations. The California Public Utilities Commission (CPUC) establishes a project list, and the Caltrans Division of Rail and Mass Transportation (DRMT) administers the program. Section 190 of the California Streets and Highways Code requires the state's annual budget to include \$15 million for funding these projects. The maximum funding per project is \$5 million annually. This funding can support grade separations, such as the station expansion project identified by RNI at the Norwalk/Santa Fe Springs Station.

Regional and Local Funding

This section describes opportunities to pursue regional and local funding.

[Ballot Measures – CA Secretary of State](#)

California allows voters to use ballot measures to approve tax expenditures. Citizens can create petitions related to issues they care about, such as bicycle-pedestrian safety. If the petition gets enough signatures, the local ballot includes the measure for voters to approve or vote against in elections. Previous ballot initiatives have increased state or local sales taxes, property taxes, gas taxes, and vehicle fees to create new or expanded funding for bicycle-pedestrian projects. Ballot initiatives can also propose reallocating federal transportation funding. Additionally, cities can use ballot initiatives to approve bonds. Metro's *How to Pass a Mega Transportation Measure* provides considerations and examples on how to pass transportation measures.

Measure R – Metro

A two-thirds majority of L.A. County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs and accelerate those already in the pipeline. The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs. Multiple RNI projects could be funded by Measure R.

Measure M – Metro

LA County voters approved Measure M with 71.15% support in 2016. The no sunset half-cent sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges, and subsidize transit fares for students, seniors and persons with disabilities. Measure M partially funds many Metro projects, as well as making funding available to local jurisdictions via the Metro Subregional Program (MSP); Metro Active Transportation, Transit and First/Last Mile (MAT) Program; and Local Return. Multiple RNI projects could be funded by Measure M.

Proposition A – Metro

Proposition A is a half-cent sales tax approved by voters in 1980. It is dedicated to transportation funding and was the first of its kind to address transportation challenges in LA County. Proposition A has funded transportation projects, improved bus service, helped subsidize fares, and initiated plans for a rail system that continues to be expanded today. The Proposition A expenditure plan includes 3 categories: 25% to Local Return Programs, 35% to rail development, and 40% to discretionary. Multiple RNI projects could be funded by Proposition A.

Proposition C – Metro

Proposition C was approved by Los Angeles County voters in November 1990, generating with a half-cent sales tax. Proposition C was intended to support projects and programs developed with Proposition A funds and, in particular, was approved to provide funding to help improve and expand the rail system started with Proposition A funds. The Proposition C expenditure plan is as follows: 20% Local Return programs; 5% rail and bus security; 10% commuter rail, transit centers and park & ride; 25% transit-related highway improvements; and 40% discretionary. Multiple RNI projects could be funded by Proposition C.

Local Planning Assistance Grants and State Funding Sources

States often offer funding to help local agencies with planning. State departments of health or transportation may offer funding to create bicycle-pedestrian plans, update existing plans, or update Safe Routes Partnership programs. In some states, there are opportunities to leverage funding by demonstrating the environmental benefits of active transportation projects. For example, the California Air Resources Board has a Clean Mobility Options Program that provides voucher-based funding for low-emissions projects, including bikeshare programs, in under-resourced communities.

SCAG Sustainable Communities Program – SCAG

Following the adoption of Connect SoCal every four years, the Southern California Association of Governments (SCAG) releases Calls for Applications on a rolling basis to provide local technical

assistance in support of Connect SoCal implementation. SCAG develops funding categories in alignment with the goals and policy direction of the adopted Connect SoCal to support implementation of shared regional planning goals and meet the needs of local communities. Planning around RNI stations for First/Last Mile could utilize these funds.

SCAG Transportation Partnership Programs – SCAG

The Transportation Partnership Programs (TPP) are comprised of two complementary programs – the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Partnership Program. The CTC Partnership and RPI Programs target investments towards critical infrastructure that improves mobility, quality of life, and economic potential for the 19 million people who call this region home and the 3.7 million new residents projected by 2045. Capital, planning and infrastructure projects, including wayfinding, First/Last Mile, and fare programs, could utilize these funds.

Sales Taxes and Other Fees

States and local governments can use taxes and fees to fund transportation infrastructure. Property taxes and sales taxes can serve as a major funding source for transportation. Vehicle registration fees, traffic violation fines, real estate recordation taxes, and other fees can also help fund active transportation, often in the vein of improving road safety. There is a Los Angeles County sales tax rate of 0.25%, a special district tax of 3.25% for all of Los Angeles County, a 0.75% Burbank tax, and a 0.75% Norwalk tax.

L.A. Metro Local Return

The Proposition A, Proposition C, and Measure R and Measure M Local Return programs are four one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program, as described above. Local Return funds are allocated and distributed monthly to jurisdictions on a “per capita” basis by Metro. Eligible expenditures are outlined in Metro’s adopted *Local Return Program Guidelines*.

Enhanced Infrastructure Financing District (EIFD) – SCAG

Metro may be able to utilize tax increment financing (TIF) for RNI projects. TIF works by freezing the property tax revenues that flow from a designated project area to the city, county, and other taxing entities at the “base level” in the current year. Additional tax revenue in future years (the “increment”) is diverted into a separate pool of money, which can be used either to pay for improvements directly or to pay back bonds issued against the anticipated TIF revenue. Enhanced Infrastructure Financing Districts (EIFDs) are a type of TIF district that can be formed to fund infrastructure maintenance and housing development, economic development, transportation infrastructure, sewage treatment, and climate adaptation projects, among other uses.

Other Private Funding Options

Agencies can use a variety of other private funding options to fund active transportation projects.

Advertising and Sponsorships

Advertising and sponsorships can provide public agencies an additional source of revenue for projects. Sponsorships may involve directly funding projects or providing services. Companies and institutions may be interested in sponsoring bicycle and pedestrian improvements for a variety of reasons, including brand recognition and/or a motivation to improve the area where their business is

located (FHWA, 2020). Smaller businesses may be motivated to contribute to bicycle and pedestrian infrastructure to increase foot traffic to their business and make the area a more attractive place to live and work.

Sponsorships can also help brands build their image. Several bikeshare programs sell naming rights to corporate sponsors. In New York City, for instance, Citi paid \$41 million to be the City's Alta Bicycle Share program's primary sponsor (H-GAC, 2015). Agencies considering advertising and sponsorships may need to consider regulations and whether these advertisements will impact the image and credibility of the agency (FHWA, 2020).

Local Partnerships

Businesses, hospitals, universities, and other community institutions can serve as potential partners and funding sources. These institutions have a vested interest in community improvements. The University of Montana, featured as a case study, built a two-way cycle track near its campus using a Special Improvement District. The Seattle Children's Hospital, also featured as a case study, committed \$4 million to bicycle, pedestrian, and other transportation improvements in the neighborhoods surrounding the hospital.

The Louisville Loop, a network of shared-use paths that will ultimately include approximately 100 miles of trails in and around Louisville, Kentucky, has leveraged several partnerships to move the project forward. Private partners, local development corporations, the U.S. Army Corps of Engineers, government agencies, and citizen groups have all played key roles in the project (Louisville Metro Council, 2013).

Utilities and other companies that already build and maintain corridors may also be willing to help construct bike paths. Partnerships with utilities led to the construction or reconstruction of 10 miles of bike paths in Madison, Wisconsin (MARC, 2014).

Private Grants and Philanthropy

Several local and national foundations and nonprofit organizations provide funding for bicycle and pedestrian facilities. H-GAC's Funding Guide for Pedestrian and Bicycle Improvements points to sources such as the American Hiking Society's National Trails Fund and the PeopleForBikes' Community Grant Program. Membership organizations such as the National Association of City Transportation Officials and the Urban Sustainability Directors Network may also offer funding opportunities (Shared-Use Mobility Center, 2020).

The Indianapolis Cultural Trail is a large-scale example of using private funds for bicycle and pedestrian facilities. Two prominent Indiana philanthropists, Eugene and Marilyn Glick, donated \$15 million for naming rights of the eight-mile separated facility. In total, private donations covered \$27.5 million of the \$63 million total cost (Pedestrian and Bicycle Information Center, 2014).

Philanthropy is also playing a key role in Bayou Greenways 2020, a project along Houston's waterways that will add over 80 miles of walking and biking trails. This project has received extensive private support, including a \$50 million donation from the Kinder Foundation (Kinder Foundation, 2020). The Houston Parks and Recreation Department and Houston Parks Board, a nonprofit organization, are partnering on this project (High Line Network, 2020). Houston Parks Board raised \$120 million for the project. Additionally, \$100 million of the 2012-voter-approved bond from the City of Houston has supported the project (Kinder Foundation, 2020).

3.0 Financing Options

The following financing options are inclusive but not exhaustive. Many are described in [FHWA's Innovative Project Finance document](#).

Bonds

Bonds are a form of debt that can finance transportation projects. For active transportation projects, the most common type of bonds used are municipal bonds, which are debt securities issued by states, cities, and other government entities. Municipal bonds include general obligation bonds and revenue bonds. Governments, rather than assets, back general obligation bonds; the government can repay the bonds by taxing residents. Revenue bonds are supported by a specific revenue source, such as a toll road.

Grant Anticipation Revenue Vehicles

Under the National Highway System Designation Act of 1995, state and local governments can use federal funds to pay the principal or interest of debt financing instruments. Grant Anticipation Revenue Vehicles (GARVEEs) can be any debt financing instrument, such as bonds, notes, certificates, mortgages, or leases (FHWA, 2020).

GARVEEs are best suited for larger-scale projects ranging from tens of millions to hundreds of millions of dollars, so they may not always be relevant for standalone bicycle and pedestrian projects. GARVEEs have helped finance large-scale multimodal projects that include bike lanes. For example, \$165 million GARVEE bonds helped finance the Lake Barkley Bridge in Canton, Kentucky. This bridge has a 10-foot wide, protected multiuse path that connects Canton to the Lakes National Recreation Area (FHWA). The Center for Innovative Finance Support provides resources for public agencies exploring the option of GARVEEs to deliver transportation projects.

Public-Private Partnerships

In public-private partnerships (P3s), private entities provide some of the services that are typically the responsibility of the public sector. For surface transportation projects, P3s can involve paying a private entity to design, build, maintain, or operate a facility. The private sector partner may receive compensation through availability payments over the life of the contract or through fares or tolls paid by facility users. P3s can help manage project costs by providing access to new streams of capital and enhancing cost efficiency. The Center for Innovative Finance Support provides resources for public agencies exploring the option of public-private partnerships (P3s) to deliver transportation projects.

Appendix A - Funding Tables

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
RAISE Discretionary Grants	U.S. DEPARTMENT OF TRANSPORTATION	Funds for the FY 2023 RAISE grant program will be awarded on a competitive basis, per statute, for surface transportation infrastructure projects that will improve: safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Safety	X		X	<ul style="list-style-type: none"> Planning, preparation, or design of eligible surface transportation capital projects Development of eligible multidisciplinary or regional planning projects, or Surface transportation capital projects that are: <ul style="list-style-type: none"> Highway, bridge, or other road projects Public transportation Passenger and freight rail transportation projects Intermodal projects 	\$7.5B (FY22-FY26)	Annual	FY2023 Appropriations Act & Bipartisan Infrastructure Law	USDOT RAISE Discretionary Grants
Multimodal Project Discretionary Grant Opportunity (MPDG), Mega, INFRA, RSTG	U.S. DEPARTMENT OF TRANSPORTATION	INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.	First/Last Mile: motorized access Safety Security	X		X	<ul style="list-style-type: none"> Highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; Railway-highway grade crossing or grade separation projects; or a freight project that is (1) an intermodal or rail project, or (2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility; A surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, State, or local government and increases throughput efficiency; A highway, bridge, or freight project on the National Multimodal Freight Network under section 70103 of title 49 of the United States Code. 	\$7.25B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	USDOT The INFRA Grant Program
Reconnecting Communities Pilot Program	U.S. DEPARTMENT OF TRANSPORTATION	The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities, like highways or rail lines, that create barriers to community connectivity, including to mobility, access, or economic development. The program funds planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X		X	<ul style="list-style-type: none"> Study the removal, retrofit, or mitigation of an existing facility to restore community connectivity Conduct public engagement, and Other transportation planning activities Carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities. 	\$1B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Reconnecting Communities and Neighborhoods Grant Program
Safe Streets and Roads for All (SS4A) Grant Program	U.S. DEPARTMENT OF TRANSPORTATION	The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives and is designed to meet the needs of diverse local, Tribal, and regional communities that differ dramatically in size, location, and experience administering Federal funding.	Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X		X	<ul style="list-style-type: none"> Developing a comprehensive safety action plan or Action Plan (i.e., the activities in Table 1, as well as the supplemental planning and demonstration activities described in Section A.2); Conducting planning, design, and development activities for projects and strategies identified in an Action Plan; and carrying out projects and strategies identified in an Action Plan 	\$5B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	USDOT Safe Streets and Roads for All (SS4A) Grant Program
Thriving Communities Program	U.S. DEPARTMENT OF TRANSPORTATION	Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.				X	<ul style="list-style-type: none"> Assisting individual communities—recipients include government agencies and their community partner organizations—to successfully advance a program of projects identified through meaningful public involvement that deliver a broad set of transportation, climate, equity, housing, economic, and other community benefits. Conducting technical analysis or studies for the community; Providing direct grant writing support or targeted technical assistance to the community; Travel costs for direct support to provide the technical assistance, conduct site visits, etc.; Paying for software systems or training for communities 	\$25M (annual)	Annual	Consolidated Appropriations Act of 2022	USDOT Thriving Communities Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Railroad Rehabilitation & Improvement Financing (RRIF)	U.S. DEPARTMENT OF TRANSPORTATION	Under this program the Department of Transportation is authorized to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure. Not less than \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers.	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Transit operations		X		<ul style="list-style-type: none"> Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops, and including the installation of positive train control systems; Develop or establish new intermodal or railroad facilities; Reimburse planning and design expenses relating to activities listed above; Refinance outstanding debt incurred for the purposes listed above; and Finance transit-oriented development 	Loan	Annual	Transportation Equity Act for the 21st Century (TEA-21)	USDOT Railroad Rehabilitation & Improvement Financing (RRIF)
Transportation Infrastructure Finance and Innovation Act (TIFIA)	U.S. DEPARTMENT OF TRANSPORTATION	The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security		X		<ul style="list-style-type: none"> Highways and Bridges Intelligent Transportation Systems Intermodal Connectors Transit Vehicles and Facilities Intercity Buses and Facilities Freight Transfer Facilities Pedestrian Bicycle Infrastructure Networks Transit-Oriented Development Rural Infrastructure Projects Passenger Rail Vehicles and Facilities Surface Transportation Elements of Port Projects Airports 	Loan	Annual	Fixing America's Surface Transportation (FAST) Act	USDOT TIFIA Program Overview
The Urbanized Area Formula Funding program (5307 Formula Funding)	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.	Station Assessment Improvements First/Last Mile: active transportation Transit operations Safety Security	X		X	<ul style="list-style-type: none"> Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies Capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software Associated transit improvements and certain expenses associated with mobility management programs All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs 	\$36.2B (FY22-FY26)	Annual	- Statutory Reference: 49 U.S.C. 5307 - Reauthorized through Bipartisan Infrastructure Law	FTA - Urbanized Area Formula Grants - 5307
Pilot Program for Transit-Oriented Development Planning – Section 20005(b)	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Station Assessment Improvements First/Last Mile: active transportation Safety Security			X	<ul style="list-style-type: none"> A comprehensive plan report that includes corridor development policies and station development plans comprising the corridor or the specific site, a proposed A strategic plan report that includes corridor specific planning strategies and program recommendations to support comprehensive planning; Revised TOD-focused zoning codes and/or resolutions; A report evaluating and recommending financial tools to encourage TOD implementation such as land banking, value capture, and development financing; Policies to encourage TOD, including actions that reduce regulatory barriers that unnecessarily raise the costs of housing development or impede the development of affordable housing; Policies to encourage TOD, including actions that increase access to environmental justice populations, reduces greenhouse gas emissions, and the effects of climate change, or Local or regional resolutions to implement TOD plans and/or establish TOD funding mechanisms; viii. Policies to prioritize TOD in areas with high incidence rates of homelessness for localities to address homelessness holistically through their planning processes 	\$68.8M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FTA Pilot Program for Transit-Oriented Development Planning

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Areas of Persistent Poverty Program (AOPP)	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The Metropolitan Planning Program (MPP) is a major source of Federal financial assistance to help urbanized areas (UZAs) plan for the development, improvement, and effective management of their multimodal transportation systems. MPP funds are available to carry out the metropolitan transportation planning process and meet the transportation planning requirements of the joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) planning regulations. In general, MPP grants are available to assist States, authorities of the States, Metropolitan Planning Organizations (MPOs), and local governmental authorities with preparing transportation plans and programs; planning, engineering, designing, and evaluating a public transportation project; and conducting technical studies related to public transportation.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X		X	<ul style="list-style-type: none"> Planning, engineering, or development of technical or financing plans for improved transit services; New transit routes; Engineering for transit facilities and improvements to existing facilities; Innovative technologies; Planning for low or no emission buses; Planning for a new bus facility or intermodal center that supports transit services; Integrated fare collections systems; Coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community; Provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change 	\$20M	Annual	Consolidated Appropriations Act of 2021	FTA - Areas of Persistent Poverty Program
Bridge Investment Program	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.	Safety Security	X		X	<ul style="list-style-type: none"> Planning Grants - Planning grants are available for projects in the early phases of project development, where eligible activities include planning, feasibility analysis, and revenue forecasting. The goal of these grants is to provide BIP assistance associated with the development of a project that would subsequently be eligible to apply for a Large Bridge Project grant or a Bridge Project grant Large Bridge Project Grants - Large Bridge Project grants are available for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of greater than \$100 million Bridge Project Grants - Bridge Project grants are available for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less 	\$12.2B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Bridge Investment Program
Bridge Formula Program (BFP)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The BIL establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Safety	X			<ul style="list-style-type: none"> BFP funds may be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads 	\$5.5 B ²	Annual	Bipartisan Infrastructure Law	Bridge Formula Program (BFP)

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Carbon Reduction Program (CRP)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; A public transportation project eligible for assistance (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes) A transportation alternatives project as in effect prior to the enactment of the FAST Act, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; A project for advanced transportation and congestion management technologies; A project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology; A project to replace street lighting and traffic control devices with energy-efficient alternatives; Development of a carbon reduction strategy A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs; Efforts to reduce the environmental and community impacts of freight movement; A project to support deployment of alternative fuel vehicles, including: <ul style="list-style-type: none"> A project for a diesel engine retrofit; Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; or A project that reduces transportation emissions at port facilities, including through the advancement of port electrification. 	\$6.4B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Carbon Reduction Program Implementation Guidance
Section 402- The State and Community Highway Safety Program	U.S. DEPARTMENT OF TRANSPORTATION-NHTSA	NHTSA's Office of Regional Operations and Program Delivery (ROPD) administers over \$500 million in grant programs annually to the 50 States, the District of Columbia, Puerto Rico, the U.S. Territories and the Bureau of Indian Affairs. The \$133.3 million in State and Community Highway Safety Program (Section 402) funds will enhance highway safety by supporting data-driven traffic safety programs in the states.	Safety Security			X	<ul style="list-style-type: none"> High-visibility enforcement campaigns and other safe driving campaigns; Enforcement of and education about state laws on seat belt use and risky driving; Improve traffic records and support programs on the proper use of child safety seats, including inspection stations where caregivers can confirm the proper installation of their child safety seat 	\$407.0M (FY23)	Annual	Section 402 Highway Safety Programs Fixing America's Surface Transportation Act (FAST Act) Moving Ahead for Progress in the 21st Century Act (MAP-21)	USDOT NHTSA Program
Section 405- National Priority Incentive Programs	U.S. DEPARTMENT OF TRANSPORTATION-NHTSA	NHTSA's Office of Regional Operations and Program Delivery (ROPD) administers over \$500 million in grant programs annually to the 50 States, the District of Columbia, Puerto Rico, the U.S. Territories and the Bureau of Indian Affairs. Under Section 405, NHTSA awards grants for occupant protection, State traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, State graduated driver licensing laws, and non-motorized safety.	First/Last Mile: motorized access First/Last Mile: active transportation Safety Security			X	<ul style="list-style-type: none"> Impaired driving countermeasures; State traffic safety information systems to help states build databases related to crashes Occupant protection including seat belt education and enforcement Distracted driving prevention; Pedestrian and bicyclist safety programs; Motorcyclist safety 	\$343.3M (FY23)	Annual	Section 405	USDOT NHTSA Program Section 405

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X	X		<ul style="list-style-type: none"> Electric vehicles and charging stations Diesel engine replacements and retrofits Transit improvements Bicycle and pedestrian facilities Shared micromobility projects including shared scooter systems 	\$13.2B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA CMAQ Program
Highway Safety Improvement Program (HSIP)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148). It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. An SHSP identifies a State's key safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.	Wayfinding to the Station / Trailblazing Safety			X	<p>Each State to submit a Highway Safety Improvement Program report that:</p> <ul style="list-style-type: none"> Describes the progress being made to implement highway safety improvement Assesses the effectiveness of those improvements; and Describes the extent to which the improvements have contributed to reducing fatalities and serious injuries on all public roads 	\$15.6B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA HSIP
Railway Highway Crossing Program (Section 130)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. From 2000 to 2019 the most recent data available shows fatalities at these crossings have decreased by 32 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.	Station Assessment Improvements Safety Security	X			<ul style="list-style-type: none"> Elimination of hazards at railway-highway crossings The funds are apportioned to States by formula 	\$1.225B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Railway Highway Crossing Program Overview

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
National Highway Performance Program (NHPP)	U.S. DEPARTMENT OF TRANSPORTATION- FHWA	The purposes of the National Highway Performance Program (NHPP) are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X	X		<ul style="list-style-type: none"> Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS. Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including impact protection measures, security countermeasures, and protection against extreme events) of tunnels on the NHS. Inspection and evaluation, as described in 23 U.S.C. 144, of bridges and tunnels on the NHS, and inspection and evaluation of other highway infrastructure assets on the NHS. This includes, but is not limited to, signs, retaining walls, and drainage structures. Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of Title 49, U.S.C., if: <ul style="list-style-type: none"> The highway project or transit project is in the same corridor as, and in proximity to, a fully access-controlled highway on the NHS; The construction or improvements will reduce delays or produce travel time savings on the fully access-controlled highway described in clause (i) and improve regional traffic flow; and The construction or improvements are more cost-effective, as determined by benefit-cost analysis, than an improvement to the fully access-controlled highway on the NHS. Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217. The project or activity must be associated with an NHS facility. Highway safety improvements on the NHS. The term "Safety improvement project" is defined in 23 U.S.C. 101(a). Capital and operating costs for traffic and traveler information monitoring, management, and control facilities and programs. The project or activity must be associated with an NHS facility. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment. The project or activity must be associated with an NHS facility. Construction of publicly owned intracity or intercity bus terminals servicing the NHS. 	\$148B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Guidance for the National Highway Performance Program (NHPP) as Revised by the Bipartisan Infrastructure Law
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula Program	U.S. DEPARTMENT OF TRANSPORTATION- FHWA	The purpose of these programs is to provide funds for resilience improvements through formula funding distributed to States; competitive planning grants to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities; and competitive resilience improvement grants to protect: <ul style="list-style-type: none"> surface transportation assets communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems that serve critical local, regional, and national needs Coastal infrastructure Natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions 	Station Assessment Improvements Safety Security	X		X	<ul style="list-style-type: none"> Developing a Resilience Improvement Plan Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; Technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or Evacuation planning and preparation. Incorporation of natural infrastructure. The upgrade of an existing surface transportation facility to meet or exceed a design standard adopted by the Federal Highway Administration. Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems. Strengthening systems that remove rainwater from surface transportation facilities. Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas. Stabilizing slide areas or slopes. Installing riprap. Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather Installing seismic retrofits on bridges. Adding scour protection at bridges. Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control. 	\$1.4B - Discretionary (FY22-FY26) \$7.3B - Formula (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula Program Implementation Guidance

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Surface Transportation Block Grant Program (STBG)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Projects to: <ul style="list-style-type: none"> Preserve and improve the conditions and performance on any Federal-aid highway; Bridge and tunnel projects on any public road; Pedestrian and bicycle infrastructure; or Transit capital projects, including intercity bus terminals. 	\$72B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Surface Transportation Block Grant Program (STBG)
The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.	Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users. Construction of turnouts, overlooks, and viewing areas. Community improvement activities, including: (i) inventory, control, or removal of outdoor advertising; (ii) historic preservation and rehabilitation of historic transportation facilities; (iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and (iv) archaeological activities relating to impacts from implementation of a transportation project. The safe routes to school program Eligible infrastructure-related projects Eligible noninfrastructure-related activities Eligible SRTS coordinators Planning, designing, or constructing boulevards and other roadways largely in the right of-way of former Interstate System routes or other divided highways. 	\$7.2B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA STBG Transportation Alternatives Set Aside
Recreational Trails Program (RTP)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The Bipartisan Infrastructure Law of 2021 reauthorized the Recreational Trails Program (RTP) through Federal fiscal years 2022 through 2026 as a set-aside from the Transportation Alternatives Set-Aside under the Surface Transportation Block Grant (STBG).	Wayfinding to the Station / First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X	X		<ul style="list-style-type: none"> Maintenance and restoration of existing trails. Development and rehabilitation of trailside and trailhead facilities and trail linkages. Purchase and lease of trail construction and maintenance equipment. Construction of new trails (with restrictions for new trails on Federal lands). Acquisition of easements or property for trails. Assessment of trail conditions for accessibility and maintenance. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to 1 or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), (limited to 5 percent of a State's funds); and State administrative costs for the RTP (limited to 7 percent of a State's funds). 	~\$82M	Annual	Bipartisan Infrastructure Law	FHWA Recreational Trails Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Safe Routes to School (SRTS)	U.S. DEPARTMENT OF TRANSPORTATION-FHWA	The Federal Safe Routes to School (SRTS) Program empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. Safe Routes to School projects are eligible under the Transportation Alternatives Set-Aside and the Surface Transportation Block Grant Program.	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> Eligible infrastructure-related projects Eligible noninfrastructure-related activities Eligible SRTS coordinators 	\$445M	Annual	Transportation Alternatives Set-Aside and the Surface Transportation Block Grant Program (reauthorized by Bipartisan Infrastructure Law)	FHWA Safe Routes To School
Restoration and Enhancement Grant Program	U.S. DEPARTMENT OF TRANSPORTATION - FRA	This program funds operating assistance grants for initiating, restoring, or enhancing intercity passenger rail transportation.	Transit operations		X		<ul style="list-style-type: none"> Staffing costs for train engineers, conductors, on-board service crew; Diesel fuel or electricity costs associated with train propulsion power; Station costs such as ticket sales, customer information and train dispatching services, station building utility and maintenance costs; Lease payments on rolling stock; Routine planned maintenance costs of equipment and train cleaning; Host railroad costs; Train yard operation costs; General and administrative costs; Management, marketing, sales, and reservations costs. 	\$500M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FRA Restoration and Enhancement Grant Program
Consolidated Rail Infrastructure & Safety Improvements (CRISI) Grant	U.S. DEPARTMENT OF TRANSPORTATION - FRA	The purpose of the CRISI Program is to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. This program invests in railroad infrastructure projects that improve safety, support economic vitality (including through small businesses), create good-paying jobs with the free and fair choice to join a union, increase capacity and supply chain resilience, apply innovative technology, and explicitly address climate change, gender equity and racial equity.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X		X	<ul style="list-style-type: none"> Deployment of railroad safety technology; Capital projects, as defined in section 49 U.S.C. § 24401(2) for intercity passenger rail service, except that a project under this NOFO is not required to be in a state rail plan; Capital projects that: <ul style="list-style-type: none"> Address congestion challenges affecting rail service, Reduce congestion and facilitate ridership growth along heavily traveled rail corridors, and/or Improve short-line or regional railroad infrastructure; Highway-rail grade crossing improvement projects; Rail line relocation and improvement projects; Regional rail and corridor service development plans and environmental analyses; Any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes; The development and implementation of a safety program or institute; The development and implementation of measures to prevent trespassing; Any research that the Secretary considers necessary to advance any particular aspect of rail related capital, operations, or safety improvements; Workforce development and training activities, coordinated to the extent practicable with the existing local training programs supported by the Department of Transportation, the Department of Labor, and the Department of Education; Research, development, and testing to advance and facilitate innovative rail projects; Preparation of emergency plans for communities where hazardous materials are transported by rail; Rehabilitating, remanufacturing, procuring or overhauling locomotives for emissions reduction; and Deployment of Magnetic Levitation Transportation Projects. 	\$1.4B	Annual	Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015)	FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
FTA Capital Investment Grants - 5309; Small Starts	U.S. DEPARTMENT OF TRANSPORTATION-FTA	This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. A "Small Start" means a project requesting less than \$75 million in Section 5309 New Starts funding, with a total project cost of less than \$250 million. Small Starts projects must either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) be a corridor-based bus project with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday with at least three of the following four elements: substantial transit stations, traffic signal priority/pre-emption, to the extent, if any, that there are traffic signals on the corridor, low floor vehicles or level boarding, and branding of the proposed service.	Station Assessment Improvements Safety Security	X		X	Transit capital investments, including: <ul style="list-style-type: none"> A fixed guideway A corridor-based bus project with Substantial transit stations Traffic signal priority/pre-emption Low floor vehicles or level boarding Branding of the proposed service 	\$8B (FY22-FY26) - split among small starts, new starts, and core capacity	Annual	Bipartisan Infrastructure Law	FTA Capital Investment Grants Program
FTA Capital Investment Grants - New Starts	U.S. DEPARTMENT OF TRANSPORTATION-FTA	FTA uses the term "New Starts" to mean a project that involves building a new fixed guideway system or extending an existing fixed guideway that will have a total cost of \$250 million or more, or for which the project sponsor is requesting more than \$75 million in Section 5309 New Starts funds. A New Starts project can be a light rail line, rapid rail (heavy rail), commuter rail, automated fixed guideway system (such as a "people mover"), or a busway/high-occupancy vehicle (HOV) facility, or an extension of any of these. New Starts projects generally cost many millions of dollars, and their development involves complex analyses of possible changes in local travel patterns, economic development conditions, and environmental quality that could occur if the New Starts project were to be built.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety	X		X	Transit capital investments, including: <ul style="list-style-type: none"> Heavy rail Commuter rail Light rail Streetcars Bus rapid transit 	\$8B (FY22-FY26) - split among small starts, new starts, and core capacity	Annual	Bipartisan Infrastructure Law	FTA Capital Investment Grants Program
FTA Capital Investment Grants – Core Capacity	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The FTA Capital Investment Grant (CIG) Program is the primary Federal competitive funding program for major capital transit projects. The CIG program administers funds through three categories: Small Starts, New Starts, and Core Capacity. Core Capacity is a corridor-based investment in an existing fixed guideway system to increase capacity by at least 10 percent in a corridor that is at or over capacity or will be in five years.	Station Assessment Improvements First/Last Mile: motorized access First/Last Mile: active transportation Safety Security				Corridor based investment in: <ul style="list-style-type: none"> An existing fixed guideway system to increase capacity by at least 10 percent in a corridor that is at or over capacity or will be in five years. 	\$8B (FY22-FY26) - split among small starts, new starts, and core capacity	Annual	Bipartisan Infrastructure Law	FTA Capital Investment Grants Program
State of Good Repair Grants - 5337	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Station Assessment Improvements Safety Security	X		X	Capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate: <ul style="list-style-type: none"> Rolling stock Track Line equipment and structures Signals and communications Power equipment and substations Passenger stations and terminals Security equipment and systems Maintenance facilities and equipment Operational support equipment, including computer hardware and software Implementation of transit asset management plans 	\$20.9B (F&22-FY26)	Annual	- Statutory Reference: 49 U.S.C. 5337 - Reauthorized through Bipartisan Infrastructure Law	FTA - State of Good Repair Grants - 5337

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
FEMA Building Resilient Infrastructure and Communities (BRIC)	US Department of Homeland Security-FEMA	The Building Resilient Infrastructure and Communities program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. Examples of BRIC projects are ones that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design. For example, an innovative project may bring multiple funding sources or in-kind resources from a range of private and public sector partners. Or an innovative project may offer multiple benefits to a community in addition to the benefit of risk reduction.	Station Assessment Improvements Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Capability and capacity building (C&CB) activities New Plan Creation and Updates Planning-Related Activities Project Scoping/Advance Assistance Financial Technical Assistance Mitigation projects Property Acquisition Structure Elevation Mitigation Reconstruction Flood Risk Reduction Measures Stabilization Management costs 	\$2.3B	Annual	Section 203 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), as amended (Pub. L. No. 93-288) (42 U.S.C. § 5133).	FEMA Building Resilient Infrastructure and Communities
FEMA Transit Security Grant Program (TSGP)	US Department of Homeland Security-FEMA	This grant provides funding to eligible public transportation systems (which include intra-city bus, ferries and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience.	Station Assessment Improvements First/Last Mile: motorized access Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Projects that address vulnerabilities identified in cybersecurity risk assessments Physical security enhancements at rail and bus stations located in historically eligible Urban Area Security Initiative urban areas Directed/Surge Patrols on Overtime Development of: <ul style="list-style-type: none"> System-Wide Security Risk Management Plans Continuity of Operations Plans Active shooter training, including integrating the needs of persons with disabilities Chemical, Biological, Radiological, Nuclear and Explosive detection, prevention, response and recovery equipment Security screening equipment and technology for people and baggage 	\$93M	Annual	- Section 102 of the Maritime Transportation Security Act of 2002c - PSGP funding was appropriated by Congress in the Department of Homeland Security Appropriations Act, 2022	FEMA Transit Security Grant Program
FTA Grants for Buses and Bus Facilities Program	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.	Station Assessment Improvements Transit operations Safety	X	X		<ul style="list-style-type: none"> Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities Workforce development training (0.5%) Training at the National Transit Institute (0.5%) 	\$1.966B - discretionary (FY22-FY26) \$3.2B - formula (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FTA Grants for Buses and Bus Facilities Program
Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security			X	Planning activities that: <ul style="list-style-type: none"> Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; Increase the safety of the transportation system for motorized and nonmotorized users; Increase the security of the transportation system for motorized and nonmotorized users; Increase the accessibility and mobility of people and for freight; Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; Promote efficient system management and operation; and Emphasize the preservation of the existing transportation system. 	\$ 5303: \$155.1M (FY23) \$ 5304/\$ 5305: \$32.4M (FY23)	Annual	49 USC §5303 - Metropolitan Planning 49 USC §5304 - Statewide Planning 49 USC §5305 - Planning Programs	FTA Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
Amtrak Grants	FRA	FRA executes and oversees annual grant agreements with the National Railroad Passenger Corporation (Amtrak) that apportion Federal funds appropriated by Congress to Amtrak. Appropriation amounts are determined by the Department of Transportation, through its annual budget submission, and by Amtrak, through its annual Grant and Legislative Request. Amtrak uses these Federal funds for its operating and capital activities, including a portion of its operating expenses, capital maintenance of fleet and infrastructure, capital expansion and investment programs, and capital debt repayment.	Station Assessment Improvements First/Last Mile: motorized access Transit operations Safety Security	X	X		Operating and capital activities: <ul style="list-style-type: none"> A portion of operating expenses Capital maintenance of fleet and infrastructure capital expansion and investment programs Capital debt repayment 	\$19.22B (FY22-FY26) \$1.79B per year (FY17-FY19)	Annual	Bipartisan Infrastructure Law	FRA Federal Grants to Amtrak
National Highway Freight Program (NHFP)	FHWA	Section 1116 of the FAST Act created the formula funded National Highway Freight Program, which funds projects that support the movement of goods on the National Highway Freight Network, including rail crossings, with \$1.2 billion annually in funding. California is expected to receive \$600 million over the next 5 years, or an average of \$117 million per year, from the National Highway Freight Program. As much as 10 percent of these funds may be put toward improvements to freight rail or ports.	Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems. Efforts to reduce the environmental impacts of freight movement. Environmental and community mitigation for freight movement. Railway-highway grade separation. Geometric improvements to interchanges and ramps. Truck-only lanes. Climbing and runaway truck lanes. Adding or widening of shoulders. Truck parking facilities eligible for funding under section 1401 (Jason's Law) of MAP. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems. Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies. Traffic signal optimization, including synchronized and adaptive signals. Work zone management and information systems. Highway ramp metering. Electronic cargo and border security technologies that improve truck freight movement. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities. Additional road capacity to address highway freight bottlenecks. Physical separation of passenger vehicles from commercial motor freight. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight. A highway or bridge project, other than a project described above, to improve the flow of freight on the NHFN. Any other surface transportation project to improve the flow of freight into and out of an eligible intermodal freight facility. [23 U.S.C. 167(i)(5)(C)] Diesel retrofit or alternative fuel projects under the Congestion Mitigation and Air Quality Improvement program (CMAQ) for class 8 vehicles. Conducting analyses and data collection related to the NHFP, developing and updating freight performance targets. 	\$7.15B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	FHWA Guidance for the National Highway Freight Program as Revised by the Bipartisan Infrastructure Law

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
				Inf.	NI	Plan					
FTA's State Safety Oversight Program (SSO)	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The purpose of the State Safety Oversight program is to oversee safety at rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs.	Safety Security			X	<ul style="list-style-type: none"> Every eligible state must establish an SSO Program with an SSOA that: <ul style="list-style-type: none"> Is financially and legally independent from any RTA it oversees; Does not directly provide public transportation services in an area with a RTA that the SSOA oversees; Does not employ any individual responsible for administering a RTA; Has authority to review, approve, oversee, and enforce a safety plan for a RTA; Has investigative and enforcement authority with respect to the safety of the RTA; Audits every RTA's compliance with safety plan requirements at least once every three years; and Reports the status of RTA safety to the Governor, the FTA, and the RTA board of directors or equivalent entity at least once a year. 	\$49M	Annual	49 U.S.C. Section 5329(e) Amended by Moving Ahead for Progress in the 21st Century Act (MAP-21)	FTA State Safety Oversight (SSO) Program
Federal-State Partnership for Intercity Passenger Rail Grant Program	U.S. DEPARTMENT OF TRANSPORTATION	Provides funding for capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service.	Transit Operations	X			<ul style="list-style-type: none"> Expansion of intercity passenger rail Capital replacement of existing assets / reduction in project backlog 	\$36B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Federal-State Partnership for Intercity Passenger Rail Grant Program
All Stations Accessibility Program	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Assists in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use	Station Assessment Improvements	X			<ul style="list-style-type: none"> Station expansion / improvement 	\$1.75B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	U.S. DOT Bipartisan Infrastructure Law Grant Programs
Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program	FHWA	Grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.	Transit Operations	X			<ul style="list-style-type: none"> Advanced traveler information systems Advanced transportation management technologies Transportation system performance data collection, analysis, and dissemination systems Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals Advanced public transportation systems 	\$60M (FY16-FY20)	Annual (last available in FY20)	FAST Act § 6004; 23 U.S.C. 503(c)(4)	Fixing America's Surface Transportation Act or "FAST Act" - ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES
Public Transportation Innovation	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Transit Operations	X		X	<ul style="list-style-type: none"> Accelerated implementation and deployment of advanced digital construction projects that promote, implement, deploy, demonstrate, showcase, support, and document the application of advanced digital construction management systems, practices, performance, and benefits. Research activities that relate to the development and deployment of new and innovative ideas, practices, and approaches. Innovation and development activities that seek to improve public transportation systems nationwide in order to provide more efficient and effective delivery of public transportation services, including through technology and technological capacity improvements. 	\$37-\$40M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Bipartisan Infrastructure Law: Public Transportation Innovation
Prioritization Process Pilot Program	FHWA	Funding to establish a prioritization process pilot program to support data-driven approaches to transportation planning, that, on completion, can be evaluated for public benefit.	Transit Operations			X	<ul style="list-style-type: none"> Projects to develop and implement a publicly accessible, transparent prioritization process for the selection of projects for inclusion in the Statewide or metropolitan transportation plan 	\$50M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	U.S. DOT Bipartisan Infrastructure Law Grant Programs
Neighborhood Access and Equity Grant Program	FHWA	Removing, replacing, or retrofitting highways and freeways to improve connectivity.	Transit Operations Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation	X		X	<ul style="list-style-type: none"> Projects to improve walkability, safety, and affordable transportation access through projects that are context-sensitive Projects to mitigate or remediate negative impacts on the human or natural environment resulting from a facility described in 23 U.S.C. 177(c)(2) in a disadvantaged or underserved community Projects for planning and capacity building activities in disadvantaged or underserved communities 	\$3.205B (FY22-FY26)	Annual	Inflation Reduction Act	Inflation Reduction Act Fact Sheets - Neighborhood Access and Equity Grant Program
Expedited Project Delivery	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Design and construction of capital projects delivered through public-private partnership.	Station Assessment Improvements Wayfinding to the Station / Trailblazing Transit operations	X			<ul style="list-style-type: none"> Design and construction of new fixed guideway capital projects, small starts projects, or core capacity improvement projects 	\$3B (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Bipartisan Infrastructure Law Fact Sheet: Expedited Project Delivery Pilot Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Public Transportation Safety Program	U.S. DEPARTMENT OF TRANSPORTATION-FTA	Funds operational and administrative expenses of to enhance safety of fixed guideway transit systems.	Transit Operations Safety		X		Operational and administrative expenses	\$48M-\$53M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Bipartisan Infrastructure Law Fact Sheet: Public Transportation Safety Program
Thriving Communities Grant Program	USDOT	Support to enable disadvantaged communities to advance a pipeline of transformative infrastructure projects: mobility, pollution, and affordable transportation options.	Transit Operations			X	Planning, technical assistance, and capacity building support will enable disadvantaged and under-resourced communities to advance a pipeline of transformative infrastructure projects	\$25M (FY22)	Annual	Consolidated Appropriations Act of 2022 / 2023	USDOT Thriving Communities Program
Advanced Transportation Technologies and Innovative Mobility Development (ATTIMD)	FHWA	The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program supports the implementation and operation of various mobility-focused transportation technologies.	Transit Operations Station Assessment Improvements	X			<ul style="list-style-type: none"> Advanced traveler information systems, advanced public transportation systems, transportation management technologies, and advanced transportation technologies to improve emergency evacuation and response by federal, state, and local authorities Advanced parking reservation or variable pricing systems and integration of transportation service payment systems Advanced mobility, access, and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology 	\$300M (FY22-FY26)	Annual	Bipartisan Infrastructure Law	Advanced Transportation Technologies and Innovative Mobility Deployment
Mobility, Access, & Transportation Insecurity: Creating Links to Opportunity Demonstration Research Program	U.S. DEPARTMENT OF TRANSPORTATION-FTA	The Mobility, Access, & Transportation Insecurity: Creating Links to Opportunity Demonstration Research Program funds the planning, deployment, and impact evaluation of strategies which mitigate transportation insecurity among communities.	Transit Operations			X	<ul style="list-style-type: none"> Data collection Transportation feasibility studies and analyses Economic analyses Stakeholder engagement and outreach Procuring equipment 	\$6M (FY21)	Annual	Public Transportation Innovation Program (49 U.S.C. 5312)	FY 2022 Competitive Funding Opportunity: Mobility, Access, & Transportation Insecurity: Creating Links to Opportunity Demonstration Research NOFO Mobility, Access & Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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ATTAIN GRANT	FHWA	The Bipartisan Infrastructure Law (BIL) amended the ATCMTD grant program and renamed it the ATTIMTD Program. In implementing BIL, FHWA will refer to this program as the ATTAIN program. The program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Station Assessment Improvements First/Last Mile: motorized access Safety Security	X		X	<ul style="list-style-type: none"> Advanced transportation technologies to improve emergency evacuation and responses by Federal, State, and local authorities; Integrated corridor management systems; Advanced parking reservation or variable pricing systems; Electronic pricing, toll collection, and payment systems; Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing; Integration of transportation service payment systems; Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and other shared-use mobility applications and information systems to support human services for elderly and disabled individuals; Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems. 	\$60 million is authorized and the Federal share for each project may be up to 80 percent of the cost of the project.	Annual	A set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research Programs. [§ 13006(b)(9); 23 U.S.C. 503(c)(4)(i)(i)]	Advanced Transportation Technologies and Innovation
Active Transportation Infrastructure Investment Program (ATIIP)	USDOT	Created by the Bipartisan Infrastructure Law and kickstarted by the Fiscal Year (FY) 2023 Omnibus Appropriations bill, the Active Transportation Infrastructure Investment Program (ATIIP) will provide up to \$200 million annually in direct competitive grants over five years towards active transportation projects that increase connectivity while addressing goals around safety, equity and the environment. Project types that are eligible for funding includes active transportation projects or group of projects with a total cost of over \$15 million, or total cost of \$100,000 for planning and design grants.	First/Last Mile: active transportation Safety Wayfinding to the Station / Trailblazing	X		X	<ul style="list-style-type: none"> Plans for active transportation networks and active transportation spines Projects that provide safe and connected active transportation facilities in an active transportation network or active transportation spine. 	Up to \$200 million; \$45 million in FY23	Annual	Consolidated Appropriations Act, 2023 (Pub. L. 117-328)	Active Transportation Infrastructure Investment Program (ATIIP)
National Electric Vehicle Infrastructure (NEVI) Formula Program (Division J, Title VIII, Highway Infrastructure Program heading)	FHWA	Provide Funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access	X	X	X	<ul style="list-style-type: none"> Acquisition and installation of electric vehicle charging infrastructure Development phase activities relating the acquisition or installation of electric vehicle charging infrastructure Operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under the program (for up to 5 years) Acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under the NEVI Formula program, and on-premises signs providing information about such infrastructure Mapping and analysis activities to evaluate current and future demand for EV charging infrastructure Data sharing about EV charging infrastructure to ensure long-term success of investments under program 	\$5 billion over 5 years (FY22-FY26)	Annual	Bipartisan Infrastructure Law	National Electric Vehicle Infrastructure Formula Program

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Grants for Bus and Bus Facilities Program and Low or No Emission Vehicle Program	FTA	<p>Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Provides funding through a competitive process to States and transit agencies to purchase or lease low or no emission transit vehicles that use advanced technologies to help improve air quality and control climate change.</p> <p>The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.</p> <p>The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.</p>	Transit Operations		X		<ul style="list-style-type: none"> Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Purchasing or leasing low- or no-emission buses Acquiring low- or no-emission buses with a leased power source Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses Constructing new public transportation facilities to accommodate low- or no-emission buses Rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses Additionally 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI). Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less. 	\$1.69 billion in FY23	Annual	Bipartisan Infrastructure Law	Low or No Emission Vehicle Program - 5339(c) Grants for Buses and Bus Facilities Program
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	FTA	<p>This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups</p>	Station Assessment Improvements Safety Wayfinding to the Station / Trailblazing		X		<ul style="list-style-type: none"> Buses and vans Wheelchair lifts, ramps, and securement devices Transit-related information technology systems, including scheduling/routing/one-call systems Mobility management programs Acquisition of transportation services under a contract, lease, or other arrangement Travel training Volunteer driver programs Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features Improvements to signage, or way-finding technology Incremental cost of providing same day service or door-to-door service Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs Mobility management programs 	\$8.4 million in FY21 and FY22 funding through the Innovative Coordinated Access and Mobility (ICAM) The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. Section 5310 funds are apportioned among the states and designated recipients by a formula which is based on the number of older adults and people with disabilities in each state according to the latest available U.S. Census data.	Annual	Bipartisan Infrastructure Law (via ICAM)	Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310
Innovative Coordinated Access & Mobility Pilot Program (ICAM)	FTA	<p>Funds capital projects to improve coordination and enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income.</p>	Station Assessment Improvements Safety Wayfinding to the Station / Trailblazing		X	X	<ul style="list-style-type: none"> Financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services; Regional or statewide mobility management projects; Deployment of coordination technology; and Regional or statewide projects that create or increase access to one-call/one-click centers. 	\$5 million	Annual	Bipartisan Infrastructure Law	Fact Sheet: Innovative Coordinated Access & Mobility Pilot Program

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Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Sustainable Transportation Planning Grants	Caltrans Division of Transportation Planning	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Safety			X	<ul style="list-style-type: none"> Safe Routes to School Plan Active Transportation Plan Bike/ped Trail/Path Feasibility Study Complete Streets Plan Sustainable Communities Plan Transit-Oriented Development Plan First/Last Mile Connectivity Plan 	- \$84M (FY23) - \$29.5M in Sustainable Communities Grants - \$50M in Climate Adaptation Planning Grants - \$4.5M in Strategic Partnership Grants	Annual	SB 1, Beall, Chapter 5, Statutes of 2017 – The Road Repair and Accountability Act of 2017	Caltrans Sustainable Transportation Planning Grants
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety	X	X		<ul style="list-style-type: none"> Class I, II, III, & IV bike lanes Active transportation projects to encourage connectivity to transit networks Bikeways and sidewalks to affordable housing and transit center Install dedicated bicycle facilities Pedestrian facilities such as bulb-outs 	\$750M (FY23)	Annual	Greenhouse Gas Reduction Fund (cap-and-trade proceeds)	California Affordable Housing and Sustainable Communities
Urban Greening	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: <ul style="list-style-type: none"> Sequester and store carbon by planting trees Reduce building energy use by strategically planting trees to shade buildings Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. 	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers and schools Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking Complete Green Streets 	\$50M (FY22)	Annual	- Program created by SB859 (Chapter 386, Statutes of 2016) - Funded by Senate Bill 170 (Chapter 240, Section 10)	California Urban Greening Program
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California’s most disadvantaged communities. (California Climate Investments)	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Bike share program Creating and considering active transportation corridors for better non-motorized connections Multi-use paths Urban greening for pedestrian facilities 	FY23: \$0.9M (Planning); \$88.5M (Implementation); \$9.8M (Project Development)	Annual	Established by Assembly Bill 2722	California Transformative Climate Communities
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security			X	<ul style="list-style-type: none"> Safety education and encouragement Campaigns to promote safety SRTS safety programs 	~\$80 million annually	Annual	Stats. 1959, CH. 3; Stats. 1967, Ch. 1492	California Office of Traffic Safety - Grants
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero- emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X			<ul style="list-style-type: none"> Bikeshare programs “Quick build” right-of-way safety improvements for bicycles and scooters 	\$55.2M (cumulative)	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	California Clean Mobility Options

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low- income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use of a personal vehicle (California Climate Investments).	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> New bike routes (Class I, Class II, or Class IV) and supporting infrastructure Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) New walkways that improve mobility/access/safety of pedestrians (non- motorized users) Street crossing enhancements, including accessible pedestrian signals Plans 	\$28.2M (cumulative)	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	California Sustainable Transportation Equity Project (STEP)
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> Pedestrian and bike trail First/last mile connections via bike lanes and separated paths Bike share programs Bike parking facilities Plans 	\$1.3B (cumulative)	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	Caltrans Transit and Intercity Rail Capital Program (TIRCP)
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits. Competitive and Formulaic grant funding available.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Transit operations Safety Security	X			<ul style="list-style-type: none"> Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities Expressway pedestrian overcrossing 	\$200M	Annual	Road Repair and Accountability Act of 2017 (Senate Bill 1)	California Local Partnership Program
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Implement enhanced crosswalk signing and striping Create safety separation between motorists, bicyclists and pedestrians Design and construction of school access and safety improvements to six schools (SRTS) 	\$1.5B	Annual	Road Repair and Accountability Act of 2017 (Senate Bill 1)	California Local Streets and Roads Program (LSRP)
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X			<ul style="list-style-type: none"> Construct Class I and Class II bikeways Pedestrian improvements and plaza at a transit Intersection improvements 	\$250M	Annual	Road Repair and Accountability Act of 2017 (Senate Bill 1)	Solutions for Congested Corridors Program (SCCP)
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually.	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X		X	<ul style="list-style-type: none"> Install hybrid pedestrian signals Improve pedestrian and bicycle safety at locations with uncontrolled crossings Plans 	FY21-FY22: \$59M Federal; \$40M State FY20-FY21: \$105M Federal; \$60M State	Annual	HSIP codified under Section 148 of Title 23, United States Code (23 U.S.C §148) Funded through Bipartisan Infrastructure Law	Local Highway Safety Improvement Program (HSIP)

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four- year SHOPP portfolio of projects. The Program is the State Highway System’s “fix it first” program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Upgrade sidewalks to ADA compliance Reconstruct damaged pavement Add bike lanes to updated corridors Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access 	\$17.9B (4 years; FY22-23 through FY25-26)	Annual	California State Transportation Improvement Plan (STIP) Per 49 U.S.C. 5304(g), each state must develop a STIP	State Highway Operation and Protection Program (SHOPP) and Minor Program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge Class I, II, III, & IV bike lanes Multi-Use paths Complete Streets improvements 	- \$2.092B (FY22-23 through FY26-27)	Annual	California State Transportation Improvement Plan (STIP) Per 49 U.S.C. 5304(g), each state must develop a STIP	California State Transportation Improvement Program (STIP)
Active Transportation Program	California Transportation Commission	Caltrans’ ATP was created to encourage increased use of active modes of transportation, increase the safety and mobility of nonmotorized users, help achieve greenhouse gas reduction goals, enhance public health, provide a broad spectrum of projects to benefit many types of active transportation users while ensuring disadvantages communities share in the benefits.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> Capital improvements that will further the goals of this program. Education, encouragement, and enforcement activities that further the goals of the ATP. Combination Projects The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community. 	\$10M (cumulative)	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	California Active Transportation Program (ATP)
Low Carbon Transit Operations Program	California Department of Transportation (Caltrans)	The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.	Station Assessment Improvements Transit operations Safety Security	X	X		<ul style="list-style-type: none"> Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities. Operational expenditures that increase transit mode share. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses. 	\$1.0B (cumulative)	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	Low Carbon Transit Operations Program (LCTOP)
SB 1 State Rail Assistance (SRA) Program	California State Transportation Agency (CalSTA)	Senate Bill 1, the Road Repair and Accountability Act of 2017, created the State Rail Assistance Program by directing a portion of new revenue specifically to intercity rail and commuter rail. The majority of program funding is directed by statutory formula to rail operators, with guidelines defining process and timeline for agencies to obtain funding.	Station Assessment Improvements Transit operations Safety Security	X	X		<ul style="list-style-type: none"> Operations funding for expanded service, outreach, increased customer amenities, and discounted tickets, with a purpose of increasing ridership. Capital investments, such as new and cleaner-emissions rolling stock (to increase capacity and reduce emissions), as well as track and station investments (which will reduce travel times, delays, improve accessibility and enhance the customer experience). 	\$234.9M (cumulative; two cycles) \$7.7B set aside for rail and transit investments over 10 years	Annual	Road Repair and Accountability Act of 2017 (Senate Bill 1)	California State Rail Assistance Program
Transportation Development Act/Local Transportation Fund (LTF)	Regional Transportation Planning Agencies (RTPAs)	The Transportation Development Act (TDA) provides for the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund, which are major sources of funding for public transportation. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on taxable sales and fare revenue.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety	X	X		<ul style="list-style-type: none"> Projects that implement or improve bicycle and pedestrian facilities Projects that improve access to transit stops for pedestrians and persons with disabilities 	FY16-17: \$1.6B	Annual	Mills-Alquist-Deddeh Act (SB 325) Known as the Transportation Development Act of 1971	California Transportation Development Act

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Transportation Development Act / State Transit Assistance (STA)	Transit operators	The Transportation Development Act (TDA) provides for the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund, which are major sources of funding for public transportation. These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on taxable sales and fare revenue.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X		X	<ul style="list-style-type: none"> Transportation planning Mass transportation 	FY21-22: \$1.0B FY22-23: \$1.4B FY23-24: \$1.2B	Annual	Mills-Alquist-Deddeh Act (SB 325) Known as the Transportation Development Act of 1971	Transportation Development Act
Climate Ready Program	California State Coastal Conservancy	The Coastal Conservancy's Climate Ready Program is helping natural resources and human communities along California's coast and San Francisco Bay adapt to the impacts of climate change. The Conservancy is also working to capture greenhouse gases from the atmosphere through the conservation of natural and working lands. The Conservancy seeks to support multi-benefit projects that use natural systems to assist communities in adapting to the impacts of climate change.	Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security		X	X	<ul style="list-style-type: none"> Sea Level Rise Adaptation Planning Natural Infrastructure Rangeland and Agricultural Adaptation Carbon Sequestration Urban Greening 	\$124.4M	Annual	California Global Warming Solutions Act of 2006 (AB 32) and 2016 extension bill (SB32)	California Climate Ready Program
Regional Surface Transportation Program (RSTP)	RTPAs	The Regional Surface Transportation Program was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways (including Interstate highways) and bridges Capital costs for transit projects that are used to provide intercity passenger service by bus Carpool projects, fringe and corridor parking facilities and programs, bicycle transportation and pedestrian walkways Highway and transit safety infrastructure improvements and programs, hazard eliminations, projects to mitigate hazards caused by wildlife and railway-highway grade crossings. Highway and transit research and development and technology transfer programs. Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems. Surface transportation planning programs. Transportation enhancement activities Transportation control measures listed in the Clean Air Act Projects relating to intersections that (A) have disproportionately high accident rates; (B) have high levels of congestion, and (C) are located on a Federal-aid highway. Infrastructure-based intelligent transportation systems capital improvements. 	- Estimated annual funding to California: \$1.245B	Annual	Funding provided through Bipartisan Infrastructure Law	FHWA Formula (non-discretionary) Funding
Regional Transportation Improvement Program (RTIP)	CTC/RTPAs	The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. The RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X		X	<ul style="list-style-type: none"> A variety of local or regional projects for transit, from buses to bus stations to light rail. 	- \$1,569M (FY22-23 through FY26-27)	5-years	California State Transportation Improvement Plan (STIP) Per 49 U.S.C. 5304(g), each state must develop a STIP	Transportation Improvement Program (TIP)

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Interregional Transportation Improvement Program (ITIP)	Caltrans / CTC	The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X			<ul style="list-style-type: none"> Intercity rail projects and to improvements outside the urbanized areas on interregional road routes. 	- \$523M (FY22-23 through FY26-27)	5-years	California State Transportation Improvement Plan (STIP) Per 49 U.S.C. 5304(g), each state must develop a STIP	California ITIP Scoring Criteria
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	Caltrans	The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controllers Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.	Station Assessment Improvements First/Last Mile: motorized access Safety Security	X	X		<ul style="list-style-type: none"> Rehabilitation, safety, or modernization: includes purchase of equipment (such as bus engines, computer systems, and signage) for rehabilitation, operation, modernization, or safety. Capital service enhancement or expansion, such as modernization of bus shelters, transit centers, and operation and maintenance facilities, for design and/or construction phases. New capital projects: new construction, expansion, or modernization of buildings, bus shelters, transit centers, and operation and maintenance facilities, for design, right-of-way, or construction phases. Bus rapid transit improvements: construction or expansion of BRT lanes or equipment. Rolling stock: purchase, replace or rehabilitate transit vehicles, such as buses, vans, paratransit vehicles, and rail transit vehicles. 	\$3.6B (cumulative over 10-year period)	Annual (appropriated from FY07-FY08 through FY14-FY15)	Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006	Caltrans - Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Railroad/Highway Grade Crossing Program (Section 130)	Caltrans/CPUC (Funded by FHWA)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. Since the Program's inception in 1987 through 2014, for which most recent data is available, fatalities at these crossings have decreased by 57 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.	Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety	X		X	<ul style="list-style-type: none"> Railroad Improvements: New and upgraded warding devices, updated lighting to LED, train track detection circuitry or interconnection Road Improvements such as: <ul style="list-style-type: none"> Approach Improvements: channelization, traffic signals, guardrails Pedestrian/Bicycle Crossing improvements: sidewalks, curb and gutter, detectable warning tiles, pedestrian flashers and gates, fencing, crossing surface extension and gap fillers. Signage, striping, and pavement marking improvements New and updated illumination Installation of medians to prevent vehicles from circumventing gates Active warning equipment installation/upgrades: flashing lights and gates, track circuitry, signal interconnection and preemption, train activated warning devices, and wayside horns Visibility improvements: sight distance improvements & vegetation clearance Roadway geometry improvements: horizontal and vertical alignment such as humped crossings, grading and paving Grade crossing elimination: <ul style="list-style-type: none"> Closure of a railway-highway grade crossing - when vehicular traffic is removed from conflict with railroad traffic at-grade through the construction of physical barriers that prevent such conflicts or the removal of the vehicular roadway, i.e., pavement from the crossing. Abandonment of a railway-highway grade crossing - when railroad traffic is removed from conflict with at-grade vehicular traffic through the cessation of all railroad operation, or the removal of tracks from the crossing. Removal of tracks is eligible for Section 130 Program funding if the railway-highway crossing was on the CPUC's Priority List. The California Public Utilities Commission (CPUC) is responsible for enforcing the removal of tracks from abandoned at-grade crossings. 	\$17M Annual (FY22-FY26)	Annual	Title 23, United States Code, Section 130 (23 U.S.C. 130)	Caltrans Railway-Highway Crossing Program (RHCP) Section 130
Short-Line Railroad Improvement Program (SLRIP)	CTC/Caltrans	The Short-Line Infrastructure Improvement Act of 2019, (Senate Bill [SB] 87, Statutes of 2019) created the Short-Line Railroad Improvement Program (SLRIP) and provides a one-time appropriation, of seven million two hundred thousand dollars (\$7,200,000), for the purposes of this program. Program funds are to be allocated by the California Transportation Commission (Commission) to short-line railroad infrastructure projects intended to improve freight mobility, volume thresholds, and support modern rail freight traffic and the communities and industries they serve throughout California.	Safety Security	X	X	X	<p>Class III Rail infrastructure projects for Transload Facilities, Rail Terminals, Rail Yards, Sea Port, and Rail Lines:</p> <ul style="list-style-type: none"> New construction of industrial leads, switches, spurs and sidings, and extensions of existing sidings. Advanced Technology projects that support infrastructure sustainability such as fuel management systems, anti-idling technology, enhanced railcar components (ex. smart sensors), Automatic equipment identification tag readers, switching operations optimization systems, and automated inspection equipment. Safety projects such as Positive Train Control or other active control/warning devices, at-grade crossing gates and/or signals, new or improvements to train dispatching systems, upgraded crossing surfaces (concrete/rubber crossing panels), or installation of a STOP sign at low-volume crossings. 	\$7.2M (one-time funding over two years)	Annual (two years)	Short-Line Infrastructure Improvement Act of 2019, (Senate Bill [SB] 87, Statutes of 2019)	California Short-Line Railroad Improvement Program (SLRIP)

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Trade Corridors Enhancement Program (TCEP)	CTC	The purpose of the Trade Corridor Enhancement Program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.	Wayfinding to the Station / Trailblazing Safety	X		X	<ul style="list-style-type: none"> Trade Corridor Enhancement Program funds may be used for the plans, specifications, and estimates; right-of-way; and construction phases: Highway improvements, freight rail system improvements, border improvements, port enhancements, truck corridor improvements, surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, freight infrastructure (excluding vehicles) that enables zero-emission or near-zero emission goods movement, environmental/community mitigation that occurs as a part of a freight infrastructure (including zero-emission vehicles if they are part of an approved CEQA mitigation for a larger freight infrastructure project), and freight infrastructure related advanced technology 	\$300M - state funds \$515M - National Highway Freight Program Funds	Annual (program funded biannually)	- Road Repair and Accountability Act of 2017 (Senate Bill 1) established the Trade Corridor Enhancement Account - Implementing legislation enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) - California Transportation Commission established in 1978 by Assembly Bill 402	California Trade Corridor Enhancement Program (TCEP)
High Speed Passenger Train Bond Program (HSPTB)	CTC	The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission) upon appropriation by the Legislature to allocate funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system as set forth in Streets and Highways Code, Division 3, Chapter 20, Section 2704.04, subdivision (b) or that provide capacity enhancements and safety improvements. Section 2704.095 requires the Commission to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond (HSPTB) Program.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X			<ul style="list-style-type: none"> A) (Formula) the Commission will program in each of the three intercity rail corridors a minimum of \$47.5 million in eligible projects for a combined total of \$142.5 million and B) (Competitive) the Commission, upon finding that the projects are consistent with the criteria identified under Section 12 shall program up to another \$47.5 million in projects to any of the three intercity rail corridors: <ul style="list-style-type: none"> Projects that provide direct connectivity to the high-speed train system; Projects that are eligible for or have committed federal funds; Projects that promote increased ridership, increased On Time Performance and decreased running times. 	\$950M (total) \$760M: Commuter and Urban Rail Program - formula \$190M: Intercity Rail Program; \$142.5M - competitive; \$42.5 - formula	Annual (3 years)	Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A)	California Proposition 1A - High Speed Passenger Train Bond Program
Highway Railroad Crossing Safety Account (HRCSA)	CTC	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$250 million in general obligation bond proceeds for the Highway-Railroad Crossing Safety Account (HRCSA) program for the completion of high-priority grade separation and railroad crossing safety improvements. HRCSA funds are allocated by the California Transportation Commission (CTC), upon appropriation by the Legislature, pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, except that a dollar for dollar match of non-State funds shall be provided for each project, and the limitation on maximum project cost in subdivision (g) of Section 2454 of the Streets and Highways Code shall not be applicable to projects funded with these funds.	Safety Security	X	X		<ul style="list-style-type: none"> \$19.925 billion in State general obligation bonds for specific transportation programs, including \$250 million to fund the HRCSA Program. The HRCSA Program is divided into two parts. Part 1 provides \$150 million for highway railroad grade separation projects derived from the California Public Utilities Commission's (PUC) Section 190 grade separation project priority list. Part 2 provides \$100 million of the funds in this account to high priority railroad crossing improvements, including grade separation projects 	\$250M (total)	Annual	Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006	California Highway-Railroad Crossing Safety Account (HRCSA)
The Grade Separation Program (Section 190)	CTC	This is a State-funded safety program that supports projects that replace and upgrade existing at-grade railroad crossings, primarily with grade separations. The CPUC establishes a project list, and the Caltrans DRMT administers the program. Section 190 of the California Streets and Highways Code requires the State's annual budget to include \$15 million for funding these projects. The maximum funding per project is \$5 million annually.	Safety Security	X			<ul style="list-style-type: none"> Public Utilities Commission will establish a list, in order of priority, of projects which the commission determines to be most urgently in need of separation or alteration. Projects are either: <ul style="list-style-type: none"> The alteration or reconstruction of existing separations; or The construction of new grade separations to eliminate existing grade crossings. 	\$15M	Annual	Authorized by Section 190 of the Streets and Highways Code	Cal Trans - Grade Separation Program - Section 190 Guidelines

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Reconnecting Communities and Neighborhoods Grant Program (RCN)	Caltrans	Plans for the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure via community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks or other infrastructure. The proposed project must address an "eligible facility," which is defined as a highway or other transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations or other design factors.	Wayfinding to the Station / Trailblazing First/Last Mile: active transportation Safety	X		X	<ul style="list-style-type: none"> Construction activity projects must be associated with the removal, retrofit, or mitigation of an eligible facility and/or the replacement of an eligible facility with a new facility that restores community connectivity Bicycle and pedestrian projects 	\$149 million (FY 2022-23)	Annual	FY 22/23 State Budget	Reconnecting Communities: Highways to Boulevards
Local Transportation Climate Adaptation Program (LTCAP)	California Transportation Commission	Distributing funds from the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, the Local Transportation Climate Adaptation Program (LTCAP) provides competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.	First/Last Mile: motorized access First/Last Mile: active transportation Safety Station Assessment Improvements	X		X	<ul style="list-style-type: none"> Resilience Improvements that improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster Community Resilience and Evacuation Route activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events At-Risk Coastal Infrastructure activities that strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure 	\$148 million of General Fund in Fiscal Year 2021-22; Approximately \$49.5 million per year for three years from the Federal PROTECT Formula Program.	Annual	Senate Bill 198 (Committee on Budget and Fiscal Review. Transportation., Chapter 71, Statutes of 2022)	Local Transportation Climate Adaptation Program (LTCAP)
Recreational Trails Program (RTP)	California Parks Department	The Recreational Trails Program (RTP) provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses.	First/Last Mile: motorized access First/Last Mile: active transportation Safety Wayfinding to the Station / Trailblazing	X	X	X	<ul style="list-style-type: none"> Acquisition of easements and fee simple title to property for Recreational Trails or Recreational Trail corridors. Development and Rehabilitation of trails, Trailside and Trailhead Facilities. Construction of new trails Development and Rehabilitation of trails, Trailside and Trailhead Facilities. Maintenance of existing trails Purchase and lease of trail construction and Maintenance equipment. Development and dissemination of publications and operation of educational programs to promote safety and environmental protection related to trails 	\$5.7 million (\$3.4 million disbursed by California Department of Parks and Recreation and \$2.3 million disbursed by Caltrans)	Annual	The Bipartisan Infrastructure Law of 2021 (BIL) reauthorized the Recreational Trails Program (RTP) through from Federal Fiscal Years (FFY) 2022 through FFY 2026 as a set-aside from the Transportation Alternatives Set-Aside under the Surface Transportation Block Grant (STBG).	Recreational Trails Program (RTP) Non-Motorized
Regional Early Action Planning (REAP) Grants	California Department of Housing and Community Development	REAP 2.0 is a flexible program that will accelerate progress towards the state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 funds will accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing (AFFH), and facilitate the implementation of adopted regional and local plans to achieve these goals.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Safety Security	X	X	X	<ul style="list-style-type: none"> Technical assistance, planning, staffing, consultant needs (program-related), Administration costs Outreach and engagement activities Eligible uses described in the NOFA that meet one or more of the following categories of allowable uses: Accelerating Infill Development that facilitates Housing supply, choice, and affordability through various planning programs, services, or Capital Expenditures; Realizing Multimodal Communities through programs, plans, and implementation actions; Shifting travel behavior by reducing driving through programs, ordinances, funds, and other mechanisms, and Increasing transit ridership through funding, implementation actions, and planning 	\$510,000,000 for the Regional Early Action Planning Grant Program of 2021	Annual	This program was established as part of the 2021 California Comeback Plan under AB 140.	Regional Early Action Planning (REAP) Grants of 2021

Program	State Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Resources

- <https://calsta.ca.gov/-/media/calsta-media/documents/calsta-2020-transit-and-rail-funding-overview-a11y.pdf>
- <https://calsta.ca.gov/subject-areas/transportation-funding-in-california>
- <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program>
- <https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/2022-final-itip-december-15-2021.pdf>
- <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Transportation Development Act Article 3	SCAG	Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Planning and program activities Pedestrian and bicycle facilities Community transit services Public transportation Bus and rail projects 	- \$432.5M (FY22) - \$515.9M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority; Transportation Development Act	Caltrans - Transportation Development Act
SCAG Sustainable Communities Program	SCAG	The Sustainable Communities Program (SCP) is a technical assistance program that strengthens partnerships with local agencies and strategic partners who are responsible for land use and transportation decisions to help the region achieve its unified goals. The SCP provides opportunities to secure resources to meet the diverse planning needs of local communities and support implementation of regional planning policies and strategies.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security		X	X	<ul style="list-style-type: none"> Pedestrian Plan Network Visioning & Implementation First/Last Mile Active Transportation Plan Safe Routes Vision Zero Curb occupancy and usage study 	\$21.6M since 2016	- Funding categories announced every 4 years	Adoption of Connect SoCal by the Southern California Council of Governments	Southern California Association of Governments - Sustainable Communities Program
Transportation Partnership Programs	SCAG	The Transportation Partnership Programs (TPP) is comprised of two complementary programs – the County Transportation Commission (CTC) Partnership Program and the Regional Pilot Initiatives (RPI) Partnership Program. The CTC Partnership and RPI Programs target investments towards critical infrastructure that improve mobility, quality of life, and economic potential for the 19 million people who call this region home and the 3.7 million new residents projected by 2045. Includes County Transportation Commission (CTC) Partnership Program and Regional Pilot Initiatives (RPI) Program	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation	X		X	<ul style="list-style-type: none"> Vision Zero Transportation Demand Management Pedestrian and bicycle facilities 	\$100M (\$80M for CTC and \$15M for RPI; ~\$5 not accounted for)	REAP authorized in 2019; REAP 2.0 authorized in 2021	REAP 2.0 established through the 2021 California Comeback Plan under AB 140	Southern California Association of Governments - Transportation Partnership Programs
Los Angeles Metro Open Streets Grant Funding	Metro	Open Streets initiatives temporarily close streets to automobile traffic and open them to cyclists, pedestrians and other modes of non-motorized transportation. Open Streets have become an innovative advancement in the livable cities movement. They are an increasingly common strategy in regions that are seeking innovative ways to encourage mode shift to sustainable modes of transportation, reduce traffic congestion, achieve economic and public health improvement.	First/Last Mile: active transportation	X	X		<ul style="list-style-type: none"> Pre-event planning & outreach costs in conjunction with implementing an event Any operational or capital cost associated with the day-of event excluding activation/routing held off-street unless approved in writing by the Open Streets Grant Program Manager 	\$1.1M (FY2020)	Semi-annual (4 cycles since the Open Streets Grant Program was created in 2013; 5th cycle is coming soon)	Los Angeles County Metropolitan Transportation Authority	LA Metro - Metro Open Streets Grant Program
Los Angeles Metro Local Return Program	Metro	The Proposition A, Proposition C, and Measure R and Measure M Local Return programs are four one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program. By ordinance, Metro is responsible for administering the programs and establishing guidelines. The Proposition A tax measure was approved in 1980, the Proposition C tax measure was approved in 1990, Measure R was approved in 2008 and Measure M was approved in 2016. Collection of the taxes began on July 1, 1982; April 1, 1991; July 1, 2009; and July 1, 2017, respectively, while each year, more than \$1 billion is generated in local transportation revenue.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Streets and Roads improvements Traffic Control Measures Bikeways and Pedestrian Improvements Public Transit Services Transportation Administration Local Funding Contributions 	Funding from enabling legislation (listed under 'Funding Source' for FY22 and FY23 is described under the each legislation in the 'Local' tab.	Annual	Proposition A Proposition C Measure R Measure M	LA Metro - Local Return Program

Program	Agency	Purpose / Description	Applicability to RNI	Active Transportation			Project Examples	Funding Amount	Funding Cycle	Funding Source	Website
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Go Human Community Hubs Grant Program	SCAG	The Community Hubs Program provides a minimum of ten eligible applicants with up to \$40,000 in grant funding to support projects that leverage new or existing community gathering and resource sites to implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment or resource distribution. Hubs may include a physical or digital form, providing accessible spaces to streamline community education and resources. A hub co-locates multiple resources, serving as a convener to respond to multiple community needs.	Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security	X	X	X	<ul style="list-style-type: none"> Co-location of traffic safety resources for distribution, such as helmets or lawns signs with Community bicycle rides, walk audits, or open streets events Design and development of placekeeping/placebuilding features, such as public art or signage Community capacity building projects, such as a Virtual Traffic Safety Ambassador Leadership Development Programs inclusive of traffic safety information, content or resource distribution Storytelling, oral history/oral futures projects or film development, including showcases and screening series Safety cohort or planning teams 	SCAG has distributed more than \$490,000 directly to community-based organizations to implement safety projects since 2020.	Annual	California Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration.	2023 Go Human Community Hubs Grant Program

Strategy	Funding Type	Agency / Authority	Purpose / Description	Applicability to RNI	Funding Amount	Funding Cycle	Funding Source	Website
Farebox revenue	Fares	Transit agency/ RTPA/ Joint Powers Agency (JPA)	Farebox Revenue means all revenues collected from fare paying passengers either in the form of cash or pass sales revenue.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	- \$73.2M in FY22 - \$106.5M adopted for FY23	Annual	Los Angeles County Metropolitan Transportation Authority	Law Insider, Farebox Revenue definition
Assessment District	Assessment	City, County, or Special District	An Assessment District is a financing mechanism under The California Streets and Highways Code, Division 10 and 12 which enables cities, counties and special districts organized for the purpose of aiding in the development or improvement to, or within the district, to designate specific areas as Assessment Districts, with the approval of a majority of the landowners based on financial obligations, and allows these Districts to collect special assessments to finance the improvements constructed or acquired by the District.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - specific to special district	Varies - specific to special district	Authorized under The California Streets and Highways Code, Division 10 and 12	Special Assessment District
Development Impact Fees (DIF)	Fee	City, County, or Special District	A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - specific to development	Varies - specific to development	California Mitigation Fee Act	Development Impact Fees
Other taxes: Business license tax, gross receipts tax / per employee tax, real estate transfer tax / other counties' sales taxes	Special or General Tax	Variable	A business license tax is the tax paid on the gross income received from the defined business activity. A gross receipts tax is a tax applied to a company's gross sales, without deductions for a firm's business expenses, like costs of goods sold and compensation. Transfer taxes are imposed on the actual transfer of the real estate, typically between a property owner and a third-party purchaser.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - specific to special or general tax	Varies - specific to special or general tax	n/a	
Parking revenue	Fees	local jurisdiction	Parking Revenues means all monies derived from the fees, fines, charges, penalties, interest, earnings or other similar revenues for or in connection with the parking of motor vehicles on streets or in or on present or future off-street and on-street parking lots, areas, garages or other similar facilities, including meter collections, parking violations, fines and penalties.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - specific to special or general tax	Annual	Los Angeles County Metropolitan Transportation Authority	Parking Revenue
Ad Valorem Property and Parcel Taxes	General obligation bond approval requirements similar to special tax	City, County, or Special District	Ad valorem taxes are based on an assigned valuation (market or assessed) of real property and, in certain cases, on a valuation of tangible or intangible personal property. In virtually all jurisdictions the tax is a lien on the property enforceable by seizure and sale of the property.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - specific to market valuation	Varies - specific to market valuation	Proposition 13 (1978)	Property Tax Data
Tax increment financing (Enhanced Infrastructure Finance District (EIFD))	Property Tax Increment	City, County, or Special District	Tax increment financing (TIF) works by freezing the property tax revenues that flow from a designated project area to the city, county, and other taxing entities at the "base level" in the current year. Additional tax revenue in future years (the "increment") is diverted into a separate pool of money, which can be used either to pay for improvements directly or to pay back bonds issued against the anticipated TIF revenue.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - funding specific to EIFD	Varies - funding specific to EIFD	Authorized by Senate Bill 628 in 2014.	Southern California Association of Governments, Enhanced Infrastructure Financing District (EIFD)

Strategy	Funding Type	Agency / Authority	Purpose / Description	Applicability to RNI	Funding Amount	Funding Cycle	Funding Source	Website
Naming Rights Agreements	Private investment	Transit Agency / RTPA / JPA	Naming Rights generate revenue by selling the right to name transportation assets to the private sector. Naming rights are an alternative means to generate revenue for transportation agencies that are looking for new sources of funding other than taxes and fees. One of the most common examples of selling naming rights is within the context of professional sports. Because most professional sports arenas, stadiums, fields, and tracks are publicly owned, there are many instances where they have been renamed by banking, telecom communications, and other private firms.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Advertising: - \$24.1M (FY22) - \$32.6M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	FHWA, Center for Innovative Finance Support
Other Private Sector Contributions	Private investment	Transit Agency / RTPA / JPA	In February 2009, Governor Schwarzenegger approved Senate Bill 4 Second Extraordinary Session (SBX2 4 (PDF)) Chapter 2, Statutes of 2009 (Cogdill) which established legislative authority, until January 1, 2017, allowing Caltrans and regional transportation agencies to enter into comprehensive development lease agreements with public or private entities for transportation projects, commonly known as public-private partnership (P3) agreements.	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Varies - pending establishment of specific P3	Varies - pending establishment of specific P3	Authorized by Senate Bill 4 Second Extraordinary Session (SBX2 4); expired on January 1, 2017.	California Transportation Commission, Public-Private Partnerships (P3)
Measure R	Sales Tax	Metro	<p>A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs, and accelerate those already in the pipeline.</p> <p>The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs.</p> <p>The Measure contains an Expenditure Plan that identifies the projects to be funded and additional fund sources that will be used to complete the projects.</p>	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety 	Metro Rail: \$17.0M (FY22); \$20.3M (FY23) Metrolink: \$25.6M (FY22); \$30.5M (FY23) New Rail: \$42.6M (FY22); \$50.8M (FY23) Operations - Bus: \$170.4M (FY22); \$203.3M (FY23) Transportation Capital New Rail / BRT: \$298.2M (FY22); \$355.7M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	LA Metro, Measure R
Measure M	Sales Tax	Metro	<p>LA County voters approved Measure M with 71.15% support in 2016. The no sunset half-cent sales tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities.</p> <p>Measure M partially funds many Metro projects, as well as making funding available to local jurisdictions via the Metro Subregional Program (MSP); Metro Active Transportation, Transit and First/Last Mile (MAT) Program; and Local Return.</p>	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Total tax revenue from Measure M: - \$865.0M (FY22) - \$1,031.8M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	LA Metro, Measure M

Strategy	Funding Type	Agency / Authority	Purpose / Description	Applicability to RNI	Funding Amount	Funding Cycle	Funding Source	Website
Proposition A	Sales Tax	Metro	<p>Approved by voters in November 1980, Proposition A is a half-cent sales tax dedicated to transportation funding and was the first of its kind to address transportation challenges in LA County.</p> <p>Proposition A has funded transportation projects, improved bus service, initiated plans for a rail system that continues to be expanded today and helped subsidize fares. The Proposition A expenditure plan includes 3 categories: 25% to Local Return Programs, 35% to rail development and 40% to discretionary.</p>	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Total tax revenue from Proposition A: - \$865.0M (FY22) - \$1,031.8M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	LA Metro, Propositions A and C
Proposition C	Sales Tax	Metro	<p>Proposition C was approved by Los Angeles County voters in November 1990, generating with a half-cent sales tax. Proposition C was intended to support projects and programs developed with Proposition A funds and, in particular, was to provide funding to help improve and expand the rail system started with Proposition A funds.</p> <p>The Proposition C expenditure plan is as follows: 20% Local Return programs; 5% rail and bus security; 10% commuter rail, transit centers and park & ride; 25% transit-related highway improvements; and 40% discretionary.</p>	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Total tax revenue from Proposition C: - \$865.0M (FY22) - \$1,031.8M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	LA Metro, Propositions A and C
Local Sales Tax Program	Sales Tax	City of Norwalk; Burbank; Los Angeles County Government	<p>There is a Los Angeles County sales tax rate of .25%, a special district tax of 3.25% for all of Los Angeles County), a 0% van Nuys City Tax, a .75% Burbank tax, and a .75% Norwalk tax.</p>	<ul style="list-style-type: none"> Station Assessment Improvements Wayfinding to the Station / Trailblazing First/Last Mile: motorized access First/Last Mile: active transportation Transit operations Safety Security 	Local and state sales tax: - \$968.9M (FY22) - \$1,203.3M (FY23)	Annual	Los Angeles County Metropolitan Transportation Authority	Van Nuys, California Sales Tax Rate Burbank, California Sales Tax Rate Norwalk, California Sales Tax Rate

Appendix B - Acronyms

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AOPP	The Areas of Persistent Poverty Program	CTC	County Transportation Commission Partnership Program
ASAP	All Stations Accessibility Program	DIF	Development Impact Fee
ATCMTD	Advanced Transportation and Congestion Management Technologies Deployment	DRMT	Caltrans Division of Rail and Mass Transportation
ATIIP	Active Transportation Infrastructure Investment Program	EIFD	Enhanced Infrastructure Financing District
ATP	Active Transportation Program	EPA	Environmental Protection Agency
ATTAIN	Advanced Transportation Technology and Innovation Program	ESLR	Effects of Sea Level Rise Program
ATTIMD	Advanced Transportation Technologies and Innovative Mobility Development	FAST Act	Fixing America's Surface Transportation Act
BFP	Bridge Formula Program	FEMA	Federal Emergency Management Agency
BIL	Bipartisan Infrastructure Bill	FHA	Federal Housing Administration
BLM	Bureau of Land Management	FHWA	Federal Highway Administration
BRIC	Building Resilient Infrastructure and Communities	FRA	Federal Railroad Administration
BUILD	Better Utilizing Investments to Leverage Development	FSP	Federal-State Partnership
CA	California	FSTIP	Federal Statewide Transportation Improvement Program
CAA	Clean Air Act	FTA	Federal Transit Administration
CaISTA	California State Transportation Agency	FWS	US Fish and Wildlife Service
Caltrans	California Department of Transportation	GARVEEs	Grant Anticipation Revenue Vehicles
CARB	California Air Resources Board	GGRF	Cap-and-Trade Program California Greenhouse Gas Reduction Fund
CIG	Capital Investment Grant Program	HDC	Historically Disadvantaged Communities
CMAQ	Congestion Mitigation and Air Quality Improvement Program	H-GAC	Houston-Galveston Area Council
CPUC	California Public Utilities Commission	HRCSA	Highway Railroad Crossing Safety Account
CRISI	Consolidated Rail Infrastructure & Safety Improvements	HSIP	Highway Safety Improvement Program
CRP	Carbon Reduction Program	HSPTB	High-Speed Passenger Train Bond
CTC	California Transportation Commission	HSR	High Speed Rail
		IJA	Infrastructure Investment and Jobs Act
		INFRA	Nationally Significant Multimodal Freight & Highway Projects program
		IRA	Inflation Reduction Act

ISTEA	Intermodal Surface Transportation Efficiency Act	RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ITIP	Interregional Transportation Improvement Program	RCN	Reconnecting Communities and Neighborhoods Grant Program
JPA	Joint Powers Agency	RCP	Reconnecting Communities Pilot
LCTOP	Low Carbon Transit Operations Program	REAP	Regional Early Action Planning
LSR	Local Streets and Roads (LSR) Program	RMRP	Road Maintenance and Rehabilitation Program
LTCAP	Local Transportation Climate Adaptation Program	RNI	Rail Network Integration
LTF	Local Transportation Fund	ROPD	Office of Regional Operations and Program Delivery
MAT	Metro Active Transportation	RPI	Regional Pilot Initiatives Partnership Program
MPDG	Multimodal Project Discretionary Grant Program	RRIF	Railroad Rehabilitation & Improvement Financing
MPO	Metropolitan Planning Organization	RSTG	Rural Surface Transportation Grant Program
MSP	Metro Subregional Program	RSTP	Regional Surface Transportation Program
NHFN	National Highway Freight Network	RTIP	Regional Agencies' Regional Transportation Improvement Program
NHFP	National Highway Freight Program	RTP	Recreational Trails Program
NHPP	National Highway Performance Program	RTPA	Regional Transportation Planning Agency
NHS	National Highway System	SAFETEA-LU	Safe Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users
NHTSA	National Highway Traffic Safety Administration	SCAG	Southern California Association of Governments
NOFO	Notice of Funding Opportunity	SCCP	Solutions for Congested Corridors Program
NPS	National Park Service	SCO	State Controller's Office
NSMFHP	Nationally Significant Multimodal Freight & Highway Projects program	SCP	Sustainable Communities Program
ODOT	Oregon Department of Transportation	SGR	State of Good Repair Grants Program
P3	Public-Private Partnerships	SHA	State Highway Account
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program		
PTA	Public Transportation Account		
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account		

SHOPP	State Highway Operations and Protection Program	TCC	Transformative Climate Communities
SHSP	Strategic Highway Safety Plan	TCEP	Trade Corridor Enhancement Program
SLRIP	Short-Line Railroad Improvement Program	TCP	Thriving Communities Program
SRA	State Rail Assistance Program	TDA	Transportation Development Act
SRTS	Safe Routes to School Program	TEA-21	Transportation Equity Act for the 21st Century
SS4A	Safe Streets and Roads for All Grant Program	TIF	Tax Increment Financing
SSO	State Safety Oversight Program	TIFIA	Transportation Infrastructure Finance and Innovation Act
SSOA	State Safety Oversight Agency	TIGER	Transportation Investment Generating Economic Recovery
STA	State Transit Assistance	TIRCP	Transit and Intercity Rail Capital Program
STBG	Surface Transportation Block Grant	TOD	Transit Oriented Development
STEP	Sustainable Transportation Equity Project	TPP	Transportation Partnership Programs
STIP	State Transportation Improvement Program	TSGP	Transit Security Grant Program
STPG	Sustainable Transportation Planning Grants	USACE	US Army Corps of Engineers
TA Set-Aside	Transportation Alternatives Set Aside	USDOT	United States Department of Transportation
		WSDOT	Washington State DOT