

## Appendix 7-B Summary of Federal Discretionary Grant Programs Identified for Investment Plan Projects and Programs

### Prioritized Programs: State and Federal Discretionary Funding Programs

**Table 1. Federal Discretionary Funding Programs**

| Federal Discretionary Program:                       | Rebuilding American Infrastructure with Sustainability and Equity (RAISE)             | Reconnecting Communities and Neighborhoods (RCN)  | Safe Streets and Roads for All (SS4A)   | Bridge Investment Program   | Infrastructure for Rebuilding America (INFRA)   |
|--|---|---|---|---|---|
| <b>Issuing Agency</b>                                | U.S. Department of Transportation   | U.S. Department of Transportation   | U.S. Department of Transportation   | Federal Highway Administration (FHWA)   | U.S. Department of Transportation   |
| <b>Applicable Transportation Infrastructure Type</b> | Roads, Bridges, Transit, Rail, Ports, and Intermodal Transportation                   | Highways and other dividing or burdening transportation facilities                            | Roads, Active Transportation  | Bridges   | Highways, Bridges, Freight, Railway-Highway Grade Separation/Crossing, Marine Highway       |
| <b>Key Program Objectives</b>                        | State of repair, efficient mobility and economic competitiveness, safety, and equity. | Safety, Climate and Sustainability, Equity and Justice, Workforce Development, Transformation | Safety  | To improve the safety, efficiency, and reliability of the movement of people and freight over bridges | Safety, economic benefits, reduce congestion, enhance resiliency, improve freight movements |
| <b>Type of Program Funding</b>                       | Planning and capital  | Planning and capital  | Planning and capital  | Planning and capital  | Planning and capital  |
| <b>Annual Funding Pool</b>                           | \$1.5 billion   | \$3.2 billion (\$198m for RCP, \$3.1b for NAE)  | \$1 billion   | \$2.4 billion   | \$1.5 billion   |
| <b>Maximum Funding Amount</b>                        | \$45 million in 2023<br>\$25 million other years                                      | \$2M for RCP Planning Grants. No maximum for NAE planning or capital grants                   | No statutory maximum, but award sized expected to be between \$100K and \$25M | No maximum  | No maximum  |
| <b>Typical Award Size</b>                            | \$17 million  | \$~25M (Capital)  | \$16M (Capital)<br>\$430k (Planning)  | \$830k (Planning)<br>\$33M (Bridge Category)<br>\$520M (Large Bridge Category)                        | \$55 million  |
| <b>Success % (qualitative)</b>                       | Low   | Low   | Medium  | Less than 5% (capital)  | 10%   |
| <b>Minimum Match Requirement</b>                     | 20% (Urban Areas), 0% (Rural, HDC*, or APP**)   | 20% (RCP Planning and NAE Capital/Planning), 50% (RCP Capital)                                | 20%   | Planning: 10%<br>Construction: 20%/50% (<\$100M/>\$100M Categories)                                   | 40%,  |
| <b>Anticipated funding round announcement</b>        | Q4 2024   | Q3 2024   | Q2 2024   | Q4 2024   | Q2 – Q3 2024  |
| <b>Frequency</b>                                     | Annual  | Annual  | Annual  | Annual  | Annual  |
| <b>Duration</b>                                      | TBD   | Until 2026 (BIL)  | Until 2026 (BIL)  | Until 2026 (BIL)  | TBD   |

\*HDC: Historically Disadvantaged Communities

\*\*APP: Areas of Persistent Poverty

**Table 1. Federal Discretionary Funding Programs (continued)**

| <b>Discretionary Program:</b>                        | <b>Strengthening Mobility and Revolutionizing Transportation (SMART)</b>       | <b>Transit oriented development (TOD) planning grants</b>  | <b>Capital Investment Grants Program (New Starts and Small Starts)</b>                         | <b>Port Infrastructure Development Program (PIDP)</b>  | <b>Reduction of Truck Emissions at Port Facilities</b>   |
|--|--|--|--|--|--|
| <b>Issuing Agency</b>                                | U.S. Department of Transportation  | USDOT  | Federal Transit Administration (FTA)   | USDOT Maritime Administration  | U.S. Department of Transportation  |
| <b>Applicable Transportation Infrastructure Type</b> | Intelligent Transportation Systems, including: connected vehicles; smart grid; | The TOD Pilot Program grants target local communities to integrate land use and transportation planning with a new fixed guideway or core capacity improvement transit capital project   | heavy rail, commuter rail, light rail, streetcars, and bus rapid transit                       | Coastal seaports, inland river ports, and Great Lakes ports  | Port facilities and/or intermodal port transfer facilities   |
| <b>Key Program Objectives</b>                        | Efficient mobility   | Policy development which fosters integration of transit and land use planning. Objectives of this integrated planning are to improve accessibility, equity, and development of affordable housing.   | Enhance Safety, Build Resiliency, Increase Sustainability, Improve Equity, Connect Communities | Improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port | Reduced port-related emissions from idling trucks, including through port operations efficiency improvements |
| <b>Type of Program Funding</b>                       | Planning and capital   | Planning   | Capital  | Planning and Capital   | Planning and capital   |
| <b>Annual Funding Pool</b>                           | \$100 million  | \$14 million   | \$4.6 billion  | \$662 million  | \$160 million  |
| <b>Maximum Funding Amount</b>                        | No maximum   | No maximum   | \$150 million for Small Starts   | No maximum   | No maximum   |
| <b>Typical Award Size</b>                            | \$1.6M (Planning – Phase 1)  | \$700k (Planning)  | \$20-\$100m Small Starts<br>>\$1 billion New Starts  | \$2 million - \$70 million   | \$5 million  |
| <b>Success % (qualitative)</b>                       | Low  | Low  | Low  | Low  | Low  |
| <b>Minimum Match Requirement</b>                     | No match requirement for planning grants; 20% for capital projects             | 20%  | 20% Small Starts<br>40% New Starts   | 20%  | 20%  |
| <b>Anticipated funding round announcement</b>        | Q3 2024  | Q3 2024<br><br><a href="https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning">https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning</a> | 2024   | Q1 2024  | Q2 2024  |
| <b>Frequency</b>                                     | Annual   | Annual   | Annual   | Annual   | Annual   |
| <b>Duration</b>                                      | Until 2026 (BIL)   | 2026 (BIL)   | 2026 (BIL)   | 2026 (BIL)   | 2026 (BIL)   |

**Table 1. Federal Discretionary Funding Programs (continued)**

| <b>Discretionary Program:</b>                        | <b>Building Resilient Infrastructure and Communities (BRIC)</b>  | <b>Charging and Fueling Infrastructure Grant Program</b>  | <b>Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program</b>  | <b>Railroad Crossing Elimination Grant Program</b>  |
|--|--|---|--|---|
| <b>Issuing Agency</b>                                | FEMA   | U.S. Department of Transportation   | USDOT Federal Railroad Administration  | USDOT Federal Railroad Administration   |
| <b>Applicable Transportation Infrastructure Type</b> | Roads, highways, bridges; public transportation; dams, ports, harbors, and other maritime facilities; railroads; airports; water systems; electrical transmission facilities; buildings and property | Roads, Highways, Interstates, Transit   | Heavy rail, commuter rail, light rail, rail facilities, grade crossing, rolling stock  | Grade separation or closure, bridge, embankment, tunnel, Track relocation, protective devices, signals, signs |
| <b>Key Program Objectives</b>                        | Hazard mitigation, including climate adaptation and resilience   | To strategically deploy electric vehicle (EV) charging infrastructure, hydrogen/propane/natural gas fuelling infrastructure, in other publicly accessible locations | improve railroad safety, efficiency, and reliability; mitigate congestion; support more efficient travel and goods movement; enhance multi-modal connections; lead to new or substantially improved Intercity Passenger Rail Transportation corridors. | Improving the safety and mobility of people and goods   |
| <b>Type of Program Funding</b>                       | Planning and capital   | Planning and implementation   | Planning and capital   | Planning and capital  |
| <b>Annual Funding Pool</b>                           | \$1 billion  | \$700 million   | \$1.5 billion  | \$600 million   |
| <b>Maximum Funding Amount</b>                        | No maximum   | Maximum award of \$15 million for community grants  | No maximum   | No maximum  |
| <b>Typical Award Size</b>                            | \$5 million – \$20 million   | TBD   | \$2 million - \$50 million   | \$1 million - \$20 million  |
| <b>Success % (qualitative)</b>                       | 15%  | Low   | Low  | Low   |
| <b>Minimum Match Requirement</b>                     | 25%  | 20%   | 20%  | 20%   |
| <b>Anticipated funding round announcement</b>        | Q3 2024  | Q2 2024   | TBD  | TBD   |
| <b>Frequency</b>                                     | Annual   | Annual  | Annual   | Annual  |
| <b>Duration</b>                                      | TBD  | 2026 (BIL)  | TBD  | TBD   |

**Table 2. State Discretionary Funding Programs**

| <b>Discretionary Program:</b>                        | <b>Solutions for Congested Corridors Program (SCCP)</b>                                 | <b>Active Transportation Program (ATP)</b>  | <b>Low carbon transit operations program (LCTOP)</b>   | <b>Transit and Intercity Rail Capital Program (TIRCP)</b>   | <b>SB1 - Trade Corridor Enhancement Program (TCEP)</b>   |
|--|---|---|--|---|--|
| <b>Issuing Agency</b>                                | California Transportation Commission  | California Transportation Commission  | Caltrans   | California State Transportation Agency  | California Transportation Commission   |
| <b>Applicable Transportation Infrastructure Type</b> | Zero emission vehicles, Active Transportation, Transit, Highway lane capacity increases | Active Transportation   | Transit (expansions, improvements, electric buses)   | Transit and Intercity Rail (expansions, improvements, integrations)   | Freight infrastructure (federally designated Trade Corridors of National and Regional Significance, National Highway Freight Network, and other corridors with high freight volumes) |
| <b>Key Program Objectives</b>                        | Reduced congestion. Transportation, environmental and community access improvements     | Increasing walking and biking, increasing safety of non-motorized users, reducing GHG emissions | Reduced greenhouse gas (GHG) emissions, improved mobility, and a priority to serving disadvantaged communities | Reduced emissions through reduced vehicle miles and congestion  | Multimodal mobility, Economic prosperity, environmental stewardship, healthy communities, safety and resiliency, asset management, connectivity and accessibility                    |
| <b>Type of Program Funding</b>                       | Capital only  | Planning and Capital  | Operation and Capital  | Capital   | Capital  |
| <b>Annual Funding Pool</b>                           | \$250 million   | \$100 million (2025-27) to \$178 million (2027 - 29)  | \$140 million  | \$331.5 million to \$931.5 million (New Projects in Southern California) - \$690m in 2023                           | \$500 million (\$1.05 billion over two years)  |
| <b>Maximum Funding Amount</b>                        | No maximum  | No maximum  | No maximum   | No maximum, although geographic equity practically reduces expectations   | No maximum   |
| <b>Typical Award Size</b>                            | \$20 million (high variance)  | \$4.3M  | \$1 million  | \$25 million in 2023 (high variance)  | \$31 million in 2022, split across 2 years   |
| <b>Success % (qualitative)</b>                       | Low   | 21%   | Low  | Low   | Low  |
| <b>Minimum Match Requirement</b>                     | No match required   | No match required   | No local match required  | While there is no minimum match requirement, funding leverage is desirable and will be considered in the evaluation | No match required if nominated by Caltrans. 30% local match required if nominated by regions.  |
| <b>Anticipated funding round announcement</b>        | Q3 2024   | March 2024  | Q2 2024  | Q2 2024   | Q3 2024  |
| <b>Frequency</b>                                     | Biennial  | Biennial  | Annual   | Annual - Biennial   | Biennial   |
| <b>Duration</b>                                      | Until 2027 (SB1)  | Until 2027 (SB1)  | TBD  | TBD   | 2027 (SB1)   |

**Table 2. State Discretionary Funding Programs (continued)**

| <b>Discretionary Program:</b>                        | <b>Local Partnership Program Competitive (LPP-C)</b>   | <b>Transformative Climate Communities</b>  | <b>Urban Greening Grant Program</b>   | <b>Affordable Housing and Sustainable Communities Program (AHSC)</b>  |
|--|--|--|---|---|
| <b>Issuing Agency</b>                                | California Transportation Commission   | California Strategic Growth Council  | California Natural Resources Agency   | California Strategic Growth Council   |
| <b>Applicable Transportation Infrastructure Type</b> | Improvements to highway/local roads; transit facilities; transit equipment/vehicles; active transportation; road maintenance | Bicycle and pedestrian Facilities; Bike share programs; urban greening initiatives                                       | Bicycle paths; bicycle lanes; pedestrian facilities; tree planting  | Affordable housing developments (new construction or renovation) and transportation infrastructure including new transit vehicles, sidewalks, and bike lanes; bus shelters, benches, or shade trees |
| <b>Key Program Objectives</b>                        | Transportation improvements while fairly distributing the economic impact of increased funding                               | Projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. | Reduction of GHG emissions; mitigate the effects of extreme heat; improved climate resiliency and adaptation; improved equity | Support infill and compact development that reduce greenhouse gas emissions   |
| <b>Type of Program Funding</b>                       | Capital  | Planning, Project Development and Implementation   | Implementation  | Planning and capital  |
| <b>Annual Funding Pool</b>                           | \$72 million   | \$100 million  | \$25 million  | \$750 million   |
| <b>Maximum Funding Amount</b>                        | \$25 million   | \$29.5 million for implementation  | No maximum  | \$50 million  |
| <b>Typical Award Size</b>                            | TBD  | \$300k – planning<br>\$30M- implementation   | TBD   | \$1 million - \$50 million  |
| <b>Success % (qualitative)</b>                       | TBD  | Medium   | TBD   | Medium to High  |
| <b>Minimum Match Requirement</b>                     | 50%  | 50% for implementation   | No match required   | 10%   |
| <b>Anticipated funding round announcement</b>        | Q2/Q3 2024   | Q1 2024  | Q2/Q3 2024  | Q4 2024   |
| <b>Frequency</b>                                     | Biennial   | Annual   | TBD   | Annual  |
| <b>Duration</b>                                      | TBD  | TBD  | TBD   | TBD   |