

Appendix 7-D Assessment of Key Attributes for Funding Programs*
Appendix 7-D can be found within Appendix 7-B

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)
Issuing Agency	U.S. Department of Transportation	U.S. Department of Transportation	U.S. Department of Transportation	Federal Highway Administration (FHWA)	U.S. Department of Transportation
Applicable Transportation Infrastructure Type	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
Key Program Objectives	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
Type of Program Funding	Planning and capital	Planning and capital	Planning and capital	Planning and capital	Planning and capital
Annual Funding Pool	\$1.5 billion	\$3.2 billion (\$198m for RCP, \$3.1b for NAE)	\$1 billion	\$2.4 billion	\$1.5 billion
Maximum Funding Amount	\$45 million in 2023 \$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
Typical Award Size	\$17 million	\$~25M (Capital)	\$16M (Capital) \$430k (Planning)	\$830k (Planning) \$33M (Bridge Category) \$520M (Large Bridge Category)	\$55 million
Success % (qualitative)	Low	Low	Medium	Less than 5% (capital)	10%
Minimum Match Requirement	20% (Urban Areas), 0% (Rural, HDC*, or APP**)	20% (RCP Planning and NAE Capital/Planning), 50% (RCP Capital)	20%	Planning: 10% Construction: 20%/50% (<\$100M/>\$100M Categories)	40%,
Anticipated funding round announcement	Q4 2024	Q3 2024	Q2 2024	Q4 2024	Q2 – Q3 2024
Frequency	Annual	Annual	Annual	Annual	Annual
Duration	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)

Discretionary Program:	Strengthening Mobility and Revolutionizing Transportation (SMART)	Transit oriented development (TOD) planning grants	Capital Investment Grants Program (New Starts and Small Starts)	Port Infrastructure Development Program (PIDP)	Reduction of Truck Emissions at Port Facilities
Issuing Agency	U.S. Department of Transportation	USDOT	Federal Transit Administration (FTA)	USDOT Maritime Administration	U.S. Department of Transportation
Applicable Transportation Infrastructure Type	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
Key Program Objectives	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
Type of Program Funding	Planning and capital	Planning	Capital	Planning and Capital	Planning and capital
Annual Funding Pool	\$100 million	\$14 million	\$4.6 billion	\$662 million	\$160 million
Maximum Funding Amount	No maximum	No maximum	\$150 million for Small Starts	No maximum	No maximum
Typical Award Size	\$1.6M (Planning – Phase 1)	\$700k (Planning)	\$20-\$100m Small Starts >\$1 billion New Starts	\$2 million - \$70 million	\$5 million
Success % (qualitative)	Low	Low	Low	Low	Low
Minimum Match Requirement	No match requirement for planning grants; 20% for capital projects	20%	20% Small Starts 40% New Starts	20%	20%
Anticipated funding round announcement	Q3 2024	Q3 2024 https://www.transportation.gov/rural/grant-toolkit/pilot-program-transit-oriented-development-tod-planning	2024	Q1 2024	Q2 2024
Frequency	Annual	Annual	Annual	Annual	Annual
Duration	Until 2026 (BIL)	2026 (BIL)	2026 (BIL)	2026 (BIL)	2026 (BIL)

Table 1. Federal Discretionary Funding Programs (continued)

Discretionary Program:	Building Resilient Infrastructure and Communities (BRIC)	Charging and Fueling Infrastructure Grant Program	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Railroad Crossing Elimination Grant Program
Issuing Agency	FEMA	U.S. Department of Transportation	USDOT Federal Railroad Administration	USDOT Federal Railroad Administration
Applicable Transportation Infrastructure Type	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
Key Program Objectives	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
Type of Program Funding	Planning and capital	Planning and implementation	Planning and capital	Planning and capital
Annual Funding Pool	\$1 billion	\$700 million	\$1.5 billion	\$600 million
Maximum Funding Amount	No maximum	Maximum award of \$15 million for community grants	No maximum	No maximum
Typical Award Size	\$5 million – \$20 million	TBD	\$2 million - \$50 million	\$1 million - \$20 million
Success % (qualitative)	15%	Low	Low	Low
Minimum Match Requirement	25%	20%	20%	20%
Anticipated funding round announcement	Q3 2024	Q2 2024	TBD	TBD
Frequency	Annual	Annual	Annual	Annual
Duration	TBD	2026 (BIL)	TBD	TBD

Table 2. State Discretionary Funding Programs

Discretionary Program:	Solutions for Congested Corridors Program (SCCP)	Active Transportation Program (ATP)	Low carbon transit operations program (LCTOP)	Transit and Intercity Rail Capital Program (TIRCP)	SB1 - Trade Corridor Enhancement Program (TCEP)
Issuing Agency	California Transportation Commission	California Transportation Commission	Caltrans	California State Transportation Agency	California Transportation Commission
Applicable Transportation Infrastructure Type	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)
Key Program Objectives	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
Type of Program Funding	Capital only	Planning and Capital	Operation and Capital	Capital	Capital
Annual Funding Pool	\$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)
Maximum Funding Amount	No maximum	No maximum	No maximum	No maximum, although geographic equity practically reduces expectations	No maximum
Typical Award Size	\$20 million (high variance)	\$4.3M	\$1 million	\$25 million in 2023 (high variance)	\$31 million in 2022, split across 2 years
Success % (qualitative)	Low	21%	Low	Low	Low
Minimum Match Requirement	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.
Anticipated funding round announcement	Q3 2024	March 2024	Q2 2024	Q2 2024	Q3 2024
Frequency	Biennial	Biennial	Annual	Annual - Biennial	Biennial
Duration	Until 2027 (SB1)	Until 2027 (SB1)	TBD	TBD	2027 (SB1)

Table 2. State Discretionary Funding Programs (continued)

Discretionary Program:	Local Partnership Program Competitive (LPP-C)	Transformative Climate Communities	Urban Greening Grant Program	Affordable Housing and Sustainable Communities Program (AHSC)
Issuing Agency	California Transportation Commission	California Strategic Growth Council	California Natural Resources Agency	California Strategic Growth Council
Applicable Transportation Infrastructure Type	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
Key Program Objectives	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
Type of Program Funding	Capital	Planning, Project Development and Implementation	Implementation	Planning and capital
Annual Funding Pool	\$72 million	\$100 million	\$25 million	\$750 million
Maximum Funding Amount	\$25 million	\$29.5 million for implementation	No maximum	\$50 million
Typical Award Size	TBD	\$300k – planning \$30M- implementation	TBD	\$1 million - \$50 million
Success % (qualitative)	TBD	Medium	TBD	Medium to High
Minimum Match Requirement	50%	50% for implementation	No match required	10%
Anticipated funding round announcement	Q2/Q3 2024	Q1 2024	Q2/Q3 2024	Q4 2024
Frequency	Biennial	Annual	TBD	Annual
Duration	TBD	TBD	TBD	TBD