

TRANSPORTATION FUNDING OPPORTUNITIES GUIDEBOOK

State and Federal Funds Available for Local Public Agency Projects



June 2022

Transportation Funding Opportunities Guidebook

Contents

FEDERAL PROGRAMS

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	1
EMERGENCY RELIEF PROGRAM (ER)	3
FEDERAL GRANT, DISCRETIONARY AND FORMULA PROGRAMS	4
CFI.....	4
NEVI.....	4
SMART.....	5
HIP.....	5
RCP.....	5
RSTG.....	5
PFG.....	5
FBP.....	6
FBD.....	6
ELEFPP.....	6
FSRC.....	6
SS4A.....	6
FLAP.....	7
MEGA.....	7
INFRA.....	7
RAISE.....	7
BUILD.....	8
TIGER.....	8
Earmark Repurposing.....	8
NCRR&R.....	8
CPF/CDS.....	8
NCIIP.....	9
TCSP.....	9
PNRS.....	9
Other Earmarks (Older Programs).....	9
CARBON REDUCTION PROGRAM (CRP)	9
PROTECT	9
HIGHWAY BRIDGE PROGRAM (HBP)	10
LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	11
RAILROAD / HIGHWAY CROSSING PROGRAM (RHCP)	12
SURFACE TRANSPORTATION BLOCK GRANT (STBG)	13

STATE PROGRAMS

SENATE BILL 1 (SB 1)	16
ACTIVE TRANSPORTATION PROGRAM (ATP)	17
ACTIVE TRANSPORTATION RESOURCE CENTER (ATRC)	18

GRADE SEPARATION PROGRAM.....	19
LOCAL PARTNERSHIP PROGRAM (LPP).....	20
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)	21
TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP).....	22
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP).....	24
PRIORITY LEGISLATIVE BUDGET PROJECTS (PLBP)	25
CLEAN CALIFORNIA LOCAL GRANT PROGRAM (CCLGP)	26
BICYCLE TRANSPORTATION ACCOUNT PROGRAM (BTA).....	27
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM (EEM).....	27
PROPOSITION 1B – TRADE CORRIDOR IMPROVEMENT FUND (TCIF)	27
SAFE ROUTES TO SCHOOL (SRTS).....	27

FEDERAL PROGRAMS

Estimated Annual Funding Levels (California Share)

Federal Program	Approximate Average Annual Funding Level (Millions) ¹
Congestion Mitigation and Air Quality Improvement (CMAQ)	\$526
Emergency Relief (ER)	\$100 and varies
Federal Discretionary Grant Programs ² (FDP)	Varies
Carbon Reduction Program (CRP)	\$106.7
The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	\$121
Highway Bridge Program (HBP)	\$558
Local Highway Safety Improvement Program (HSIP)	\$120
Railroad/Highway Crossing Program (RHCP), Section 130	\$16
Surface Transportation Block Grant Program (STBG)	\$1245

Notes:

1. The amounts listed are the Federal contribution to these programs. Most Federal projects will require a local match contribution to the project cost.
2. Assumes California share is 11% of Nationwide total funds available.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA). Administered by FHWA, the CMAQ program has been reauthorized under every successive Transportation Bill up to and including the Infrastructure Investment and Jobs Act (IIJA). Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act. The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Project Eligibility

Public transit improvements; electric vehicle and natural gas infrastructure, diesel retrofits, installation of diesel emission control technology on nonroad diesel equipment or on-road diesel equipment that is operated on a highway construction projects; the most cost-effective projects to reduce emissions from port-related landside nonroad or on- road equipment that is operated within the boundaries of the area; installation of vehicle-to-infrastructure communications equipment; shared micromobility, including bike sharing and shared scooter systems; the purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations.

High occupancy vehicles (HOV) lanes; Intelligent Transportation Infrastructure (ITI); traffic management and traveler information systems (e.g., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations; fare/fee subsidy programs; and under certain conditions PM -2.5 and PM-10 projects.

Operating Assistance - the BIL allow CMAQ funds to be used for operating assistance (without time limitation) in association with a transit system located in certain areas. [§ 11115(7); 23 U.S.C. 149(m)(2)]

Funding Level

About \$2.64 billion available nationwide per year. Estimated annual program level for California is \$526 million. Federal share payable is up to 100%.

Project Selection Process

Only air quality nonattainment and maintenance areas for ozone, carbon monoxide, and certain PM-2.5 and PM-10 projects receive CMAQ funds. Local agencies nominate projects and coordinate with Metropolitan Planning Organizations (MPOs) or Regional Transportation Planning Agencies (RTPAs) to select projects. All CMAQ projects must be included in an air quality conforming transportation plan and Federal Statewide Transportation Improvement Program (FSTIP).

The Caltrans District Local Assistance Engineers assist local agencies in obtaining Federal Highway Administration (FHWA) authorization for environmental engineering, right-of-way, and/or construction funding based on the project's schedule and cost in the FSTIP.

Significant Dates

The schedules for project nomination vary statewide. Please contact your MPO or RTPA to verify schedule.

- October of each year - apportionment of Federal funds.
- July 1 of each year, MPOs and RTPAs notify the Department of projected amount of Obligational Authority each entity plans to use in the remainder of the Federal Fiscal year (Oct 1 through Sept 30). Excess amounts are redistributed to other projects.
- August 1 of each even-numbered year - the Transportation Improvement Plan is updated to include new projects.

Relevant Statutes

§ 11115; 23 U.S.C.149

Key Decision Makers

Congestion Management Agencies, RTPAs and/or MPOs, FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA)

Contacts for Information and Assistance

[Caltrans District Local Assistance Engineers](#) for projects not on the State Highway System.

[MPO/RTPA links.](#)

Caltrans Division of Transportation Programming for projects on the State Highway System and in the STIP: Chief, Office of Federal Resources.

Related Publications

“The Congestion Mitigation and Air Quality Improvement (CMAQ) Program Under the Transportation Equity Act for the 21st Century (TEA-21) Program Guidance”, U.S. Department of Transportation, FHWA, issued April 1999, available at the following website address: [CMAQ - Air Quality - Environment - FHWA \(dot.gov\)](#)

Websites

[Bipartisan Infrastructure Law - Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

Emergency Relief Program (ER)

The Emergency Relief Program (ER) is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures.

Project Eligibility

For a declared disaster, ER funds are intended to aid states and local highway agencies in paying unusually heavy expenses of repairing serious damage to federal-aid highways resulting from natural disasters or catastrophic failure. Only that work which exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level of service is eligible.

Funding Level

Annually, \$100 million per state per disaster is made available nationally for ER projects. The amount available to an individual state varies each year depending on disasters experienced by the states.

The federal match ratio is 100% for emergency opening work completed within 270 days after disaster declaration date. After 270 days, the match ratio is the same as the applicable ratio from the category that funds the system upon which the emergency occurred (80-100%). Typically the ratio is 88.53% on local highways.

Project Selection Process

After a disaster has been declared and the Federal Highway Administration (FHWA) has received notice from the Secretary of Transportation that recovery work is eligible for ER funds, damage assessment forms are completed and approved by a team composed of representatives of Caltrans, the local agency and in special cases, FHWA; on a site-by-site basis.

Emergency opening repair work and preliminary engineering for permanent repair work may begin immediately, with reimbursement being retroactive to the beginning of the disaster. Permanent repair right of way work and permanent repair construction work must receive prior FHWA authorization before beginning those phases work.

Significant Events

Governor's declaration that a state of emergency exists.

Presidential declaration that a disaster exists.

Secretary of U.S. Department of Transportation approval of FHWA Division Field Report.

Relevant Statutes

Title 23 U.S.C. Subpart A, Chapter 1, Section 120 (d), Section 125 SAFETEA-LU Act Section 1112, Section 125 MAP-21 Act Section 1107, Section 125 FAST Act Section 1107, Section 125 IIJA Act Sections 11106 and 11107

Key Decision Makers

President, Governor, Caltrans, FHWA, local agencies

Contacts for Information and Assistance

[Caltrans District Local Assistance Engineers](#)

Local Assistance ER Program Manager, (916) 653-9151

Related Publications

Emergency Relief Manual (Federal-Aid Highways) updated May 31, 2013, available from FHWA, California Division

Local Assistance Program Guidelines, Chapter 11: Emergency Relief Program

Websites

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/emergency-relief-program>

Federal Grant, Discretionary and Formula Programs

There are many highway, transit, and rail discretionary programs available to California applicants authorized by various sections of the Infrastructure Investment and Jobs Act (IIJA) and other legislated Acts. Funding for these programs vary, some are formula driven, others are nationally competitive, and still others are for projects designated by Congress. Funds for these programs are generally distributed over the Acts five-year time span. Different divisions of Caltrans administer the programs and the eligibility requirements and selection processes are varied.

The below list of federal programs, most likely managed by the Caltrans' Division of Local Assistance (DLA) – Office of Federal Programs, include a short program description, project selection method, and Caltrans or FHWA website. Information will be updated as new information becomes available along with keeping websites current.

CFI

(New under IIJA) The Charging and Fueling Infrastructure (CFI) discretionary grants program will make competitive grants available to improve public accessibility to electrical vehicle charging and hydrogen, propane and natural gas fueling stations, along designated alternative fuel corridors or other community locations accessible to drivers. The project scope, administering agency and funding amount is predetermined by the U.S. Legislature. Unlike previous federal discretionary programs, projects funded through this funding program will likely have very tight deadlines to obligate and encumber the federal funding.

DLA website: TBD

NEVI

(New under IIJA) The National Electric Vehicle Infrastructure (NEVI) formula program provides dedicated funding to strategically deploy EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Initial NEVI funding is directed to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the Interstate Highway System. Once, the national network is fully built out, funding will be expanded to be used on any public road or in other publicly accessible locations. Each Federal Fiscal Year (FFY) ten percent of the NEVI Formula Program will be set-aside to help fill gaps in the national network, as determined by the U.S. Secretary of Transportation. A separate process for these “gap-filling” grants will be established in future guidance. Before funding is dispersed, states must submit a plan to DOT describing planned use of funds.

DLA website: TBD

SMART

(New under IIJA) The Strengthening Mobility and Revolutionizing Transportation (SMART) program supports state, local, and tribal governments in conducting demonstration projects to advance smart city or community technologies and systems to improve transportation efficiency and safety, along with priorities like climate mitigation, resilience, and equity. Grants are awarded on a competitive basis. NOFO is expected to be announced September 2022.

DLA Website: TBD

HIP

(Existing) The Highway Infrastructure Program (HIP) provides funding for the with the intent to specifically fund the “restoration, repair, construction, of federal aid eligible roads, bridges, and tunnels.” Funds are apportioned by FHWA and the State, to MPOs, RTPAs and local agencies based, in part, on population.

DLA website: dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program

RCP

(New under IIJA) The Reconnecting Communities Pilot (RCP) program provides funding to support planning, capital construction, and technical assistance to restore community connectivity, equitably, and safely through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. In addition to various planning activities, eligible projects can address roads, streets, parkways, or other transportation facilities, such as a railroad track, 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. The Notice of Funding Opportunity (NOFO) has been announced with applications due by October 13, 2022: https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf.

DLA website: TBD

RSTG

(New under IIJA) The Rural Surface Transportation Grant (RSTG) program provides funding for projects to improve and expand rural surface transportation infrastructure, increase transportation connectivity, improve safety and reliability of public transportation and freight, generate economic regional growth, and improve the public's quality of life. Funding is awarded on a competitive basis. Deadline for this year's call was May 23, 2022, but additional funding cycles will follow and be announced by USDOT.

Website: www.transportation.gov/grants/rural-surface-transportation-grant

PFG

(Existing) The Passenger Ferry Grant (PFG) program continues the \$30 million per year passenger ferry competitive program for ferries that serve urbanized areas. Funding for the program follow the same grant requirements found under 49 U.S.C. 5307(a); but, instead of buses, there requirements assure basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.

USDOT website: www.transit.dot.gov/passenger-ferry-grants

FBP

(Existing) The Ferry Boat and Terminal Facilities Construction Program (FBP) provides funds for the construction of publicly owned ferry boat and ferry terminal facility improvements. This program is not for maintenance work. The program does not cover repair activities unless the activity results in an upgrade to the ferry boat or ferry boat facilities. Funding is distributed to local agencies with ferry boat and/or ferry facilities by formula, based on data obtained from the biennial National Census of Ferry Operators (NCFO) conducted by the Bureau of Transportation Statistics. The NCFO is an online census completed by the ferry boat operators on a voluntary basis.

DLA website: TBD

FBD

(Discontinued under MAP-21) The Ferry Boat Discretionary (FBD) program provides funding to specific local agencies designated by the U.S. Legislature for the construction of ferry boats and ferry boat facilities. Funds are available until rescinded or expended.

ELEFPP

(New under IIJA) The Electric or Low-Emitting Ferry Pilot Program (ELEFPP) provides funding to purchase electric or low-emitting ferries ferry vessels to reduce emissions or produce zero onboard emissions under normal operation. This includes upgrading existing ferry vessels to use alternative fuels, on-board energy storage systems and provide for electrification or other technologies and systems, to reduce emissions from existing ferry vessels. Funding will be allocated to projects on a competitive basis, from proposals submitted to FTA in response to Notices of Funding Opportunities.

- At least one grant shall be for a ferry service that serves the state with the largest number of marine highway system miles.
- At least one grant shall be for a bi-state ferry service with an aging fleet; and whose development of zero- and low-emission powered ferries will propose to advance the state of the technology toward increasing the range and capacity of zero emission power source ferries.

DLA website: TBD

FSRC

(New under IIJA) The Ferry Service for Rural Communities (FSRC) makes federal resources available to states to ensure basic essential ferry service is provided to rural areas, by providing funds for scheduled ferry service serving at least two rural areas more than 50 miles apart. Projects are selected on a competitive basis.

DLA website: TBD

SS4A

(New under IIJA) The Safe Streets and Roads for All (SS4A) program provides funds to support regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries. Funds may be used to develop or update a "Comprehensive Safety Action Plan" (a.k.a. Action Plan), conduct planning, design, and development activities in support of an Action Plan, and carry out projects and strategies identified in an action plan. Projects and strategies may include but are not limited to implementing improvements, applying low-cost safety treatments, conducting speed management projects, installing safety enhancements, addressing alcohol-impaired driving, making street design

changes, and creating safe routes to school and public transit services. Projects are selected on a competitive basis.

DLA website: TBD

FLAP

(Existing) The Federal Lands Access Program (FLAP) provides funding to improve public roads, transit systems, and transportation facilities, with an emphasis on Federal high-use recreation sites and Federal economic generators. Program funding of projects are intended to supplement State and local resources. This program is administered directly by the Central Federal Lands Highway Division (CFLHD), with local agency project applications being submitted directly to CFLHD. Caltrans serves as one of three members of the California FLAP Programming Decisions Committee (PDC). Solicitations for new projects generally occur every two years, by CFLHD under the discretion of the PDC.

DLA website: dot.ca.gov/programs/local-assistance/fed-and-state-programs/federal-lands-access-program

MEGA

(New under IIJA) The MEGA program, referenced in the law as the National Infrastructure Project Assistance program, are for projects supporting large, complex projects likely to generate national or regional economic, mobility, or safety benefits, which are difficult to fund by other means. Projects are awarded on a competitive basis, using the Multimodal Project Discretionary Grant (MPDG) combined Notice of Funding Opportunity (NOFO). The single MPDG application allows applicants to apply for up to three separate discretionary grant opportunities: INFRA, RSTG, and MEGA grants programs.

USDOT website: www.transportation.gov/grants/mega-grant-program

INFRA

(Existing) The Infrastructure for Rebuilding America (INFRA) program, also known as the Nationally Significant Federal Lands and Tribal Projects program is commonly referred to as the INFRA program. This program provides funding to highway and rail projects of regional and national economic significance. The new transportation act (e.g., IIJA) expands the program significantly and increases funding to rural areas. The project solicitation, review, and selection for this competitive program, are handled directly by FHWA.

USDOT website: <https://www.transportation.gov/grants/infra-grants-program>

RAISE

(Existing) The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides investment in road, rail, transit and port projects, which promise to achieve national objectives. The program enables the U.S. Department of Transportation to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure. This program replaced the BUILD program. Grants are awarded by FHWA on a competitive basis. Applications are submitted directly to FHWA. FHWA exercises full oversight of INFRA projects, with Caltrans performing the role of a pass through for the federal funding.

USDOT website: <https://www.transportation.gov/RAISEgrants>

BUILD

(Discontinued) The Better Utilizing Investments to Leverage Development (BUILD) program and provides funding for capital projects that have a significant impact on the Nation, a metropolitan area, or a region. FHWA exercises full oversight over BUILD projects, with Caltrans performing the role of a pass through for the federal funding. BUILD was replaced by the new RAISE program in 2021. No new projects are being awarded under this program.

TIGER

(Discontinued) The Transportation Investment Generating Economic Recovery (TIGER) program provides funding for capital improvements, which include highway, bridge, public transportation, rail and port infrastructure. Later TIGER Grants were allowed funding for planning activities. Initially known as the National Infrastructure Investment (NII) Grants program; this program is now referred to as the TIGER grants program. FHWA exercises full oversight over INFRA projects, with Caltrans performing the role of a pass through for the federal funding. TIGER was replaced by the new BUILD program in 2019. No new projects are being awarded under this program.

Earmark Repurposing

(Existing) The Earmark Repurposing program makes funding available from earmarks and designated projects that have not been advanced by State DOTs. The limitations in the Repurposing Provision are to ensure the projects are obligated promptly and used in the same geographic area as the original earmark to provide funding for other needed projects eligible under the Surface Transportation Block Grant Program (STBG). Repurposed Earmark funding must meet strict obligation and expenditure deadlines; funds not meeting these are returned to FHWA. Projects are selected by FHWA, based the merits and eligibility of local agency submitted requests.

DLA website: dot.ca.gov/programs/local-assistance/fed-and-state-programs/earmark-repurposing

NCRR&R

(New under IIJA) The National Culvert Removal, Replacement, & Restoration program provides supplemental funding for grants to a State, local government, or an Indian Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs. The program establishes an annual competitive grant program to award grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that— “(1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include-- (A) infrastructure to facilitate fish passage around or over the weir; and (B) weir improvements. NOFO is expected to be announced in summer 2022.

DLA website: TBD

CPF/CDS

The Community Project Funding/Congressionally Directed Spending (CPF/CDS) program is a discretionary earmark program. The project scope, administering agency and funding amount is predetermined by the U.S. Legislature. Unlike previous federal discretionary programs, projects funded through this funding program have very tight deadlines to obligate and encumber the federal funding. Once the program guidelines and federal allocation letters for each earmark are released, local agency applicants identified by their U.S. Congressperson, request funding for their project through the DLA-Office of Federal Programs.

DLA website: dot.ca.gov/programs/local-assistance/fed-and-state-programs/earmark-programs

NCIIP

(Discontinued) The National Corridor Infrastructure Improvement Program (NCIIP) is a discretionary program for highway construction projects within corridors of national significance. Projects were solicited by the Secretary of Transportation and awarded on a competitive basis. No new projects are being funded from this program. Active NCIIP projects are tracked and monitored for progress until they are completed. Program funds are available for projects until the funds are rescinded or expended.

TCSP

(Discontinued) The Transportation, Community, and System Preservation (TCSP) program was created to facilitate the planning, development, and implementation of strategies to integrate transportation, community, and system preservation plans and practices. No new projects are being funded from this program. Program funding on active projects were available until expended or expired. Active TCSP projects are tracked and monitored for progress until they are completed. Because the program funding has expired, any program funds from project savings return to FHWA.

PNRS

(Discontinued) The Projects of National and Regional Significance (PNRS) program provides funding for high-cost transportation infrastructure and facilities that provide for critical national economic and transportation needs. The intent of this program is to improve economic productivity, facilitate international trade, relieve congestion, and enhance movement of passengers and freight. Projects were solicited by the Secretary of Transportation and awarded on a competitive basis. No new projects are being funded from this program. Active PNRS projects are tracked and monitored for progress until they are completed. Program funds on active projects are available until the funds are rescinded or expended.

Other Earmarks (Older Programs)

These programs, i.e., TI, HPP, DEMO, Special, Discretionary, etc. are no longer funded and primarily tracking the funds and projects using the funds to completion.

Carbon Reduction Program (CRP)

(New under IIJA) The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Funds are distributed by formula and population. Eligible funded activities for this program includes truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles, including charging or fueling infrastructure and the purchase or lease of zero-emission vehicles. CRP is distributed by formula to eligible applicants based on population.

DLA Website: TBD

PROTECT

(New under IIJA) The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program provides funding to improve resiliency of the federal-aid eligible roads and infrastructure. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters. PROTECT program funds are apportioned to each state by formula and includes a PROTECT competitive grant over 5 years.

DLA Website: TBD

Highway Bridge Program (HBP)

The Local Highway Bridge Program (HBP) provides funding to improve the condition of local highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

Project Eligibility

Existing bridges must meet federal requirements outlined in Caltrans Local Assistance Program Guidelines, Chapter 6 to be eligible for HBP funds. The proposed work must also meet federal requirements. The following work types are generally eligible:

- Replacement
- Rehabilitation
- Seismic retrofit
- Engineered scour countermeasures
- Bridge Painting
- Bridge Preventive Maintenance (see special guidelines on website)

Funding Level

Approximately \$558 million annually for California over the life of the Infrastructure Investment and Jobs Act (IIJA). Federal share of reimbursement depends on bridge functional classification.

Project Selection Process

- Bridges are selected by local agencies.
- Local agencies submit applications to their District Local Assistance Engineer (DLAE).
- Local agencies are notified by DLAE of eligibility for funding.
- All projects are prioritized against each other and programmed based upon available funding capacity.
- Caltrans submits a financially constrained list of projects for approval in RTIP(s) and FTIP.
- Local agencies may request authorization to proceed after FTIP approval.

Significant Dates

Caltrans accepts applications for funding on a continuous basis, but prioritization cutoff date is November 30 of odd years.

Relevant Statutes

Infrastructure Investment and Jobs Act Section 11105
Infrastructure Investment and Jobs Act Section 11109
Infrastructure Investment and Jobs Act Division & - Title VIII
Title 23 U.S.C.144
California Streets and Highways Code, Section 2400
23 CFR 650

Key Decision Makers

DLAEs, Caltrans Division of Local Assistance, the Federal Highway Administration, the California Transportation Commission, and local agencies

Contacts for Information and Assistance

[District Local Assistance Engineers](#)

Related Publications

Local Assistance Program Guidelines, Chapter 6: Highway Bridge Program

Bridge Preventive Maintenance Program Guidelines
Local Assistance Procedures Manual

Websites

<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-program-guidelines-lapg>

Local Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program, codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Project Eligibility

A highway safety improvement project must be on a public road or publicly owned bicycle or pedestrian pathway or trail to reduce identified safety problems.

Funding Level

Under the Infrastructure Investment and Jobs Act (IIJA), The annual program funding for local HSIP is approximately \$120 million for Federal Fiscal Year 2021/2022 through 2025/2026, unless it is extended or reauthorized. The maximum funding amount for a project is \$10 million, and the reimbursement rate is 90%.

Project Selection Process

Caltrans DLA solicits candidate projects from eligible public agencies through Calls-for-Projects, which are normally once every two years. Interested agencies must submit their applications electronically by the due date to compete for funding.

Caltrans staff evaluate the applications based on the Benefit Cost Ratio (BCR) and other pre-defined criteria. A list of selected projects for funding is then developed for programming and implementation.

Significant Dates

A Call-for-projects is announced once every two years to local agencies and federally recognized tribes in California to submit applications for their candidate HSIP projects.

Relevant Statutes

Title 23, USC, Section 148
California Streets and Highways Code, Sections 2330-2334

Key Decision Makers

Caltrans and FHWA and Local HSIP Advisory Committee

Contacts for Information and Assistance

Caltrans District Local Assistance Engineers (DLAEs)

Related Publications

Chapter 9: Local Highway Safety Improvement Program, Local Assistance Program Guidelines (LAPG)
Local Roadway Safety Manual for California Local Road Owners
Caltrans Local Assistance Procedures Manual (LAPM)
Caltrans Highway Design Manual

California Manual on Uniform Traffic Control Devices (California MUTCD)

Websites

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

Railroad / Highway Crossing Program (RHCP)

The Railway-Highway Crossings Program (RHCP) provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Project Eligibility

The RHCP funds are eligible for projects at all public crossings including roadways, bike trails and pedestrian paths. Program funds may be used for the elimination of hazards, the installation of protective devices at railway-highway crossings, the replacement of functionally obsolete warning devices, and for projects to reduce pedestrian fatalities and injuries from trespassing at grade crossings.

Funding Level

California Apportionment is approximately \$16.6/yr. through the Infrastructure Investment and Jobs Act. Federal funding share is 100%. [§ 11108(b); 23 U.S.C. 130(f)(3)]

Project Selection Process

California Public Utilities Commission (CPUC) staff selects crossings for inclusion in the statewide funding list based on their potential hazard. CPUC staff identifies potential hazardous crossings by utilizing available data. Crossing items that CPUC staff evaluates include but are not limited to:

- Accident history and trends
- Vehicle and train volumes
- Pedestrian issues
- Geometry

CPUC staff creates a final priority list based on the highest-ranking crossings. CPUC staff annually provides the updated priority list of projects to Caltrans. Caltrans is responsible for securing and oversight of the funding as well as developing funding contracts.

Program Features

Types of Eligible Improvements:

- Crossing Elimination with Incentive Payments; Subject to certain conditions, the maximum payment that a State may pay a local government for permanently closing a public at-grade railway-highway is \$100,000 [§ 11108(c); 23 U.S.C. 130(i)(3)(B)].
- Railroad Improvements; including Warning Devices, Track Circuitry & Interconnection.
- Road Improvements: Active Warning, Active Advanced Warning, Illumination, Interconnection, Medians, Road Geometry Improvements, Signage and Striping, Traffic Control Signals, Utility relocation, Pedestrian Crossing Improvements, Removal of obstructions, and various incidental items that can improve safety.

Items Not Funded:

- Significant roadway geometric changes
- Grade separation structures
- Station crossings
- Widening of a roadway for capacity improvements

- Railroad Quiet Zones

Relevant Statutes

Section 203 of Highway Safety Act of 1973

Statutory Citations:

§ 11108; 23 U.S.C.130

§ 11108(a)(2); 23 U.S.C.130(e)(1)(A) and (B)

Streets and Highways Code, Section 2331

Key Decision Makers

RTPAs and/or MPOs, public roadway agencies, railroads, Federal Highway Administration (FHWA), California Public Utilities Commission (CPUC) & California Department of Transportation (Caltrans).

Contacts for Information and Assistance

California Department of Transportation

Division of Local Assistance

1200 N Street, Room 2400

Sacramento, California 95814

Related Publications

Highway-Rail Crossing Handbook, Third Edition (FHWA and FRA, 2019)

Websites

<http://safety.fhwa.dot.gov/xings/index.htm>

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm>

Surface Transportation Block Grant (STBG)

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. IIJA continues the STBG to provide 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.

Project Eligibility

Eligible Federal-aid projects include: Highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; advanced truck stop electrification systems; projects relating to intersections that: have disproportionately high accident rates, have high congestions, and are located on a Federal highway; environmental restoration and pollution abatement on 4R projects (the expenditures for this activity may not exceed 20 percent of the total costs of the project); surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation. A State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and at a State's request, the U.S. DOT

may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects.

The following new eligibilities are added with IJA:

- Privately-owned, or majority-private owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system;
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife;
- Installation of safety barriers and nets on bridges;
- Maintenance and restoration of existing recreational trails;
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure;
- Installation and deployment of current and emerging intelligent transportation technologies;
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop;
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility;
- Measures to protect an eligible transportation facility from cybersecurity threats;
- Conducting value for money analyses or similar comparative analyses of public-private partnerships;
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system;
- Projects to enhance travel and tourism;
- Replacement of low-water crossing with a bridge not on a Federal-aid highway;
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane and;
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program

Funding Level

Estimated annual program level is \$1245 million.

Federal share payable = 88.53% (100% if safety related, and 100% for transportation alternatives set-aside projects).

When STBG funds are used for Interstate projects (including projects to add high occupancy vehicle or auxiliary lanes, but not any other lanes), the Federal share may be 90 percent, including sliding scale, and for California this percentage is 91.57%.

Project Selection Process

Projects are proposed by local agencies and the State for selection by RTPAs and MPOs in cooperation with the State. Projects must be included in an approved Federal Statewide Transportation Improvement Program (FSTIP).

The District Local Assistance Engineers assist local agencies in obtaining Federal Highway Administration (FHWA) authorization for environmental engineering, right-of-way, and/or construction funding based on the project's schedule and cost in FSTIP.

Significant Dates

The schedules for project nomination vary statewide. Please contact your MPO or RTPA to verify the schedule.

October of each year - apportionment of Federal funds is released.

July 1 of each year - MPOs and RTPAs notify the Department of projected amount of Obligation Authority (OA) each entity plans to use the remainder of the FFY. Excess amounts are redistributed to other projects.

August 1 of each even-numbered year - the FSTIP is updated.

Relevant Statutes

§ 11109; 23 U.S.C. 133

Title 23, U.S.C.

Title 49, U.S.C.

California Streets and Highways Code, 182.6.

Key Decision Makers

RTPAs and/or MPOs, FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA)

Contacts for Information and Assistance

[Caltrans District Local Assistance Engineers](#) for projects not on the State Highway System.

[MPO/RTPA links.](#)

Caltrans Division of Transportation Programming for projects on the State Highway System and in the STIP: Chief, Office of Federal Resources.

Related Publications

"A Guide to Federal Aid Programs and Projects," FHWA, Office of Program Administration

Websites

[STBG - Federal-aid Programs - Federal-aid Programs and Special Funding - Federal Highway Administration \(dot.gov\)](#)

STATE PROGRAMS

Estimated Annual Funding Levels

State Programs	Approximate Average Annual Funding Level (Millions) ^{1, 2, 3}
SB1	
LPP	\$200
TCEP	\$300
SCCP	\$250
ATP (SB1, SHA, STBG)	\$270
Clean California	\$300 Cycle 1; \$100 Cycle 2
STIP	\$82
Grade Separation	\$15
Discretionary	
PLBP (2022)	\$90
ATP Augmentation (2022)	\$1,200
STIP Augmentation (2022)	\$796

Notes:

1. The amounts listed include the Federal contribution to these programs.
2. The funding levels shown are 2022 and are subject to revisions annually. See website links for current funding levels.
3. Discretionary programs include one-time-only funds approved by the budget through legislation. The funds shown are for 2022 only.

Senate Bill 1 (SB 1)

After years of advocating for a solution to the state’s transportation crisis, the Legislature passed and the Governor signed SB 1 (Beall, 2017), also known as the [Road Repair and Accountability Act of 2017](#), increasing transportation funding and instituting much-needed reforms. SB 1 provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.

Pursuant to SB 1, the RMRA receives revenues attributable to increased fuel taxes, a portion of TIF and the Road Improvement Fee (Zero-Emission Vehicles). After earmarks, the remaining revenues in the RMRA are divided evenly between state and local apportionments.

Websites

SB1 - Estimated Expenditures by Program: <https://catc.ca.gov/programs>

Rebuilding California: <http://rebuildingca.ca.gov/>

Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as walking and biking. The ATP is administered by the Division of Local Assistance, Office of State Programs. In 2017, Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) added another funding revenue from the Road Maintenance and Rehabilitation Account (SB1) available annually as part of the ATP. In 2021 the Infrastructure and Investment Jobs Act (IIJA) also increased the federal funding for this program.

The ATP consolidates existing federal and state transportation programs, including:

- Road Maintenance and Rehabilitation Account (RMRA - SB1 Sec 36)
- Transportation Alternatives Program (TAP)
- Bicycle Transportation Account (BTA)
- State Safe Routes to School (SR2S)
- Safe Routes to School (SRTS)
- Federal Safe Routes to School
- The Environmental Enhancement and Mitigation Program (EEM)
- Recreation Trails Program
- Other Federal Funds

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009)
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Project Eligibility and Selection Process

The 2023 Active Transportation Program Guidelines, adopted March 16, 2022 (Resolution G-22-30) by the California Transportation Commission (CTC), contains detailed Agency and project eligibility instructions for the ATP: <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/cy6/adopted-2023-active-transportation-program-guidelines-a11y.pdf>.

Funding Level

The consolidation of the above-listed programs created a single funding source for a biennial four-year plan program. ATP funding is \$270.5 million total, distributed \$78 million per year by the following breakdown:

- \$34.2 million from the State Highway Account
- \$100.0 million SB1 State Funds
- \$136.3 million in Federal funds
- \$1.05 billion (one time) per CA Governor's FY-22/23 budget

During a given ATP project call, the available funds are split as follows:

- 50% to the State for statewide competitive program

- 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000
- 10% to small urban and rural regions with populations of 200,000 or less

Funding Notes

- ATP funding level will vary from cycle to cycle based upon available funding
- ATP Cycle 6 funding will include about \$650 million
- Disadvantaged communities (DAC) are guaranteed a minimum of 25% of the entire program's funding (see ATP website for DAC guidelines)

Significant Dates

See Program Guidelines:

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/atp/cy6/adopted-2023-active-transportation-program-guidelines-a11y.pdf>

Relevant Statutes

Senate Bill 99 (Chapter 359, Statutes of 2013)

Assembly Bill 101 (Chapter 354, Statutes of 2013)

Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017)

Key Decision Makers

California Transportation Commission (CTC)

California Department of Transportation (Caltrans)

Websites and Contacts

CTC – ATP website: <https://catc.ca.gov/programs/active-transportation-program>

Caltrans – ATP website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

<https://calsta.ca.gov/-/media/calsta-media/documents/calsta-high-level-iija-analysis-a11y.pdf>

Caltrans ATP Cycle 6 website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle>

For training and resource announcements, and other important Caltrans ATP related information, sign up to be on the Active Transportation Resource Center (ATRC) mailing list: <https://caatpresources.org>

Active Transportation Resource Center (ATRC)

The Active Transportation Resource Center (ATRC) is funded by the California Transportation Commission's Active Transportation Program. The ATRC utilizes a combination of subject matter experts from state agencies, universities, and consultants to provide active transportation trainings, tools, and technical assistance for current and potential ATP applicants. The ATRC also provides resources for infrastructure and non-infrastructure ATP projects.

There are funding available for technical assistance and other resourcing. Visit the ATRC website for more information: <https://caatpresources.org>

Grade Separation Program

The purpose of the Grade Separation Program is to fund a portion of high priority grade separation projects. Projects which improve safety and expedite the movement of roadway traffic by eliminating at grade highway-rail intersections compete for the funding annually.

Project Eligibility

Public agencies which own roadways that cross railroad tracks are eligible to receive funds under this program. Railroad companies are also eligible applicants under certain conditions. Three types of projects are considered:

1. The construction of new grade separations to eliminate existing or proposed highway-rail intersections.
2. The removal or relocation of roads or tracks to eliminate existing highway-rail intersections.
3. The alteration or reconstruction of existing grade separations.

On grade separations, the project cost reimbursement can include all approaches, ramps, connections, drainage, and other construction required to make the grade separation operable and to effect the separation of grades (theoretical structure). Railroad match can be restricted to costs associated with these elements of the project.

Funding Level

Current statutes require that \$15 million be included in each annual State budget for grade separation projects under this program. In general, allocations from this fund are limited to \$5 million each fiscal year per project or 80 percent of the project cost not to exceed \$20 million, whichever is less. There is also a minimum match requirement of 10 percent non-State and 10 percent railroad, however when Federal funds (Title 23) are part of the project budget, then the railroad match can be 5 percent.

Project Selection Process

Prior to July 1 of each year, the Public Utilities Commission (PUC) establishes a priority list of projects, which it has determined to be the most urgently in need of separation or alteration. The criteria for such prioritization is established by formula, considering various conditions including traffic volumes and crash history. Allocations for projects are made by Caltrans through delegated authority of the California Transportation Commission (CTC). A project must meet extensive readiness criteria in order to receive an allocation including a valid agreement with the railroad for the grade separation.

Significant Dates

Approximately September of odd-numbered years – Deadline for project nominations from local agencies to be submitted to PUC.

June 30 – Deadline for PUC to establish priority list for the following fiscal year.

April 1 – Deadline for agencies with projects on priority list to submit requests to Caltrans for allocations for that fiscal year.

Relevant Statutes

Streets and Highways Code, Sections 190-191 and 2450-2461.

Key Decision Makers

California Transportation Commission, California Public Utilities Commission (CPUC), California Department of Transportation (Caltrans)

Websites and Contacts

<https://dot.ca.gov/programs/rail-and-mass-transportation/grade-separation-program-section-190-guidelines>

Contacts for Information and Assistance

Caltrans, Division of Rail, Railroad Crossing Safety Branch: (916) 654-7076

PUC, Rail Crossings Projects Section: (213) 576-7078

Related Publications

“PUC Orders of Investigations and Decisions establishing the grade separation priority list.” Available from PUC

State Administrative Regulations - Title 21, Chapter 2, Subchapter 13

Local Partnership Program (LPP)

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program (LPP) and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements.

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 [as defined by Government Code Section 8879.67(b)]. Consistent with the intent behind Senate Bill 1, the Commission intends this program to balance the need to direct increased revenue to the state’s highest transportation needs while fairly distributing the economic impact of increased funding.

Project Eligibility

The Local Partnership Program funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

Formulaic Program

Eligibility: Jurisdictions with voter approved taxes, tolls, or fees, which are dedicated solely to transportation improvements.

Share Distribution: The Commission will adopt the funding share for each eligible taxing authority by establishing northern and southern California shares and by attributing the proportional share of revenues from voter approved taxes, tolls, and fees and distributing in proportion based on the county’s population and revenue. Detailed information can be found in the Local Partnership Program Guidelines.

Competitive Program

Eligibility: Jurisdictions with voter approved taxes, tolls, or fees, which are dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, which are dedicated solely to transportation improvements. Detailed information can be found in the Local Partnership Program Guidelines.

Funding Level

Local Partnership Program (LPP) - Formulaic

The Commission established the initial 2018 Local Partnership Formulaic program as a two-year \$200 million (Fiscal Years 2017-18 and 2018-19) program. The 2019 Formulaic Program includes one year of funding, \$100 million for Fiscal Year 2019-20; the 2020 Formulaic Program includes three years of funding, totaling \$324 million for Fiscal Years 2020-21 through 2022-23. New cycles will be programmed every two years.

Local Partnership Program (LPP) - Competitive

The Commission established the initial 2018 Local Partnership Competitive Program as a three-year \$300 million (Fiscal Years 2017-18 through 2019-20) program. The 2020 Competitive Program includes three years of funding, totaling \$216 million for Fiscal Years 2020-21 through 2022-23. New Cycles will be programmed every two years.

Project Selection Process

[Draft LPP-Formulaic Guidelines as of June 2022](#)

NOTE: These are Draft Guidelines as of June 16, 2022, noting that additional changes may be proposed before final guidelines are presented and voted on at the August 2022 CTC Meeting. All draft language is subject to Commission approval.

[Draft LPP-Competitive Guidelines as of June 2022](#)

NOTE: These are Draft Guidelines as of June 16, 2022, noting that additional changes may be proposed before final guidelines are presented and voted on at the August 2022 CTC Meeting. All draft language is subject to Commission approval.

Key Decision Makers

California Transportation Commission (CTC)

California Department of Transportation (Caltrans)

Website and Contacts

<https://catc.ca.gov/programs/sb1/local-partnership-program>

Solutions for Congested Corridors Program (SCCP)

The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program was created by the Road Repair Accountability Act of 2017 (SB 1).

Project Eligibility and Project Selection Process

Regional transportation planning agencies, county transportation commissions, and the California Department of Transportation (Caltrans) are eligible to apply for program funds. Eligible agencies must nominate projects to apply for SCCP funds. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The Commission is required to score and select submitted applications based on the following criteria:

1. Safety
2. Congestion
3. Accessibility
4. Economic development, job creation, and retention
5. Air pollution and greenhouse gas emission reductions
6. Efficient land use

7. Level of matching funds
8. Timely project completion

SB 1 requires preference to be given to comprehensive corridor plans that demonstrate collaboration between Caltrans and local or regional partners, reflecting a comprehensive planning approach. No more than half the available funding each year can be awarded to projects nominated exclusively by Caltrans.

Eligible project elements within the comprehensive corridor plans may include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funds cannot be used to construct general-purpose lanes on a state highway. Capacity-increasing projects on the state highway system are restricted to high-occupancy vehicle lanes, managed lanes, and other non-general-purpose lane improvements for safety and/or operational improvements for all modes of travel. Examples include auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes.

The Commission adopted the 2020 SCCP Guidelines on January 29, 2020. The guidelines were created in consultation with the California Air Resources Board, regional transportation planning agencies, and other transportation stakeholder groups. The Commission conducted numerous public workshops throughout the state to solicit input and feedback before adopting these guidelines. This included two hearings, as required by SB 1, one in northern California and one in southern California.

Funding Level

The SCCP makes \$250 million available annually to 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.

Project Selection Process

[Draft SCCP Guidelines as of June 2022](#)

NOTE: These are Draft Guidelines as of June 16, 2022, noting that additional changes may be proposed before final guidelines are presented and voted on at the August 2022 CTC Meeting. All draft language is subject to Commission approval.

Key Decision Makers

California Transportation Commission (CTC)

California Department of Transportation (Caltrans)

Websites

<https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>

Trade Corridor Enhancement Program (TCEP)

The purpose of the Trade Corridor Enhancement Program (TCEP) 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.

Project Eligibility and Selection Process

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan.

The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability;
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology;
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth;
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner;
- Demonstration of the required 30% matching funds;
- The leveraging and coordination of funds from multiple sources; and
- Jointly nominated and/or jointly funded

Funding Level

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds, if the federal program continues under the next federal transportation act.

Project Selection Process

Program guidelines are created in consultation with agencies identified in Governor's Executive Order B-32-15, regional transportation planning agencies, local governments, private industry, and other advocates. Prior to adoption of the guidelines, the Commission conducts numerous public workshops throughout the state to solicit input and feedback.

For the 2018 Trade Corridor Enhancement Program, the Commission adopted guidelines on October 18, 2017, and adopted the program of projects on May 16, 2018.

The 2020 Trade Corridor Enhancement Program provides three years of programming in fiscal years 2020-21, 2021-22, and 2022-23. The Commission adopted guidelines for the 2020 program on March 25, 2020.

Key Decision Makers

California Transportation Commission (CTC)

California Department of Transportation (Caltrans)

Website

<https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (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. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.

Project Eligibility and Selection Process

All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, safety, and environmental enhancement and mitigation, including TE projects. The regions should include improvements to mobility, accessibility, reliability, sustainability and safety as part of their fundamental goals.

[Adopted 2022 STIP \(PDF\)](#) – March 16, 2022

Funding Level

The 2022 STIP includes \$796 million in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program approximately \$2.1 billion. However, the 2022 STIP Fund Estimate indicated a negative program capacity (-\$435 million) for the PTA over the Fund Estimate period. With no PTA funding available for the STIP on an ongoing basis, transit projects programmed in the STIP will have to be eligible for other STIP fund types (SHA or Federal funds), to remain in the STIP.

In October 2021, the Commission requested a \$2.5 billion augmentation from the General Fund surplus to fund additional transit projects in the STIP; however, the Governor's proposed 2022-23 budget did not fund the Commission's request. The Commission looks forward to continued discussions with the Administration and the Legislature on this requested funding as the budget process continues.

The Commission's adopted STIP includes projects nominated by regional agencies in the Regional Transportation Improvement Program (RTIP) and by Caltrans in its Interregional Transportation Improvement Program (ITIP). New available funding is divided with 75 percent of funds for projects in the regional program and 25 percent of funds for projects in the interregional program. The regional program funding is further subdivided by formula into county shares.

The 2022 STIP Guidelines allowed project nominations with uncommitted funds from the following Senate Bill (SB) 1 competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. For projects that include uncommitted funding from the SB1 competitive programs, and are not successful in securing the funds with the 2 adoption of the next Competitive programming cycle, the implementing agency must identify alternative funding within six months of adoption, otherwise, the project(s) will be deleted from the STIP.

Key Decision Makers

California Transportation Commission (CTC)

California Department of Transportation (Caltrans)

Websites and Contacts

<https://catc.ca.gov/programs/state-transportation-improvement-program>

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-programimprovement-program>

Priority Legislative Budget Projects (PLBP)

The California Legislature has authorized funding for Priority Legislative Budget Projects (PLBP). These projects have been authorized by State legislation. Caltrans is the authorizing agency for the proper distribution of the funding provided by this legislation. These funds are not part of an established state program or under the authority of the California Transportation Commission (CTC), unless specified in the legislation. The California State Transportation Agency (CalSTA) has delegated some of their priority legislative project to Caltrans to administer. The guidelines and forms found on this page are applicable to those projects.

Project Eligibility

The Priority Legislative Budget Projects Funds Office Bulletin are guidelines that govern the allocation and administration of the PLBP Program funds. The PLBP guidelines will assist local agencies, who have been earmarked to receive funding, in applying for the funds and invoicing for eligible project expenditures. An attachment to the guidelines will identify roles and responsibilities of the District Local Assistance Engineer (DLAE) and headquarters Division of Local Assistance (DLA) staff in administering the funds.

PLBP Funding

PLBP funds are priority funding approved by legislation and assigned to Caltrans for allocation to ensure the funds are used for the purpose specified in the legislation. Unless specified in the legislation, these funds are not attached to an established state program. Funds are made available for reimbursement for eligible project expenditures.

PLBP funds can be allocated through reimbursement of eligible project expenditures or as a lump sum payment for eligible project expenditures, depending on the language of the legislation. Lump sum payments require self-attestation for verification of the use of funds as stated in the authorizing legislation.

Relevant Statutes

PLBP funds are authorized by respective State Budget Act appropriation bills.

Key Decision Makers

California State Transportation Agency (CalSTA)

California Department of Transportation (Caltrans)

Websites and Contacts

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/priority-legislative-budget-projects>

Earmarked Funds 2021 Program

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/plbp/plbp-program-fact-sheet.pdf>

Clean California Local Grant Program (CCLGP)

The Clean California Local Grant Program (CCLGP), administered by the California Department of Transportation (Caltrans), provided approximately \$300 million in Cycle 1 and will provide an estimated \$100 million in Cycle 2 to beautify and improve streets and roads, tribal lands, parks, pathways, and transit centers to restore pride in public spaces.

Project Eligibility

Eligible applicants are local or regional public agencies, transit agencies, or tribal governments. Nonprofit organizations may be sub-applicants. Eligible projects include, but are not limited to:

- Community litter abatement and beautification projects
- Community litter abatement events and/or educational programs

Funding Level

The grant program guidelines are a framework that recognizes the diverse funding needs of potential applicants throughout the state.

- The local match component ranges from 0% to 50% of the project costs.
- More than half of the overall program funds will benefit or be located in underserved communities.
- The maximum grant is \$5 million.

Project Selection Process

This is a state-wide competitive grant program. Projects awards are based on how well the project met the statutory goals and program guidelines.

Relevant Statutes

Streets and Highways Code, 91.41

Key Decision Makers

Caltrans, CalSTA, Governor's Office

Contact

CleanCA.LocalGrant@dot.ca.gov

Websites

<https://cleancalifornia.dot.ca.gov/local-grants/local-grant-program>

The following programs are no longer stand-alone funding sources. They have been included for reference purposes only.

Bicycle Transportation Account Program (BTA)

The Bicycle Transportation Account Program (BTA) provided State funds for city and county projects for the improvements in safety and convenience for bicycle commuters. The BTA was combined with other funding sources to create the Active Transportation program in 2013. It is no longer a stand-alone program.

Environmental Enhancement and Mitigation Program (EEM)

The Environmental Enhancement and Mitigation Program (EEM) was established by the Legislature in 1989 to fund environmental enhancement and mitigation projects directly or indirectly related to transportation projects. EEM Program projects must fall within one of three categories: highway landscape and urban forestry; resource lands; or roadside recreation. Projects funded under this program must provide environmental enhancement and mitigation over and above that otherwise called for under the California Environmental Quality Act (CEQA).

<https://catc.ca.gov/programs/environmental-enhancement-mitigation>

Proposition 1B – Trade Corridor Improvement Fund (TCIF)

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 \$2 billion in general obligation bond proceeds to be deposited in the Trade Corridors Improvement Fund (TCIF). Funds in the TCIF are available to the California Transportation Commission upon appropriation in the annual Budget Bill by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement.

<https://catc.ca.gov/programs/proposition-1b-highway-safety-traffic-reduction-air-quality-and-port-security-bond-act-2006/prop1b-trade-corridors-improvement-fund>

Safe Routes to School (SRTS)

The Safe Routes to School Program is a federally funded program that addresses improvements that benefit walking and biking opportunities on school routes. In 2012 SRTS was combined with federal Transportation Alternatives Program (TAP) that is combined with other funding sources to create the Active Transportation Program (ATP). SRTS is no longer a stand-alone program. As of 2022 there continue to be SRTS legacy projects being managed in OSP that are in the process of completion and closeout.

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/safe-route-to-school-program>