

Appendix E

FUNDING SOURCES

The funding sources below are organized into local, state, and federal opportunities. A brief description is provided for each. Note that funding sources may be limited to certain project types as noted. For further details on each funding program, visit the link provided.

Fresno COG administers some state and federal programs. Those programs are described in the State Funding Sources and Federal Funding Sources tables.

Table E-1: Local Funding Sources

Source/Program	Agency	Description	Project Types	Website
Measure C	Fresno County Transportation Authority	Measure C is a half-cent sales tax aimed at improving the overall quality of Fresno County’s transportation system. This Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated to cities and the county based on population. Measure C funding will be used to construct the Golden State Corridor bicycle and pedestrian facilities.	Infrastructure	https://measurec.com/
Bikeway Incentive Program	San Joaquin Valley Air Pollution Control District	The SJVAPCD provides funding for bicycle infrastructure projects, including bicycle path construction, bicycle lane striping, or bicycle route projects. The program provides funding to assist with the development or expansion of a comprehensive bicycle-transportation network for travel to school, work and commercial sites. Funding levels up to \$150,000 are available per project.	Infrastructure	https://ww2.valleyair.org/grants/bike-paths/

Table E-2: State Funding Sources

Source/Program	Agency	Description	Project Types	Website
Active Transportation Program	California Department of Transportation (Caltrans)	Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.	Infrastructure, Non-Infrastructure, Planning	https://catc.ca.gov/programs/active-transportation-program
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.	Infrastructure, Non-Infrastructure	https://sgc.ca.gov/programs/ahsc/
Clean Mobility Options Program	California Air Resources Board	This pilot program makes \$20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.	Infrastructure	http://www.cleanmobilityoptions.org/
Land and Water Conservation Fund	California Department of Parks and Recreation	These grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians.	Infrastructure	https://www.parks.ca.gov/?page_id=21360
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Infrastructure	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200 million per year to improve aging infrastructure, active transportation, and safety.	Infrastructure	https://catc.ca.gov/programs/sb1/local-partnership-program
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans) [Administered by FCOG]	Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.	Infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.	Non-Infrastructure	https://www.ots.ca.gov/Grants/

Table E-2: State Funding Sources (continued)

Source/Program	Agency	Description	Project Types	Website
Reconnecting Communities: Highways to Boulevards	California Department of Transportation (Caltrans)	In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the State into multi-modal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.	Infrastructure, Planning	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Infrastructure	https://www.parks.ca.gov/?page_id=24324
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controlled	A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.	Infrastructure	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Infrastructure	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through Fresno COG to nominate projects for inclusion in the STIP.	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans) Division of Transportation Planning	The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Table E-2: State Funding Sources (continued)

Source/Program	Agency	Description	Project Types	Website
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.	Infrastructure, Non-Infrastructure, Planning	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.	Infrastructure	http://www.sgc.ca.gov/programs/tcc/
Urban Greening Program	California Natural Resources Agency	The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.	Infrastructure	https://resources.ca.gov/grants/urban-greening

Source: Fehr & Peers, 2023; Caltrans, 2023

Table E-3: Federal Funding Sources

Source/Program	Agency	Description	Project Types	Website
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by FCOG]	The program seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by FCOG]	The program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	The program focuses on roadway safety; Projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation (DOT)	This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.	Infrastructure, Planning	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (DOT)	The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.	Infrastructure	https://www.transportation.gov/RAISEgrants

Table E-3: Federal Funding Sources (continued)

Source/Program	Agency	Description	Project Types	Website
Rural Surface Transportation Grant Program	U.S. Department of Transportation (DOT)	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Infrastructure	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation’s National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over \$3 billion is still available for future funding rounds.	Infrastructure, Planning	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation (DOT) [Administered by FCOG]	Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs. Federal funds from STBGP and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/ https://www.fresnocog.org/project/surface-transportation-block-grant-program/

Source: Fehr & Peers, 2023; Caltrans, 2023