

Appendix Y: Funding Sources

To: San Diego Association of Governments and Caltrans District 11

From: North County Comprehensive Multimodal Corridor Plan (CMCP) Project Team

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Subject: North County Comprehensive Multimodal Corridor Plan (CMCP) – Funding Sources

Overview

The North County Comprehensive Multimodal Corridor Plan (CMCP) will identify integrated transportation solutions that enhance the way people travel throughout North County.

This appendix provides information on federal, state, local, and non-traditional funding sources and what the funds are allocated towards. This helps inform the funding sources that can be applicable to transportation solutions for the CMCP.

FEDERAL FUNDING SOURCES

Below are federal funding sources and the eligible modes/requirements.

Funding Program	Funding Type	Eligible Modes/Description
Charging and Fueling Infrastructure	Discretionary	This program provides funding to build convenient electric vehicle charging infrastructure and other alternative fuel stations.
Congestion Mitigation Air Quality (CMAQ)	Formula	Federally designated air quality containment areas receive funding by formula to program local and regional projects.
Federal Transit Administration Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning: Sections 5303, 5304, 5305	Discretionary	This funding source provides procedural and funding requirements for multimodal transportation planning in metropolitan areas. Planning must be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to states and Metropolitan Planning Organizations (MPOs) for planning activities.
Federal Transit Administration Urbanized Area Formula Program: Section 5307	Formula	This source supports capital, planning, engineering, design projects; preventative maintenance is also eligible. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.
Federal Transit Administration Capital Investment Grants: Section 5309	Discretionary	This source funds light rail, heavy rail, commuter rail, streetcar, and <i>Rapid</i> transit projects.
Federal Transit Administration: Enhanced Mobility of Seniors and Individuals with Disabilities: Section 5310	Formula	This source provides funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.
Federal Transit Administration Formula Grants for Rural Areas: Section 5311	Formula	This funding source provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.
Federal Transit Administration Grants for State of Good Repair Formula Program: Section 5337	Formula	This funding source provides funding for capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate, and implement transit asset management plans.

Funding Program	Funding Type	Eligible Modes/Description
Federal Transit Administration Grants for Buses and Bus Facilities Formula Program: Section 5339(a)	Formula	This source provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.
Federal Transit Administration Grants for Buses and Bus Facilities Program	Discretionary	This source provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.
Federal Transit Administration Areas of Persistent Poverty Program	Discretionary	The Areas of Persistent Poverty program provides grants for planning, engineering, technical studies, or financial plans to improve transit services in areas experiencing long-term economic distress. It also supports coordinated human service transportation planning to improve transit service or provide new services such as paratransit. The Areas of Persistent Poverty program supports President Biden’s Build Back Better initiative to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future.
Federal Transit Administration Mobility on Demand (MOD) Sandbox Demonstration and Public Transportation Innovation Program: Section 5312	Discretionary	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, business models, materials, and processes.
Federal Transit Administration Transit-Oriented Development Planning Pilot	Discretionary	This source provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. TOD focuses on growth around transit stations to promote ridership, affordable housing near transit, and revitalized downtown centers and neighborhoods. It further and encourages local economic development.

Funding Program	Funding Type	Eligible Modes/Description
Highway Safety Improvement Program (HSIP)	Discretionary	The HSIP is federally allocated to the state and provides for roadway safety projects through a competitive program administered by Caltrans.
INFRA	Discretionary	These grants advance the priorities of rebuilding America's infrastructure and creating create jobs by funding highway, multimodal freight, and rail projects. Projects are focused on improving safety, generating economic benefits, reducing congestion, and enhancing resiliency. The projects hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements.
MEGA	Discretionary	This program is available to fund major projects that are too large or complex for traditional funding programs. The program provides grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national and regional significance.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Formula	This program provides 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.
RAISE	Discretionary	This program helps communities fix and modernize their infrastructure and can be used for a wide variety of transportation projects that will have a significant local or regional impact.
RURAL	Discretionary	This program supports projects to 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. Eligible projects for RURAL grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to agricultural, commercial, energy, or transportation facilities that support the economy of a rural area.

Funding Program	Funding Type	Eligible Modes/Description
Safe Streets and Roads for All	Discretionary	This program provides funding directly to local and tribal governments for improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
Strengthening Mobility and Revolutionizing Transportation (SMART)	Discretionary	This program provides competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency
Surface Transportation Block Grants	Formula	This program provides funding that may be used by states and local agencies for a wide range of projects to preserve and improve the condition and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.
Safe Routes to School: Federal	Discretionary	There are two Safe Routes to School Programs, one federally funded, and the other state funded. The federal version of this grant program funds state, local, and regional agencies. Non-profit organizations, school districts, public health departments, and Native American tribes are eligible in partnership with a city, county, metropolitan planning organization, or a regional transportation planning agency. Targeted beneficiaries are K-8 schools.

STATE FUNDING SOURCES

Below are state funding sources and the eligible modes/requirements.

Funding Program	Funding Type	Eligible Modes/Description
Active Transportation Program (ATP)	Discretionary	This program is intended to encourage increased use of active modes of transportation and funds bicycle and pedestrian improvement projects. Eligible projects include bicycle and pedestrian improvements and planning. SB 1 augmented the ATP with an extra \$100M annually to the program.
Local Partnership Program (LPP)	Formula (60%) Discretionary (40%)	This “self-help” program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Most transportation improvements are eligible.
Local Streets and Roads	Formula	Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control.
Recreational Trails Program (RTP)	Discretionary	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). RTP is administered at the state level by the California Department of Parks and Recreation (DPR). Motorized projects are administered by the Department’s Off-Highway Motor Vehicle Recreation Division and non-motorized projects are administered by the Department’s Office of Grants and Local Services.
Safe Routes to School: State	Discretionary	The state version of this program only funds city and county applicants. The target beneficiaries of that state program are students K-12.

Funding Program	Funding Type	Eligible Modes/Description
SB 821 Bicycle and Pedestrian Facilities Program	Discretionary	Each year 2 percent of the LTF revenue is made available for use on bicycle and pedestrian facility projects. Riverside County Transportation Commission (RCTC) RCTC allocates SB 821 funds through a biennial Call for Projects. All of the cities and the County of Riverside are notified of available funding and are requested to submit project proposals. Eligible projects include sidewalks, access ramps, bicycle facilities, and bicycle plan development.
State Highway Operation and Protection Program (SHOPP)	Formula	Projects are selected by Caltrans and are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add capacity to the system.
Solutions for Congested Corridors (SCCP)	Discretionary	Regional transportation authorities and Caltrans may nominate projects for funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion.
State Transportation Improvement Program (STIP)	Formula	This program provides allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Projects funded under this program are proposed by regional transportation agencies and approved by the California Transportation Commission (CTC) on a biannual basis. Projects included in the program are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.
California Energy Commission Clean Transportation Program	Discretionary	Offers several grant programs for EV charging infrastructure to support passenger vehicles, freight, and buses. Zero-emission vehicle incentives are offered through CARB.

LOCAL FUNDING SOURCES

Below are local funding sources and the eligible modes/requirements.

Funding Program	Funding Type	Eligible Modes/Description
City/County Local Gas Taxes	Tax	City/County Local Gas Taxes are subventions local agencies receive directly from the state gas tax and are used for transportation related purposes.
Developer Impact Fees	Exaction	The TransNet Ordinance requires the 18 cities and the County of San Diego to collect an exaction from the private sector for each new housing unit constructed in their jurisdiction to help fund improvements on the regional arterial system.
General Fund Revenues	Local General Revenues	The General Fund and miscellaneous local road funds are general fund revenues dedicated for transportation purposes. These revenues are based on information provided in the State Controller’s annual reports for local street and road expenditures and revenues.
SANDAG Active Transportation Grant Program (ATGP)	Discretionary	Eligible projects for this program include those that support pedestrian and bike infrastructure.
SANDAG Smart Growth Incentive Program (SGIP)	Discretionary	Eligible projects for this program include comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.
Transportation Development Act (TDA)	Tax	One-quarter percent of the state and local sales tax collected in the county goes toward transit, bicycle, pedestrian, and other non-motorized projects.
TransNet	Tax	Half-cent sales tax for local transportation projects, such as public transit, highway, and local street and road improvements.
TransNet Local Street and Road Program	Tax	Section C of the TransNet Ordinance (Local Street and Road Program) provides allocation of TransNet funds for congestion relief and maintenance of local streets and roadways. Eligible project types include new or expanded facilities (roadways, bridges, bike lanes), major rehabilitation and reconstruction (roadways, bridges, sidewalks), traffic operations (signals and medians), smart growth-related infrastructure (traffic calming, pedestrian crossings), transit facilities, and maintenance (roadway realignment, pavement overlay, landscaping, signage).



NON-TRADITIONAL FUNDING SOURCES

Below are non-traditional funding sources and the eligible modes/requirements.

Funding Program	Funding Type	Eligible Modes/Description
<p>Rails-to-Trails Conservancy (RTC) Trail Grant Program</p>	<p>Discretionary</p>	<p>The RTC emphasizes strategic investments supporting significant regional and community trail development goals. Most funded projects are small in scope and scale and can be hard to finance within traditional funding streams. These projects are essential to building, maintaining, and managing the trails that communities rely on for recreation, transportation, and economic vitality. Through these relatively small investments, RTC helps to complete and connect trails, improve the trail user experience, and support local organizations dedicated to new and existing trails across the country.</p>
<p>PeopleForBikes Community Grant Program</p>	<p>Discretionary</p>	<p>The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes focuses most grant funds on bicycle infrastructure projects, such as: bike paths, lanes, trails and bridges; mountain bike facilities; bike parks and pump tracks; BMX facilities; and end-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage.</p>
<p>The San Diego Foundation Opening the Outdoors Grant</p>	<p>Discretionary</p>	<p>The San Diego Foundation Opening the Outdoors program creates safe, accessible outdoor space for all San Diegans. The Foundation works together with local nonprofit partners to increase community-driven efforts to enhance accessible outdoor space, encourage youth to learn more through hands-on education and create the next generation of environmental stewards in the San Diego region.</p>

