



Transportation Committee

August 26, 2009

RUCS Update on Rural Transportation Funding Guide

Issue: As part of its Rural-Urban Connections Strategy (RUCS) planning effort, SACOG staff has prepared a Rural Transportation Funding Guide for the region.

Recommendation: None; this item is for information only.

Discussion: As part of the RUCS project, SACOG is studying rural transportation benefits, challenges and opportunities in the six-county region. Staff work and input received through interviews and advisory committee workshops has led to the development of a RUCS Transportation Briefing Book. The Briefing Book covers a wide range of rural transportation planning discussions and identifies particular issues faced by rural areas in the SACOG region.

One recurring theme is the need for additional transportation funding sources. Rural areas in particular have a need for new and rehabilitated infrastructure that continues to outstrip the funding available. One objective of the RUCS Transportation Working Group is to identify available funding sources, match needs with program criteria, and provide technical assistance for grant and other funding applications.

The Funding Guide is designed as a quick reference of funding opportunities for local staff. SACOG staff has compiled descriptions, funding eligibility, selection criteria, contact information, and other useful facts for known transportation funding programs. While the Funding Guide is oriented to rural transportation, many of the programs contained within may also apply to the urban context. Staff intends to expand the scope of this guide in the near future to include a more comprehensive survey of all transportation funding opportunities.

The Regional Planning Partnership (RPP) has reviewed the document and provided positive feedback about the value of the Funding Guide.

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MM:RM:LS:gg
Attachment

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FEDERAL FUNDING SOURCES		SAFETEA-LU GRANTS										USDA GRANTS		FTA GRANTS																
Project Category	Project Type	Railway Highway Crossings (Section 130) Program	Safe Routes to School (SRTS) Program	Transportation Enhancements (TE)	High Risk Rural Roads Program	Highway Bridge Program	Highway Safety Improvement Program	Highways for LIFE Pilot Program	Transportation, Community, and System Preservation Program	Transportation Infrastructure, Finance, and Innovation Act	Bus and Bus Facilities Grants	Capital Investment Grants "New Starts" and "Small Starts"	USDA Rural Development Community Facilities Programs	Specialized Transit FTA 5310	Jobs Access Reverse Commute (JARC) FTA 5316	New Freedom FTA 5317	United We Ride	Project Category												
Planning/Project Development	Engineering/Design								X	X			X					Planning/Project Development												
	Environmental Studies								X	X			X						Planning/Project Development											
	Planning Activities		X	X					X	X			X				X			Planning/Project Development										
Bicycle	Capital Improvements		X	X			X		X	X			X					Bicycle												
	Education/Training		X						X	X			X						Bicycle											
	Facilities Maint./Operation		X				X			X										Bicycle										
Pedestrian	Pedestrian Facilities		X	X			X		X	X			X					Pedestrian												
Bridge	Rehabilitation/Repair/Restoration			X		X	X	X	X	X			X					Bridge												
	Replacement					X	X	X	X	X			X						Bridge											
	Seismic Retrofit					X	X	X	X	X			X							Bridge										
Public Transit	Transit, Capital Improvement								X	X	X	X	X	X	X	X		Public Transit												
	Transit, New Service								X	X	X	X	X	X	X	X			Public Transit											
	Transit, Oriented Design Projects								X	X	X	X	X							Public Transit										
	Transit, Maint./Operations									X	X				X	X					Public Transit									
	Transit, Rehabilitation								X	X	X		X									Public Transit								
	Transit, Vehicles							X	X	X	X	X	X	X	X	X							Public Transit							
	Transit, Enhancements			X					X	X	X	X	X											Public Transit						
Roads/Highways	High Occupancy Vehicle Lanes							X	X	X		X	X					Roads/Highways												
	Interchange, Construction						X	X	X	X			X						Roads/Highways											
	Interchange, Modification						X	X	X	X			X							Roads/Highways										
	Intersection Improvements		X		X		X		X	X			X								Roads/Highways									
	Landscaping			X					X	X			X									Roads/Highways								
	Rights-of-way Acquisition			X					X	X			X										Roads/Highways							
	Road Maint.																							Roads/Highways						
	Road, New Construction							X	X	X			X												Roads/Highways					
	Road, Rehab/Reconstruction						X	X	X	X			X													Roads/Highways				
	Road, Widening				X		X		X	X			X														Roads/Highways			
	Signalization		X		X		X		X	X			X															Roads/Highways		
	Soundwalls								X	X			X																Roads/Highways	
	Traffic, Calming Measures				X		X		X	X			X																	Roads/Highways
	Traffic, Demand Management		X						X	X			X																	
Traffic, System Management					X		X		X	X		X						Roads/Highways												
Intelligent Transportation Systems	Capital Projects				X		X	X	X	X			X					Intelligent Transportation Systems												
	Maint./Operations						X			X									Intelligent Transportation Systems											
Other	Energy Conservation (fuel)								X	X								Other												
	Environmental Mitigation			X					X	X									Other											
	Intermodal Freight Facilities								X	X			X							Other										
	Rail, Crossings/Grade Separations	X			X				X	X			X								Other									
	Research/Studies								X								X					Other								
	Safety			X	X		X	X	X	X			X										Other							
	Transportation Enhancements			X					X	X			X											Other						
	Transpo Syst Op Improvements				X				X	X			X												Other					
Projects Not Otherwise Listed			X	X			X		X	X		X		X	X	X	Other													

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STATE AND REGIONAL FUNDING SOURCES		CALTRANS PLANNING GRANTS						STATE LOCAL ASSISTANCE			REGIONAL FUNDING PROGRAMS						
Project Category	Project Type	Environmental Justice: Context-Sensitive Planning	Community-Based Transportation Planning	Partnership Planning	Statewide Transit Planning Studies	Transit Technical Planning Assistance	Transit Professional Development	Bicycle Transportation Account (BTA) Program	Environmental Enhancement and Mitigation Program	Grade Separation Program	SACOG Bicycle and Pedestrian Funding Program	SACOG Air Quality Program	SACOG Local and Regional Funding Program	SACOG Transit Funding Program	SACOG TDM Funding Program	SACOG Community Design Program	Project Category
Planning/ Project Development	Engineering/Design												X				Planning/ Project Development
	Environmental Studies												X				
	Planning Activities	X	X	X	X	X	X				X	X			X		
Bicycle	Capital Improvements							X	X		X	X	X			X	Bicycle
	Education/Training							X			X	X			X		
	Facilities Maint./Operation							X			X	X					
Pedestrian	Pedestrian Facilities							X			X	X	X			X	Pedestrian
Bridge	Rehabilitation/Repair/Restoration																Bridge
	Replacement												X				
	Seismic Retrofit																
Public Transit	Transit, Capital Improvement											X	X	X			Public Transit
	Transit, New Service											X		X			
	Transit, Oriented Design Projects											X		X		X	
	Transit, Maint./Operations													X			
	Transit, Rehabilitation													X			
	Transit, Vehicles												X	X	X		
	Transit, Enhancements													X		X	
Roads/ Highways	High Occupancy Vehicle Lanes												X				Roads/ Highways
	Interchange, Construction												X				
	Interchange, Modification												X				
	Intersection Improvements										X		X			X	
	Landscaping												X			X	
	Rights-of-way Acquisition							X	X				X				
	Road Maint.												X				
	Road, New Construction												X			X	
	Road, Rehab/Reconstruction							X			X		X			X	
	Road, Widening												X				
	Signalization										X		X			X	
	Soundwalls												X				
	Traffic, Calming Measures										X		X			X	
	Traffic, Demand Management										X		X				
Traffic, System Management												X					
Intelligent Transportation Systems	Capital Projects												X		X		Intelligent Transportation Systems
	Maint./Operations																
Other	Energy Conservation (fuel)																Other
	Environmental Mitigation													X			
	Intermodal Freight Facilities												X				
	Rail, Crossings/Grade Separations									X			X				
	Research/Studies		X	X	X	X	X										
	Safety							X			X		X			X	
	Transportation Enhancements										X		X				
	Transpo Syst Op Improvements												X				
Projects Not Otherwise Listed									X	X	X	X			X	X	

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SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RURAL TRANSPORTATION FUNDING HANDBOOK

September 24, 2009

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Table of Contents

ABOUT SACOG	1
PURPOSE AND NEED FOR HANDBOOK	3
FEDERAL FUNDING SOURCES	
Rail Highway Crossings Program	5
Safe Routes to School Program	6
Transportation Enhancements.....	7
High-Risk Rural Roads Program.....	9
Highway Bridge Program.....	10
Highway Safety Improvement Program	11
Highways for LIFE Pilot Program	12
Transportation, Community, and System Preservation Program	13
Transportation, Infrastructure, Finance, and Innovation Act.....	14
Bus and Bus Facilities Grants.....	15
Capital Improvement Grants: “New Starts” and “Small Starts”	16
USDA Rural Development Community Facilities Program.....	17
Specialized Transit FTA 3510	18
Job Access Reverse Commute (JARC) FTA 5316	19
New Freedom FTA 5317.....	20
STATE FUNDING SOURCES	
United We Ride (Interagency Transportation Coordinating Council on Access and Mobility).....	21
Environmental Justice Context-Sensitive Planning.....	22
Community-Based Transportation Planning.....	23
Partnership Planning.....	24
Statewide Transit Planning Studies.....	25
Transit Technical Assistance Planning.....	26
Transit Professional Development	27
Bicycle Transportation Account Program.....	28
Environmental Enhancement and Mitigation Program.....	29
Grade Separation Program	30
REGIONAL FUNDING SOURCES	
SACOG Bicycle and Pedestrian Funding Program	31
SACOG Air Quality Program	32
SACOG Local and Regional Funding Program	33
SACOG Transit Funding Program	34
SACOG Transportation Demand Management Funding Program.....	35
SACOG Community Design Program	36
APPENDIX	
Table I—Funding Matrix	
Table II—Funding Program Summary	

ABOUT SACOG

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento Region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as the 22 cities listed below.

SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.



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PURPOSE AND NEED FOR HANDBOOK

Getting a transportation related project funded is a complex, often confusing, process. There are myriad funds available, including federal, state, and local sources. Projects often require multiple-year funding commitments, and relatively few are funded by a single revenue source. Most sources have their own eligibility and application processes. To move a project towards construction, project proponents and policy makers must shape comprehensive funding packages based on this puzzling array of programs and funds. Interested citizens often feel left out of the planning process, especially the funding aspects of local transportation projects.

Funding rural transportation projects is an even greater challenge because many funding programs are based on population. Rural areas comprise only a small percentage of the SACOG region's population but must maintain a disproportionate number of the region's road miles. Rural areas in the SACOG region account for only 10 percent of the population, but they contain 48 percent of the region's road miles (8,258 total road miles). Urban areas, on the other hand, account for 75 percent of the population and contain only 41 percent of the road miles (7,054 total miles).

This handbook has been compiled to present important, basic information about surface transportation funding processes in a simple, easily-accessible, visual way. The emphasis is placed on providing information about funding sources for street, highway, transit, bike, and pedestrian type projects. Airport and port projects are not addressed.

Goal of Handbook

This handbook has three main objectives.

- 1) To help interested individuals, project proponents, transportation professionals, and decision makers quickly identify funding sources for which their project may be eligible.
- 2) To provide the user with pertinent, **basic** information about the who, what, when, and how of the funding program.
- 3) To provide the reader with useful information on who to contact or where to go to find more specific information on a given funding program.

Setup of Handbook

In addition to the individual program descriptions, this handbook includes a funding matrix that lists a variety of project types by funding sources. Essentially, the table shows which types of projects can be funded through which federal, state, and local programs.

Please Note

This funding guide is not a comprehensive list of every possible funding source. This list represents some of the most useful funding sources for rural agencies. Many funding sources listed are available to both urban and rural areas, but several of the programs are reserved specifically for rural projects.

Also, it is important to remember that the matrix is only a guide and lists the projects most commonly funded through each program. It is possible to get projects funded through non-traditional sources with creative, innovative thinking.

Sources

Caltrans. *Transportation Funding Opportunities Guidebook: State and Federal Funds Available for Local Agency Projects*. 8 August 2008. Available online at <http://www.dot.ca.gov/hq/LocalPrograms/lam/lagb.htm>

Federal Highway Administration (FHWA)
<http://www.fhwa.dot.gov/safetealu/>

USDA Rural Development <http://www.rurdev.usda.gov/rhs/cf/cp.htm>

Federal Funding Source
Rail Highway Crossings Program

Description	The purpose of the Railway-Highway Crossings (Section 130) Program is to reduce the number and severity of highway crashes by eliminating hazards to motor vehicles, trains, and pedestrians at existing highway/railroad crossings (highway/railroad intersection or HRI). HRI improvement projects include crossing warning devices maintained and operated by railroads such as gates, bells and lights, in compliance with the California Manual of Uniform Traffic Control Devices (MUTCD). Roadway owners (public agencies) are funded to make any MUTCD-defined improvements necessary on their roadways, within their right of way. Section 130 funds can also be used for HRI elimination projects.
Competitive/Formula	Formula: 50% is based on the formula factors for the Surface Transportation Program and 50% is based on the number of public railway-highway crossings.
Project Eligibility	A project must satisfy the following requirements to qualify for federal funds: (1) The project location must be a public road on both sides of the intersection. (2) The HRI must be included on California's Section 130 Priority List. (3) Individual projects must be included in the appropriate Federal Transportation Improvement Program (FTIP) developed by a Metropolitan Planning Organization (MPO) and the Federal Statewide Transportation Improvement Program (FSTIP) approved by the Federal Highway Administration (FHWA). The project must be delivered in the year programmed. In some cases projects can be moved up from one program year to the current year. (4) The roadway owner and railroad must certify that they own the rights of way needed for the project work. (5) Environmental Compliance Certification must be completed.
Eligible Agencies	Agencies that have the authority to execute State/Local Federal-Aid Master Agreements with Caltrans
Funding Level	The annual program level is approximately \$15 million. The federal share payable is 100% of project work to eliminate the identified hazards at an eligible HRI.
Project Selection Process	Annually, a Hazard Index is calculated by the State which identifies HRIs that are to be the focus of Section 130 funding efforts. The project funds are contracted by the Caltrans Division of Rail, Railroad Crossing Safety Branch, directly with the agency owning the roadway and the railroad company. Federal funds reimburse railroads and public agencies actual and direct costs required to complete the funded HRI improvements.
Significant Dates	States should submit their Section 130 reports to the FHWA Division Offices on or before August 31.
Additional Information	http://safety.fhwa.dot.gov/xings/index.htm Caltrans Division of Rail, Railroad Crossing Safety Branch 916.645.7076
Potential SACOG Assistance	Rural jurisdictions will need to have highway-railroad intersections (HRIs) that are part of the Section 130 Priority List. From there, it is SACOG's responsibility to include individual projects in the FTIP. Caltrans then works directly with lead agencies to facilitate reimbursements. Where appropriate, SACOG can help to ensure that hazardous railroad crossings in rural jurisdictions are represented in the FTIP.

Federal Funding Source
Safe Routes to School Program

Description	The Safe Routes to School Program (SRTS) is intended to increase the number of children in grades K-8 who walk or bicycle to school by removing the barriers that currently prevent them from doing so. Barriers include lack of infrastructure or inadequate infrastructure that poses a safety hazard, or lack of outreach programs that promote walking/bicycling through education and encouragement for children, parents, and the community.
Competitive/Formula	Competitive
Project Eligibility	Eligible projects fall under the category of infrastructure (capital improvements), or non-infrastructure (education, encouragement, enforcement). Infrastructure projects must be located within a two mile radius of a grade school or middle school.
Eligible Agencies	State, local and, regional agencies apply as direct recipients. Non-profit organizations, federally recognized Native American Tribes, school districts, hospitals and public health departments can partner with state, local and regional agencies as their responsible applicants.
Funding Level	This is a 100% federal reimbursement program.
Project Selection Process	Districts will be apportioned funds based on student enrollment. Two separate committees evaluate infrastructure and non-infrastructure projects using a standardized form. Projects are selected up to each District's funding level and the recommended project list will be forwarded to Caltrans Headquarters (along with applications rated "excellent") for validation by a Headquarters Committee.
Significant Dates	A submittal deadline date will be cited when the call is announced.
Additional Information	For project-related matters: Caltrans District Local Assistance Engineers (Exhibit 1) website at: http://www.dot.ca.gov/hq/LocalPrograms/ For program-related matters: Caltrans Headquarters Safe Routes to School Coordinator at: www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
Potential SACOG Assistance	Rural jurisdictions do not always have the capacity to create competitive grant applications for this program. SACOG can offer technical assistance including mapping, scoping, and application assistance. SACOG is developing a GIS/PLACE ³ S-based Accessibility Index which may be helpful for identifying and prioritizing safe routes to school projects in rural areas. The Index will also be useful for demonstrating need in rural jurisdictions.

Federal Funding Source
Transportation Enhancements

Description	Transportation Enhancement (TE) activities are federally funded community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure.
Competitive/Formula	Competitive
Project Eligibility	<p>TE funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities.</p> <ol style="list-style-type: none"> (1) Provision of facilities for pedestrians and bicycles (2) Provision of safety and educational activities for pedestrians and bicyclists (3) Acquisition of scenic easements and scenic/historic sites (4) Scenic or historic highway programs (including the provisions of tourist and welcome center facilities) (5) Landscaping and other scenic beautification (6) Historic preservation (7) Rehabilitation of historic transportation facilities (including historic railroad facilities and canals) (8) Preservation of abandoned railway corridor (including the conversion and use thereof for pedestrian or bicycle trails) (9) Control and removal of outdoor advertising (10) Archaeological planning and research (11) Environmental mitigation to address water pollution due to highway runoff and to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity (12) Establishment of transportation museums
Eligible Agencies	City or county planning agencies
Funding Level	California will receive approximately \$75 million per year for five years, starting in 2006. The maximum Federal Reimbursement rate is 88.53%.
Project Selection Process	The California Transportation Commission (CTC) determines funding levels for each Regional Transportation Planning Agency (RTPA). TE funds are sub-allocated to 43 RTPAs who are responsible for local project selection. The selected projects are programmed in the Regional Transportation Improvement Program (RTIP) section of the Statewide Transportation Improvement Program (STIP). The 12 Caltrans districts and other state and federal agencies submit applications for TE projects of statewide significance. The selected projects are programmed in the Interregional Transportation Improvement Program (ITIP), which becomes part of the STIP. The 12 TE categories are combined into 5 groups. Each group is scored based 50% on statewide significance and 50% on project merit by a 5 member selection committee. Scores are tallied for all eligible projects and a prioritized list is assembled and submitted to the CTC for programming into the STIP.
Significant Dates	Deadline varies

Federal Funding Source
Transportation Enhancements, Continued

Additional Information	Caltrans District Local Assistance Engineers (Exhibit 1) http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm
Potential SACOG Assistance	Projects funded by this program must meet 1 or more of 12 criteria (See Project Eligibility). SACOG can provide GIS mapping and application assistance to help demonstrate how a project meets these criteria. Many of the criteria are directly related to improvements common for rural areas. As the primary agency responsible for project selection, SACOG can make sure that it considers the needs of rural jurisdictions during application reviews.

Federal Funding Source
High-Risk Rural Roads Program

Description	The purpose of the High Risk Rural Roads Program (HR3) is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads.
Competitive/Formula	Competitive
Project Eligibility	The project must be located on a rural major collector, a rural minor collector, or a rural local road. Projects must correct an identified safety hazard or problem.
Eligible Agencies	State, city or county transportation planning agencies
Funding Level	The annual program funding level is approximately \$8.25 million. The federal reimbursement rate is 90%.
Project Selection Process	Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate projects based on a Safety Index scoring mechanism.
Significant Dates	Caltrans will solicit candidate HR3 projects in the future if the program is continued in the next federal transportation reauthorization act.
Additional Information	Caltrans District Local Assistance Engineers. http://www.dot.ca.gov/hq/LocalPrograms/ http://safety.fhwa.dot.gov/safetealu/hrrrpattachment.htm
Potential SACOG Assistance	The “Safety Index” Caltrans uses to evaluate projects requires that rural agencies provide detailed crash data analysis. SACOG staff can analyze existing safety data to make applications more competitive.

Federal Funding Source
Highway Bridge Program

Description	The Highway Bridge Program (HBP) provides funding to improve the condition of highway bridges through replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement.
Competitive/Formula	Formula
Project Eligibility	Existing bridges must meet federal requirements to be eligible for HBP funding. The proposed work must also meet federal requirements. The following work types are generally eligible: <ul style="list-style-type: none"> • Replacement • Rehabilitation • Seismic retrofit (see Proposition 1B Local Seismic Retrofit Program) • Engineered scour countermeasures • Painting • Preventive Maintenance (see special guidelines on website) • New bridges to replace existing low water crossings and new bridges to replace existing ferry crossings are eligible (on a case by case basis)
Eligible Agencies	Agencies that have the authority to execute State/Local Federal-Aid Master Agreements with Caltrans
Funding Level	Funding is approximately \$240 million annually for California over the life of SAFETEA-LU. The federal share payable is 88.53%.
Project Selection Process	<ul style="list-style-type: none"> • Bridges are selected by local agencies from eligible bridge lists available from the website listed at the end of this section. • Local agencies submit applications to their District Local Assistance Engineer (DLAE). • Local agencies are notified by DLAE of eligibility for funding. • Caltrans submits a financially constrained list of projects for approval in the 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.
Additional Information	District Local Assistance Engineers www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm http://www.dot.ca.gov/hq/LocalPrograms/
Potential SACOG Assistance	None

Federal Funding Source
Highway Safety Improvement Program

Description	The intent of Highway Safety Improvement Program (HSIP) is to significantly reduce public roadway fatalities and serious injuries. The emphasis will be at locations that are data and strategically driven. The HSIP has several major program features; separate fact sheets are available on each of these: * Strategic Highway Safety Plan (SHSP) * Railway-Highway Crossings (RRX) * High Risk Rural Roads (HRRR) * Reporting Requirements (HSIP Reports)
Competitive/Formula	Competitive
Project Eligibility	The project must be on any public road or publicly owned bicycle, pedestrian pathway, or trail. Projects must identify a specific safety problem that can be corrected or improved substantially.
Eligible Agencies	City or county transportation planning agencies
Funding Level	The annual program funding is approximately \$32 million for federal fiscal Year 2007/2008 and \$54 million for federal fiscal year 2008/2009 at which time the HSIP program will end, unless it is extended or reauthorized. The maximum funding amount for a project is \$1 million, and the federal reimbursement rate is 90%.
Project Selection Process	Caltrans district staff will solicit candidate projects from eligible public agencies. Interested agencies must submit an application by the due date to compete for funding. Caltrans staff will evaluate application based on a Safety Index that is calculated based on traffic safety data.
Significant Dates	A notice is made once a year to local agencies to submit applications for candidate HSIP projects.
Additional Information	Caltrans District Local Assistance Engineers http://www.dot.ca.gov/hq/LocalPrograms/ http://safety.fhwa.dot.gov/state_program/hsip/index.htm
Potential SACOG Assistance	The "Safety Index" Caltrans uses to evaluate projects requires that rural agencies provide detailed crash data analysis. SACOG staff could utilize existing resources like the SWITRS database to compile relevant data for its partner agencies to make them more competitive.

Federal Funding Source
Highways for LIFE Pilot Program

Description	<p>The Federal Highway Administration’s new Highways for LIFE program is a discretionary program that provides funding for projects with the purpose of advancing Longer-lasting highway infrastructure using Innovations to accomplish the Fast construction of Efficient and safe highways and bridges. Its goals are to:</p> <ul style="list-style-type: none"> (1) Improve safety (2) Reduce congestion due to construction (3) Improve quality (4) Improve customer satisfaction
Competitive/Formula	Competitive
Project Eligibility	Highway projects where the project constructs, reconstructs, or rehabilitates a route or connection on an eligible Federal-aid highway and uses innovative technologies, manufacturing processes, financing, or contracting methods that meet performance goals for safety, congestion relief, and quality are eligible for funding.
Eligible Agencies	State transportation agencies
Funding Level	SAFETEA-LU provides \$75 million, \$15 million in FY 2006 and \$20 million for each year FY 2007-2009. The amount allocated for a Highways for LIFE project may be up to 20 percent, but not more than \$5 million, of the total project cost. The federal share is up to 100%.
Project Selection Process	<p>Projects that get funded will employ innovations that improve safety, decrease construction congestion, and improve overall highway quality.</p> <p>Agencies that have not received HFL grants in the past are given preference. Funding projects in as many states as possible is a big factor in the selection process.</p>
Significant Dates	Solicitations occur on an annual basis.
Additional Information	http://www.fhwa.dot.gov/hfl/
Potential SACOG Assistance	SACOG can provide technical assistance as well as application review. Additionally, SACOG can offer letters of support for projects that conform to regional goals as demonstrated in the Blueprint and MTP 2035.

Federal Funding Source
Transportation, Community, and System
Preservation Program

Description	The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private-sector-based initiatives.
Competitive/Formula	Competitive
Project Eligibility	Projects must plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, or examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.
Eligible Agencies	States, metropolitan planning organizations, local governments and tribal governments
Funding Level	The estimated annual program level is \$25 million in FY 2005 and \$61.25 million per year for FY 2006- FY 2009. The federal share is 80%.
Project Selection Process	Grant proposals should address how proposed activities will meet the following: <ul style="list-style-type: none"> • Improve the efficiency of the transportation system • Reduce the impacts of transportation on the environment • Reduce the need for costly future public infrastructure • Ensure efficient access to jobs, services and centers of trade • Encourage private sector development patterns
Significant Dates	Deadline varies
Additional Information	Every proposal receiving planning and implementation grant funds must annually report on the status of the project and the degree to which the project is achieving stated goals and objectives. Kenneth Petty DOT Office of Planning kenneth.petty@dot.gov http://www.fhwa.dot.gov/tcsp/
Potential SACOG Assistance	SACOG can offer letters of support for projects that conform to regional goals as demonstrated in the Blueprint and MTP 2035.

Federal Funding Source
Transportation, Infrastructure, Finance and
Innovation Act

Description	The Transportation Infrastructure, Finance, and Innovation Act of 1998 (TIFIA) established a federal credit program for eligible transportation projects of national or regional significance under which the U.S. Department of Transportation (DOT) may provide three forms of credit assistance – secured (direct) loans, loan guarantees, and standby lines of credit. The program's fundamental goal is to leverage federal funds by attracting substantial private and other non-federal co-investment in critical improvements to the nation's surface transportation system.
Competitive/Formula	Competitive
Project Eligibility	Highway, transit, passenger rail, certain freight facilities, and certain port projects may receive credit assistance through the TIFIA program.
Eligible Agencies	Public or private entities including state departments of transportation; local governments; transit agencies; special authorities; special districts; railroad companies; and private firms or consortia
Funding Level	This is a loan program. Through SAFETEA-LU, Congress authorized \$122 million for each federal fiscal year from 2005 through 2009.
Project Selection Process	All applicants must demonstrate relevant experience, strong qualifications, a sound project approach, and financial stability, as each of these items ultimately has bearing on the project's creditworthiness. After an initial screening by DOT, applicants will give an oral presentation and be given a project assessment score. DOT then makes a final selection.
Significant Dates	Rolling deadline
Additional Information	http://tifa.fhwa.dot.gov/guide_apps/proguide.cfm
Potential SACOG Assistance	SACOG can offer letters of support for projects that conform to regional goals as demonstrated in the Blueprint and MTP 2035.

Federal Funding Source
Bus and Bus Facilities Grants

Description	The Bus and Bus Facilities program provides capital assistance for new and replacement buses and related equipment and facilities.
Competitive/Formula	Competitive
Project Eligibility	Purchasing buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.
Eligible Agencies	Public bodies and agencies including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law.
Funding Level	\$500 million was available in FY 2008. There is no apportionment for FY 2009, except for pervious year unobligated funds.
Project Selection Process	Projects are generally earmarked.
Significant Dates	Deadline varies
Additional Information	http://www.fta.dot.gov/funding/grants/grants_financing_3557.html
Potential SACOG Assistance	SACOG occasionally carries a regional request for an earmark to congressional delegates.

Federal Funding Source
Capital Improvement Grants:
“New Starts” and “Small Starts”

Description	<ul style="list-style-type: none"> • New and replacement buses and facilities • Modernization of existing rail systems • New fixed guideway systems (New Starts)
Competitive/Formula	Competitive
Project Eligibility	Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a “people mover”), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these.
Eligible Agencies	Public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.
Funding Level	The funding level varies. The federal share is 80%.
Project Selection Process	Projects are generally earmarked.
Significant Dates	Deadline varies
Additional Information	http://www.fta.dot.gov/funding/grants/grants_financing_3590.html
Potential SACOG Assistance	None.

Federal Funding Source

USDA Rural Development Community Facilities Program

Description	Community Programs administers programs designed to develop essential community facilities for public use in rural areas. Through its Community Programs, the Department of Agriculture is striving to ensure that community facilities are readily available to all rural communities. Community Programs utilizes three flexible financial tools to achieve this goal: the Community Facilities Guaranteed Loan Program, the Community Facilities Direct Loan Program, and the Community Facilities Grant Program.
Competitive/Formula	Competitive
Project Eligibility	Projects include schools, libraries, childcare, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centers, public buildings and transportation.
Eligible Agencies	Grants and loans are available to public entities such as municipalities, counties, and special-purpose districts, as well as non-profit corporations and tribal governments.
Funding Level	RD guarantees up to 90% of loss of principal and interest on loans and bonds made to develop or improve essential community facilities in rural areas. The amount of grant assistance for project costs depends upon the median household income and the population in the community and the availability of grant funds (up to 75% of the project's cost).
Project Selection Process	Projects will be selected based on a priority point system. Projects that will receive priority are those that: (1) Serve small communities—with the highest priority going to projects located in a community with a population of 5,000 or less. (2) Serve low-income communities - with the highest priority going to projects serving communities with median household incomes below the higher of the poverty line or 60% of the State non-metropolitan median household income. (3) Provide healthcare, public safety, or public and community services
Significant Dates	Rolling deadline: Approximately 45 days is required to determine applicant eligibility, project priority status, and funding availability.
Additional Information	http://www.rurdev.usda.gov/rhs/cf/cp.htm Paula Galvan 9701 Dion Drive, Ste 170 Elk Grove, CA 95624 916.714.1104x4
Potential SACOG Assistance	SACOG can offer letters of support for projects that conform to regional goals as demonstrated in the Blueprint and MTP 2035.

Federal Funding Source
Specialized Transit FTA 5310

Description	Section 5310 provides capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.
Competitive/Formula	Competitive
Project Eligibility	It allows for the procurement of accessible vans and busses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.
Eligible Agencies	Private non-profit corporations; public agencies where no private non-profits are readily available to provide the proposed service; public agencies that have been approved by the State to coordinate services.
Funding Level	Applicants receive 88.53% in federal funds and must provide 11.47% in local match.
Project Selection Process	The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region. The State Review Committee reviews the scores from RTPA and establishes a statewide-prioritized list (POP) based on available funding. The California Transportation Commission holds a public hearing to review and adopt the POP and submits a funding request to the FTA.
Significant Dates	Call for projects in February
Additional Information	http://www.dot.ca.gov/hq/MassTrans/5310.html
Potential SACOG Assistance	SACOG is tasked with scoring the 5310 applications from the RTPA area using the Qualitative Scoring Criteria created by Caltrans. The projects are ranked by score, then approved by the SACOG Board and finally forwarded to Caltrans where those scores are used to rank the SACOG RTPA area projects on a statewide competitive list.

Federal Funding Source

Job Access Reverse Commute (JARC) FTA 5316

Description	The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.
Competitive/Formula	Competitive
Project Eligibility	Projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.
Eligible Agencies	Private non-profit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments
Funding Level	Approximately \$ 3 million for JARC small-urban projects and approximately \$1.4 million for JARC rural projects
Project Selection Process	Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all JARC project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects meet the overall program goals and objectives.
Significant Dates	A call for projects is typically issued in January/February. Applications are typically due to SACOG in June. Applications are typically reviewed by Caltrans in September.
Additional Information	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Jarc-NF/jarcfactsht.pdf http://www.dot.ca.gov/hq/MassTrans/5316.html
Potential SACOG Assistance	With the passage of SAFETEA-LU, SACOG became the designated recipient for JARC (5316) program in the Sacramento Urbanized Area. SACOG accepts and scores UA applications using a SACOG edited version of the Caltrans scoring criteria, then submits those applications to the FTA for funding, let subrecipient agreement to area applicants, and conduct any on-going administration and planning required by the FTA under the JARC program. In addition, SACOG also has an MOU with Caltrans to score the small urbanized area applications from the Davis and Yuba City small urbanized areas.

Federal Funding Source
New Freedom FTA 5317

Description	The New Freedom program provides funding to assist transit operators and public agencies provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.), as well as continue services that already go beyond the scope of the ADA..
Competitive/Formula	Competitive
Project Eligibility	New and continuing transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990
Eligible Agencies	Private non-profit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments
Funding Level	Approximately \$ 1.6 million for New Freedom small-urban projects and approximately \$.7 million for New Freedom rural projects.
Project Selection Process	Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all New Freedom project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects meet the overall program goals and objectives of the programs.
Significant Dates	A call for projects is typically issued in January/February. Applications are typically due to SACOG in June. Applications are typically reviewed by Caltrans in September.
Additional Information	http://www.dot.ca.gov/hq/MassTrans/5317.html http://www.dot.ca.gov/hq/MassTrans/5316.html
Potential SACOG Assistance	With the passage of SAFETEA-LU, SACOG became the designated recipient for the New Freedom (5317) program in the Sacramento Urbanized Area. SACOG accepts and scores UA applications using a SACOG edited version of the Caltrans scoring criteria, then submits those applications to the FTA for funding, let subrecipient agreement to area applicants, and conduct any on-going administration and planning required by the FTA under the New Freedom program. In addition, SACOG also has an MOU with Caltrans to score the small urbanized area applications from the Davis and Yuba City small urbanized areas.

State Funding Source

United We Ride (Interagency Transportation Coordinating Council on Access and Mobility)

Description	The purpose of the Council is to coordinate 62 different Federal programs across 9 Federal departments that provide funding used in support of human services transportation. The Council is comprised of 11 Federal departments, including the Departments of Transportation, Health and Human Services, Labor, Education, Housing & Urban Affairs, Agriculture, Justice, Interior, the Veterans Administration, the Social Security Administration and the National Council on Disabilities. The Executive Order requires the participating departments to develop a report to the President by February 2005 that in part, identifies the most useful Federal, State, tribal and local practices in coordinating transportation service; identifies the substantive and procedural requirements of duplicative Federal laws and regulations, or restrict efficient transportation operation; and provides individual departmental reports on the progress being made in simplifying access to transportation, producing cost effective service within existing resources, and reducing duplication
Competitive/Formula	Competitive
Project Eligibility	United We Ride is an interagency Federal national initiative that supports States and their localities in developing coordinated human service delivery systems. In addition to State coordination grants, United We Ride provides State and local agencies a transportation-coordination and planning self-assessment tool, help along the way, technical assistance, and other resources to help their communities succeed.
Eligible Agencies	Private non-profit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments
Funding Level	Varies
Project Selection Process	Projects/programs are usually awarded through a competitive grant application process.
Significant Dates	Varies
Additional Information	www.unitedweride.gov
Potential SACOG Assistance	SACOG has and will continue to assist in providing information for grant applicants on the SACOG region.

State Funding Source
Environmental Justice Context-Sensitive Planning

Description	This program funds projects that promote community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.
Competitive/Formula	Competitive
Project Eligibility	Proposed projects should have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.
Eligible Agencies	The following may apply directly or as a sub-recipient: <ul style="list-style-type: none"> • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments The following may apply only as a sub-recipient: <ul style="list-style-type: none"> • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	Budget: \$3 million Grant Cap: \$250,000
Project Selection Process	Projects that: <ol style="list-style-type: none"> (1) Improve Mobility and Accessibility: Expanding the system and enhancing modal choices and connectivity to meet the State’s future transportation demands. (2) Preserve the Transportation System: Maintaining, managing, and efficiently utilizing California’s existing transportation system. (3) Support the Economy: Maintaining, managing, and enhancing the movement of goods and people to spur the economic development and growth, job creation, and trade. (4) Enhance Public Safety and Security: Ensuring the safety and security of people, goods, services, and information in all modes of transportation. (5) Reflect Community Values: Finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions. (6) Enhance the Environment: Planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source
Community-Based Transportation Planning

Description	This program funds coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system which includes mobility, access, and safety.
Competitive/Formula	Competitive
Project Eligibility	Proposed projects should have a clear focus on the coordination of transportation and land use planning. Eligible projects include those that improve mobility, access, and safety and promote sustainable and livable communities.
Eligible Agencies	<p>The following may apply directly or as a sub-recipient:</p> <ul style="list-style-type: none"> • Metropolitan Planning Organizations and Regional Transportation Planning Agencies • Cities and Counties • Transit Agencies • Native American Tribal Governments <p>The following may apply only as a sub-recipient:</p> <ul style="list-style-type: none"> • Universities and Community Colleges • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	Budget: \$3 million Grant Cap: \$300,000
Project Selection Process	<p>Projects that:</p> <ol style="list-style-type: none"> (1) Improve Mobility and Accessibility: Expanding the system and enhancing modal choices and connectivity to meet the State's future transportation demands. (2) Preserve the Transportation System: Maintaining, managing, and efficiently utilizing California's existing transportation system. (3) Support the Economy: Maintaining, managing, and enhancing the movement of goods and people to spur the economic development and growth, job creation, and trade. (4) Enhance Public Safety and Security: Ensuring the safety and security of people, goods, services, and information in all modes of transportation. (5) Reflect Community Values: Finding transportation solutions that balance and integrate community values with transportation safety and performance, and encourage public involvement in transportation decisions. (6) Enhance the Environment: Planning and providing transportation services while protecting our environment, wildlife, and historical and cultural assets.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source Partnership Planning

Description	This program funds transportation planning studies of multi-regional and statewide significance in partnership with Caltrans.
Competitive/Formula	Competitive
Project Eligibility	<ul style="list-style-type: none"> • Studies that identify regional, inter-county, and/or statewide mobility and access needs • Corridor studies and corridor preservation studies • Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites
Eligible Agencies	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> • MPOs & RTPAs <p>The following may apply only as a sub-recipient:</p> <ul style="list-style-type: none"> • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	<p>Budget (federal funds): \$1,000,000 Grant Cap: \$300,000</p>
Project Selection Process	<p>Projects that:</p> <ol style="list-style-type: none"> (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. (2) Increase the safety of the transportation system for motorized and non-motorized users. (3) Increase the security of the transportation system for motorized and non-motorized users. (4) Increase the accessibility and mobility of people and freight. (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. (7) Promote efficient system management and operation. (8) Emphasize the preservation of the existing transportation system.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source
Statewide Transit Planning Studies

Description	This program funds studies on transit issues having statewide or multi-regional significance to assist in reducing congestion.
Competitive/Formula	Competitive
Project Eligibility	<ul style="list-style-type: none"> • Identification of policies and procedures to integrate transit into the transportation system planning process • Statewide transit planning surveys and research • Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure • Development of transit planning and travel forecasting tools and models
Eligible Agencies	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> • MPOs and RTPAs <p>The following may apply only as a sub-recipient:</p> <ul style="list-style-type: none"> • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	<p>Budget (federal funds): \$1,400,000</p> <p>Grant Cap: \$300,000</p>
Project Selection Process	<p>Projects that:</p> <ol style="list-style-type: none"> (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. (2) Increase the safety of the transportation system for motorized and non-motorized users. (3) Increase the security of the transportation system for motorized and non-motorized users. (4) Increase the accessibility and mobility of people and freight. (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. (7) Promote efficient system management and operation. (8) Emphasize the preservation of the existing transportation system.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source
Transit Technical Assistance Planning

Description	This program funds public transportation planning studies in rural or small urban areas of California (transit service area with population of 100,000 or less).
Competitive/Formula	Competitive
Project Eligibility	<ul style="list-style-type: none"> • Short-range transit development plans • Transit marketing plans • Site selection studies • Transit service implementation plans • Ridership surveys • Social service improvement studies • Transit coordination studies
Eligible Agencies	<p>The following may only apply as an applicant:</p> <ul style="list-style-type: none"> • MPOs and RTPAs <p>The following may apply only as a sub-recipient:</p> <ul style="list-style-type: none"> • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	Budget (federal funds): \$700,000 Grant Cap: \$100,000
Project Selection Process	<p>Projects that:</p> <ol style="list-style-type: none"> (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. (2) Increase the safety of the transportation system for motorized and non-motorized users. (3) Increase the security of the transportation system for motorized and non-motorized users. (4) Increase the accessibility and mobility of people and freight. (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. (7) Promote efficient system management and operation. (8) Emphasize the preservation of the existing transportation system.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source
Transit Professional Development

Description	Fund student internship opportunities in transit planning at public transit agencies.
Competitive/Formula	Competitive
Project Eligibility	Single or multi-agency internships for university and community college students
Eligible Agencies	The following may only apply as an applicant: <ul style="list-style-type: none"> • MPOs and RTPAs The following may apply only as a sub-recipient: <ul style="list-style-type: none"> • Transit Agencies • Universities and Community Colleges • Native American Tribal Governments • Cities and Counties • Community-Based Organizations • Non-Profit Organizations (501.C.3) • Public Entities
Funding Level	Budget (federal funds): \$150,000 Grant Cap: \$50,000
Project Selection Process	Projects that: <ol style="list-style-type: none"> (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. (2) Increase the safety of the transportation system for motorized and non-motorized users. (3) Increase the security of the transportation system for motorized and non-motorized users. (4) Increase the accessibility and mobility of people and freight. (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. (7) Promote efficient system management and operation. (8) Emphasize the preservation of the existing transportation system.
Significant Dates	Applications are put out during winter. Applications are due April 1.
Additional Information	http://www.dot.ca.gov/hq/tpp/grants.html
Potential SACOG Assistance	The role of the MPO and RTPA is to facilitate a fair and open competitive application and outreach process.

State Funding Source
Bicycle Transportation Account Program

Description	The Bicycle Transportation Account Program (BTA) provides State funds for city and county projects that improve safety and convenience for bicycle commuters. The Bicycle Facilities Unit (BFU) in the Division of Local Assistance and the District Local Assistance Engineers (DLAE) administer the BTA Program.
Competitive/Formula	Competitive
Project Eligibility	Have a Bicycle Master Plan that complies with Streets and Highways Code Section 891.2 and has been approved by the appropriate Regional Transportation Planning Agency and Caltrans.
Eligible Agencies	A city or county transportation planning department must work on behalf of another agency.
Funding Level	\$7.2 million annually
Project Selection Process	The BFU convenes a committee to evaluate applications for bicycle commuter value and compliance with the California Bicycle Transportation Act. The committee forwards evaluations recommended for funding to Caltrans management for review and approval. Caltrans management reviews the evaluations and develops an approved list of projects.
Significant Dates	In December, the city/county sends BTA application to Caltrans DLAE.
Additional Information	Caltrans District Local Assistance Engineers (Exhibit 1), Caltrans Bicycle Facilities Unit http://www.dot.ca.gov/hq/LocalPrograms/ http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm
Potential SACOG Assistance	<ul style="list-style-type: none"> • Grant application review • Assist in development of bicycle master plan, maps

State Funding Source

Environmental Enhancement and Mitigation Program

Description	The purpose of the Environmental Enhancement and Mitigation Program (EEM) is to mitigate environmental impacts of new or modified public transportation facilities beyond the mitigation level required by the project’s environmental document.
Competitive/Formula	Competitive
Project Eligibility	Projects must demonstrate a direct or indirect relationship with the environmental impact of modifying an existing transportation facility or construction of a new facility. Projects must provide mitigation or enhancement in addition to the mitigation required as part of the transportation projects to which they are related. Applicants may apply under one of the following three categories for environmental enhancement and mitigation funding: Highway Landscape and Urban Forestry, Resource Lands, or Roadside Recreational.
Eligible Agencies	Local, state, and federal governmental agencies and nonprofit organizations. The agency or entity is not required to be transportation or highway related organization, but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a project with one designated as the lead agency.
Funding Level	The annual program level is \$10 million.
Project Selection Process	Project proposals are submitted to the Resources Agency of California for evaluation. The Resources Agency evaluates proposals and prepares a recommended list of projects for funding to the California Transportation Commission (CTC). All projects must complete California Environmental Quality Act (CEQA) requirements prior to the CTC’s adoption of the program. CTC allocates funds (second vote) on a project-by-project basis.
Significant Dates	July - The Resources Agency mails out applications. November - Deadline for submittal of applications to the Resources Agency.
Additional Information	Caltrans District Local Assistance Engineers (Exhibit 1) CTC, EEM Program Coordinator, (916) 653-2070 The Resources Agency of California, EEM Program Coordinator, (916) 653-5656 www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm
Potential SACOG Assistance	<ul style="list-style-type: none"> • Grant application review • Technical modeling (air quality mitigation) • Assistance with technical information including demonstrating a relationship with environmental impact and ensuring transportation facilities do not limit current or future improvements • Assistance completing/navigating CEQA requirements • Assistance developing mitigation measures • Assistance determining ecology and ecological restoration

State Funding Source
Grade Separation Program

Description	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.
Competitive/Formula	Formula
Project Eligibility	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.
Eligible Agencies	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.
Funding Level	Current statutes require that \$15 million be included in each annual State budget for grade separation projects under this program.
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 are 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 the PUC by June 30
Additional Information	Caltrans, Division of Rail, Railroad Crossing Safety Branch: (916) 654-7076 PUC, Rail Crossings Projects Section: (213) 576-7078 http://www.dot.ca.gov/rail/go/dor/index.cfm
Potential SACOG Assistance	<ul style="list-style-type: none"> • Provide technical assistance with traffic volumes and crash history data • Assist local jurisdiction meet “extensive readiness criteria”

Regional Funding Source
SACOG Bicycle and Pedestrian Funding Program

Description	The purpose of this funding program is to provide facilities for walking and biking in the cities and towns of the region, and to provide connections between them.
Competitive/Formula	Competitive
Project Eligibility	For projects to be eligible for funding, they must first be listed in the Regional Bicycle, Pedestrian and Trails Master Plan. The Master Plan contains a prioritized list of 20 years of projects from around the region ranked into “high” “medium” and “low” priority. The Bicycle and Pedestrian Funding Program funds mostly capital projects (at least 90%) and some non-capital projects and programs. Communities pursuing funding from this program should prioritize local, intra-community connections above regional intercommunity connections, unless strong local bicycle/pedestrian connectivity already exists.
Eligible Agencies	City or county transportation planning agencies are eligible as primary recipients. School districts and advocacy groups can partner with state, local and regional agencies as their responsible applicants.
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm Contact Lacey Symons at lsymons@sacog.org or 916.340.6212
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.

Regional Funding Source
SACOG Air Quality Program

Description	The SACOG region holds a non-attainment status for ozone under federal air quality standards. The Air Quality Funding Program is meant to help deliver cost-effective transportation projects that contribute the most to reaching attainment status.
Competitive/Formula	Competitive
Project Eligibility	This program funds three categories of projects. (1) Emission Reduction Projects: These are projects that provide real, permanent and quantifiable on-roads emissions reductions for the region. Examples are gross-polluting vehicle replacement programs, bus demonstration projects, and alternative-fuel buses. (2) Air Quality Improvement Plans: Examples include state and federal air quality plans. (3) Public Awareness and Educational Campaigns: An example would be the Spare the Air campaign.
Eligible Agencies	City or county transportation planning agencies and air districts
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit http://www.sacog.org/regionalfunding/fundingprograms_airquality.cfm Contact Jason Crow at jcrow@sacog.org or 916.340.6219
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.

Regional Funding Source
SACOG Local and Regional Funding Program

Description	The Regional & Local Funding Program is intended to fund larger regional scale transportation projects such as light rail, carpool lanes, and river crossings. In limited cases the program will also fund smaller scale projects that meet local needs but may have regional importance.
Competitive/Formula	Competitive
Project Eligibility	Eligible projects under the Regional Program are capital regional transportation projects identified as such through regional collaboration.
Eligible Agencies	City or county transportation planning agencies
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit www.sacog.org/ Contact Samson Okhade at sokhade@sacog.org or 916.340.6222
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.

Regional Funding Source
SACOG Transit Funding Program

Description	SACOG provides funding for transit capital and non-capital projects in consultation with the Transit Coordinating Committee.
Competitive/Formula	Competitive
Project Eligibility	The following projects are eligible for PTMISEA funds. This list is not in priority order. 1. Rehabilitation, safety or modernization improvements 2. Capital service enhancements or expansions 3. New Capital Projects 4. Bus Rapid Transit Improvements 5. Rolling stock procurement, rehabilitation or replacement Capital projects are eligible under Title 23.
Eligible Agencies	City or county transit agencies and air districts
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit http://www.sacog.org/transit/2009/FTAProgramsCallForProject/ Contact Barbara VaughanBechtold at bVaughanBechtold@sacog.org or 916.340.6226
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.

Regional Funding Source
**SACOG Transportation Demand
Management Funding Program**

Description	This program funds various strategies that increase transportation system efficiency. TDM treats mobility as a means to an end, rather than an end in itself. It emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telework), particularly under congested conditions.
Competitive/Formula	Competitive
Project Eligibility	The TDM Funding Program funds projects that enable the movement of more people and goods over existing and future state roads at far less cost than construction of new roads. TDM can increase the capacity of the highway system by moving more people into HOV (car/vanpools and bus), moving trips to less congested times, reducing vehicle trips, and moving trips to modes that do not use roadway space (such as walking, biking, and rail).
Eligible Agencies	Transportation management agencies
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit www.sacog.org/ or www.sacog.org/bikeinfo/aqtdmbikeped.pdf Contact AJ Tendick at atendick@sacog.org or 916.340.6215
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.

Regional Funding Source
SACOG Community Design Program

Description	The Community Design Program is intended to provide financial assistance to local government agencies that seek to implement physical development that is consistent with SACOG's Blueprint Principles. This program supports implementation of the Blueprint Project with financial incentives to local governments.
Competitive/Formula	Competitive
Project Eligibility	The intent of the this program is to use regional transportation funding to promote the construction of land use developments (or land use and projects) that lead to fewer vehicles miles traveled and more walking, biking, and transit usage. The program results from the recognition that land use influences travel behavior and can be a powerful tool to improve the efficiency and effectiveness of the regional transportation system.
Eligible Agencies	City or county transportation planning agencies
Funding Level	Varies
Project Selection Process	Public agencies submit applications to SACOG. SACOG creates a working group and selects projects based on previously identified criterion.
Significant Dates	Public agencies will be notified.
Additional Information	For more information visit http://www.sacog.org/regionalfunding/fundingprograms_commdesign.cfm Contact Greg Chew at gchew@sacog.org or 916.340.6227
Potential SACOG Assistance	SACOG staff is available to provide information and application assistance.