

FUNDING PROGRAM	FUNDING AGENCY	DESCRIPTION	Community Support & Aligned with Local Priorities	Project Development, Rights of Way, Final Design	Construction	Programs and Events	Types of Projects (applicable to this plan)	Website
			Local & Regional					
Local sales tax measures	Varies	Funding sources derived from a sales taxes imposed by counties and distributed to the local jurisdictions for specific transportation projects. Example: Measure A in Sacramento County, implemented by Sacramento Transportation Authority.	X	X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	Varies
SACOG Regional Funding Program	SACOG	SACOG's Regional Program funds cost-effective transportation projects that advance the goals established in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). These goals include decreasing vehicle miles traveled, increasing the number of bicycle and pedestrian trips, and reducing greenhouse gas emissions, among others. The Regional program will fund projects identified explicitly in the MTP/SCS or lump-sum category projects, such as "Bike/Ped" or "Capacity" projects. The program seeks to promote effective and efficient use of limited state and federal resources to develop and maintain the regional transportation network.		X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	https://www.sacog.org/transportation-funding-programs
Regional Active Transportation Program	SACOG	SACOG's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to schools projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and noninfrastructure components. Projects not funded through the state program (described in the next section) are eligible for regional consideration.	X	X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	https://www.sacog.org/active-transportation-program
Community Design Funding Program	SACOG	The Community Design Funding Program provides funding to local jurisdictions to build placemaking projects. Projects that implement any of the seven SACOG Blueprint Principles are eligible for funding: 1) housing options 2) transportation options; 3) infill development; 4) mixed land uses; 5) compact development; 6) preservation of natural resources, and 7) quality design .		X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections	https://www.sacog.org/transportation-funding-programs
Transportation Demand Management Program	SACOG	SACOG's TDM Program aims to reduce vehicle trips and vehicle miles traveled using a variety of programs, services, infrastructure projects, travel strategies, and policies to change travel behavior. SACOG periodically offers TDM-focused grant opportunities to fund infrastructure and program projects that work towards TDM program goals. These include traditional grants, mini-grants, and innovations grants.	X			X	On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	https://www.sacog.org/transportation-demand-management-program
Innovative Mobility Program	SACOG	The Innovative Mobility Program designs and launches projects and programs that increase transportation options and reduce vehicle miles traveled (VMT) to make options like biking, walking, and taking transit the easy choice for all types of trips. The program has four goals: 1) reduce VMT and vehicle emissions, 2) leverage new technologies and partnerships, 3) increase access to existing transit and micromobility services, 4) inform the Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS), and 5) support policies that increase access and benefit underserved communities.	X			X	On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	https://www.sacog.org/transportation-demand-management-program
Transportation Development Act Article 3	SACOG	TDA is administered locally by SACOG, EDCTC, and PCTPA. This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. *Sacramento County mandates two percent of the funding to be allocated to active modes projects. *El Dorado and Placer counties allow up to two percent of their Local Transportation Funds to go toward active modes projects. * Sutter, Yolo and Yuba counties and the cities there in have a discretionary allocation to active modes projects after they satisfy their transit needs.		X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections	https://www.sacog.org/transportation-development-act

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Sustainable Transportation Equity Project (STEP)	CARB	The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.	X	X	X	X	Bike or ped facilities Active Transportation Plan Bike Plan Capacity building - NI programs for education, engagement, demo projects and campaigns	https://ww2.arb.ca.gov/cti-step
California Active Transportation Program	CTC	California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to schools projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required for statewide funding, though extra points are awarded to applicants who identify matching funds.	X	X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	https://catc.ca.gov/programs/active-transportation-program
Sustainable Transportation Planning Grants	Caltrans	Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.	X				Studies, Plans such as: Active Transportation Plan, Bike Plan, Bike/Ped Trail/Path Feasibility Study	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.		X	X		Safety projects on bike and ped facilities such as Install hybrid pedestrian signals Improve pedestrian and bicycle safety at locations with uncontrolled crossings Plans	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the fouryear SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.			X		Bike & Pedestrian elements (in the context of facility type, right of way, project scope, and quality of nearby alternative facilities) Examples such as Add bike lanes to updated corridors Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access	https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shop-minor-program-shop

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Solutions for Congested Corridors Program	CTC	Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly-traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of enhancements, including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled.			X		Construct Class I bikeways Intersection improvements	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Office of Traffic Safety	California Office of Traffic Safety	Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds address non-motorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.				X	Programs such as Safety education and encouragement Campaigns to promote safety	https://www.ots.ca.gov/Grants/
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program helps provide recreational trails for both motorized and non-motorized trail use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.					On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	
Affordable Housing and Sustainable Communities Program	Funds are programmed by the Strategic Growth Council and implemented by the Dept. of Housing and Community Development	The Affordable Housing and Sustainable Communities Program (AHSC) funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas (GHG) emissions. Projects must fall within three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.			X	X	On-Street Bikeways & Sidewalks Safe Routes to Transit Programs Class I, II, III, IV bike lanes Active transportation projects to encourage connectivity to transit networks Install dedicated bicycle facilities	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml
Urban Greening Grants	CA Natural Resources Agency	Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between homes, workplaces, commercial centers, and schools.			X		Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools Projects that expand or improve the usability of existing active transportation routes (e.g., bicycle paths) or create new active transportation routes that are publicly accessible by bicycle or walking on trails	https://resources.ca.gov/grants/urban-greening
Statewide Park Program	CA Dept. of Parks and Recreation	The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand/renovate existing parks. All projects must include at least one "recreation feature," which includes non-motorized trails. No match is required.			X		Trails	

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Trade Corridor Enhancement Program (TCEP)	California Transportation Commission	The Trade Corridor Enhancement Program provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance. TCEP can fund a variety of project types as long as the project has direct nexus to improving freight system's economic activity or vitality, improves safety, improves connectivity, and reduces community impacts.			X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections	
USHUD Community Development Block Grant Program	U.S. Dept. of Housing and Urban Development	The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop healthy and sustainable urban communities by providing housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. CDBG can fund new infrastructure (sidewalks and roadways) and significant roadway changes (i.e., a project that could be completed with sealing would not be eligible, but a project that included a new asphalt overlay would be eligible for funding). Roadway projects included as part of larger community development projects (housing, community centers, etc.) would improve scoring.	X	X	X		On-Street Bikeways & Sidewalks Trails Crossings/Intersections Programs Studies	
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)			X	X	Bike and Pedestrian facilities Creating and considering active transportation corridors for better non-motorized connections Multi use paths Urban greening	http://www.sgc.ca.gov/programs/tcc/
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	X	X	X	X	First/Last Mile connections via bike lanes and separated paths Education and outreach Bicycle and pedestrian facilities at transit sites Bike share programs Plans	https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits			X		Bicycle and Pedestrian facilities Class IV separated bikeways, curb extensions, pedestrian enhancements, improvements to lighting and signage Expressway pedestrian overcrossing	https://catc.ca.gov/programs/sbi/local-partnership-program
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.			X		Bike Lanes/Separated bikeways	https://catc.ca.gov/programs/sbi/local-streets-roads-program

New Infrastructure Investment & Jobs Act Funding Programs*

*More information needed to ensure eligibility for Bike, ped & trails projects and programs

RAISE - Local and Regional Project Assistance (TIGER/ BUILD/ RAISE)	U.S. DOT	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.			X		On-street bikeways & sidewalks, Trails Plans Rails-to-trails Complete Streets	https://www.transportation.gov/RAISE-grants
Safe Streets and Roads For All	U.S. DOT	The Safe Streets and Roads for All Program is a \$5 billion grant program focused on local vision zero projects which was created in the Infrastructure Investment and Jobs Act. The grant program is focused on assisting local and regional governments in achieving their vision zero goals and strategies.			X		Signal improvements Bicycle lanes/separated bikeways Traffic calming countermeasures Vulnerable road user protection projects Advanced transportation technologies Enhanced delineation Intersection safety	https://www.transportation.gov/grants/SS4A

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Reconnecting Communities Pilot	U.S. DOT	The Bipartisan Infrastructure Law (BIL) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.	X	X	X		Planning, Technical Assistance or Construction grants available	https://www.transportation.gov/grants/reconnecting-communities