



Memorandum

Project: San Bernardino County Long Range Multimodal Transportation Plan (LRMTP)

Subject: Task 2.3: Identify Grant Opportunities and Funding Requirements to Support LRMTP Implementation

Date: Tuesday, July 11, 2023

This memorandum provides a list of potential funding and financing sources for the San Bernardino County Long Range Multimodal Transportation Plan (LRMTP). This document is a preliminary list noting federal, state, and local funding and financing sources for transportation projects but is not an exhaustive list of programs that can fund transportation improvements. This memorandum focuses on transportation-specific programs, but there are additional state and federal programs related to housing, pollution reduction, and climate adaptation that can potentially fund transportation elements.

As part of Task 2.3, HDR will provide identification and evaluation of potential state and federal grant opportunities, which will include defining eligible activities, legislative requirements, and if available, historical funding levels and average grant award amounts for each program.

These measures will provide a framework to assess the advantages and disadvantages associated with each opportunity for a specific LRMTP component or project category (such as rail, transit, bicycle/pedestrian, freight, or roadway) to support future discussions on which grant opportunities to target as well as assist the development of agency priority areas in Task 3.

Table 1: Transportation Funding Programs, Federal Discretionary

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
USDOT RAISE (formerly BUILD/TIGER) Rebuilding American Infrastructure with Sustainability and Equity	The RAISE grant program (formerly known as BUILD/TIGER) is a highly competitive USDOT discretionary grant program which supports the capital costs of road, rail, transit, and port projects that have a significant impact on the nation, a region, or a metropolitan area.	\$25 million	Roads, Highways, Bridges, Regional economic or transportation planning	For rural projects, potential of more than 80 % cost sharing	Annual	✓	✓	✓	
USDOT MDGP Multimodal Discretionary Grant Program (Mega/INFRA/Rural)	The National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural) are three programs released under one funding opportunity to direct funding to projects of national, regional and economic significance.	Depending on project, potentially up to \$1B	Roads, Highways, Bridges, Regional economic or transportation planning	Minimum 40% matching requirement. Other federal funds may be used so long as the total federal share is no more than 80%	Annual		✓	✓	
USDOT Safe Streets and Roads for All	The program aims to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action planning and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users, and commercial vehicle operators.	Between \$30 million to \$50 million depending on applicant	Bicycle or pedestrian improvements, road improvements, Transportation planning	Minimum 40% matching requirement. Other federal funds may be used so long as the total federal share is no more than 80%	Annual	✓	✓	✓	

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
FRA CRISI Consolidated Rail Infrastructure and Safety Improvements Program	The CRISI program is targeted for projects that focus on highway-rail grade crossings, deployment of railroad safety technology, or projects that address congestion affecting rail service.	\$1.4 billion was available in funding under FY 2022	Rail projects, roadways with grade crossings	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual	✓	✓	✓	
FRA RCE Railroad Crossing Elimination Program	The RCE program is targeted towards addressing at-grade crossings between roads and rail and includes projects meant to improve safety of mobility of people and goods at grade crossings.	\$573 million was available in funding under FY 2022	Rail projects, roadways with grade separations	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual	✓	✓	✓	
FHWA BIP Bridge Investment Program	The Bridge Investment Program is a competitive program targeted towards addressing existing bridges and their poor condition or risk of falling into poor condition.	\$2.36 billion was available in funding under FY 2022	Bridges, Roads, Highways	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual	✓	✓	✓	
FHWA Reconnecting Communities Pilot Program	The Reconnecting Communities Pilot Program is designed to reconnect communities that were previously divided by transportation modes, such as highways or rail, that have created barriers to mobility, access, or economic progress.	\$195 million was available between planning and construction grants	Bridges, Roads, Highways	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual	✓	✓	✓	

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
FHWA PROTECT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation	The PROTECT program provides funding for communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Formula program apportioned \$121 million to California \$250 million available in both FY 22 and FY 23	Mitigation projects for highways, transit, bridges, and other programs	Generally, minimum of 20% non-Federal match; can cover up to 90% if identified in the state's or regional resilience improvement plan	Annual	✓	✓	✓	

Table 2: Transportation Funding Programs, Federal Formula¹

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
FHWA CMAQ Congestion Mitigation and Air Quality	This program provides funding to transportation projects and programs to reduce congestion and improve air quality in designated air quality maintenance or non-attainment areas for carbon monoxide and/or ozone. Eligible uses for CMAQ funding include capital costs of transit projects and up to three years of operations and maintenance (O&M) costs of new transit service.	\$505 million was apportioned to California in FY2022	Roads, Highways, Transit, Vehicle purchases, O&M costs	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual	✓	✓	✓	✓

¹ CMAQ and STBG funds are allocated to the Southern California region by formula and were previously sub-allocated within the region by formula; however, the Southern California Association of Governments has adopted a new competitive selection process for projects nominated within the region.

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
FHWA STBG Surface Transportation Block Grants	The STBG program, also known as the Surface Transportation Program (STP), are distributed by the FHWA to states and metropolitan planning organizations (MPOs) using a highway-based funding formula. It is a flexible funding source for a range of transportation projects including transit safety infrastructure improvements for existing services and transit capital funding for new projects.	\$1.19 billion was apportioned to California in FY2022	Roads, Highways, Transit	Minimum of 20% non-Federal match may be public and/or private sector funding	Annual			✓	

Table 2: Transportation Funding Programs, State

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
ATP Active Transportation Program	ATP is a competitive program created to fund projects that increase use of active modes of transportation, such as biking and walking.	\$4 million average	Active Transportation	None	The 2023 program funded FY23 through FY27	✓	✓	✓	
LCTOP Low Carbon Transit Operations Program	LCTOP provides capital and operating support for transit operations to reduce greenhouse gas emissions and improve mobility.	Varies based on cap-and-trade auction proceeds	Transit and Rail	None	Annual			✓	✓

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
<u>Local Partnership Program</u>	<p>The Local Partnership Program is a formulaic and competitive program providing funding towards road conditions, infrastructure, transit, rail, and other projects.</p> <p>*The competitive program only allows funding for construction.</p>	\$25 million	Highways, Bridges, Transit, Rail, Safety, Soundwalls, Active Transportation,	May vary based on project and funding cycle guidelines	The 2022 program funded FY 2023 – 2024 and FY 2024 - 2025	✓	✓	✓*	
<u>Sustainable Transportation Planning Grant Program</u>	The Sustainable Transportation Planning Grant Program is a grant program to further a region's Regional Transportation Plan and Sustainable Communities Strategy and contribute to greenhouse gas reduction targets	<\$1m on average \$700,000 highest award	Bike plans, Active Transportation Plans, Electric Vehicle Plans, Long range multimodal transportation plans	11.47% local match in non-federal funds	Annual	✓	✓		
<u>SCCP</u> Solutions for Congested Corridors Program	SCCP is a grant program to address transportation improvements within highly congested travel corridors for which a Comprehensive Multimodal Corridor Plan has been prepared.	\$50 – 150 on average \$233 highest award	Highways, Bridges, Rail, Transit	None	Annual			✓	
<u>TCEP</u> Trade Corridor Enhancement Program	The TCEP program provides funding for improvements to federally designated trade corridors within California's portion of the National Highway Freight Network and other corridors with freight movement.	Provides approximately \$300 million in state funding and \$515 million in National Highway Freight funding	Highways, Rail, Bridges	Required match is 30%	Every two years	✓	✓	✓	

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
TIRCP Transit and Intercity Rail Capital Program	The TIRCP provides funding towards intercity, commuter, and urban rail systems as well as bus and ferry systems that reduce emission and congestion.	Amount varies but reflects proceeds from Cap-and-Trade auction as well as revenues from SB 1	Intercity Rail, Commuter Rail, Bus, Ferry	No match is required but funding leverage is considered 'desirable'	Every two years	✓	✓	✓	

Table 3: Transportation Funding Programs, Local

Program Name	Description	Maximum Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
Measure I	Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. Projects must be included in the 10-year strategy documents. The amount of funding may vary based on the six subareas within the county.	Varies		N/A	Annual	✓	✓	✓	✓

Table 4: Resiliency and Hazard Mitigation Funding Programs

Program Name	Description	Maximum Grant Award	Potential Projects	Matching Requirements	Funding Cycle	Eligible Activities			
						Planning	Env. & Final Design	Construction	Oper. & Maint.
FEMA BRIC Building Resilient Infrastructure and Communities	The Building Resilient Infrastructure and Communities (BRIC) Program provides discretionary funding to states, cities, and counties to address future risks to natural disasters, such as wildfires, drought, hurricanes, earthquakes, extreme heat, and flooding.	Varies on project type	Road and Bridge Improvement, Earthquake retrofit,	Up to 75 %	Annual	☑		☑	

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