

Appendix E:

Existing Funding Sources for Priority Strategies

RICHMOND PARKWAY TRANSPORTATION PLAN

ID	Program Funding Source	Acronym	WB-1	WB-2	DG-1	S-1	S-2	M-1	PH-1	PH-2	PH-3	T-1	Administering Agency Type	Administering Agency	Programming Authority
1	Strengthening Mobility and Revolutionizing Transportation Grants	SMART			1								Federal	Office of Secretary USDOT	Infrastructure Investment and Jobs Act (IIJA)
2	RAISE Grant	RAISE	1		1	1						1	Federal	Office of Secretary USDOT	U.S. Department of Transportation
3	Active Transportation Program	ATP	1	1		1							State	Caltrans	Senate Bill 99, California Assembly Bill 101
4	Urban Greening Grant									1			State	CA Natural Resources Agency	Cap and Trade
5	Clean Transportation Incentives (various programs including Electric Bicycle Incentives Project)		1						1	1			State	CARB	California Air Resources Board
6	Transformative Climate Communities	TCC	1	1		1							State	Strategic Growth Council and CA Department of Conservation	Greenhouse Gas Reduction Fund (GGRF)

Eligible Applicants	Purpose and Eligibility	Website	Maximum Amount Available
State, Cities, Counties, MPO, public transit agency/authority, public toll authority	Demonstration Projects Utilizing Innovative Technology to Improve Transportation Efficiency and Safety. In general, a Strengthening Mobility and Revolutionizing Transportation grant may be used to carry out a project that demonstrates at least one of the following: Coordinate Automation Connected Vehicles; Intelligent, sensor-based infrastructure; Systems integration; Commerce delivery and logistics; Leveraging use of innovative aviation technology; Smart grid; Smart technology traffic signals.	https://www.whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf#page=65 https://www.transportation.gov/sites/dot.gov/files/2024-05/SMART%20FY24%20Stage%20	Max award for each stage are - Stage 1: \$2M; Stage 2: \$15M
Cities, Counties, transit operators, public agency, special district or public authority with a transportation function or multijurisdictional group of entities that are separately eligible	<p>Road, rail, transit and port projects that promise to achieve national objectives. Projects should leverage development and help to build and repair critical pieces of our freight and passenger transportation networks. Eligible projects for RAISE grants are:</p> <p>Relevant capital projects include but are not limited to: highway, bridge, or other road projects; public transportation projects; passenger and freight rail transportation projects; port infrastructure investments; intermodal projects; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.</p> <p>Planning projects which include planning, preparation, or design (for example - environmental analysis, equity analysis, community engagement, feasibility studies, benefit cost analysis (BCA), and other pre-construction activities) of eligible surface transportation capital projects that will not result in construction with RAISE FY 2024</p>	https://www.transportation.gov/RAISEgrants https://www.transportation.gov/sites/dot.gov/files/2024-02/FY%202024%20RAISE%20NOF%20Amendment%201.pdf	Max award for capital and planning grants: \$25M
Local, regional, or state agencies, Caltrans, Transit Agencies, Natural Resources or Public Land Agencies, schools, tribal governments, nonprofits, any other entity with oversight of transportation/recreational trails	Funds safe routes to school, pedestrian, bicycle, and trail projects. Disadvantaged communities must receive at least 25 percent of the program's funding. California Transportation Commission oversees guidelines and programming.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	Total Funding Available in Cycle 7 = \$568M made up of Federal, State SB1, and State Highway Account (SHA) funding No specific maximum amount provided. Minimum request is \$250,000. The Program anticipates application for Large projects with total project cost of greater than \$10M, Medium projects between \$3.5M to \$10M, etc.
City, county, special district, nonprofit org, or agency/entity formed pursuant to the Joint Exercise of Powers Act	<p>The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • 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. <p>Gives priority to, projects that are located within and benefit the State's disadvantaged communities and those communities facing the most significant threat from extreme heat.</p>	https://resources.ca.gov/grants/urban-greening/	No max or min grant amounts. 80% of awarded funds to disadvantaged and low income communities (AB 1550) Approx. \$47.5M available in 2021.
varies by program; but previous investments suggest largely state agencies	<p>Annual budget appropriation guided by the priorities in the Cap and Trade Auction Proceeds Investment Plan</p> <ul style="list-style-type: none"> • Facilitate greenhouse gas reductions • Benefit priority populations • Maximize health, environmental, economic co-benefits • Continue investments in existing programs • Provide funding certainty over multiple years when possible • Support job training and apprenticeship opportunities 	https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program/low-1	Varies by program
CBOs, local governments, nonprofit orgs, philanthropic orgs/foundations, faith-based orgs, coalitions or associations of nonprofits, community dev finance institutions, community dev corporations, joint powers authority, CA native american tribes	<p>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)</p> <p>Eligible Types:</p> <ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Bike share programs (However must be part of a larger placebased strategy) 	http://www.sgc.ca.gov/programs/tcc/	Based on Round 5 TCC Program included 3 grant types: 1) implementation grants could be requested for up to \$29.5M, 2) project development grants could be requested up to \$5M, and 3) planning grants could be requested up to \$300,000.

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7	Sustainable Transportation Equity Project	STEP	1	1		1						1	State	CARB	Greenhouse Gas Reduction Fund (GGRF)
8	Highway Safety Improvement Program	HSIP	1			1	1						State	Caltrans Local Assistance	Caltrans
9	Low Carbon Transit Operations Program (LCTOP)	LCTOP										1	State	Caltrans	Greenhouse Gas Reduction Fund (GGRF)
10	Local Partnership Program (LPP) Formula & Competitive Programs	LPP	1	1		1		1				1	State	CTC	State Senate Bill 1
11	One Bay Area Grant Program - Regional and County	OBAG 3	1	1	1	1				1		1	Regional	MTC, CCTA	Federal Highway Administration
12	Transportation Development Act Article 3	TDA 3	1	1		1						1	Regional	MTC, Contra Costa County	Transportation Development Act (TDA)
13	Regional Transportation Improvement Program	RTIP	1	1		1							Regional	MTC, CCTA	State Transportation Improvement Program (STIP)
14	Transportation Fund for Clean Air	TFCA	1							1	1		Regional	BAAQMD, CCTA	BAAQMD Clean Air Plan

Eligible Applicants	Purpose and Eligibility	Website	Maximum Amount Available
<p>Lead applicants: CBO, tribal governments, local governments, school governments, school</p> <p>Sub applicants: CBOs, consultants, higher education institutions, joint powers authorities, local governments, non-profits, philanthropic orgs/foundations, private companies, schools, small businesses transit agencies, tribal govts, utilities and community choice aggregators, other public agencies</p>	<p>Planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The Program makes \$20 million available for 1-3 implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use of a personal vehicle.</p> <p>Eligible Types:</p> <ul style="list-style-type: none"> • Bike or pedestrian facilities • Active Transportation Plan • Safe Routes to School Plan • Capacity Building (NI Programs– education, engagement, demo projects, campaigns) • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/access/safety of pedestrians (non-motorized users) • Street crossing enhancements, including accessible pedestrian signals 	<p>https://ww2.arb.ca.gov/lcti-step</p>	<p>Max available for each grant type - Planning and Capacity Building grant max: \$750,000 CMIS and STEP grant: \$15M</p>
<p>local public agency that owns, operates and maintains public roadways in CA, includes city, county or tribal government</p>	<p>The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually</p> <p>Eligible Types:</p> <ul style="list-style-type: none"> • Safety projects on Bike facilities • Safety projects on Ped facilities 	<p>https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g09.p</p>	<p>Max amount an agency can review varies by calls-for-projects, but Cycle 12 max is \$10M.</p>
<p>transit operators and transportation planning agencies</p>	<p>Operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility with a priority on serving disadvantaged communities; new or expanded intermodal transit facilities; operational expenditures that increase transit mode share.</p>	<p>http://www.dot.ca.gov/drrmt/splctop.html</p>	<p>Varies depending on auction proceeds</p>
<p>CCTA, Cities (Jurisdictions with voter approved taxes, tolls, or fees, which are dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, which are dedicated solely to transportation improvements.)</p>	<p>Improvements to state highways, transit facilities and local roads; acquisition, retrofit or rehab of rolling stock, buses or other transit equipment including facilities; improvements to bicycle and pedestrian safety; environmental mitigation projects, soundwalls, road maintenance, and rehabilitation projects.</p> <p>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. Improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits.</p>	<p>https://catc.ca.gov/programs/sbi/local-partnership-program</p>	<p>Competitive Program funding request has maximum of \$25M per project nomination.</p> <p>The 2022 Local Partnership Program will include two years of programming with \$400 million in funds (\$40 million formulaic incentive funding set aside; \$216 million via Formulaic; and \$144 million via Competitive) covering Fiscal Years 2023-24 and 2024-25.</p>
<p>cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs</p>	<p>Maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals. Contra Costa County is focusing efforts on around encouraging active transportation like bicycling and walking, supporting safe routes to schools, implementing complete streets, and upgrading the countywide traffic signal system to "smarter" signals that can prioritize transit and emergency vehicles and help improve safety for people walking/biking at intersections.</p>	<p>https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-obag-3 https://ccta.net/planning/one-bay-area-grant-3/ https://mtc.ca.gov/sites/default/files/documents/2024-05/RES-4505_approved_0.pdf</p>	<p>Total available for Contra Costa County: \$47.3 million between 2023-2026</p>
<p>Cities, counties</p>	<p>2% of County TDA funds are set aside for bicycle and pedestrian projects through Article 3. MTC oversees program. Funding is allocated by formula according to population in each jurisdiction, and jurisdictions may spend funds or roll them over to a future year. Some counties competitively select projects, while other counties distribute the funds to jurisdictions based on population. Each County determines program of projects through review process. Each local jurisdiction receive funds that can roll over to accomplish local priorities.</p>		<p>Amount varies by jurisdiction based on formula</p>
<p>transit operators, cities, counties</p>	<p>The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.</p>	<p>https://mtc.ca.gov/tags/rtip</p>	<p>Individual project limit not found. 2025 TIP awarded total of \$345M for 49 projects in Contra Costa County. Countywide Smart Signals is one TIP project with a cost of \$30M.</p>
<p>Public agencies, CCTA subregions</p>	<p>Funds eligible projects that reduce on-road motor vehicle emissions</p>	<p>http://www.baaqmd.gov/funding-and-incentives/public-agencies/regional-fund https://www.alamedactc.org/funding/fund-sources/transportation-fund-for-clean-air/</p>	<p>For the TFCA 40% Fund Policy, WCCTC is allocated 22.2% of the Program, and CCTA annually distributes \$1.5M in total, giving a maximum allocation of \$333,000 to WCCTC. For the remaining 60%, each public agency may be awarded up to total award of \$5,500,000 per agency per fiscal year.</p>

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15a	Regional Measure 3 - Safe Routes to Transit and Bay Trail Program	RM3 - SR2TBT	1			1						1	Regional	MTC, BATA	RM3
15b	Regional Measure 3 - Goods Movement and Mitigation	RM3			1				1				Regional	MTC, ACTC	RM3
15c	Regional Measure 3 - Corridor-specific Projects	RM3	1	1	1								Regional	MTC	MTC
16	Innovative Deployments to Enhance Arterials through Transit Signal Priority (IDEA TSP)				1								Regional	MTC	MTC
17	Measure J Programs		1	1		1	1					1	Regional	CCTA	CCTA
23	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation	PROTECT		1									Federal	FHWA	Infrastructure Investment and Jobs Act (IIJA)
32	Reconnecting Communities Grant Program	RCP	1	1									Federal	FHWA	Infrastructure Investment and Jobs Act (IIJA)
33	Advanced Transportation Technologies and Innovative Mobility Deployment	ATTAIN			1								Federal	FHWA	Infrastructure Investment and Jobs Act (IIJA)
34	Active Transportation Infrastructure Investment Program	ATIIP	1	1		1						1	Federal	FHWA	Infrastructure Investment and Jobs Act (IIJA)

Eligible Applicants	Purpose and Eligibility	Website	Maximum Amount Available
City, County, transit agencies, school districts, community colleges and universities	Improve bicycle and pedestrian access on and near the region's toll bridges connecting to rail transit stations and ferry terminals. Access improvements include sidewalks, bike paths, traffic signal improvements, clearer signage and secure bicycle parking. The improvements will be funded via an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.	https://mtc.ca.gov/funding/regional-funding/regional-measure-3 https://planbayarea.org/sites/default/files/meetings/attachm	Per expenditure plan. \$150M available for Bay Trail/Safe Routes to Transit over 3 cycles.
City, County, countywide transportation agencies, rail operators, and the Port of Oakland	Reduce traffic congestion and improve transportation options throughout the SF Bay Area's state-owned toll bridge corridors. The improvements will be funded via an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	https://mtc.ca.gov/funding/regional-funding/regional-measure-3 https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7 https://mtc.ca.gov/sites/default/files/documents/2024-02/03_04_2024%20Full%20Agenda%20Packet%20RM3%20Independent%20Oversight%20Committee_v4.pdf https://mtcdrive.app.box.com/s/x35lm2ocq0qw147fo7qpxchbvf59170	Per expenditure plan. \$160M for Goods Movement and Mitigation
BATA, CCTA	Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements.	https://mtc.ca.gov/funding/regional-funding/regional-measure-3	\$75M for projects in Contra Costa County
cities, counties, and transit agencies; multi-jurisdictional partnerships will receive priority	This Call for Technical Assistance dedicates \$2 million to further the project-readiness of conceptual Transit Priority Projects by developing them into shovel-ready projects that would be more competitive for capital implementation funding. MTC's has over \$20 million reserved for near-term capital Transit Priority projects through its BusAID (Bus Accelerated Infrastructure Delivery) and IDEA programs, and anticipates funding opportunities in the future.	https://abag.ca.gov/technical-assistance/idea-tsp-transit-signal-priority#:~:text=The%20innovative%20Deployments%20to%20Enhance,transit%20faster%20and%20more%20reliable.	Maximum award of \$1M
Contra Costa County Subregions	Richmond Parkway is allocated \$16 million as one of the Capital Improvement Projects in Measure J's Expenditure Plan. The objective/reason for this allocation is detailed as follows: Upgrade the Richmond Parkway to facilitate transfer of ownership to the California Department of Transportation, including potential intersection and interchange upgrades, and/or provide funds to maintain the roadway. The Richmond Parkway is the priority project for this funding; however, funds not expended for this project may be reprogrammed at the City of Richmond's request for Richmond ferry service.	https://ccta.net/about-us/funding/ https://ccta.net/wp-content/uploads/2018/10/5297b121d5964.pdf	Allocated \$16M in total
States, MPOs, local governments, special districts or public authorities with a transportation function, tribal governments, and federal land management agencies	Formula funding to states to support planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Includes transit, highways, and certain port projects. Additional competitive funding available.	https://www.whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf#page=272 https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm	No max grant amount but expected distribution of up to \$7.3B total over 2022-2026.
States, units of local government, Tribal governments, Metropolitan Planning Organizations, and non-profit organizations.	The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities, like highways or rail lines, that create barriers to community connectivity, including to mobility, access, or economic development. The program funds planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.	https://www.transportation.gov/reconnecting	\$150 million for planning, \$457 million for construction in FY24
State Governments; Local Governments; Planning and Project Organizations; Academic and Research Institutions; U.S. Territories	Provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	https://www.transportation.gov/ur/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment	\$12 million
State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories	ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities; improve connectivity between active transportation modes and public transportation; enhance the resiliency of on- and off-road active transportation infrastructure; help protect the environment; and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.	https://www.transportation.gov/ur/grant-toolkit/active-transportation-infrastructure-investment-program-atiip	\$15 million



Photo of Earth Day pop-up event during Phase 2 of engagement in North Richmond.