



APPENDIX F: FUNDING PROGRAMS AND SOURCES



The following table provides an overview of Federal, State, Regional, and County funds and grant opportunities that can be used for bicycle and pedestrian projects and programs.

Funding Sources	Administering Agency	Availability of Funding	Description	Eligible Improvements	Link
Federal Funding Sources					
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants	U.S. Department of Transportation (USDOT)	Annually	BUILD (formerly TIGER) is a nationally competitive grant for capital investments on surface transportation projects that achieve a significant impact for a metropolitan area, region, or the nation. Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation and partnerships with a broad range of stakeholders.	Roads, bridges, transit, rail, ports or intermodal transportation	transportation.gov/BUILDgrants
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Federal Highway Administration (FHWA)	Annually	CMAQ provides funding for state and local governments for transportation programs and projects that support the Clean Air Act, improving air quality and providing congestion relief.	Bicycle infrastructure	fhwa.dot.gov/environment/air_quality/cmaq/
State Funding Programs					
California Active Transportation Program (ATP)	California Transportation Commission (CTC)	Biennially; last call for projects was in March 2020	The ATP program resulted from the consolidation of many former federal State programs and funds a wide range of capital and non-capital projects. A strong preference is given to projects in disadvantaged communities.	Bicycle and pedestrian capital infrastructure and non-infrastructure projects (e.g., encouragement, education, and enforcement), and plans (including active transportation and Safe Routes to School plans)	dot.ca.gov/hq/LocalPrograms/atp
California Sustainable Transportation Equity Project (STEP)	California Air Resources Board (CARB)	Currently a pilot project; eligible funding source if continued	STEP is a transportation equity pilot project for Fiscal Year 2019-20 that aims to address community residents' transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects.	Active transportation subsidies, construction of new pedestrian facilities, new bike routes and networks (Class I, II, or IV) and supporting infrastructure	arb.ca.gov/msprog/ct/opportunitiesgov/step.htm
Clean Mobility Options (CMO)	CARB	Annually (based on cap-and-trade dollars)	The Clean Mobility Options Voucher Pilot Program provides voucher-based funding for zero-emission carsharing, car- and van-pooling, bike- and scooter-sharing, innovative transit services, and ride-on-demand services in California's historically underserved communities.	Eligible projects must be in a community that: (1) is on the Disadvantaged Communities List for Climate Investments in accordance with CalEPA's designation (2) is a tribal land or tribal property within AB 1550 designated low-income communities, or (3) serves a deed-restricted affordable housing facility with at least five units and located within an AB 1550 designated low-income community.	cleanmobilityoptions.org/eligibility/
California Office of Traffic Safety Grants	California Office of Traffic Safety (OTS)	Annually	For traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians and cyclists.	Certain activities under the SRTS, safety/education and enforcement programs.	ots.ca.gov/Grants/default.asp

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Highway Safety Improvement Program (HSIP)	California Department of Transportation (Caltrans)	Varies; Generally, every one to two years	For projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.	Safety-related pedestrian, bikeway and crossing projects. Certain activities under the SRTS, safety/education and enforcement programs; also, certain spot improvements. Bike lanes, paved shoulders, crosswalks, intersection improvements and signage	dot.ca.gov/hq/LocalPrograms/hsip.html
Affordable Housing and Sustainable Communities Program (AHSC)	California Strategic Growth Council (SGC)	Annually	Projects that facilitate compact development, including bicycle infrastructure and amenities, with neighborhood scale impacts. Available to government agencies and institutions (including local government, transit agencies and school districts), developers and non-profit organizations.	Bicycle and pedestrian corridor and crossing improvements, particularly those in the area covered in specific plans	sgc.ca.gov/Grant-Programs/AHSCProgram.html
Sustainable Transportation Planning Grants	Caltrans	Annually	Funds for communities to do planning, studies, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects.	Planning, community engagement, studies to improve bicycle and pedestrian connections	dot.ca.gov/program/s/transportation-planning/regional-planning/sustainable-transportation-planning-grants
Recreational Trails Program	California Department of Parks and Recreation	Program is currently being updated; last cycle was in 2016	Funds for recreational trails for active transportation.	Trail maintenance, restoration, trailhead facilities, new trail construction, and maintenance equipment.	parks.ca.gov/?page_id=24324
Urban Greening Grants	California Natural Resources Agency	Annually	A statewide program that allocate cap-and-trade dollars to projects that reduce greenhouse gas emissions	Projects that 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	resources.ca.gov/grants/urban-greening/
State Transportation Improvement Program (STIP)	CTC	Biennially	Projects need to be nominated in the Regional Transportation Improvement Program (RTIP), but MTC may nominate fund categories. C/CAG submits projects from San Mateo County to MTC for proposed inclusion in the RTIP to the State.	Any transportation project eligible for State Highway Account or Federal Funds	dot.ca.gov/program/s/local-assistance/fed-and-state-programs/state-transportation-improvement-program
State Highway Operation and Protection Program (SHOPP)	Caltrans	Biennially	SHOPP is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS).	Pavement, bridges, culverts, and transportation management systems	dot.ca.gov/hq/transprog/SHOPP/2018shopp/2018-shop-adopted-by-ctc.pdf
California Gas Tax	CTC	Annually	The California Gas Tax funds the Road Maintenance and Rehabilitation Program,	Construction, engineering, and maintenance	sco.ca.gov/Files-AUD/gas_tax_guidelines31219.pdf

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Infill Infrastructure Grant Program (IIG)	California Department of Housing and Community Development	Varies; every 1-2 years	IIG provides grant assistance for infrastructure projects that are an integral part of, of necessary for the development of a Qualifying Infill Project or housing within a Qualifying Infill Area.	Construction, rehabilitation, demolition, relocation, preservation, and acquisition of infrastructure.	hcd.ca.gov/grants-funding/active-funding/iigp.shtml
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	Varies	TCC funds community-led development and infrastructure projects with economic, environmental, and health benefits to disadvantaged communities in California.	Bicycle and pedestrian corridor and crossing improvements, bike share programs	sgc.ca.gov/programs/tcc/
Office of Traffic Safety Grant Program	Office of Traffic Safety (OTS)	Annually	The OTS Grant Program funds education, encouragement, and safety programs and campaigns to prevent serious and fatal injuries resulting from collisions with motor vehicles.	Bicycle and pedestrian safety education and encouragement programs and campaigns	ots.ca.gov/Grants/
Local Streets and Roads (LSR) Program	CTC	Annually	The LSR program provides funding to cities and counties for road maintenance and rehabilitation as well as for safety projects.	Bicycle and pedestrian corridor and crossing improvements (emphasis on safety), maintenance and rehabilitation	catc.ca.gov/programs/sb1/local-streets-roads-program
Solutions for Congested Corridors (SCCP)	CTC	Annually	SCCP provides funding with an ultimate goal of reducing congestion throughout California. The program focuses on multimodal corridor improvements that maintain and enhance community character. Competitive throughout the state.	Multimodal corridor improvements	catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Regional and County Funding Sources					
Regional Active Transportation Program (ATP)	Metropolitan Transportation Commission (MTC)	Biennially; the last round due in July 2019	The ATP program resulted from the consolidation of many former federal State programs and funds a wide range of capital and non-capital projects. A strong preference is given to projects in disadvantaged communities. MTC considers additional criteria beyond the State ATP criteria.	Bicycle and pedestrian capital infrastructure and non-infrastructure projects (e.g., encouragement, education, and enforcement), and plans (including active transportation plans and Safe Routes to School plans)	mtc.ca.gov/funding/ATP
Transportation Fund for Clean Air (TFCA) Regional Fund	Bay Area Air Quality Management District (BAAQMD)	Annually	The TFCA Regional Fund provides grants to Bay Area county agencies to fund projects that improve that reduce motor vehicle emissions and air quality within the Bay Area. The Regional Fund is competitive among Bay Area jurisdictions.	Bicycle and pedestrian corridor and crossing improvements, and bicycle parking	baaqmd.gov/funding-and-incentives/funding-sources/regional-fund
Vehicle Trip Reduction Grant Program	BAAQMD	Annually	This program, funded through BAAQMD's TFCA Regional Fund, provides incentive funding for transportation service and bicycle facility projects that reduce single-occupancy vehicle trips	Bikeways, including pilot projects, programs, end-of-trip facilities	baaqmd.gov/funding-and-incentives/public-agencies/vehicle-trip-reduction-grant-program
One Bay Area Grant Program (OBAG)	MTC	Every five years; latest round covers 2017-2021	OBAG funds infrastructure projects that reduce vehicle trips, including pedestrian and bicycle facilities. Next round of funding dependent on the next Federal Surface Transportation Act.	Bikeways and crossing improvements, road maintenance, and transportation planning. Eligible activities subject to change.	mtc.ca.gov/our-work/fund-invest-investment-strategies-commitments/focused-growth/one-bay-area-grants

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Transportation Development Act Article 3 (TDA 3)	City/County Association of Governments of San Mateo County (C/CAG)	Annually	TDA 3 is competitive among San Mateo County jurisdictions and funds plans, programs, and projects that eliminate congestion, make regional connections, and improve safety.	Bikeways, crossing improvements and safety/ education/ training programs for school children and the general population	ccag.ca.gov/opportunities/call-for-projects
Measure A and W Pedestrian and Bicycle Program	San Mateo County Transportation Authority (SMCTA)	Every 2–3 years; last call for projects in 2017	Competitive among San Mateo County jurisdictions. Measure A funds are available for capital projects. Measure W funds are available for capital, planning and promotion and for the County Office of Education's competitive Safe Routes to Schools Program	Bicycle and pedestrian projects and programs	smcta.com/Projects/Call_for_Projects.html
San Mateo County Safe Routes to School	C/CAG and San Mateo County Office of Education (COE)	Annually	Available to school districts for education, enforcement and promotion/ encouragement activities, evaluation and project coordination; and for small capital projects. Competitive among San Mateo County school districts and individual schools.	Certain activities under the Safe Routes to School, safety, education, and enforcement programs	smcoe.org/schools/safe-and-supportive-schools/safe-routes-to-school/
San Mateo County Bicycle Parking Reimbursement Program	Commute.org	Ongoing (reviewed on a first-come-first-served basis)	Reimburses 50% of the cost of purchasing and installing bicycle parking facilities up to \$500 per unit. Available to businesses, public agencies and non-profit organizations in San Mateo County.	Bicycle parking racks and lockers	commute.org/employer-services/179-bike-parking-at-half-cost
Measure M Motor Vehicle Registration Fee	C/CAG	Ongoing	50% of the net proceeds are allocated to cities/County for local streets and roads and 50% are used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.	Road resurfacing/reconstruction, roadway restriping, signal timing, signage, Safe Routes to School, senior mobility education. C/CAG has historically allocated Measure M funds to the COE's competitive Safe Routes to School Program, which is listed as a source above.	ccag.ca.gov/funding/measure-m/
Measure K	County of San Mateo	Ongoing (details under description)	Measure K is a countywide half-cent sales tax extension passed by local voters in November 2016 to support essential County services and to maintain or replace critical facilities. Measure K funds are allocated in three ways: 1) through the County's two-year budget cycle, 2) through mid-year adjustments to address emerging needs not anticipated at the time the budget was adopted, and 3) for one-time loans or grants to fill specific needs as recommended by a member of the Board of Supervisors.	Bikeways, sidewalks, crossing improvements, and end-of-trip facilities, as well as program and staff time, outreach and education, and maintenance.	csmo.smcgov.org/measure-k-frequently-asked-questions
New Development or Redevelopment	County of San Mateo	Ongoing	The County can ensure the development review process adequately addresses bicycle and pedestrian facilities, and that all new roads meet the County's standards and guidelines. This can include turnkey improvements or fees.	Bikeways, sidewalks, crossing improvements, and end-of-trip facilities	uli.org/wp-content/uploads/ULI-Documents/Active-Transportation-and-Real-Estate-The-Next-Frontier.pdf
General Fund	County of San Mateo	Annually	A component of general funds can be dedicated to transportation improvements through allocations to the	Operating expenses such as staff time, outreach and education materials,	controller.smcgov.org/comprehensive-

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			County's Public Works or Parks Departments. There are generally few restrictions on these funds.	facility maintenance and other capital expenses	annual-financial-report-cafr
Municipal Bonds	County of San Mateo	n/a	Counties have the authority to issue municipal bonds to finance large infrastructure projects, which could include active transportation infrastructure improvements.	Bikeways, sidewalks, crossing improvements, and end-of-trip facilities	bikeleague.org/sites/default/files/PayingForInnovativeInfrastructure.pdf
Assessment Districts	County of San Mateo	n/a	Assessment districts can be defined by the County to collect payment from property owners, on agreement, to finance improvements constructed by the County. Parking Benefit Districts are a type of assessment district that can finance infrastructure improvements in popular employment or commercial centers by dedicating parking fee and ticket revenue to bicycle and pedestrian enhancements. Within a parking benefit district, public parking spaces (on- and off-street) are charged hourly rates to aid turnover of spaces for customers.	Bikeways, sidewalks, crossing improvements, and end-of-trip facilities	urban-regeneration.worldbank.org/node/19 metro.net/projects/tod-toolkit/parking-benefit-districts/