

# **Appendix H:** **Funding Programs**

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To: Suzanne Engelke, City of Roseville  
From: Michael Dour, PSOMAS  
CC: Mauricio Hernandez, Alta Planning + Design  
Date: January 23, 2025  
Re: Roseville Active Transportation Plan - Recommended Funding

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## Funding

While the City does not currently have a dedicated funding source for the implementation of the facilities recommended in *Roseville ATP*, there are a variety of funding sources available to support planning, design, and construction of all recommended projects. The following represents a list of potential federal, state, county, and local funding sources available.

### Federal Programs

#### *Infrastructure Investment and Jobs Act*

The current federal transportation infrastructure bill which is also known as the Bipartisan Infrastructure Law aims to rebuild the nation's deteriorating roads and bridges and fund new climate resilience, such as repairing and replacing aging public works projects, moving communities vulnerable to climate change, reconnecting communities divided by highway construction, and providing safe commutes for pedestrians. At least \$25 million annually is reserved for "small and disadvantaged communities."

Funding is administered by the [US Department of Transportation](#).

#### *Active Transportation Infrastructure Investment Program (ATIIP)*

ATIIP provides competitive grants for projects that connect active transportation networks and spines. Eligible projects should create an active transportation network connecting destinations, including schools, workplaces, residences, businesses, recreation areas, and other community areas, or create an active transportation spine connecting two or more communities. The project should also integrate active transportation facilities with transit services. Funding was approved in December 2022, but USDOT has not yet released information on the application timeline or criteria.

Funding is administered by the [US Department of Transportation](#).

### *Enhanced Mobility of Seniors and Individuals with Disabilities*

The Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. The program will fund bicycle and pedestrian improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities, which receive an 80% federal share.

Funding is administered by the Federal Transit Administration through the [Section 5310 Program](#).

### *Highway Safety Improvement Program (HSIP)*

The HSIP funds infrastructure projects aimed at reducing traffic fatalities and serious injuries. Projects may include intersection improvements, pavement, and shoulder widening, rumble strips, skid-restraint surfaces, bike/ped safety improvements, and traffic calming.

Funding is administered by [Caltrans](#) on behalf of the [Federal Highway Administration](#).

### *Safe Streets and Roads for All*

Established by the 2021 Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries. Program funds can be used to develop a Comprehensive Safety Action Plans (i.e. Vision Zero plan). Program funds can also be used to implement infrastructure improvements contained within an eligible Safety Action Plan, including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to \$1 billion is available each year of the program.

Funds are programmed by the [US Department of Transportation](#).

### *House Transportation & Infrastructure (T&I) Committee Appropriations*

The House T&I Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

More information under: <https://transportation.house.gov/>

### *Pilot Program for Transit-Oriented Development Planning*

This program aims to improve America's public transportation system by providing funds to integrate land use and transportation planning. Funding is available for projects that improve multimodal transportation, accessibility, and pedestrian and bicycle access to transit and enable mixed-use development near transit.

Funds are administered by the [Federal Transit Administration](#) through a competitive grant process.

### ***Rebuild American Infrastructure with Sustainability and Equity***

Rebuild American Infrastructure with Sustainability and Equity (RAISE) grants (previously known as BUILD and TIGER grants) are for capital investments in surface transportation infrastructure for projects with a significant local or regional impact. RAISE grants are awarded on a competitive basis, based on criteria related to safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation.

Funds are programmed by the [US Department of Transportation](#).

### ***Surface Transportation Block Grants***

The STBG program funds projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, install pedestrian and bicycle infrastructure and implement transit capital projects. The STBG Program includes the Transportation Alternatives set aside funds for active transportation projects, including access to transit.

Funds are administered by the Sacramento Area Council of Governments through the Regional Funding Program on behalf of the [Federal Highway Administration](#).

### ***Thriving Communities Program (TCP)***

The TCP provides technical assistance to disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes, including technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. A community organization must be the primary applicant.

Funds are programmed by the [US Environmental Protection Agency](#).

### ***National Endowment for the Arts – Grants for Art Projects***

Grants for Arts Projects (GAP) provides expansive funding opportunities to strengthen the nation's arts and culture ecosystem. Through project-based funding, the program supports opportunities for public engagement with the arts and arts education, the integration of the arts with strategies promoting the health and well-being of people and communities, and the improvement of overall capacity and capabilities within the arts sector. This funding source could be used for incorporating public art into a streetscape redesign or adding thoughtful art elements that represent the local community.

Funds programmed by the [National Endowment for the Arts](#).

## State Programs

### *Statewide Active Transportation Program*

The Active Transportation Program (ATP) encourages the use of active transportation through encouragement and safety measures. Eligible projects include infrastructure projects, education, encouragement, and enforcement of non-infrastructure projects that further the goals of the ATP, a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. The ATP consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus on making California a national leader in active transportation. Applications are typically due bi-annually in June, with the next cycle in 2026.

Typical projects funded by the ATP include Safe Routes to School programming, Safe Routes to Transit programming, and new or improved bicycle infrastructure, including bike lanes and bike parking, new or improved pedestrian facilities, including sidewalks and crosswalks, and network links to trails and parks.

Funds are programmed by the [California Transportation Commission](#).

### *Caltrans Sustainable Transportation Planning Grants*

The Sustainable Transportation Planning Grant Program supports transportation planning processes that address local and regional transportation needs and issues. The program offers four types of grants: Strategic Partnerships, Strategic Partnerships – Transit, Sustainable Communities and Climate Adaptation Planning. The Sustainable Communities Grant funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS, contribute to the State's GHG reduction targets, address the needs of under-resourced communities, and assist in achieving the Caltrans Mission and Grant Program Objectives. The Strategic Partnership Grant is intended to identify and address statewide or regional deficiencies on the State highway system in partnership with Caltrans. The Strategic Partnership – Transit Program funds multimodal planning studies, with a focus on transit, in partnership with Caltrans. The Climate Adaptation Program funds local and regional identification of transportation related climate vulnerabilities through the development of climate adaptation plans, as well as project-level climate adaptation planning to identify adaptation projects and strategies for transportation infrastructure. The overarching objectives to guide grant applications are sustainability, preservation, accessibility, safety, innovation, economy, health, and social equity. Past awarded project types include active transportation, complete streets, and transit.

Funds are programmed by [Caltrans](#).

### *Recreation Trails Program*

A federal assistance program administered by the California Parks Department on behalf of the U.S. Department of Transportation's Federal Highway Administration (FHWA). It provides funds to states for the acquisition of Right-of-Way, development and maintenance of recreational trails, trail-related facilities for both motorized and

nonmotorized recreational trail uses, and education programs. The program is part of the National Trails System, which includes National Recreation Trails, National Scenic Trails, and National Historic Trails.

Funds are administered by the [California Parks Department](#).

### *Affordable Housing and Sustainable Communities Program (AHSC)*

The goals of AHSC are to support compact development to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure (STI) associated with an AHSC-funded Affordable Housing Development Project. STI may include new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs encouraging residents to walk, bike, and use public transit.

Funding is administered by the [California Department of Housing & Community Development](#)

### *California Infrastructure and Economic Development Bank*

The California Infrastructure and Economic Development Bank (I-Bank) was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy and improve the quality of life in California communities. IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. IBank's current programs include the Infrastructure State Revolving Fund (ISRF) Loan Program, Expanding Venture Capital Access Program, the Climate Catalyst Revolving Loan fund, Small Business Finance Center, and the Bond Financing Program.

Funds are administered by the [California Infrastructure and Economic Development Bank](#).

### *California Office of Traffic Safety Grants*

The California Office of Traffic Safety (OTS) provides grants to local and state agencies for improving roadway safety for all users. Through grant funding made available to California by the National Highway Traffic Safety Administration (NHTSA), the OTS funds more than \$100 million dollars annually in innovative, evidence-based education and enforcement programs and technologies designed to improve road safety. The OTS has grant programs that fund projects that protect safety for people walking, biking, and rolling, raise awareness about traffic rules, and provide training and programs for high-risk communities like children and older adults.

Funds are programmed by the [California Office of Traffic Safety](#).

### *Solutions for Congested Corridors Program*

The SCCP program was created through the Road Repair and Accountability Act of 2017 (Senate Bill 1) to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor

plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement. This program may include bicycle and pedestrian projects that support larger congestion reduction projects.

Funds are administered by the [California Transportation Commission](#).

### *Local Partnership Program (LPP)*

The LPP Program was also created through the Road Repair and Accountability Act of 2017 (Senate Bill 1) and provides \$200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees dedicated solely to transportation improvements. The program funds aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The City of Roseville is not currently eligible for formula funds and may be challenged to be successful in the competitive program due to the lack of a local transportation sales tax.

Funds are programmed by the [California Transportation Commission](#).

### Clean Mobility Options

Administered by the California Air Resources Board, the Clean Mobility Options grant funds projects like bike share, scooter share, car share, electric vehicle charging stations, infrastructure for clean mobility, and community transportation needs assessments. Funds are available for disadvantaged communities in the state.

Funds programmed by the [California Air Resources Board](#).

### Gas Tax

Funds from the State gas tax are typically used for road maintenance in Roseville. This may include upgrades to adjoining bikeways and pedestrian facilities. The passage of Senate Bill 1, the Road Repair and Accountability Act of 2017, increased California's gas tax leading to an increase in the amount of locally available gas tax funds.

Funds are administered by the [California State Controller's Office](#).

### Land and Water Conservation Fund Program

Provides grants to plan, acquire, and develop recreation parks and facilities, including bikeways and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total project costs.

Funds are administered by the [California State Parks Department](#).

### State Highway Operation and Protection Program (SHOPP)

The SHOPP program is designed to maintain the state highway system; however, it includes opportunities to address Complete Streets elements and improve pedestrian and bicycle facilities. Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop

improvements, and pedestrian lighting. Funds can also be used for projects that have climate action efforts and provide low-emission transportation choices.

Funds are administered by Caltrans and the [California Transportation Commission](#).

### *State of California Infill Infrastructure Grant Program (IIG)*

The objective of the IIG program is to promote infill housing development by providing financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate, the development of affordable and mixed-income housing. Eligible costs include, but are not limited to, the creation, development, or rehabilitation of Parks or Open Spaces; water, sewer or other utility service improvements (including internet and electric vehicle infrastructure); streets; roads; Transit Station Structured Parking; transit linkages or facilities; facilities that support pedestrian or bicycle transit; traffic mitigation, sidewalk, or streetscape improvements; Factory-Built Housing components; Adaptive Reuse; and site preparation or demolition.

Funds administered by the [California Department of Housing and Community Development](#).

### *Transformative Climate Communities (TCC)*

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. In addition to reducing greenhouse gas emissions, the goals of the TCC program are to fund projects that maximize community health and environmental benefits, avoid displacement, have comprehensive community involvement, and offer technical assistance. Previous rounds have had \$115 million available for implementation and planning projects.

Funds are administered by the [California Growth Council](#).

### *Urban Greening Grant Program*

The Urban Greening Program, funded by the General Fund, is a grant program designed to promote a comprehensive, long-term approach to addressing climate change to improve the environment. Specifically, the program funds urban greening and urban forestry projects that reduce GHG emissions and provide additional benefits. A competitive project will maximize opportunities to reduce GHG emissions through project design and implementation and incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes.

Funds are programmed by the [California Natural Resources Agency](#)

## **Regional Programs**

### *Regional Active Transportation Program*

Forty percent of the statewide ATP is distributed by metropolitan planning organizations (MPOs) in urban areas. If a project is not selected for funding through the statewide ATP, then it competes for MPO or small urban/rural ATP funds. The Regional ATP for the Sacramento Area Council of Governments (SACOG) Region (including Placer County) is customized to better direct regional funding towards active transportation needs and goals for the region. The

amount available in the SACOG Regional ATP program is typically between \$10 and \$15 million, but it can vary significantly depending on available resources in the state budget. Placer County jurisdictions have competitively secured approximately \$7.2 million during the first six cycles.

The SACOG Board oversees project selection and funds are programmed by the [California Transportation Commission](#).

### *SACOG Regional Federal Funding Program*

This program grants funding from the federal Congestion Mitigation and Air Quality (CMAQ) Program and the Surface Transportation Block Grant (STBG) Program to local agencies in the 6-county SACOG region for projects that meet performance outcomes, overall policy, and selection considerations identified by the SACOG Board of Directors. Projects may apply to three programs: Next Generation Solutions and Clean Air Program, the System Performance Program, and the System Preservation Program.

SACOG administers this funding program. More information under <https://www.sacog.org/regional-flexible-funding-programs>

### *PCTPA State Transportation Improvement Program*

The STIP is a multi-year capital improvement program that assists state and local entities to plan and implement transportation improvements. STIP projects may include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, safety, and environmental enhancement and mitigation. The CTC biennially adopts the State Transportation Improvement Program (STIP). Placer County's STIP funds are currently allocated to previously-constructed projects, but depending on annual STIP revenue funds may become available as soon as 2031.

Funds are administered by PCTPA, Caltrans and the [California Transportation Commission](#).

### *Transportation Development Act*

The Transportation Development Act of 1971 (TDA), also known as SB 325, is administered by the California Department of Transportation (Caltrans) through the Placer County Transportation Planning Agency (PCTPA), Placer County's designated regional transportation planning agency (RTPA). The TDA includes the Local Transportation Fund (LTF) and State Transit Assistance (STA) funds. STA funds must be used exclusively on transit. The LTF is derived from a quarter-cent general sales tax collected in Placer County and distributed based on the City's population. For Counties with population over 500,000, LTF must be used exclusively on transit. For Counties with population under 500,000, which currently includes Placer County, LTF may be used to fund pedestrian, bicycle and roadway programs and projects after meeting all transit needs determined to be reasonable to meet. State law requires a minimum of 2% of the TDA funds to be set aside for the exclusive use of bicycle and pedestrian projects, which amounts to between \$150,000 to \$200,000 annually for the City of Roseville. The LTF is often used to match state and federal grants.

TDA funds are allocated by [Placer County Transportation Authority](#).

### *Clean Air Grant Program*

The Placer County Air Pollution Control District's Clean Air Grant (CAG) Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that which is required by law or regulation through repowering, replacing, or retrofitting their engines, vehicles, or equipment. Grants may also fund infrastructure projects to support California's transformation toward zero and near-zero emission technologies. A portion of Clean Air Grant Program funds is reserved for projects located within or benefitting low-income communities.

Funds are programmed by [Placer County Air Pollution Control District](#).

### *Senate Bill 125 (SB 125) Funding Program*

In July 2023, California passed Senate Bill 125 (SB 125) as part of the state's 2023/24 budget. This bill provides about \$5.1 billion in one-time funding to support transit agencies' operating and capital needs. The funds are distributed through two programs: the Transit and Intercity Rail Capital Program and the Zero Emission Transit Capital Program, over two and four years, respectively. Bicycle and pedestrian projects that support rail and transit projects may be eligible. PCTPA is responsible for distributing these funds to eligible agencies. Projects must meet strict criteria outlined in the SB 125 guidelines finalized in September 2023.

Funds are distributed by [Placer County Transportation Planning Agency](#).

### *Carbon Reduction Program*

The Carbon Reduction Program is a USDOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities.

Caltrans distributes funding to Metropolitan Planning Organizations (MPOs) based on population sizes using the 2020 Census. As the regional MPO, [SACOG distributes the funds through a competitive program](#).

### *Developer Fees*

In Roseville, developer fees are used to design and construct Class I Shared Use Paths in new growth specific plan areas. The developer fees may be stand-alone fees or incorporated into a larger park development fee. The per unit fee can vary from \$50 per unit to over \$1,000 per unit depending on the cost of a specific plan's Class I path system and the number and type of units within the Specific Plan. The fees are identified in the Development Agreement(s) for each Specific Plan. After the fees are collected, they are used to construct plan area Class I paths. Construction may be conducted by the City as a stand-alone project with funding through the fee program. Alternatively, construction may be incorporated into a developer-led project such as a residential subdivision, with reimbursement made to the developer by the City. An example project is the 3-mile long Pleasant Grove Creek Trail, for which most but not all trail segments have been paid using developer fees collected specifically for Class I shared use path construction. <https://www.roseville.ca.us/SpecificPlans>

