

Crossing Project Funding Opportunities

The Corridor Crossings Strategy (CCS) will identify a shared, corridor vision with an implementable approach to grade separations and closures along the corridor to capitalize on available funding and bring more funding to the corridor. The information below highlights programs available to fund grade separation or closure projects across various stages of project development (e.g., planning through construction). The most promising opportunities for new funding for grade separation projects in the Caltrain corridor are indicated with ➤.



COUNTY & LOCAL FUNDING PROGRAMS					
Program	Description	Total Funding Available	Average Award Amount	Current or Anticipated Due Date	Website
Santa Clara Valley Transportation Authority (VTA) Measure B Funding Program	Half-cent sales tax to enhance transit, highways, expressways and active transportation in the cities of Sunnyvale, Mountain View, and Palo Alto. This funding is for the lifetime of the measure until 2047.	<ul style="list-style-type: none">Mountain View: \$175 MPalo Alto: \$350 MSunnyvale: \$175 M	<ul style="list-style-type: none">\$5.5 M	No active call for projects* <i>*VTA will develop and enter funding agreements with jurisdictions, based on project's ability to meet Project Readiness criteria.</i>	Measure B Funding Program VTA
SMCTA Measure A	Half-cent sales tax authorized for SamTrans, San Mateo County cities and county, and the Peninsula Joint Powers Board, with 15% of revenue allocated to eliminating at-grade rail crossings.	<ul style="list-style-type: none">\$160M assumed to be collected through end of Measure (estimated)	<ul style="list-style-type: none">Up to \$1M for planning90% of preconstruction costs (pipeline projects only)50% of construction costs (pipeline projects only)	First come first served. Current grade separation pipeline of projects includes: Broadway, Linden Scott, and Ravenswood <i>Other may request planning funds on a first-come first served basis until \$5M planning set-aside is exhausted (\$1M per planning project maximum).</i>	Measure A Grade Separation Program SMCTA
SMCTA Measure W	Half-cent sales tax providing funds for SamTrans, San Mateo County cities and county, to improve transit and relieve traffic congestion. 2.5% for grade separations.	<ul style="list-style-type: none">\$68M assumed to be collected through end of Measure (estimated)	<ul style="list-style-type: none">To be determined	Call for projects process to be developed and may occur after CCS Program	Measure W SMCTA
Palo Alto Measure K	Tax on City of Palo Alto businesses to raise funds for public safety, affordable housing and homeless services, and grade separated train crossings.	<ul style="list-style-type: none">\$9.6 M	<ul style="list-style-type: none">N/A	TBD* <i>*Additional information expected soon</i>	Measure K City of Palo Alto

STATE FUNDING PROGRAMS					
Program	Description	Total Funding Available	Average Award Amount	Current or Anticipated Due Date	Website
➤ California Public Utilities Section 190 Program	Provides state funds to local agencies with projects on the CPUC Section 190 priority list to grade separate at-grade crossings or alter existing grade separations	<ul style="list-style-type: none">\$15 M	<ul style="list-style-type: none">Max.: Up to 80% of the estimated cost (Up to \$5 M per FY)	April 1, 4:00 PM* <i>*Projects must be on CPUC Section 190 Priority list to be considered</i>	Grade Separation Program - Section 190 Guidelines Caltrans
➤ California Public Utilities Section 130 Program	Provides federal funds for the elimination of hazards at existing at-grade highway-rail crossings, through closure or abandonment	<ul style="list-style-type: none">\$17 M	<ul style="list-style-type: none">Varies: based initial contract estimates agreed upon by all parties.	<i>Commission staff evaluates railway-highway crossings and nominates them. Jurisdictions must submit their crossing for evaluation and ranking.</i>	Caltrans Railway-Highway Crossings Program (RHCP) Section 130 Caltrans
Reconnecting Communities: Highway to Boulevards	Caltrans program to plan for and fund the conversion of key underutilized highways in the state into multi-modal corridors	<ul style="list-style-type: none">\$149 M	<ul style="list-style-type: none">Varies: disbursement based.	Call for projects expected late Spring/Early Summer 2023	Reconnecting Communities: Highways to Boulevards Caltrans
➤ Transit and Intercity Rail Capital Program (TIRCP)	Funds capital improvements to modernize California's intercity, rail, bus, ferry, and transit systems	<ul style="list-style-type: none">\$3.63 B and High-Priority Grade Crossing Improvement and Separation: \$350 MCycle 6 Amount. Amount varies per cycle.	<ul style="list-style-type: none">\$158 M* <i>*No predetermined award size</i>	Anticipated Cycle 8 in 2024	Transit and Intercity Rail Capital Program CalSTA

FEDERAL FUNDING PROGRAMS						
Program	Description	Total Funding Available	Average Award Amount	Current or Anticipated Due Date	Website	
➤➤➤➤➤➤	Federal-State Partnership for Intercity Passenger Rail Grant Program	Funds improvements to American passenger rail assets to expand or establish new intercity rail service	• \$4.57 B	• No predetermined dollar amount.	April 21, 2023, 5 PM EST	Federal-State Partnership for Intercity Passenger Rail Grant Program FRA (dot.gov)
	Railroad Crossing Elimination Grant Program (RCE)	Funds highway-rail or pathway-rail grade crossing improvement projects to improve the safety and mobility of people and goods	• \$573 M • Set Asides Planning: \$18 M • Grade Separation Safety Education Programs: \$1.5 M	• Min. \$1 M or more (except for planning projects)	Anticipated Opening Date Summer 2023	Railroad Crossing Elimination Grant Program FRA (dot.gov)
	Consolidated Rail Infrastructure and Safety Improvements (CRISI)	To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems	• \$1.43 B • Trespassing Capital and Engineering Solutions: \$25 M	• No predetermined dollar amount.	Anticipated Opening Date Fall 2023	Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program FRA (dot.gov)
	Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA)	Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the movement of freight and people	• \$1.55 B	• Projects <\$100 M in costs: \$5 M min. • Projects >\$100 M in costs: \$25 M min.	Anticipated Opening Date Spring 2023	The INFRA Grants Program US Department of Transportation
	National Infrastructure Project Assistance Grants Program (MEGA)	Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits	• \$1.0 B	• No award minimum.	Anticipated Opening Date Spring 2023	The Mega Grant Program US Department of Transportation
	Reconnecting Communities Pilot Program	Grant funding available for the planning, technical assistance, and construction of projects to restore community connectivity in areas cut off by past transportation infrastructure	• Planning & Technical Assistance: \$50 M • Capital Constriction*: \$150 M <i>*FY 2024 amount. Authorized amount varies across FY's.</i>	• Planning: No more than \$2 M • Capital Construction: No less than \$5 M	Anticipated Opening Date Late Spring 2023	Reconnecting Communities Pilot Program US Department of Transportation
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Discretionary grant program to invest in road, rail, transit and port projects that promise to achieve national objectives and have a significant local or regional impact	• \$2.3 B	• Capital Projects: Min. \$1 M Rural/\$5 M Urban • Planning Projects – No Min. Award Size • Max.: \$25 M (to be considered for full funding amount)	Anticipated Opening Date Winter 2024	RAISE Discretionary Grants US Department of Transportation
	Capital Investment Grants Program	Funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit.	• \$4.6 B	• Max. 80% of total project cost	N/A. Applications accepted on a rolling basis, based on project completion phase.	Capital Investment Grants Program FTA (dot.gov)
	Transit-Oriented Development Pilot Program	Awards funds to support comprehensive planning or site-specific planning associated with new fixed guideway and core capacity improvement projects.	• \$14 M	• Max. 80% of project cost	Anticipated Opening Date May 2023	Pilot Program for Transit-Oriented Development Planning FTA (dot.gov)
One Bay Area Grant County and Local Program (OBAG) 3	The OBAG 3 County & Local Program, funds projects and programs that implement Plan Bay Area.	• San Francisco County: \$62 M • San Mateo County: \$37 M • Santa Clara County: \$109 M	• SFCTA: \$0.5 M min., no max. • VTA: \$0.5 M min. • C/CAG: \$0.5 M min., \$5 M max.	Timing of future round is unconfirmed	SFCTA: One Bay Area Grant Program SFCTA VTA: Programming and Grants VTA C/CAG: One Bay Area Grant (OBAG) 3 Program C/CAG	