

8. Funding

This chapter describes various sources of funding available to plan and construct pedestrian facilities, or to provide awareness, encouragement, or education programs. Pedestrian projects and programs are funded through multiple sources, and not all sources apply to all projects. Many sources require a local funding match and most are competitive based on project merit and adherence to grant criteria. This chapter covers federal, state, regional and local sources of pedestrian funding, as well as some non-traditional funding sources that have been used by local agencies to fund pedestrian infrastructure and programs.

8.1. Federal Funding Sources

SAFETEA-LU, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users, is the primary federal funding source for pedestrian projects. SAFETEA-LU is the fourth iteration of the transportation vision established by the Intermodal Surface Transportation Efficiency Act (1991). Also known as the federal transportation bill, Congress passed the \$286.5 billion SAFETEA-LU bill in 2005. SAFETEA-LU expired in 2009, at which time Congress approved extending funds through 2010. When the next multi-year federal transportation bill is reauthorized, funding available for pedestrian projects is likely to change. Historically, these modes have received larger allocations with each new multi-year transportation bill.

Caltrans, the State Resources Agency and regional planning agencies administer SAFETEA-LU funding. Most, but not all of these funding programs emphasize transportation modes and purposes that reduce auto trips and provide inter-modal connections. SAFETEA-LU programs require a local match of between zero percent and 20 percent. SAFETEA-LU funds primarily capital improvements and safety and education programs that relate to the surface transportation system.

To be eligible for Federal transportation funds, States are required to develop a State Transportation Improvement Program (STIP) and update it at least every four years. A STIP is a multi-year capital improvement program of transportation projects that coordinates transportation-related capital improvements planned by metropolitan planning organizations and the state.

To be included in the STIP, projects must be identified either in the Interregional Transportation Improvement Plan (ITIP), which is prepared by Caltrans, or in the Regional Transportation Improvement Plan (RTIP), which in the Bay Area is prepared by the Metropolitan Transportation Commission. Pedestrian improvements are eligible for inclusion. Caltrans updates the STIP every two years.

The following programs are administered by the Federal government.

8.1.1. Transportation, Community and System Preservation (TCSP) Program

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program provides communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. TCSP Program funds require a 20 percent match. Congress appropriated \$204 million to this program in Fiscal Year 2009. Funding has been extended under a continuing resolution for FY 2010.

Online resource: www.fhwa.dot.gov/tcsp/

8.1.2. Rivers, Trails and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program that provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for assistance based upon criteria that include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments.

Online resource:

www.nps.gov/ncrc/programs/rtca/contactus/cu_apply.html

8.1.3. National Scenic Byways Program

The National Scenic Byways Program identifies roads with outstanding scenic, historic, and cultural, natural, recreational, and archaeological qualities as National Scenic Byways. The program

provides funding for scenic byway projects and for planning, designing, and developing scenic byway programs. There is a 20 percent match requirement. National Scenic Byways Program can be used to fund pedestrian facilities, intersection improvements, interpretive facilities, user maps and other publications. Within San Mateo County, Highway 1 is a National Scenic Byway, and Highways 280 and 35 are State Scenic Byways.

Nationally, \$3 million were available each fiscal year between 2006 and 2009. Grant applications for National Scenic Byways Programs are forwarded to the FHWA division office by the state or tribal scenic byways coordinator.

Federal Fact Sheet: www.fhwa.dot.gov/safetealu/factsheets/scenic.htm

National Scenic Byways Program: www.bywayonline.org/grants/

8.1.4. Paul S. Sarbanes Transit in Parks Program

Paul S. Sarbanes Transit in Parks and Public Lands Program, formerly the Alternative Transportation in Parks and Public Lands (ATPPL) Program, funds transportation modes that reduce congestion in parks and public lands. The program funds planning and capital expenses for alternative modes in state and national lands, including multi-use paths. Any local, state, federal agency or tribal group that manages federal lands may apply for funds. Project awards range from \$40,000 to \$3 million.

Online resource:

www.fta.dot.gov/funding/grants/grants_financing_6106.html

8.2. State-Administered Funding

The State of California uses both federal sources (such as the Recreational Trails Program) and its own budget to fund pedestrian projects and programs. In some cases, such as Safe Routes to School, Office of Traffic Safety, and Environmental Justice grants, project sponsors apply directly to the State for funding. In others, such as Bay Trail grants, sponsors apply to a regional agency.

8.2.1. Federal Safe Routes to School (SRTS) and California Safe Routes to School (SR2S)

Caltrans administers funding for Safe Routes to School projects through two separate and distinct programs: the state-legislated Program (SR2S) and the federally-legislated Program (SRTS). Both programs competitively award reimbursement grants with the goal of increasing the number of children who walk or bicycle to school.

California Safe Routes to School Program expires December 21, 2012, requires a 10 percent local match, is eligible to cities and counties, and targets children in grades K-12. The fund is primarily for construction, but applicants may use up to 10 percent of the program funds for education, encouragement, enforcement and evaluation activities. Cycle 9 provided \$24.25 million for FY 10/11.

The Federal Safe Routes to School Program has been extended through December 31, 2011, and may be included in the future federal transportation bill. Cities, counties, school districts, non-profits, and tribal organizations are eligible for the 100 percent reimbursable funds that target children in grades K-8. Applicants may use funds for construction or for education, encouragement, enforcement, and evaluation activities. Construction must be within two miles of a grade school or middle school. Cycle 1 provided \$42 million for FY 10/11 and 11/12 which may be adjusted pending a new federal transportation bill.

Online resource:

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

8.2.2. Recreational Trails Program

The Recreational Trails Program (RTP) of SAFETEA-LU allocates funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized and motorized uses. The State Department of Parks and Recreation administers RTP funds in California. A minimum 12 percent of local match is required. California received a \$1.3 million apportionment for FY 2010 and continuation of the program is dependent on Federal authorization of a new transportation bill. RTP projects must be ADA-compliant and may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition of easements or property for trails
- State-administrative costs related to this program (limited to seven percent of a State's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

Online resource: www.fhwa.dot.gov/environment/rectrails/

8.2.3. California Conservation Corps

The California Conservation Corps (CCC) is a public service program that occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or publicly-accessible. CCC labor will not perform regular maintenance, but will perform annual maintenance, such as the opening of trails in the spring.

Online resource: www.ccc.ca.gov/

8.2.4. Transportation Planning Grant Program

The Transportation Planning Grant Program, administered by Caltrans, provides two grants for pedestrian project planning and construction.

The Community-Based Transportation Planning Grant funds projects that exemplify livable community concepts, including pedestrian improvement projects. Eligible applicants include local governments, MPOs, and RPTAs. A 20 percent local match is required and projects must demonstrate a transportation component or objective. There is \$3 million available annually statewide. The maximum grant award is \$300,000.

The Environmental Justice: Context Sensitive Planning Grants promote context sensitive planning in diverse communities and funds planning activities that assist low-income, minority, and Native American communities to become active participants in transportation planning and project development. Grants are available to transit districts, cities, counties, and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually statewide. The maximum grant award is \$300,000.

Online resource: www.dot.ca.gov/hq/tpp/grants.html

8.2.5. Highway Safety Improvement Program

The Highway Safety Improvement Program funds are allocated to States as part of SAFETEA-LU. The goal of HSIP funds is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. As required under the Highway Safety Improvement Program (HSIP) California Department of Transportation has developed and is in the process of implementing a Strategic Highway Safety Plan (SHSP). A portion of the HSIP funds allocated to each state is set aside for construction and operational improvements on high-risk rural roads. If the state has a Strategic Highway Safety Plan, the

remainder of the funds may be allocated to other programs, including projects on pathways or trails and education and enforcement. The local match varies between 0 and 10 percent. The maximum grant award is \$900,000.

Caltrans issues an annual call for projects for HSIP funding. Projects must meet the goals of the Strategic Highway Safety Plan.

Federal HSIP online resource:

www.fhwa.dot.gov/safetealu/factsheets/hsip.htm

Caltrans HSIP online resource:

www.dot.ca.gov/hq/LocalPrograms/hsip.htm

8.2.6. Land and Water Conservation Fund

Land and Water Conservation Fund (LWCF) is a federally funded program, run through the National Park Service that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California Department of Parks and Recreation. The fund has been reauthorized until 2015.

Cities, counties, and districts authorized to acquire, develop, operate, and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50 percent of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use.

On June 3, 2009, Secretary of the Interior Ken Salazar signed the LWCF 2009 Certificate of Apportionment, which distributes over \$27 million to the States, Territories, and the District of Columbia. Approximately \$2.3 million is available for projects in California.

National Park Service website: www.nps.gov/lwcf/

California LWCF website:

www.parks.ca.gov/default.asp?page_id=21360

8.2.7. Wildlife Conservation Board Public Access Program

The Wildlife Conservation Board (WCB) is a California State board that provides grants to public agencies and non-profit groups and organizations. The focus of the Board's grant funding program is the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing, or other wildlife-oriented activities. Up to \$250,000 dollars are available per project. Applications are accepted quarterly. Projects eligible for funding

include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project.

Wildlife Conservation Board online resource: www.wcb.ca.gov/

8.2.8. Environmental Enhancement and Mitigation Funds

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans District must support the project. The average award amount is \$350,000.

Online resource: <http://resources.ca.gov/eem/>

8.2.9. State Highway Operations & Protection Program

The State Highway Operations and Protection Program (SHOPP) is a Caltrans funding source with the purpose of maintaining and preserving the investment in the State Highway System and supporting infrastructure. Projects typically fall into the following categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system. In the past, SHOPP funds have been used to construct pedestrian projects, including curb ramps, overcrossings, paths, sidewalks, and signal upgrades to meet ADA requirements. Jurisdictions work with Caltrans' districts to have projects placed on the SHOPP list.

The total amount available for the four-year SHOPP period between 2010/11 and 2013/14 fiscal years is \$6.75 billion, which is a reduction in funding from prior SHOPP programs. Past project awards have ranged from approximately \$140,000 to \$4.68 million.

The American Recovery and Reinvestment Act (ARRA) granted funding to this program in California.

Online resource: www.dot.ca.gov/hq/transprog/shopp.htm

8.2.10. Petroleum Violation Escrow Account (PVEA)

In the late 1970s, a series of Federal court decisions against selected United States oil companies ordered refunds to the States for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for PVEA funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In the past, the PVEA has been used to fund programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees. In California, Caltrans administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional Federal funds.

Online resource:

www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g22state.pdf

8.2.11. Office of Traffic Safety (OTS) Grants

Office of Traffic Safety grants are supported by federal funding under the National Highway Safety Act and SAFETEA-LU. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The 2011 California application deadline was in February. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

California OTS online resource: www.ots.ca.gov/Grants/default.asp

8.2.12. Community Development Block Grants

The CDBG program funds projects and programs that develop viable urban communities by providing decent housing and a suitable living

environment and by expanding economic opportunities, principally for persons of low and moderate income. Federal Community Development Block Grant Grantees may use CDBG funds for activities that include (but are not limited to) acquiring real property; building public facilities and improvements, such as streets, sidewalks, and recreational facilities; and planning and administrative expenses, such as costs related to developing a consolidated plan and managing CDBG funds. The state makes funds available to eligible agencies (cities and counties) through a variety of different grant types. Grantees enter into a contract with the state. Eligible agencies are determined based on a formula, and are listed on the HUD website.

California received a \$42.8 million allocation for all CDBG programs in FY 2010. The maximum grant amount is \$800,000 for up to two eligible projects or \$400,000 for a public service program.

Online resource:

www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

Eligible CDBG Agencies in California:

www.hud.gov/local/ca/community/cdbg/#state

8.3. Local Funding Sources

Local funding sources are generally administered by Metropolitan Planning Organizations, Congestion Management Agencies, Transportation Improvement Authorities, or other regional agencies. Counties or cities may administer some funding sources. These funding sources are supported by federal, state, or local revenue streams.

8.3.1. Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) is a block grant program that provides funding for pedestrian projects, among many other transportation projects. Under the RSTP, Metropolitan planning organizations, such as the Metropolitan Transportation Commission's (MTC), prioritize and approve projects that will receive RSTP funds. Metropolitan planning organizations can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 76 percent of RSTP funds are allocated to urban areas with populations of at least 200,000. The remaining funds are available statewide.

Online resource: www.mtc.ca.gov/funding/STPCMAQ/

8.3.2. Transportation for Livable Communities Program

The Transportation for Livable Communities Program (TLC) provides grant monies to public agencies to encourage land use decisions that support compact, pedestrian-friendly development near transit hubs. MTC's Transportation Plan 2035 stipulates all eligible TLC projects to be within Priority Development Areas (PDAs), which focus growth around transit. MTC selects projects based on their status (planned or proposed) and their development intensity. MTC administers the TLC program with funds from the Regional Surface Transportation Project and caps grants at \$400,000. Funds may be used for capital projects or planning.

Online resource:

www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

8.3.3. One Bay Area

The One Bay Area Grant program is a new regional funding program. It will expand the amount of funding available and provide additional flexibility to jurisdictions by eliminating required program categories and combining funding for Transportation for Livable Communities, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School.

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1701/2a_OneBayArea_GrantProposal.pdf

8.3.4. Transportation Fund for Clean Air

Administered by the Bay Area Air Quality Management District (BAAQMD), the Transportation Fund for Clean Air (TFCA) is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This surcharge generates approximately \$22 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy. TFCA funds covers a wide range of project types, including arterial management improvements to speed traffic flow on major arterials and smart growth.

Online resource: www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA.aspx

8.3.5. Safe Routes to Transit (SR2T)

Regional Measure 2 (RM2), approved in March 2004, raised the toll on seven state-owned Bay Area bridges by one dollar for 20 years. This fee increase funds various operational improvements and capital projects that reduce congestion or improve travel in the toll bridge corridors.

MTC allocates the \$20 million of RM2 funding to the Safe Routes to Transit Program, which provides competitive grant funding for capital and planning projects that improve pedestrian access to transit facilities. Eligible projects must reduce congestion on one or more of the Bay Area's toll bridges. Transform and the East Bay Bicycle Coalition administer SR2T funding. Awarded in five \$4 million grant cycles, the first round of funding was awarded in December 2005. Future funding cycles will be in 2013.

Online resource:

www.transcoalition.org/c/bikeped/bikeped_saferoutes.html

8.3.6. TDA Article 3

Transportation Development Act (TDA) Article 3 funds are state block grants awarded annually to local jurisdictions for transit, bicycle, and pedestrian projects in California. Funds originate from the Local Transportation Fund (LTF), which is derived from a quarter-cent of the general state sales tax. LTF funds are returned to each county based on sales tax revenues. MTC estimates allocating \$22 million in revenues to San Mateo County. San Mateo City/County Association of Governments (C/CAG) develops a list of TDA Article 3 projects for San Mateo County through a competitive process, and then receives funding from MTC to distribute to local agencies.

Eligible pedestrian projects include: construction and engineering for capital projects; maintenance of Class I bikeways, and development of comprehensive pedestrian facility plans. A city or county may apply for funding to develop or update pedestrian plans not more than once every five years. TDA funds may be used to meet local match requirements for federal funding sources. Two percent of the total TDA apportionment is available for bicycle and pedestrian funding.

Online resource: www.mtc.ca.gov/funding/STA-TDA/

8.3.7. Measure A

San Mateo County Voters approved Measure A in 1988, increasing local sales tax by one-half of one percent for transportation improvements designated in the Transportation Expenditure Plan. The measure's 2004 reauthorization extended it through 2033. The San

Mateo County Transportation Authority (TA) administers Measure A revenues to fund a wide variety of transportation-related projects and programs. In 2011, the TA will issue its first call for pedestrian projects funded through Measure A.

Online resource: www.smcta.com/

8.3.8. Peninsula Traffic Congestion and Relief Alliance

The Peninsula Traffic Congestion and Relief Alliance (The Alliance) is San Mateo County's Transportation Demand Management Agency. The Alliance's mission is to reduce the number of single occupancy vehicles traveling in, to, and through San Mateo County, reducing vehicle emissions resulting in improved air quality. The Alliance is funded by the C/CAG, the San Mateo County TA, the BAAQMD, and the MTC.

The Alliance provides small grants and cash incentives that allow communities and employers to provide commuter benefits that encourage transit and walking. Programs include the Commute Benefit Employer Incentive Program, which allows employers to provide employees with up to \$230 pre-tax for most commute expenses, free transit tickets, and a Bicycle and Pedestrian Safety Program.

Online resource: www.commute.org

8.3.9. New Construction

Future construction projects are a means of providing sidewalks, trails and other pedestrian facilities and amenities. To ensure that roadway construction projects provide facilities where needed and feasible, it is important that an effective review process be in place so that new roads meet the City's standards and guidelines for the development of pedestrian facilities. This Plan includes guidelines for development of pedestrian facilities that would apply to new development meeting certain minimum criteria.

8.3.10. General Funds

One of the local revenue sources of cities, towns, and counties available for use on pedestrian improvements are general funds resulting from sales taxes, property taxes, and other miscellaneous taxes and fees. There are generally few restrictions on the use of these funds, which are utilized for a large variety of local budget needs. As such, there is typically high demand for these funds for numerous government services. Design and construction of pathways through use of this

funding source usually receives limited support from local governments unless their constituents lobby effectively for such use.

In some cases, a component of local general funds can be dedicated to transportation improvements including the construction and repair of pathways.

8.3.11. Special Improvement Districts

Cities may establish special improvement districts to provide funding for specified public improvement projects within the designated district. Property owners in the district are assessed for the improvements and can pay the amount immediately or over a span of 10 to 20 years. Street pavement, curb and gutter, and streetlights are some of the common improvements funded by Special Improvement Districts. Business Improvement Districts and Special Assessment Districts are examples of special improvement districts.

8.3.12. Mello-Roos Community Facilities Act

In 1982, California Legislature passed the Mello-Roos Community Facilities Act in response to reduced funding opportunities resulting from Proposition 13. The Mello-Roos Act allows any county, city, special district, school district, or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Construction and maintenance of pedestrian facilities are eligible for funding under CFD bonds.

8.3.13. Parks and Recreation Funds

Local parks and recreation funds are generally derived from property and sales taxes and some fee revenues, and they are sometimes used directly for pathway or pathway-related facilities, including bathrooms, pocket parks, lighting, parking, and landscaping. Parks and recreation funds are also utilized to cover pathway maintenance costs incurred by these departments.

8.3.14. Integration into Larger Projects

“Routine accommodation” policies at Caltrans and MTC require agencies to design, construct, operate, and maintain transportation facilities using best practices for pedestrians. Local jurisdictions can begin to expect that some portion of pedestrian facility project costs,

when they are built as part of larger transportation projects, will be covered in project construction budgets.

8.4. Other Sources

8.4.1. Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$75,000 and \$300,000.

Online resource: www.epa.gov/care/

8.4.2. Volunteer and Public-Private Partnerships

Local schools or community groups may use the pedestrian projects as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right-of-way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a trail or street and help construct, improve, and/or maintain the facility.

8.4.3. Kaiser Permanente Community Health Initiatives

Public agencies may apply to Kaiser Permanente Community Health Initiatives grants. These grants support community investment. In the San Mateo area, Kaiser grants support increased physical activity, and programs that seek to help seniors remain physically active.

Online resource:

http://info.kp.org/communitybenefit/html/grantmaking/global/grantmaking_1.html

http://info.kp.org/communitybenefit/html/our_communities/northern-california/sanmateo/index.html

8.5. Funding Summary Tables

Table 8-1 presents acronyms and online resources for potential funding programs, and the jurisdictions operating in San Mateo. Table 8-2 presents a summary of potential funding sources.

Table 8-1: Funding Acronyms, Online Resources, and Government Jurisdictions

Acronyms	Online Resources
BAAQMD – Bay Area Air Quality Management District	Caltrans TEA-21 website - www.dot.ca.gov
Caltrans - California Department of Transportation	FHWA – SAFETEA-LU – website - www.fhwa.dot.gov/reauthorization
CMAQ - Congestion Mitigation and Air Quality	www.dot.ca.gov/hq/LocalPrograms/
CTC - California Transportation Commission	www.fhwa.dot.gov/environment/rectrails/
FHWA - Federal Highway Administration	www.ccc.ca.gov/
RTPA - Regional Transportation Planning Agency	www.mtc.ca.gov/planning/smart_growth/
State DPR - California Department of Parks and Recreation (under the State Resources Agency)	www.mtc.ca.gov/funding/STA-TDA/
SAFETEA – Safe Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users	www.baaqmd.gov/pln/grants_and_incentives/
VTA: Valley Transportation Authority	www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm
	http://transformca.org/campaign/sr2t
	www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm
Jurisdictions for San Mateo	
Caltrans - Caltrans District 4	
Congressional District 12	
Assembly District 19	
Senate District 8	

Table 8-2: Funding Sources

Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
Federally-Administered Funding									
Transportation, Community and System Preservation Program	--	FHWA	\$204 m nationwide	20%	State, local, MPOs	--	--	--	Projects that improve system efficiency reduce environmental impacts of transportation, etc. Contact K. Sue Kiser, Regional FHWA office, (916) 498-5009
Rivers, Trails and Conservation Assistance Program	Aug. 1	NPS	--	None	Governments, communities	X	X	--	RTCA staff provide technical assistance to communities so they can conserve rivers, preserve open space, and develop trails and greenways. Contact NPS at (202) 354-6900.
National Scenic Byways Program	--	FHWA	\$3 m nationwide	20%	Individuals, governments, Indian tribes	X	X	X	Can be used to fund pedestrian facilities, intersection improvements, interpretive facilities, user maps and other publications.
Paul S. Sarbanes Transit in Parks Program	--	USDOT, DOI, USFS	\$40,000 - \$3 m per project	None	Local, state, and federal agencies and tribal groups that manage federal lands	X	X	--	Funding may be used for capital and planning expenses for new or existing alternative transportation systems in the vicinity of an eligible area.

Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
State-Administered Funding									
Federal Safe Routes to School (SRTS)	Early 2011	Caltrans	\$46 m	None	State, city, county, MPOs, RTPAs and other organizations that partner with one of the above	X	--	X	Construction, education, encouragement and enforcement program to encourage walking and bicycling to school. Contact Caltrans District 4 Transportation Planning and Local Assistance office at (510) 286-5226.
Recreational Trails Program (RTP)	Oct. 1	State DPR	\$1.3 m	12% match	Jurisdictions, special districts, non profits with management responsibilities over the land	--	X	--	For recreational trails to benefit bicyclists, pedestrians, and other users; contact State Dept. of Parks & Rec., Statewide Trails Coordinator, (916) 653-8803
California Conservation Corps	On-going	California Conservation Corps	Labor	None	Federal and state agencies, city, county, school district, NPO, private industry	X	X	--	Contact the Corps at (916) 341-3100.

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Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
Community Based Transportation Planning Grant Program	Nov.	Caltrans	\$4.5 m	20% local	MPO, RPTA, city, county	X	--	--	Projects that exemplify livable community concepts. Contact Leigh Levine, Caltrans, (916) 651-6012
California Safe Routes to School (SR2S)	July 15	Caltrans	\$48.5 m	10%	City, county	X	X	X	Primarily construction program to enhance safety of pedestrian and bicycle facilities. Contact Caltrans District 4, (510) 286-5598
Highway Safety Improvement Program	--	Caltrans	\$900,000 per project	0%-10%	City, county	X	X	--	Funds may be used for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.
Land and Water Conservation Fund	Nov. 1	DPR	\$2.3 m in CA	50%	City, county, district	--	X	--	Funds may be used for statewide planning, and for acquiring and developing outdoor recreation areas and facilities.
Wildlife Conservation Board Public Access Program	Year round	WCB	\$250,000 per project	50% desirable	Federal, state, county, city, non-profit organization, public district, corporations	--	X	--	Funds public access for hunting, fishing, or other wildlife-oriented recreation.

Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
Environmental Enhancement and Mitigation Funds	Sept. 12	NRA and Caltrans	\$350,000 per project	None	State, local, federal or non-profit entity	X	X	--	Eligible projects include highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities.
State Highway Operations and Protection Program	--	Caltrans	\$140,000-\$4.68 m per project		Local governments	X	X	X	Jurisdictions work with Caltrans' districts to have projects placed on the SHOPP list.
Petroleum Violation Escrow Account (PVEA)	On-going	Caltrans	\$0.5 m	--	City, county, transit operators	--	--	--	Bicycle and trail facilities have been funded with this program. Contact Caltrans Federal Resource Office, (916) 654-7287
Office of Traffic Safety (OTS) Grants	Feb.	OTS	No maximum	--	Governmental agencies; state colleges and universities; school districts; fire departments; public emergency services providers	--	--	X	Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs.

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Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
Community Development Block Grants	--	U.S. Dept. of Housing and Urban Development (HUD)	--	--	City, county	X	X	--	Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development.
Funding Administered by Local Agencies									
Regional Surface Transportation Program (RSTP)	varies by RPTA	RTPAs, Caltrans	\$320 m	11.47% non-federal match	Cities, counties, transit operators, Caltrans, and MPOs	X	X	--	RSTP funds may be exchanged for local funds for non-federally certified local agencies; no match may be required if project improves safety. Contact Cathy Gomes, Caltrans, (916) 654-3271.
Transportation for Livable Communities Program	Jun. 23	MTC	\$16 m	None	City, neighborhood, transit agency, NPO	X	X	--	Program provides technical assistance and capital grants. TLC grants are capped at \$400,000. Contact MTC at (510) 817-5700.
Transportation Fund for Clean Air	--	TAM/BAAMQD	\$22 m	None	Public agencies within TAM jurisdiction	X	--	--	Projects must provide a nexus to improving air quality. Contact TAM (Dave Chan) at 415-226-0821

Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commuter	Recreation	Safety/Ed	Comments
Safe Routes to Transit	Aug.	MTC	\$4 m	None	Public agencies	X	X	--	Eligible projects must have a bridge nexus (i.e., reduce congestion on one or more state toll bridges). Program is run by Transform (510-740-3150) and the East Bay Bicycle Coalition (510-533-7433).
Transportation Development Act (TDA) Article 3	Jan.	RPTA (MTC)	\$1.6 M for Santa Clara County (2010-2011)	None	City, county, joint powers agency	X	X	--	Projects must be included in either a detailed circulation element or plan included in a general plan or an adopted comprehensive bikeway plan and must be ready to implement within the next fiscal year. Contact MTC at (510) 817-5733.
Measure A	Mar.	TA	\$3.0 million	None; preference for 50%	Sponsored by San Mateo County or a City in the Count.	X	X	X	Eligible projects include but are not limited to: paths, trails, and bridges over roads and highways.
Peninsula Traffic Congestion and Relief Alliance	On-going	Alliance	Varies	None	Communities and employers	X	--	X	Programs include the Commute Benefit Employer Incentive Program, which allows employers to provide employees with up to \$230 pre-tax for most commute expenses, free transit tickets, and a Bicycle and Pedestrian Safety Program.

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Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
New Construction	--	City, county	--	--	--	X	X	--	Mitigation required during land use approval process.
General Funds	--	City	--	--	City, county	X	X	X	Funds from sales taxes, property taxes, and other miscellaneous taxes and fees.
Special Improvement Districts	--	City, county, joint powers authority	--	--	City, county, joint powers authority, private industry, neighborhoods, communities	X	X	X	A public-private partnership in which businesses in a defined area pay an additional tax or fee in order to fund improvements within the district's boundaries. Only those who benefit from the improvement may be taxed. Taxes should be tied to the amount of benefit received.
Mello-Roos Community Facilities Act	--	City, county, special district, school district, joint powers authority	--	--	City, county, special district, school district, joint powers authority	X	X	X	Property owners within the district are responsible for paying back the bonds.
Parks and Recreation Funds	--	City	--	--	City	X	X	X	Funds from property and sales taxes and some fee revenues
Integration into Larger Projects	--	City, county	--	--	--	X	X	--	Incorporated into development or design standards applicable to new development.

Grant Source	Due Date	Granting Agency	Total Available	Matching Requirement	Eligible Applicants	Commute	Recreation	Safety/Ed	Comments
Funding Administered by Local Agencies									
Community Action for a Renewed Environment (CARE)	Mar.	EPA	\$75,000 - \$300,000	None	Local government, non-profit organizations, others	X	--	X	Eligible projects include transportation and "smart-growth" types of projects.
Volunteer and Public-Private Partnerships	--	--	--	--	Public agency, private industry, schools, community groups	X	X	X	Community-based initiative to implement improvements.

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