

9. Funding

Bicycle funding is administered at all levels of government. This chapter begins with explaining the current state of federally-administered funding and the anticipated new transportation bill, which influences State, regional and local funding and is followed by a description of funding sources that may be pursued to implement facilities and programs in this Plan. Table 9-1 lists the acronyms commonly used to describe funding resources and government agencies. Table 9-2 lists the funding sources described in this chapter and summarizes important funding source components, such as funding amount available, application deadlines and eligible applicants.

9.1. Federally-Administered Funding

The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 signaled a major change to allocation of federal funding for transportation projects. As the first federal legislation after the completion of the Interstate Highway System, ISTEA presented an intermodal approach to transportation planning and funding, giving additional control to the country's Metropolitan Planning Organizations. ISTEA and subsequent transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21) (1998) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) (2005), have allocated dedicated funding for transit, bicycle and pedestrian projects and programs. Bicycle and pedestrian projects are funded at a very small percentage compared to highway projects, but SAFETEA-LU provided broader eligibility requirements than previous acts that allow bicycle and pedestrian projects to qualify for traditional "highway" funding.

On June 29, 2012 a new transportation bill (MAP-21) was passed that has many changes to the funding of Complete Streets elements. SAFETEA-LU, the previous legislation contained dedicated programs including - Transportation Enhancements, Safe Routes to School, and Recreational Trails - which were all commonly tapped sources of funding to make non-motorized improvements nationwide. MAP-21 combines these programs into a single source called 'Transportation Alternatives.' Overall levels of funding for these programs were reduced from \$1.2 billion annually to approximately \$800 million - a reduction of one third. Additionally, states may 'opt-out' of up to 50 percent of the funding and use it for other projects. If Montana decides to opt-out, this will result in a reduction in funding for Complete Street related improvements by up to two-thirds when compared to 2011 levels.

At the time of publication of this Plan, these funding mechanisms are new, implications of MAP-21 are not yet fully clear.

9.2. State-Administered Funding

The State of California uses both federal sources and its own budget to fund the following bicycle projects and programs.

9.2.1. Bicycle Transportation Account

The Bicycle Transportation Account (BTA) provides state funding for local projects that improve the safety and convenience of bicycling for transportation. Because of its focus on transportation, BTA projects must serve a transportation purpose. Funds are available for both planning and construction. Caltrans administers BTA funds, and requires eligible cities and counties to have adopted a Bicycle Transportation Plan. This Bicycle Master Plan meets BTA requirements for state funding. City Bicycle Transportation Plans must be approved by the Metropolitan Transportation Commission (local MPO) prior to Caltrans approval. Out of \$7.2 million available statewide, the maximum amount available for individual projects is \$1.2 million.

Online resource: www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

9.2.2. 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 requires a 10 percent local match and 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 is now incorporated in to MAP-21 and the specific implications to this program are unclear at the time of this publication.

Online resource: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

9.2.3. 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: <http://www.fhwa.dot.gov/environmnet/rectrails/index.htm>.

9.2.4. 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: <http://www.ccc.ca.gov/>

9.2.5. Transportation Planning Grant Program

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

The Community-Based Transportation Planning Grant funds projects that exemplify livable community concepts, including bicycle 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

9.2.6. 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 bicycle 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: <http://www.fhwa.dot.gov/safetealu/factsheets/hsip.htm>

Caltrans HSIP online resource: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

9.2.7. 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: <http://www.nps.gov/lwcf/>

California LWCF website: http://www.parks.ca.gov/default.asp?page_id=21360

9.2.8. 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: <http://www.wcb.ca.gov/>

9.2.9. 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 \$250,000.

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

9.2.10. 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 bicycle projects, including curb ramps, overcrossings, bike 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: <http://www.dot.ca.gov/hq/transprog/shopp.htm>

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

9.2.12. 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. Bicycle safety is included in the list of traffic safety priority areas. 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 California application deadline is January of each year. 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: <http://www.ots.ca.gov/Grants/default.asp>

9.2.13. 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: <http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm>

Eligible CDBG Agencies in California: <http://www.hud.gov/local/ca/community/cdbg/#state>

9.3. Locally-Administered Funding

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.

9.3.1. Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) is a block grant program that provides funding for bicycle 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: <http://www.mtc.ca.gov/funding/STPCMAQ/>

9.3.2. 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, bicycle-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

9.3.3. 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 bicycle facility improvements such as

bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; and smart growth.

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

9.3.4. Bicycle Facilities Program

The BAAQMD Bicycle Facility Program (BFP) provides grant funding to reduce motor vehicle emissions through the implementation of new bikeways and bicycle parking facilities in the Bay Area. The TFCA program funds the BFP. Projects must cost between \$10,000 and \$120,000 and the applicant must have secured 50 percent in matching funds. The BAAQMD typically releases a call for projects in June or July, requiring an application submittal in September and announcing project awards in November.

Online resource: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bicycle-Facility-Program.aspx>

9.3.5. 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 bicycle 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 2011 and 2013.

Online resource: http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html

9.3.6. TDA Article 3

Transportation Development Act (TDA) Article 3 funds are state block grants awarded annually to local jurisdictions for transit and bicycle 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 bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to five percent of funds); and development of comprehensive bicycle facilities plans. A city or county may apply for funding to develop or update bicycle 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: <http://www.mtc.ca.gov/funding/STA-TDA/>

9.3.7. Regional Bicycle Program

The Regional Bicycle Program funds construction of bikeways on the Regional Bikeway Network for the Bay Area. MTC administers RBP funds to county CMA's based on population, bikeway network capital cost, and unbuilt network miles. In San Mateo County, C/CAG administers and distributes this funding.

Online resource: www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm

9.3.8. 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 bicycle projects funded through Measure A.

Online resource: <http://www.smcta.com/>

9.3.9. 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 bicycle parking and provide commuter benefits that encourage transit and biking. Programs include the Commute Benefit Employer Incentive Program, which allows employers to provide employees with up to \$230 pre-tax for most commute expenses, and the Bicycle Parking Incentive Program, which reimburses employers for 50 percent of the cost of bicycle parking, up to \$500 per unit.

Online resource: www.commute.org

9.3.10. New Construction

Future construction projects are a means of providing trails, bicycle parking, and other bicycle facilities. 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 cities' standards and guidelines for the development of bicycle facilities. A developer may also attempt to reduce the number of trips by paying for on- and off-site bicycle improvements designed to encourage residents, employees and visitors to the new development to bike rather than drive. Related City policies and ordinances include the San Mateo Transportation Fee Ordinance and General Plan Policy C4.3: Designation of Needed Right-of-way for bikeways where not unreasonable.

9.3.11. General Funds

One of the local revenue sources of cities, towns, and counties available for use on bicycle 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.

9.3.12. 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 example of special improvement districts.

9.3.13. 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 bicycle facilities are eligible for funding under CFD bonds.

Online resource: <http://mello-roos.com/pdf/mrpdf.pdf>

9.3.14. 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. Assessed funds may be used for projects within only the district from which they were assessed.

9.3.15. 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 bicyclists. Local jurisdictions can begin to expect that some portion of a bicyclist project costs, when they are built as part of larger transportation projects, will be covered in project construction budgets.

9.4. Other Sources

9.4.1. 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: <http://www.epa.gov/care/>

9.4.2. Bikes Belong Grant

Bikes Belong is an organization sponsored by bicycle manufacturers with the intent to increase bicycle riding in the United States. Bikes Belong provides grant opportunities up to \$10,000 with a minimum 50 percent match to organizations and agencies seeking to support facility and advocacy efforts. Eligible projects include bike paths, trails, and bridges, mountain bike facilities, bike parks, and BMX facilities.

Online resource: <http://www.bikesbelong.org/grants>

9.4.3. Volunteer and Public-Private Partnerships

Local schools or community groups may use the bikeway 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 bikeway and help construct and maintain the facility.

Table 9-1: Funding Acronyms, Online Resources and Government Jurisdictions

Acronyms

BAAQMD – Bay Area Air Quality Management District
Caltrans - California Department of Transportation
C/CAG – City/County Association of Governments of San Mateo County
CMAQ - Congestion Mitigation and Air Quality
CTC - California Transportation Commission
FHWA - Federal Highway Administration
RTPA - Regional Transportation Planning Agency
State DPR - California Department of Parks and Recreation (under the State Resources Agency)
SAFETEA-LU – Safe Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users
TA – San Mateo County Transportation Authority

Jurisdictions for San Mateo County, California:

Caltrans - Caltrans District 4
Congressional District 12 and 14

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Table 9-2: Funding Sources

Grant Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Comments
State-Administered Funding									
Bicycle Transportation Account	December	Caltrans	\$7.2 m	min. 10% local match on construction	city, county	X	X		State-funded. Projects that improve safety and convenience of bicycle commuters. Contact Penny Gray, Caltrans, (916) 653-2750. Maximum project award is \$500,000.
Federal Safe Routes to School	Mid-July	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.
California Safe Routes to School	Late May/ Early June	Caltrans	\$24.5 m	10%	city, county		X	X	Primarily construction program to enhance safety of bicycle facilities.
Recreational Trails Program	Oct. 1	CA Dept. of Parks and Recreation	\$1.3 m in 2010	12%	Agencies and organizations that manage public lands	X	X	X	Funds can be used for acquisition of easements for trails from a willing seller.
California Conservation Corps	On-going	California Conservation Corps	CCC donates labor hours	None	Federal and state agencies, city, county, school district, NPO, private industry		X	X	CCC provides labor assistance on construction projects and annual maintenance. Contact the Corps at (916) 341-3100.
Community Based Transportation Planning Demonstration Grant Program	November	Caltrans	\$3 m	20% local	MPO, RPTA, city, county		X		Projects that exemplify livable community concepts. Contact Leigh Levine, Caltrans, (916) 651-6012.
Highway Safety Improvement Program	Oct in CA	Caltrans, NDOT	\$50m in 2009	Varies between 0% and 10%	Local or regional governments	X	X	X	Projects must address safety issue. Education and enforcement programs are eligible.
Land and Water Conservation Fund	March	NPS, CA Dept. of Parks and Recreation	\$2.3 m in CA in 2009	50%	Cities, counties and districts authorized to operate, acquire, develop and maintain park and recreation facilities	X		X	Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available.
Wildlife Conservation Board Public Access Program	Quarterly	Wildlife Conservation Board	Grants can be up to \$250,000	Up to 50%	Public agencies and nonprofits		X		State of California must have a proprietary interest in the project. Project awards are not available.
Environmental Enhancement and Mitigation Program	November	California Natural Resources Agency	\$10 m	None	Federal, State, local agencies and NPO		X	X	EEMP funds projects in California, at an annual project average of \$250,000. Funds may be used for land acquisition.

Grant Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Comments
State Highway Operations and Protection Program (SHOPP)	Not Available	Caltrans	\$1.69 m statewide annually through FY 2013/14	Not Available	Local and regional agencies		X	X	Capital improvements and maintenance projects that relate to maintenance, safety and rehabilitation of state highways and bridges.
Petroleum Violation Escrow Account	Not Applicable	Caltrans	Varies annually	None	Local and regional agencies		X	X	Funds 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.
Office of Traffic Safety (OTS) Grants	January	Caltrans	Varies annually	None	Government agencies, state colleges, state universities, city, county, school district, fire department, public emergency service provider			X	Contact OTS at (916) 509-3030.
Community Development Block Grants	Varies between grants	U.S. Dept. of Housing and Urban Development (HUD)	\$42.8 m	Varies between grants	City, county	X	X	X	Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Can be used to build sidewalks, recreational facilities.
Locally-Administered Funding									
Regional Surface Transportation Program	Varies	Caltrans, RTPAs	Varies annually	Not applicable	Regional, local agencies	X	X		
Transportation for Livable Communities	Varies	MTC	\$400,000 per project	Not applicable	Local and regional agencies	X	X	X	
Transportation Fund for Clean Air	Varies	Bay Area Air Quality Management District	\$22 m	Not applicable	Local and regional agencies		X	X	
Bicycle Program	June/July	Bay Area Air Quality Management District	\$10 - \$120 k per project	50%	Local and regional agencies		X	X	Transportation Fund for Clean Air (TFCA) program funds the BFP.
Safe Routes to Transit	Varies	Transform/EBBC	\$4 m annually	None	Local and regional agencies	X	X	X	

Grant Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants	Planning	Construction	Other	Comments
Transportation Development Act (TDA) Article 3 (2% of total TDA)	Jan.	C/CAG	varies	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.
Regional Program	Not applicable	MTC and C/CAG	varies	None	Not Applicable		X		MTC administers RBP funds to county CMA's based on population, bikeway network capital cost and unbuilt network miles.
Measure A	Not applicable	SMCTA	Varies	Not Applicable	Not Applicable		X		In 2011, the TA will issue its first call for bicycle projects funded through Measure A.
Peninsula Congestion Relief Alliance	None	Peninsula Congestion Relief Alliance	Varies	50%	Public agencies and private enterprises			X	'The Alliance' reimburses applicants 50% the cost of bicycle parking.
New Construction	Not applicable	City, county, joint powers authority	Varies	Not Applicable	City, county, joint powers authority		X		Fees related to new construction to provide bicycle amenities that mitigate transportation effects of new development.
General Funds	Not Applicable	City, county	Varies	Not Applicable	City, county	X	X		
Special Improvement Districts	Not Applicable	City, county, joint powers authority	Varies	Not Applicable	Neighborhoods, communities		X		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	Not Applicable	City, county, special district, school district, joint powers authority	Varies	Not Applicable	city, county, special district, school district, joint powers of authority		X	X	Property owners within the district are responsible for paying back the bonds. May include maintenance.
Parks and Recreation Funds	Not applicable	City, county	Varies	Not Applicable	City, county	X	X		
Integration into Larger Projects	Not applicable	City, county, state, tribal agencies, non-profits	Varies	Not Applicable	City, county, state, tribal agencies, non-profits	X	X	X	Bicycle projects can be integrated into larger construction projects.
Other Sources									
Community Action for a Renewed Environment	March	US EPA	Varies	Not Available	applicant must fall within the statutory terms of EPA's research and demonstration grant authorities	X		X	Grant program to help community organize and take action to reduce toxic pollution in its local environment
Bikes Belong Grant	Multiple dates throughout year.	Bikes Belong	Not Available	50% minimum	organizations and agencies		X		
Volunteer and Public-Private Partnerships	Not Applicable	City, county, joint powers authority	Varies	Not Applicable	Public agency, private industry, schools, community groups		X	X	Requires community-based initiative to implement improvements.

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