



## Appendix E: Grant Funding Sources

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### Federal Programs

The majority of public funds for bicycle, pedestrian, and trails projects are derived through a core group of federal and state programs. Federal funding is authorized through the Surface Transportation Program (STP). STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway. In the past this funding was authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Funding for STP is now authorized through MAP-21, with the same structure and goals of STP funding.

The Transportation Enhancements (TE) under SAFETEA-LU is now the Transportation Alternatives Program (TAP). TAP, authorized through MAP-21, consolidates TE, Safe Routes to School, and Recreational Trails and provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, transit access, mobility, and recreation trails program. TAP broadens eligibility and flexibility for state allocation of TAP funds. Safe Routes to School programs, including infrastructure, encouragement, campaigns, education, outreach and a Safe Routes coordinator, are eligible under TAP, though no funds are dedicated for this.

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) also authorizes federal funds, including education programs. MAP-21 maintains the existing CMAQ program and broadens eligibility for transit operations.

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Federal funds from STP, TAP and CMAQ programs are allocated to MTC and distributed in Alameda County through Alameda CTC. Distribution is allocated either competitively or proportionally according to jurisdiction population.

Other recent policies at the federal level have resulted in a series of programs that promise to provide increased funding in the coming years for bicycle projects. The HUD-DOT-EPA Interagency Partnership for Sustainable Communities has generated a series of new grant programs to-date, including Urban Circulator grants, TIGER grants, and Sustainable Communities Planning grants. The Department of Transportation recently announced a new DOT policy initiative, indicating “well-connected walking and bicycling networks [are] an important component for livable communities.”

## State Programs

There are a number of state-wide funding sources and regionally administered funds.

### *Active Transportation Program*

The Active Transportation Program was created by SB 99/ Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking. The program consolidates five existing state funded programs: Transportation Alternatives Program, Recreational Trails program, Safe Routes to Schools, Environmental Enhancement and Mitigation Program and the Bicycle Transportation Account. It provides a comprehensive program that improves program planning and flexibility and is more efficient than multiple

programs. Another benefit is that funds can be directed to multi-year projects to make greater long-term improvements to active transportation.

The ATP mixes state and federal funds and provides approximately \$130 million annually, with a focus on implementing active transportation improvements to support the goals of local SB 375 sustainable community strategies. This program is funded from a combination of federal and state funds from appropriations in the annual state budget act. Forty percent of the funding will go toward metropolitan planning organizations in urban areas. Ten percent of the funds go to small urban and rural regions. The remaining funds will go to the California Transportation Commission for statewide projects. The ATP ensures that disadvantaged communities fully share in the benefits of the program by requiring that a minimum of 25% of fund be distributed to disadvantaged communities.

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.



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For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

### *Highway Safety Improvement Program*

Caltrans administers two funding programs for roadway safety improvements: the Highway Safety Improvement Program (HSIP) and the Highway Rural Roads Program (HR3). These programs use cost-benefit ratios as a primary factor in the awarding of applications. Because both of these programs focus on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher. Roadways with documented bicycle and pedestrian collision history, as discussed in Chapter 3 of this Plan, may be well-qualified for HSIP and HR3 applications, particularly since many of the proposed projects would improve bicyclist and pedestrian safety at a lower cost than many of the highway projects also eligible under this funding source.

In its most recent grant cycle (November 2013), Caltrans awarded \$150 million to 231 projects. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included:

- Median refuges and curb extensions
- Curb, gutter, and sidewalk
- Paved shoulders
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting
- Bicycle lane striping
- Crosswalk striping
- In-pavement flashers and rectangular rapid flashing beacon (RRFB) at crossings

Many of these projects were applied for as standalone bicycle and pedestrian improvement projects; some bicycle and pedestrian improvements were included with a broader package of roadway improvement projects. The average programmed federal funding amount was \$400,000. The next call for projects is anticipated in Spring 2015.

More information is available online:

<http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

### *Other Statewide Funding Programs*

Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The Division will award approximately \$5.3 million in funding through three Grant Programs for Fiscal Year 2014-15. The maximum funding available per project is \$300,000.

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Limited amounts from the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities.

The California State Parks administers the state's Recreational Trails Program (RTP). RTP provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the approximately \$5.3 million available annually. The program requires an applicant match of 12 percent of the total project cost.

The National Park Service and California State Parks administer the Land and Water Conservation Fund (LWCF). The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Cities are eligible applicants. Approximately \$1.74 million is available annually; grants require a 50 percent local match.

Some of these programs will no longer be funded under proposed and current federal and state funding plans, and may only be short-term funding resources for the current schedule of projects. See below for proposed funding structures related to some of these programs.

## *One Bay Area Grant*

One Bay Area Grant Program (OBAG) is now an umbrella for the previous MTC grant programs. It combines funding for Transportation for Livable Communities, Bicycle, Local Streets and Roads Rehabilitation, and Safe Routes to School for the FY 2012-13 through 2015-16 funding cycles. This program is

administered by MTC and awards funding to counties based on progress toward achieving local land-use and housing policies. Cities and counties can still use OBAG funds for projects described under these programs.

MTC OBAG program information:

<http://www.mtc.ca.gov/funding/onebayarea/>

## *Surface Transportation Program*

The Surface Transportation Program (STP) block grant provides SAFETEA and MAP-21 funding for transportation projects, including pedestrian and bicycle projects (see above discussion about Federal programs for details). This program is administered by MTC, which can prioritize projects for RSTP funding.

MTC STP program information:

<http://www.mtc.ca.gov/funding/STPCMAQ/>

## *Transportation Development Act, Article 3*

Transportation Development Act (TDA), Article 3 funds statewide funds for planning and construction of pedestrian and bicycle facilities administered locally through MTC. TDA, Article 3 funds are allocated based on population and may be used for engineering, right of way, construction, retrofitting, route improvements, and an assortment of bicycle facilities.



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### *Climate Action Program*

In partnership with the Bay Area Air Quality Management District (BAAQMD), Bay Conservation Development Commission and the Association of Bay Area Governments, MTC sponsors a transportation-oriented Climate Action Program, designed to reduce mobile source emissions through various strategies. The grant program provides funding for pedestrian and bicycle projects through new Safe Routes to School and Safe Routes to Transit programs, with total funding expected to be approximately \$400 million. As of April 2013 state Safe Routes to School funding is not yet finalized. This funding will be in addition to the state and federal Safe Routes to School programs and MTC's existing Safe Routes to Transit program.

### *BAAQMD Transportation Fund for Clean Air (TFCA)*

Transportation Fund for Clean Air (TCFA) is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a \$4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. Grant awards are generally made on a first-come, first-served basis to qualified projects. A portion of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (Alameda County Transportation Commission in Alameda County). Applications are made from local agencies directly to the CMAs, but must also be approved by the BAAQMD.

TFCA County Program Manager Fund:

<http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA/County-Program-Manager-Fund.aspx>

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