

6

Funding





Potential Infrastructure Funding Sources

Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. In addition, there is competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and facility in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), *An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels*, where successful local bicycle facility programs exist, there is usually an active transportation coordinator with extensive understanding of funding sources. Cities such as Seattle, Portland, and Tucson are prime examples. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and walkers within their jurisdictions. Some of the following information on federal and state funding sources was derived from the previously mentioned FHWA publication.

Table 6-1 identifies potential funding opportunities that may be used from design to maintenance phases of projects. Due to trends in Low Impact Development (LID) and stormwater retention street designs, funding sources for these improvements not only increase the chances for first and last mile improvements, but can also be incorporated into streetscape and development projects. The sources are arranged by federal, state, local, and private, and the uses that the funds may address.



Table 6-1: Funding Sources






FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
FUNDING SOURCE	FUNDING ORIGIN	Typical Approaches		Implementation	 First and Last Mile	 Urban Forestry	 Back to Nature	 Low Impact Development	 Culture and History
		CIP Development	Maintenance and Operations						
Federal Funding Sources									
Land and Water Conservation Fund (LCWF)	U.S. National Park Service/ California Department of Parks and Recreation	●					●	●	
Urban Community Forestry Program	U.S. National Park Service	●				●			
Surface Transportation Program (STP)	Federal Highway Administration (FHWA)/ Caltrans	●		●	●			●	
Highway Safety Improvement Program (HSIP)		●		●	●			●	
Transportation Alternative Program (TAP)	Federal Highway Administration (FHWA)	●		●	●			●	
Recreational Trails Program	Federal Highway Administration (FHWA)/ Regional agency may also contribute	●		●	●		●	●	
EPA Brownfields Clean Up and Assessments	U.S. Environmental Protection Agency	●		●	●			●	
Sustainable Communities Planning Grant and Incentive Program	U.S. Dept. of Housing and Urban Development (HUD)				●				
Urban Revitalization and Livable Communities Act				●	●				
Community Development Block Grants		●			●		●		●
ACHIEVE, Communities Putting Prevention to Work, Pioneering Communities	Center for Disease Control and Prevention				●		●		
Urban and Community Forest Program	Department of Agriculture, Forest Service	●		●		●	●	●	
Community Forest and Open Space Conservation		●		●		●	●	●	
Choice Neighborhoods Implementation Grants	Department of Housing and Urban Development, Office of Public and Indian Housing	●		●	●		●	●	
Safe Routes to School, Mini-grants	National Center for Safe Routes to School and Caltrans	●		●	●				



Table 6-1: Funding Sources (Cont.)






FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
FUNDING SOURCE	FUNDING ORIGIN	Typical Approaches		Implementation	 First and Last Mile	 Urban Forestry	 Back to Nature	 Low Impact Development	 Culture and History
		CIP Development	Maintenance and Operations						
Metropolitan and Statewide and Nonmetropolitan Transportation Planning	Federal Transit Administration (FTA)	●		●	●			●	
Urbanized Area Formula Grants		●	●		●			●	
Bus and Bus Facilities Formula Grants		●			●				
Enhanced Mobility of Seniors and Individuals with Disabilities		●	●		●				
Formula Grants for Rural Areas		●	●		●				
TOD Planning Pilot Grants		●	●		●			●	
State Funding Sources									
Land and Water Conservation Fund (LCWF)	California Department of Parks and Recreation (DPR)	●			●		●	●	
Statewide Park Program Prop 84 Round 2		●		●	●				
Recreational Trails Program		●	●	●	●		●	●	
Proposition 117 - Habitat Conservation		●		●		●	●	●	
Nature Education Facilities		●	●				●		●
Watershed Program		●		●			●	●	
Stormwater Flood Management Prop. 1E		●		●	●	●	●	●	
Roberti-Z'Berg-Harris (RZH) Grant Program - Prop 40	●	●		●	●	●	●		
Aquatic Center Grants	Department of Boating and Waterways	●							

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		CIP Development	Maintenance and Operations						
Community Based Transportation Planning, Environmental Justice and Transit Planning	California Department of Transportation (Caltrans)	●			●			●	
Active Transportation Planning Grants (ATP)		●		●	●			●	
Regional Improvement Program		●			●			●	
Safe Routes to School Programs(SR2S)		●			●			●	
Traffic Safety Grants	California Office of Traffic Safety	●		●	●				
Local Partnership Program - Competitive and Formulaic	California Transportation Commission (SB 1 funds)		●	●				●	
Coastal Conservancy Grants	California Coastal Conservancy	●			●	●	●	●	●
Non-point Source Pollution, Watershed Plans, Water Conservation (Props 13, 40, 50 and 84)	State Water Resources Control Board	●	●			●		●	
Sustainable Communities Planning, Regional SB 375	Strategic Growth Council/ Dept of Conservation	●			●	●	●	●	●
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency and Caltrans	●					●	●	
California River Parkways and Urban Streams Restoration Grant	California Natural Resources Agency/ Department of Water Resources	●	●		●		●	●	
Strategic Growth Council Urban Greening Program	California Natural Resources Agency	●		●		●	●	●	
California Cap and Trade Program	Cal EPA, Air Resources Board	●		●	●	●	●		
Urban Forestry Program (Leafing Out, Leading Edge and Green Trees Grants)	California Department of Forestry and Fire Protection (CAL FIRE)	●		●		●			



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FUNDING SOURCE	FUNDING ORIGIN	Typical Approaches		Implementation	 First and Last Mile	 Urban Forestry	 Back to Nature	Atypical Approaches	
		CIP Development	Maintenance and Operations					 Low Impact Development	 Culture and History
Local Funding Sources									
Special Habitat Conservation Programs	Regional MPOs/Local Cities			●		●	●	●	
Special Parks and Recreation Bond Revenues		●	●	●	●	●	●	●	●
Special Transportation Bonds and Sales Tax Initiatives		●	●	●	●	●	●	●	●
Advertising Sales/Naming Rights	Local Jurisdictions	●	●		●	●			●
Community Facilities District (CFD)				●					
Infrastructure Financing District (IFD)		●	●	●	●	●	●	●	●
Facilities Benefit Assessment District (BFA)				●					
Easement Agreements/Revenues		●	●	●		●			
Equipment Rental Fees		●	●		●		●		●
Facility Use Permits Fees		●	●		●		●		●
Fees and Charges/Recreation Service Fees		●	●		●		●		●
Food and Beverage Tax		●	●		●		●		●
General Fund		●	●	●	●	●	●	●	●
General Obligation Bonds		●	●	●	●	●	●	●	●
Intergovernmental Agreements		●	●	●	●	●	●	●	●
Lease Revenues		●	●		●	●	●	●	●
Mello Roos Districts		●	●	●	●	●	●	●	●
Residential Park Improvement Fees		●		●	●	●	●	●	●

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FUNDING SOURCE	FUNDING ORIGIN	Typical Approaches		Implementation	 First and Last Mile	 Urban Forestry	 Back to Nature	 Low Impact Development	 Culture and History
		CIP Development	Maintenance and Operations						
Park Impact Fees	Local Jurisdictions	●		●	●	●	●	●	●
Traffic Impact Fees		●	●	●	●	●	●	●	●
In-Lieu Fees		●		●	●	●	●	●	●
Pouring Rights Agreements		●			●	●	●	●	●
Private Development Agreements		●	●	●	●	●	●	●	●
Surplus Real Estate Sale Revenues		●			●	●	●	●	●
Revenue Bond Revenues		●	●		●	●	●	●	●
Sales Tax Revenues		●	●	●	●	●	●	●	●
Transient Occupancy Tax Revenues		●	●	●	●	●	●	●	●
Wastewater Fund Reserves			●		●	●		●	
Utility Taxes		●	●		●	●	●	●	●
Sustainability Planning Grant		SCAG	●	●	●	●	●	●	●
SCAG Active Transportation	SCAG	●	●	●	●	●	●	●	
Business Improvement Districts (BID)	Non-profits, Business Organizations or City			●					
Maintenance Assessment Districts (MAD)			●	●	●	●		●	●
Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)					●				
Various Sports Field Grants	Various Agencies, Foundations and Corporations	●	●	●	●				
Community Health Initiatives	Kaiser Permanente	●		●	●			●	



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		CIP Development	Maintenance and Operations	Implementation	First and Last Mile	Urban Forestry	Back to Nature	Low Impact Development	Culture and History
America's Historical Planning Grants	National Endowment for the Humanities	●		●					●
Corporate Sponsorships	Private Corporations	●	●	●	●	●	●	●	●
Private Sector Partnerships		●	●	●	●	●	●	●	●
Non-Profit Partnerships	Non-Profit Corporations	●	●	●	●	●	●	●	●
Foundation Grants	Private Foundations	●	●	●	●	●	●	●	●
Private Donations	Private Individuals	●	●	●	●	●	●	●	●
Irrevocable Remainder Trusts		●	●	●				●	●
Targeted Fund-raising Activities	Local Jurisdictions	●	●	●	●	●	●	●	●