

SCAG TRAFFIC SAFETY WORKSHOP

TRAFFIC SAFETY-RELATED FUNDING SOURCES (as of August 2019)

- Education/Engagement
- Infrastructure
- Planning

FEDERAL FUNDING

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---|--|----------------|--|---|--|---|
| U.S. Department of Transportation (DOT) | Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants | Infrastructure | <p>Grants are for investments in surface transportation infrastructure. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.</p> <p>"The FY 2019 BUILD program's selection criteria gives special consideration to projects that emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas."</p> <p>Funds may be used for the following related activities:</p> <ul style="list-style-type: none"> - Bike lanes on road - Bridges / overcrossings for pedestrians and/or bicyclists - Crosswalks (new or retrofit) - Curb cuts and ramps - Separated bicycle lanes - Sidewalks (new or retrofit) - Stormwater impacts related to pedestrian and bicycle projects - Signs/signals/signal improvements - Tunnels / undercrossings for pedestrians and/or bicyclists - And More | <p>Maximum award for all projects is \$25 Million.</p> <p>Minimum award for urban areas is \$5 Million and \$1 Million for rural areas.</p> | FY 2019 applications were due 7/15/19. | https://www.transportation.gov/BUILDgrants |
| U.S. Department of Transportation (DOT) | Transportation Infrastructure Finance and Innovation Act (TIFIA) (loans) | Infrastructure | <p>The goal of the TIFIA program is to: "leverage limited Federal resources and stimulate capital market investment in transportation infrastructure by providing credit assistance in the form of direct loans, loan guarantees, and standby lines of credit (rather than grants) to projects of national or regional significance."</p> <p>Eligible project types include:</p> <ul style="list-style-type: none"> - Intermodal Connectors - Pedestrian and Bicycle Infrastructure Networks - Transit-Oriented Development | <p>Minimum costs vary depending on project type. For TOD, Local and Rural Infrastructure Projects, the minimum project cost should be ~10 Million.</p> <p>Credit assistance limited to 33 percent of reasonably anticipated eligible project costs.</p> | Rolling application process | https://www.transportation.gov/tifia/tifia-credit-program-overview |

STATE FUNDING

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---|--------------------------------------|------------------------|--|---|---|---|
| California State Transportation Agency (CalSTA) | Office of Traffic Safety (OTS) Grant | Education / Engagement | <p>OTS has two types of grant applications available: General grants and Grants Made Easy (GME). GME applications include pre-determined goals, objectives and activities in one of the 10 focus areas established by National Highway Traffic Safety Administration (NHTSA), of which one is: <i>Pedestrian and Bicycle Safety</i>. A General grant may be customized.</p> <p>Pedestrian and Bicycle Safety Program activities focus on increasing awareness of traffic rules, rights, and responsibilities and building traffic skills amongst various age groups.</p> | No maximum award amount | Grant applications must be submitted through the online Grant Electronic Management System (GEMS) by January 30 of each year. | https://www.ots.ca.gov/wp-content/uploads/sites/67/2019/06/2019-Grant-Program-Manual.pdf |
| California Natural Resources Agency | Green Infrastructure Grant Program | Infrastructure | <p>All projects must achieve measurable benefits by a) acquiring, creating, enhancing or expanding community parks and green spaces, or b) use natural systems, or systems that mimic natural systems to achieve multiple benefits to create sustainable and vibrant communities.</p> <p>Examples of eligible projects include: (1) green streets and alleyways; (2) recreational trails; and (3) non-motorized trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.</p> | \$50,000 to \$3,000,000 | Applications for the current cycle were due 6/28/19. | http://resources.ca.gov/grants/green-infrastructure/ |
| California Department of Parks and Recreation | Regional Parks Program (RPP) | Infrastructure | <p>RPP competitive grants will create, expand, or improve regional parks and regional park facilities.</p> <p>Development to create or renovate: Trails, with preference given to multiuse trails over single-use trails.</p> | Unknown. Funding not currently available. | Applications for the first cycle should be due in 2020. | http://www.parks.ca.gov/?page_id=29940 |

STATE FUNDING

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---|--|-------------------------------------|---|--|--|---|
| California Department of Parks and Recreation | Statewide Park Development and Community Revitalization Program (SPP) | Infrastructure | SPP provides competitive grants to local governments and nonprofits with 501(c)(3) status to create, expand, or renovate parks in California's critically underserved communities. Projects must create or renovate at least one Recreation Feature, such as a non-motorized trail, pedestrian/bicycle bridge, greenbelt / linear park. | \$200,000 to \$8.5 million per application/park | Applications for the current cycle are due 8/5/19. | http://www.parks.ca.gov/?page_id=29939 |
| California Natural Resources Agency | Urban Greening Program | Infrastructure | All projects must achieve measurable benefits by a) acquiring, creating, enhancing or expanding community parks and green spaces, or b) use natural systems, or systems that mimic natural systems to achieve multiple benefits to create sustainable and vibrant communities. Examples of eligible projects include: (1) green streets and alleyways and (2) non-motorized trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools. | No minimum or maximum award amounts | Applications for the current cycle were accepted from 5/13/19 to 6/28/19. | http://resources.ca.gov/grants/green-infrastructure/ |
| California Transportation Commission | Active Transportation Program | Infrastructure, Planning, Education | All eligible projects must apply with an application for one of the following project categories: <ul style="list-style-type: none"> • Infrastructure Projects: Capital improvements that will further the goals of this program. • Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community. • Non-Infrastructure (NI) Projects: Education, encouragement, and enforcement activities that further the goals of the ATP. • Combination Projects: A project that combines Infrastructure and Non-Infrastructure components. | TBD | The Cycle 5 Call for Projects is anticipated to be announced by the California Transportation Commission (CTC) in Spring 2020. | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5 |
| Caltrans | Sustainable Transportation Planning Grants - Adaptation Planning | Planning | Funds projects that advance adaptation planning on California's transportation infrastructure, including but not limited to roads, railways, bikeways, trails, bridges, ports, and airports. Examples include: <ul style="list-style-type: none"> - Climate vulnerability assessments. - Extreme weather event evacuation planning. - Resilience planning. - Infrastructure adaptation plans. - Natural and green infrastructure planning of transportation adaptation planning considerations into existing plans, such as climate mitigation or adaptation plan - Evaluation of or planning for other adaptation strategies, such as: <ul style="list-style-type: none"> 1. Providing transit shelters with shade, water, or other means 2. Safeguarding against loss of power and impacts to electric vehicles due to climate-related grid disruptions 3. Developing educational resources, trainings for above examples | \$100,000 to \$1 Million | Next solicitation expected August 2019. | http://www.dot.ca.gov/hq/tpp/grants.html |
| Caltrans | Highway Safety Improvement Program (HSIP) | Planning | HSIP provides funds infrastructure projects using nationally recognized safety countermeasures to reduce traffic fatalities and serious injuries. | \$100K to \$10M per application | The next cycle should be announced April/May of 2020. | https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now |
| Caltrans | Sustainable Transportation Planning Grants - Sustainable Communities and Strategic Partnership | Planning | The purpose of these grants are to develop local plans that encourage sustainable infrastructure improvements to reduce GHG, Vehicle Miles Traveled, and increase safety, and/or provide access to Public Transit. Sustainable Communities: Formula funds for MPOs. Sustainable Communities Competitive: Eligible project types (not limited to): Community to school studies or safe routes to school plans; Active Transportation Plans; Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans; Complete Streets plans; Transit planning studies related to accessible transit, paratransit, mobility management, etc.; Vision Zero plans; Needs assessments; Ride-share plans Strategic Partnerships: To fund transportation planning studies of interregional and statewide significance, with Caltrans, for MPOs and RTPAs. Strategic Partnerships Transit: Funds multimodal transit planning studies, with Caltrans, of regional, interregional / statewide significance | Sustainable Communities Competitive: \$50,000 for DACs All others: \$100,000 to \$1 Million Strategic Partnerships: \$100,000 to \$500,000 Strategic Partnerships Transit: \$75,000 for rural RTPAs All others \$100,000 to \$500,000 | Applications for FY 19-20 were due 11/30/18. Next solicitation expected August 2019. | https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants |

STATE FUNDING

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|---|---|----------------|--|--|--|---|
| Department of Housing and Community Development | Senate Bill 2 (SB 2) Planning Grant Program | Planning | Eligible activities may include: Updates to general plans, community plans, specific plans, local planning related to implementation of sustainable communities strategies, or local coastal plans. | Minimum award: \$25,000 Maximum awards: \$500,000 for large localities (greater than 200,000 people) \$250,000 for medium localities (60,000 to 200,000 people) \$125,000 for small localities (less than 60,000 people) | Applications for the current cycle are due 11/30/19. | http://www.hcd.ca.gov/grants-funding/active-funding/planning-grants.shtml |

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

| Program | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---------|---------------------------------------|---------------------------------|---|--|--------------------|---|
| SCAG | Sustainable Communities Program (SCP) | Planning and Non-Infrastructure | The Sustainable Communities Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available for Active Transportation, including bicycle, pedestrian and Safe Routes to School Plans, as well as Safety Strategic Plans, and non-infrastructure projects. Eligible applicants include SCAG member jurisdictions. Community-based organizations and other welcome to be included as project partners. | Varies (but has been up to \$500k for NI projects) | Fall 2020 | http://sustain.scag.ca.gov/Pages/Grants%20and%20Local%20Assistance/GrantsLocalAssistance.aspx |

REGIONAL - CALTRANS DISTRICT 7 (Los Angeles County/Ventura County)

| Program | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---------|---|------------------------|---|--|--|---|
| Metro | Open Streets Grant Program | Education / Engagement | Metro Open Streets funds events that close streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading, or pushing a stroller in a car-free environment. A major goal of the program is promoting mode shift to sustainable modes of transportation (biking, walking, and transit). | Maximum of \$500,000 per single event. No minimum. | Funding is available as of July 2019. | https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/ |
| Metro | Measure M 2% Active Transportation Program (ATP) | Infrastructure | This regional program would fund active transportation projects through Measure M sales tax revenue. As of December 2018, it is unclear whether the \$85 million will be allocated via a competitive process or needs-based allocation. | - | - | https://investinginplace.org/2018/12/20/metro-enters-the-equity-game-fans-eager-for-a-goal/ |
| Metro | Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds | Infrastructure | TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. These funds may be used for design and construction of pedestrian and bicycle facilities and amenities (including wheelchair ramps): <ul style="list-style-type: none"> - Engineering expenses leading to construction - Right-of-way acquisition - Construction and reconstruction - Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA). - Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates - Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public. | Allocated per capita | Allocations announced at the beginning of the fiscal year (June). Requests must be made and spent before the end of the fiscal year (May). | https://www.metro.net/projects/tda/ |

REGIONAL - CALTRANS DISTRICT 8 (San Bernardino County/Riverside County)

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|--|---|----------------|---|-------------------------------|---|---|
| San Bernardino County Transportation Authority (SBCTA) | Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds | Infrastructure | Proposed bicycle and pedestrian facility projects must meet the following guideline requirements: - Bicycle projects submitted for consideration must be included in the latest SBCTA Non-Motorized Transportation Plan (NMTP). - Sidewalk or other pedestrian projects do not need to be included in the latest Non-Motorized Transportation Plan. | N/A | The 2019 Call for Projects was issued 2/4/19 and applications were due 5/3/19. | https://gobcta.com/plans-projects/funding/2019-Article3_CallforProjects_BikePed_2.pdf |
| Riverside County Transportation Commission (RCTC) | Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds | Infrastructure | TDA Article 3 fund bike and pedestrian projects including sidewalks, access ramps, bicycle facilities, and trails. A Call for Projects is issued biennially in February and closes in April. | Average \$300,000 - \$500,000 | The 2019 Call for Project was issued in February 2019 and applications were due in April 2019. Next call will be February 2021. | https://www.rctc.org/funding-and-planning/ |
| Riverside County Transportation Commission (RCTC) | Transportation Development Act (TDA) Article 3 Bicycle and Pedestrian Funds | Planning | TDA Article 3 fund planning studies such as a comprehensive bicycle and pedestrian plan. Plans must emphasize bike/pedestrian facilities that support utilitarian bike/pedestrian travel rather than solely recreational travel. | Maximum depends on each call | The 2019 Call for Project was issued in February 2019 and applications were due in April 2019. Next call will be February 2021. | https://www.rctc.org/funding-and-planning/ |

REGIONAL - CALTRANS DISTRICT 12 (Orange County)

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|---|---|----------------|--|--|--|---|
| Orange County Transportation Authority (OCTA) | Bicycle Corridor Improvement Program (BCIP) | Infrastructure | Funds go to "local Orange County agencies for bicycle and pedestrian projects that reduce traffic congestion and improve air quality." Eligible projects include: - Shared use paths (Class I) - Bicycle lanes on roads (Class II and IV) - Signed pedestrian or bicycle routes (Class III) - Bicycle and pedestrian bridge/overcrossing/undercrossing - Bicycle and Pedestrian specific signs, signals, signal improvements | Maximum of \$4 Million. Minimum of \$100,000. | Applications for fiscal year 2019-2020 through 2023-2024 closes 9/25/18. | https://www.octa.net/Projects-and-Programs/Plans-and-Studies/Funding-Programs/Call-for-Projects/BCIP-Call-For-Projects/ |

PRIVATE / PHILANTHROPIC

| Agency | Program | Use of Funding | Description | Size of Awards | Next Funding Cycle | Website |
|----------------------------|----------------------------------|------------------------|--|--|---------------------------|---|
| Kresge Foundation | N/A | Education / Engagement | Health program area focus areas include "Institutional Investments in Community Health" and "Community-Driven Solutions." Projects should build community capacity; advance policies that help to create inclusive, healthy communities; foster collaboration with community-based organizations; and advance local a community vision of health. | Varies; Grant period: 1-3 years | Ongoing | https://kresge.org/programs/health |
| Citi Foundation | Sustainable Cities | Education / Engagement | Grants must serve low-income communities and relate to one of the three focus areas: direct service, capacity building and planning, and systems change. Projects should reflect cross sector collaboration and build local government capacity. Funding can support projects that pilot or scale best practices from other cities, support additional city staff training, and engage stakeholders in shaping local programs. | \$100,000 and more | | https://www.citigroup.com/citi/foundation/philanthropic-focus/ |
| Fund-to-Trails Conservancy | Doppelt Family Trail Development | Infrastructure | Project Transformation Grant: Funding to help a rails-to-trail project get closer to being fully realized. Funding can support construction, facility/infrastructure, signage, improvements, and significant maintenance. | \$15,000 - \$50,000 | December 2019 (Estimated) | https://www.railstotrails.org/our-work/grants/doppelt/ |
| Scherman Foundation | Rosin Fund | Infrastructure | Urban sustainability is one of the fund's core pillars. Projects should be transformative and represent a paradigm-shift towards sustainable mobility and communities. Funding can support planning and design, infrastructure, and education. | \$150,000 - \$300,000; Grant period: 1-3 years | Fall 2019 | http://scherman.org/programs/environment/rosin-fund/ |