Developing Effective Active Transportation Projects and Programs
Support for Smaller Agencies and Disadvantaged Communities

Module 12: Additional Funding Sources for Active Transportation
Overview

- Overview of sources from:
  - Transportation
  - Environmental, Open Space
  - Smart Growth, Community Development
  - Air Quality
  - Private Sector

Note: more detail on these sources in Module 12 Resources document are available on the Resources webpage: www.lgc.org/atp-support/resources
Funding Resources in Addition to ATP

Other grants can support ATP-funded projects by…

- Providing leveraging funds (not required but get extra points)
- Funding portion of project not awarded ATP funding
- Funding portion of project not eligible for ATP funds
- Providing funds for planning and design to support ATP application for construction
There are many programs that fund bike/ped infrastructure and programming, sometimes as stand-alone projects, sometimes as part of a multi-benefit project (community development, watershed restoration, etc.) – many sources beyond transportation funds, not always programs where you would expect to find such opportunities.
Transportation Sales Tax – The use of these funds varies by county, depending on the language in the ballot measure that approved the program. May include funding for specific projects identified in the ballot measure and/or competitive funding programs.

Regional funds listed at the bottom vary by location, MPO’s and regional planning agencies may or may not have established such programs, applicants will have to follow up with their respective agencies.
Recreational Trails Program – This is the portion not included in ATP.

The One Bay Area grants in the SF Bay Area are a funding source available through the Metropolitan Transportation Commission (the MPO) to fund Priority Conservation Areas (PCA) to help implement the Sustainable Communities Strategy.
Note that the One Bay Area program supports Priority Development Areas, which is different from the PCA’s referenced on the previous slide, these tend to be where there is denser development, major transit, etc.
CMAQ is federal, the other 2 programs are examples of regional air quality programs that can be used to fund bike/ped projects that will reduce vehicle trips.
Federal Lands Access Program

- Funding use: includes bike/ped projects that enhance access to federal lands

- Funded projects include:
  - San Francisco Bay Trail – segment connecting to the Don Edwards San Francisco Bay National Wildlife Refuge ($1.2 million)
  - Rock Creek Road Improvement Project (Mono County) – Road improvement project that includes addition of bike lane
Environmental Enhancement and Mitigation Program (EEMP)

- Funding use: projects that reduce the environmental impacts of transportation facilities
- Funded projects include:
  - Wiseburn Walking Path/Trail (Los Angeles Conservation Corps)
  - Homewood Bike Trail (Tahoe City Public Utility District)
Highway Safety Improvement Program (HSIP)

- Funding use: Includes funding for construction projects to improve bicyclist or pedestrian safety along roads or trails

- Funded projects include:
  - Silverado Trail bike lane (Napa County) – guardrails to improve bicyclist safety
  - Clovis Old Town Trail (Clovis) – concrete abutment
Non-Government Resources

- Volunteer labor
- Foundations
- Health organizations
- Private companies (bike/ped facilities as condition of approval)
Donated Labor and Materials

- Trail bridge construction (City of Folsom)
- Donation and installation of lighting, asphalt, trail amenities, landscaping and irrigation along trail segment (United Rotary Clubs of Modesto)
- Donation and installation of 4,400 trees along the Fresno-Clovis Rail-Trail (Tree Fresno)
Partnering with Health Organizations

THE LATEST TECHNOLOGY
IN THE FIGHT AGAINST
HEART DISEASE.

Kaiser Permanente thrive
Partnering with Health Organizations

Medical Mile trail – Little Rock, Arkansas
Area physicians contributed to a major fundraising drive that spawned the development of the nation’s first “outdoor linear health museum,” an innovative method of combining trails, public art, and health. The creative installations are thematically arranged to educate trail users about common causes of chronic
Conditions of approval are typically done as part of project impacts identified through the environmental review process, especially impacts to the local transportation system or recreational resources. Bike and ped facilities are then required to be included in the project to mitigate these impacts.
Questions/Comments?