

FUNDING SOURCES

8



Goal: Continue to aggressively pursue all available funding sources to support pedestrian and bicyclist infrastructure projects and safety programs.

Funding is perhaps the most critical component to ensuring the implementation of policy recommendations in the Safe and Healthy Streets Plan. Bicycle paths, lanes, and other infrastructure, safety classes, educational campaigns, and promotional activities all require some level of funding. And at a time when the demands on City resources have never been greater, outside funding will play a critical role in the successful implementation of the programs.

According to the U.S. Department of Transportation's Federal Highway Administration, pedestrian and bicyclist projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. For highway funding, bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations. Numerous other grant opportunities exist that provide support for recreational riding, as well as for pedestrian and bicyclist safety training.

Public Works Traffic & Transportation Division has a strong track record of obtaining federal, state, and local funds for transportation projects. The Division currently has over \$47,000,000 in transportation funds for various projects, including pedestrian and bicyclist safety related projects. The Division remains vigilant not to miss any funding opportunity to fund projects to improve the safety of pedestrians and bicyclists in the City.

A sample of potential funding sources is provided below. This list is by no means exhaustive, but rather intended to provide a broad overview of existing programs. A sample of the grants applied for and received by the Traffic & Transportation Division is also listed in the respective sections below.

A summary of Pedestrian and Bicyclist provisions of federal transportation legislation can be found at the Federal Highway Administration's website at:

<http://www.fhwa.dot.gov/environment/bikeped/bp-broch.htm#funding>

Greater detail regarding these provisions can be found at:

<http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

An excellent source of federal, state, and local funding sources can be found at the Los Angeles County Metropolitan Transportation Authority's website at:

http://www.metro.net/projects_studies/funding/images/2008_funding_sources_guide.pdf



8.1 - Policy: Continue to identify and pursue funding sources for the purpose of implementing pedestrian and bicycle projects and programs, including those recommended in the Safe and Healthy Streets Plan.

FEDERAL

Federal Safe Routes to School (SRTS) Program



US Department of Transportation
Federal Highway Administration
400 7th Street, SW
Washington, DC 20590

The purpose of this program is to improve the ability of primary and middle school students, in Kindergarten through eighth grade, to walk and bike to school safely. Proposed activities should be accessible to diverse populations, such as children with disabilities, and promote walking and biking to school as an attractive transportation alternative. Applicants should also maximize the impact of funds in the areas of increasing pedestrian safety and reducing traffic congestion, fuel consumption, and air pollution in primary and middle school neighborhoods.

The City of Glendale, Public Works & Traffic and Transportation Division is planning to apply for the next round of the Federal Safe Routes to School (SRTS) funding.

Urbanized Area Formula Program

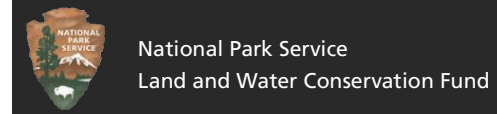


U.S. Department of Transportation
Federal Transit Administration
East Building
1200 New Jersey Avenue, SE
Washington, DC 20590

The purpose of this program is to provide capital and operating assistance for transportation projects in urbanized areas (UZAs). An UZA is an incorporated area with a population of 50,000 or more that has been designated as such by the U.S. Census Bureau. Awards under this program are available to finance planning and capital projects. Capital projects entail acquisition, construction, improvement, and maintenance of facilities and equipment for use in transit including bicycle access, storage facilities, and equipment for installing bicycles on mass transportation vehicles.

Land and Water Conservation Fund

California Department of Parks and Recreation
Office of Grants and Local Services (OGALS)
P.O. Box 942896
Sacramento, CA 94296-0001



The purpose of this program is to support the acquisition and development of outdoor recreation areas and facilities. This program provides funding for projects that plan to acquire new areas or expand existing areas to create public outdoor recreation opportunities. Development projects are also eligible for funding and may include the construction or renovation of existing facilities for outdoor recreation, as well as such associated facilities like lighting, parking, and restrooms. The construction of recreational trails is given a high priority.

This program is administered by the California Department of Parks and Recreation and supported by Federal Land and Water Conservation Funds from the National Park Service.

Recreational Trails Program

California Department of Parks and Recreation
Office of Grants and Local Services
P.O. Box 942896
Sacramento, CA 94296-0001



The purpose of this program is to support the acquisition and development of recreational trails. Assistance is available for the rehabilitation, maintenance, and acquisition of land for recreational motorized and non-motorized trails, and related facilities. Program funding is intended to cover such costs as appraisals, surveys, land purchases, personnel, construction, equipment, supplies, materials, relocation, operations, and other expenditures associated with non-motorized recreational trail projects.

This program is administered by the California Department of Parks and Recreation and supported by federal funds from the Federal Highway Administration (FHWA).

STATE

Safe Routes to School (SR2S) Program

California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001



The purpose of this program is to provide funding for construction projects that will result in improved safety for students who walk or bike to school. Improvements must be made on public property. Eligible activities may include those related to pedestrian facilities, traffic calming, traffic-control devices, bicycle facilities, or public outreach/education. The goals of the program are to reduce injuries/fatalities among school children and encourage increased walking/bicycling among students.

As part of Caltrans' 2009 SR2S Program, the City applied for and received a grant in the amount of \$898,560 to make safety-related improvements at the following six schools in the Glendale Unified School District: Balboa Elementary School, Columbus Elementary School, Dunsmore Elementary School, R.D. White Elementary School, Verdugo Woodlands Elementary School, and Wilson Middle School. The development of the grant application, including the identification of each school's individual safety-related improvements, was a collaborative effort involving administrators and staff of both the City and GUSD, parents of students, and local residents. A key element in the process was the conducting of a Safe Routes to School workshop which was attended by these stakeholders.

Similar in intent to the 2009 SR2S Program, the City has submitted a grant application for 2010 to Caltrans to fund safety-related improvements at six additional GUSD schools. These schools include Glenoaks Elementary School, Edison Elementary School, Lincoln Elementary School, Horace Mann Elementary School, John Marshall Elementary School, and Jon Muir Elementary School. The development of the grant application, including the identification of each school's individual safety-related improvements, was based upon input received in the Safe Routes to School workshop attended by a broad cross section of stakeholders. The 2010 SR2S grant application was for \$449,354, and was approved by Caltrans for funding. The funds will be available to the City by fall of 2011, thereby enabling the improvements to be completed in the summer-fall of 2012.

It is the long-term goal of the City to evaluate and apply for SR2S funds for every eligible school in the City.

State-Local Partnership Program (SLPP)

California Transportation Commission
Mail Station 52, Room 2231
1120 N Street
Sacramento, CA 95814



The purpose of this program is to support transportation improvements that will significantly benefit local communities. Projects should be geographically balanced, cost-effective, multimodal, safe, and reliable. Projects should also include a construction schedule and air quality improvements. Funding will be distributed among formula awards and competitive awards. Eligible project activities include improvements to bicycle or pedestrian safety or mobility.

Funding for this program is provided through Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Transportation Planning Grants: Community-Based Transportation Planning

California Department of Transportation (Caltrans)
Division of Transportation Planning, MS #32
P.O. Box 942874
Sacramento, CA 94274-0001

The purpose of this program is to fund transportation improvements that enhance mobility, access, economic vitality, and environmental protection. Transportation Planning Grants support close placement of housing and employment, efficient movement of goods, community involvement, pedestrian and bicycle mobility and access, smart and strategic land use decisions, and commuting alternatives. The Community-Based Transportation Planning component will support projects that are coordinated transportation and land-use projects that encourage community involvement and partnership.

Traffic Safety Grant Program

Proposal Submission
California Office of Traffic Safety
2208 Kausen Drive, Suite 300
Elk Grove, CA 95758



The purpose of this program is to help state and local government agencies address traffic safety problems. Funding can be used to mitigate traffic safety program deficiencies, expand ongoing activities, or develop new programs including projects aimed at increasing safety awareness and skills among pedestrians and bicyclists.

On October 1, 2010, the Glendale Police Department was awarded a grant from the Office of Traffic Safety in the amount of \$254,795. Entitled "Pedestrian Education, Speed, and Distracted Driving Enforcement," the grant focuses on educating pedestrians and drivers about pedestrian safety and distracted driving in and around high collision areas.

Targeted enforcement operations will be conducted on an overtime basis. Enforcement operations will focus on speeding, red light running, distracted driving and other primary collision factors at or near intersections in the downtown area of the city. Pedestrian safety literature will be produced and disseminated by an educational task force in enforcement zones that will be based upon regularly reviewed collision data. An outreach program will be conducted at local high schools to teach about distracted driving, driving while under the influence, and the importance of making sound decisions.

Grant funds will be spent as follows:

- \$201,920.00 – Targeted overtime enforcement.
- \$36,000.00 – Equipment (two changeable message sign trailers with radar).
- \$8,375.00 – Educational materials (brochures).
- \$4,500.00 – Travel and training.
- \$4,000.00 – Contract services for school outreach program.

Bicycle Transportation Account (BTA)

Bicycle Facilities Unit, MS-1
Division of Local Assistance
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001



The purpose of this program is to provide state funds for city and county projects that improve safety and convenience for bicycle commuters. Grants must be used to support Bicycle Transportation Plans (BTPs) adopted by local agencies. Activities eligible for funding through this program include project planning, preliminary engineering, final design, right of way acquisition, and construction and/or rehabilitation. In order to qualify, the City's Bicycle Master Plan must be updated every five years. For this round of funding, eligible applicants are local agencies that have adopted a Bicycle Transportation Plan (BTP) between January 1, 2005, and December 31, 2009.

The City is currently in the process of updating its Bikeway Master Plan and thereby will be eligible to apply for the next round of BTA funding.

Highway Safety Improvement Program (HSIP)

California Department of Transportation (Caltrans)
P.O. Box 942873
Sacramento, CA 94273-0001

The purpose of this program is to assist local governments with constructing safety improvements on public roads, public surface transportation facilities, publicly owned bicycle or pedestrian pathways or trails, and for various traffic calming measures on local public roads. Program funding is intended to eliminate or reduce the number and severity of traffic collisions at locations that have demonstrated transportation safety problems.

The City has applied for and received two grants as part of the HSIP program for two projects. The first, in the amount \$376,200, is for traffic safety improvements at the intersection of Honolulu Avenue, Verdugo Road, Montrose Avenue, and Verdugo Boulevard. This project will be completed in 2012. The second project, in the amount of \$322,640, will upgrade traffic signal for motorist and pedestrian safety at the intersection of Wilson Avenue, Harvey Drive, and Broadway. This project will also be completed in 2012.

California Kids' Plates Program (Part H): Gap-Grants

California Kids' Plates Program
Center for Injury Prevention Policy and Practice
SDSU Graduate School of Public Health
6475 Alvarado Road, Suite 105
San Diego, CA 92120



The purpose of this program is to support projects that prevent unintentional injuries and nonfatal hospitalizations among children and adolescents. Funding may be used to strengthen existing programs and to provide an opportunity for programs that have never addressed unintentional injury issues to begin working in this critical field of public health including programs related to pedestrian and bicycle safety.

COUNTY

Los Angeles County Metropolitan Transportation Authority (Metro): Call for Projects



Metro
ATTN: Call for Projects
One Gateway Plaza MS 99-23-1
Los Angeles, CA 90012

The purpose of this program is to fund regional capital transportation projects and programs within Los Angeles County. This is a competitive program through which federal, state, and local transportation funds are awarded to the most regionally significant projects including projects for bikeway and pedestrian improvements. Metro accepts applications for projects every other year.

Measure R

In November 2008, Measure R was approved by a two-thirds majority of Los Angeles County voters, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next thirty years.

Measure R:

**You had the vision.
Thanks to Measure R,
now we have the tools.**



Some of Measure R's most immediate benefits will be for the 88 cities in Los Angeles County. Known as the "Local Return," 15% of all Measure R funds will go directly to the cities for projects such as major street resurfacing, pothole repairs, improving traffic congestion, bikeways, pedestrian improvements, streetscapes, traffic signal synchronization and local transit services.

The City of Glendale received \$491,969 in funds collected through December 2009 from Measure R. It is estimated that Glendale will receive as much as \$113 million for various transportation improvements during the thirty year life of the program.

FOUNDATIONS

Bikes Belong Grants Program - FY 2010

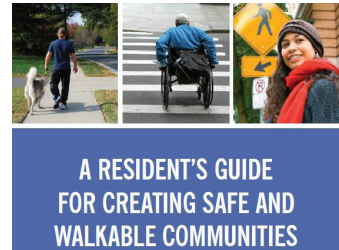


Bikes Belong Coalition
P.O. Box 2359
Boulder, CO 80306

The purpose of this program is to promote bicycling by generating a network of communities throughout the United States that will encourage people of all ages to bicycle for recreation and transportation. The goals of this program include increasing the number of bicyclists, promoting bicycling to the public, building political support for bicycling, and supporting bicycle advocacy groups that have the ability to increase the number of bicyclists in their communities.

UNC Highway Safety Research Center (HSRC): Creating Safe and Walkable Communities

University of North Carolina Highway Safety Research Center
CB# 3430
Chapel Hill, NC 27599



The purpose of this program is to help local communities improve pedestrian safety and walk-ability of neighborhoods, using the University of North Carolina Highway Safety Research Center's, "A Resident's Guide for Creating Safe and Walkable Communities". This guide has been designed to improve pedestrian conditions in communities using various methods for identification of pedestrian safety concerns. Benefits of pedestrian-friendly communities include safer environments for walking and bicycling.

Safe Routes Mini-Grants

National Center for Safe Routes to School
730 Martin Luther King Jr. Blvd, Suite 300
Campus Box 3430
Chapel Hill, NC 27599-3430



The purpose of this program is to support activities and projects that promote safe walking and/or bicycling to school. Activities funded by this program must be part of a broader walking and/or bicycling to school effort. Examples of eligible activities include, but are not limited to, the following:

- Students encouraging peers/parents to find opportunities to walk or bicycle to school
- Students developing and/or promoting school or district policies which are supportive of safe walking and bicycling to school

- Students working together to identify and resolve safe walking/bicycling accessibility issues

The Conservation Fund: Kodak American Greenways Grants - FY 2010

American Greenways Program
 The Conservation Fund
 1655 N. Fort Myer Drive, Suite 1300
 Arlington, VA 22209-2156



The purpose of this program is to foster the planning and design of greenways in communities throughout America. Greenways are corridors of protected, public, and private land established along rivers, stream valleys, ridges, abandoned railroad corridors, utility rights-of-way, canals, scenic roads, or other linear features.

Projects supported through this program should:

- Catalyze new greenway projects
- Assist grassroots greenway organizations
- Leverage additional money for conservation and greenway development
- Promote the use and enjoyment of greenways

Program support will also go to greenways projects that involve natural, cultural, and/or socio-political historical themes.

CORPORATIONS

REI

Since 1976 REI has contributed nearly \$29 million to nonprofit organizations in support of efforts to make outdoor activities welcoming and accessible to all people and promote stewardship of the outdoors. REI's annual giving budget is approximately 3 percent of the previous year's operating profits. In 2009 this amounted to \$2 million to more than 250 local and national groups.



The City would require a nonprofit partner such as the Glendale Parks & Open Space Foundation to access these funds.

PUBLIC/PRIVATE PARTNERSHIPS

The City is encouraged to explore public/private partnerships with community based businesses, health-care providers, and other organizations. These could include, but are not limited to, the Glendale Chamber of Commerce, the Downtown Glendale Merchants Association, the Montrose Shopping Park Association, Brand Boulevard Motor Car Association, Glendale Adventist Medical Center, Glendale Memorial Hospital, Verdugo Hills Hospital, Disney, Dreamworks Animation, Nestle, IHOP, Unum, Glendale Rotary, and Glendale Kiwanis.

Public/Private partnerships are a logical step for local businesses because bicyclists and pedestrians are potential customers with money to spend. Pedestrians and cyclists are more likely to stop and browse in local shops than motor vehicle drivers are because their mode of transportation places them closer to store fronts and moves at a slower pace. While statistics on the economic benefit of cyclists to local businesses are not readily available, it is interesting to note that a 2010 study conducted at the Nelson Institute for Environmental Studies at the University of Wisconsin-Madison found that bicycling contributes \$1.5 billion to Wisconsin's economy every year.

8.2 - Policy: Adopt a resolution allocating a portion of Glendale Measure R local return funds for bicyclist and pedestrian projects.

As previously stated, Metro estimates that the City of Glendale will receive as much as \$113 million dollars in local return Measure R funds. These funds may be used for a variety of transportation improvements including pedestrian and bicycle infrastructure and safety measures. However, it is up to each city to determine how their local return funds will be spent. It is recommended that the Glendale City Council adopt a resolution, similar to that of the City of Los Angeles, which specifically designates 10 percent of all local return funds be devoted to pedestrian and bicyclist projects and programs.

