

Transit, Bicycle and Pedestrian Mobility Funding Guide

2012

**Idaho Transportation
Department, Division of Public
Transportation**

DRAFT

TABLE OF CONTENTS

INTRODUCTION	5
Purpose	5
Organization	5
Grant Programs	6
Overview of Summaries	6
Purpose	6
Eligible Applicants	6
Reimbursable Expenses	6
Funding Information	7
Selection Criteria	7
For More Information	7
One Page Summaries	8
Alternatives Analysis (5339)	9
Bikes Belong Grant Program	10
Bus and Bus Facilities Program (5309, 5318)	11
CHC Foundation	12
Clean Fuels Program (5308)	13
CLIF Bar Trail Preservation Grants	14
Community Development Block Grant	15
Congestion Mitigation and Air Quality Improvement	16
Elderly Individuals and Individuals with Disabilities (5310)	17
Forest Highways Program	18
Head Start	19
Highway Safety Grant Program	20
Idaho ADA Compliance Program	21
Idaho Community Foundation	22

Intercity Non-Urbanized (Rural) Area [5311(f)]	23
Job Access and Reverse Commute Program (5316).....	24
The Kodak American Greenways Program	25
Local Rural Highway Investment Program.....	26
Major Capital Investments (New Starts & Small Starts) (5309)	27
National Scenic Byways Program.....	28
New Freedom Program (5317)	29
Non-Urbanized (Rural) Area (5311)	30
Over the Road Bus (OTRB)	31
Paul S. Sarbanes Transit in Parks Program (5320)	32
Public Transportation on Indian Reservations [5311 (c)].....	33
Recreational Trails Program.....	34
Safe Routes to School	35
Surface Transportation Program (rural and Urban Funds)	36
Surface Transportation Program (Safety funds)	37
Sustainable Communities Planning Grant Program.....	38
Transportation Investment Generating Economic Recovery Program (TIGER)	39
Transportation, Community, and System Preservation (TCSP) Program.....	40
Transportation Enhancement Program	41
Urbanized Area Formula Funding (5307).....	42
Technical Assistance Programs.....	43
Overview of Summaries	43
Purpose	43
Eligible Applicants.....	43
Minimum Requirements.....	43
Selection Criteria.....	44
For More Information	44

One Page Summaries	45
The Building Blocks Program	46
Idaho Rural Partnership Community Review	47
Rivers, Trails, and Conservation Assistance Program	48
Rural Transit Assistance Program (RTAP), 5311 (b) (3).....	49
Safe Routes to School Community Planning Awards.....	50
Smart Growth Implementation Assistance Program	51
Helpful Hints.....	52
Keep Up to Date with New Grant Opportunities	52
Register on Grants.gov.....	52
Register on i-way	52
Critical Elements of a Successful Grant Application.....	52
Partnerships and Letters of Support.....	52
Importance of Data.....	53
Proper planning/project identification	53
Importance of community involvement.....	54
Matching projects.....	54
Additional Resources.....	55
Partnership for Sustainable Communities	55
Community Transportation Association of Idaho	55

INTRODUCTION

PURPOSE

This guide is a catalog of funding opportunities and technical assistance resources for local communities that provide or want to improve bicycle, pedestrian and/or transit infrastructure and services in Idaho. Although non-federal programs are included, this guide really serves as an informational bridge between program descriptions at the federal level and how these programs are actually administered, whether it is by an actual federal agency or by a state agency, at the community level. This catalog only includes those which are established and have a regular cycle (usually annual). One time opportunities are not included due to the fact that they are one time opportunities and it is not known whether they will be available again. This second edition includes two new sections that highlight technical resource grant opportunities and helpful hints.

Future changes to funding and technical assistance opportunities are anticipated; therefore this catalog is updated on an annual basis. During subsequent updates to this catalog every attempt will be made to incorporate new opportunities as well as any created from the several upcoming legislation and administrative changes at the federal and state level including but not limited to, re-authorization of the transportation bill and continued and improved coordination between federal and state agencies. In the interim, there are a variety of sources that will notify potential applicants of new grant opportunities including those relate to federal programs and are described in the Helpful Hints section included as a last chapter to this guide.

This document is to aid potential grant applicants in finding funding and technical assistance opportunities and every attempt was made to include current and accurate information. However, it should not be considered an exhaustive search of all available opportunities. Also, please note that the final authority on any grant opportunity described herein lies with the administrating agency and information should be verified with that agency.

If you have suggestions for new information or comments on existing information contained in this document, please send them to maureen.gresham@itd.idaho.gov.

ORGANIZATION

This catalog consists of three additional chapters. The first, Project Funding Opportunities, includes one page summaries of funding programs. Each opportunity description includes 5 segments, which are described at the beginning of that section. The second, Technical Assistance Opportunities, includes one page summaries of available technical assistance opportunities. Each opportunity description includes 4 segments which are described at the beginning of that section. The third, Helpful Hints, includes resources for additional information, critical elements for any grant applicant, how to leverage funds, and how to calculate project cost and match requirements.

GRANT PROGRAMS

OVERVIEW OF SUMMARIES

The following section includes one page summaries of grant programs that provide funding for projects to improve bicycle, pedestrian and transit mobility. Each summary includes 6 sections, as described below.

PURPOSE

This section includes information about the original source of money, a description of what the program is trying to accomplish and a general overview of eligible project types. Although the administrating agency will usually outline all grant requirements, potential applicants should also know that there may be additional restrictions on how the grant money is administered. A useful way to search this catalog is by key words related to the type of project a potential applicant is trying to fund. However, this type of search may not identify all potential opportunities since only a general overview of eligible project types is included. The next two sections are more conducive to key word searches.

ELIGIBLE APPLICANTS

This section includes a list of eligible applicants and is easily searchable. The following is an inclusive list of all eligible applicants included in this catalog.

- Designated recipients
- Educational institutions
- Governmental agencies (includes local and state)
- Federal agencies
- Federally recognized tribes
- For-profit organizations
- Individuals
- Local governments (cities, counties, and highway districts)
- Metropolitan Planning Organizations (MPO's)
- Non-profit organizations
- State agencies
- Private organizations
- Public agencies (inclusive of all public agencies included in this list)
- Transit providers/operators
- Transit agency/authority

REIMBURSABLE EXPENSES

This catalog summarizes grant opportunities from multiple federal and state agencies that may define expense categories differently. For the purpose of this document, eligible expenses are grouped into easily definable categories. Please note that agencies may use the same terms below, but their definitions may be slightly different. The following categories and definitions are provided to aid potential applicants in their search for grant

opportunities related to the type of funding that is needed. A potential applicant should contact the administering agency to determine if the opportunity will actually cover the type of funding that is needed.

- Administration –Include costs associated with administering/managing a grant. This could include salaries, consultant fees, traveling expenses, and related support activities.
- Acquisition – Includes the purchase/lease of real estate. This could include right-of-way, park/ride facility locations, and/or transit facility locations.
- Capital – Includes the purchase of specific assets, resources or services. This could include items such as buses, vans, equipment, facilities, bike racks, bus shelters, etc.
- Infrastructure – Includes construction, maintenance, and restoration of actual facilities. This could include sidewalks, trails, transit facilities, bus shelters, etc.
- Planning – Includes costs associated with the development or design of a project or program. This could include a bicycle/pedestrian plan, preliminary engineering, research, and/or related studies.
- Operating – Includes costs associated with running an operation. This could include items such as fuel, oil, replacement tires, replacement parts, regular maintenance and repairs, driver and mechanic salaries and fringe benefits, dispatcher salaries and fringe benefits, and licenses.
- Education/Training – Includes costs associated with developing, administering, and/or distributing materials and programs related to education and training. This could include production costs for educational materials, conducting training classes and/or providing technical assistance.

FUNDING INFORMATION

This section includes a summary of information that was readily available related to when the opportunity is available and whether there are minimum or maximum funding amount limits. More importantly, this section also identifies whether the grant opportunity will pay for the entire cost of the project or if the local project sponsor is required to also pay a percentage of the total project cost – also known as a “match requirement”. Additional information is included in the Helpful Hints section, including the last section on “match requirements”. A potential applicant should discuss more detailed requirements with the administering agency.

SELECTION CRITERIA

This section includes readily available information on how a potential project will be evaluated by whoever is selecting projects for award. This information should be used by the potential applicant to help determine the viability of receiving an award from a particular grant program.

FOR MORE INFORMATION

This section includes contact information for the program administrator so that a potential applicant will know where to obtain more detailed information on a particular grant opportunity. Contact names were specifically not included as they are more apt to change than specific departments, phone numbers, and/or websites.

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ALTERNATIVES ANALYSIS (5339)

Purpose: A Federal Transit Administration grant program to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. However, at least one of the alternatives is a new fixed guide way system or extensions to an existing fixed guideway system. Also, the applicant must have legal, financial, and technical capacity to carry out proposed project and maintain facilities and equipment purchased with Federal assistance. Private non-profit organizations are not directly eligible recipients but can partner with other eligible applicants.

Eligible Applicants:

- Local governments
- MPO's
- State agencies
- Transit providers/operators (publicly owned)

Reimbursable Expenses:

- Planning

Funding Information:

- Nationally competitive process
- When funds are available for competitive award, applications for and notification of the grant program will be made available at <http://www.grants.gov/>
- Project sponsors are responsible for at least 20% of the total project cost.

Selection Criteria:

- Contact the program manager for more information

Contact:

Program Administrator: FTA, Office of Program Management
Phone: 202.366.2053
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

BIKES BELONG GRANT PROGRAM

Purpose: The purpose of this privately administered program is to support cycling facilities and projects to improve health, strengthen bike business, and enhance quality of life in communities across the country. Grants are awarded for advocacy activities and/or the construction of bicycle facilities. All proposals must:

- Encourage ridership growth
- Promote bicycling
- Build political support
- Leverage funding
- Address the project objectives of the facility or advocacy funding categories (see above)
- Propose a specific program or project that is measurable.

Eligible Applicants:

- Non-profit organizations
- For-profit organizations
- State, regional, local governments¹

Reimbursable Expenses:

- Administrative (for advocacy related projects, but not salaries or general operating costs)
- Infrastructure (bicycle facilities)

Funding Information:

- Tri-annual application cycle
- Maximum funding allowed per activity/project is \$10,000
- Will not consider grant applications where Bikes Belong would pay more than 50% of the total project cost

Selection Criteria:

- Nationally competitive selection process
- Cannot have received funding from Bikes Belong in the past three years

Contact:

Program Administrator:	Bikes Belong Coalition
Phone:	303.449.4893
Email:	mail@bikesbelong.org
Website:	http://www.bikesbelong.org/grants/apply-for-a-grant/schedules-deadlines/

¹ Government agencies are encouraged to partner with local advocacy groups

BUS AND BUS FACILITIES PROGRAM (5309, 5318)

Purpose: The Bus and Bus Facilities Program includes two funding programs, administered by FTA. The Bus and Bus Related Equipment and Facilities program (5309) provides capital assistance for new and replacement buses, related equipment, and facilities. It is a discretionary program designed to supplement other FTA funding in both urbanized and rural areas. The Bus Testing Facility program (5318) provides funds for facilities used for testing a new bus model for maintainability, reliability, safety, performance (including braking performance), structural integrity, fuel economy, emissions, and noise.

Eligible Applicants:

- Non-profit organizations
- Local governments
- State agencies
- Transit providers/operators

Reimbursable Expenses:

- Capital (new and replacement buses, related equipment, and facilities)
- Infrastructure (shelters, parking, and access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)

Funding Information:

- Nationally competitive process when funds are available.
- If discretionary funds are available for competitive award, applications for and notification of the grant program will be made available at <http://www.grants.gov/>
- Project sponsors are responsible for at least 20% of the total project cost. This percentage may be reduced for projects related to ADA, the Clean Air Act, and some bicycle/pedestrian infrastructure projects.

Selection Criteria:

- Contact the program administrator for more information.

Contact:

Program Administrator: FTA, Office of Program Management
Phone: 202.366.2053
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

CHC FOUNDATION

Purpose: This privately administered program provides funding for projects that serve the public interest and well-being and improve the quality of life for people in eastern Idaho. It is specific to Bonneville, Bingham, Butte, Clark, Custer, Fremont, Jefferson, Madison, Lemhi, and Teton counties. Similar to Idaho Community foundation, this grant is not specifically for transportation, but can be used for transportation projects. Grants can fund fixed material assets such as real estate, equipment, and machinery.

Eligible Applicants:

- Non-profit organizations

Reimbursable Expenses:

- Capital

Funding Information:

- Annual application cycle
- Contact the program administrator for more details on funding allowances

Selection Criteria:

- Contact Program Administrator for more information

Contact:

Program Administrator:	CHC Foundation
Phone:	208.522.2368
Email:	info@chcfoundation.net
Website:	www.chcfoundation.net

CLEAN FUELS PROGRAM (5308)

Purpose: Federal Transit Administration program developed to i) assist nonattainment and maintenance areas in achieving or maintaining the National Ambient Air Quality Standards for ozone and carbon monoxide (CO), and ii) support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. Eligible projects include: (1) Purchasing or leasing clean fuel buses, including buses that employ a lightweight composite primary structure and vans for use in revenue service. The purchase or lease of non-revenue vehicles is not an eligible project. (2) Constructing or leasing clean fuel bus facilities or electrical recharging facilities and related equipment. (3) Projects relating to clean fuel, biodiesel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies. Facilities and related equipment for clean **diesel** buses are not eligible.

Eligible Recipients:

- Designated recipients (5307 recipients that are in maintenance or non-attainment for ozone or CO)

Reimbursable Expenses:

- Capital (clean fuel vehicles only)
- Operating (purchases and leases only)
- Infrastructure (facilities for clean fuel vehicles)

Funding Information:

- Contact the program administrator for more information on the funding cycle, maximum funding allowances and for local match requirements

Selection Criteria:

- Nationally competitive process when funds are available
- Local project sponsor is responsible for a minimum of 10% of the net share of the total cost to comply with or maintain compliance with the Clean Air Act.
- If discretionary funds are available for competitive award, applications for and notification of the grant program will be made available at <http://www.grants.gov/>

Contact:

Program Administrator: FTA Office of Program Management
Phone: 202.366.2053
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

CLIF BAR TRAIL PRESERVATION GRANTS

Purpose: An International Mountain Bicycling Association program to support trail preservation and restoration.

Eligible Applicants:

- Private organizations (IMBA affiliated clubs only)

Reimbursable Expenses:

- Construction (trails, including preservation and restoration of existing trails)
- Education/Training

Funding Information:

- Annual application process starts in summer
- Maximum funding allowed per project/activity is \$500

Selection Criteria:

- Competitive application process
- Applications must include one-page, typed description of how funds will be used for the purpose of the grant, budget outline, club name, contact name, address, phone, email and club website.

Contact:

Program Administrator:

Email:

Website:

IMBA

ryan.schutz@imba.org

http://www.imba.com/resources/grants/clifbar_grants.html

COMMUNITY DEVELOPMENT BLOCK GRANT

Purpose: U.S. Department of Housing and Urban Development (HUD) program, administered by the state, used to construct projects that benefit low and moderate-income persons, help prevent or eliminate slum and blight conditions, or solve catastrophic health and safety threats in local areas. Projects usually fall within one of the following categories:

- Senior/community centers
- Downtown revitalization
- Economic development for infrastructure related to job creation
- Public facilities/infrastructure construction and improvements
- Imminent threats

Eligible Applicants:

- Local governments (non entitlement cities and counties only)

Reimbursable Expenses:

- Infrastructure (public facilities including transit, bicycle and pedestrian facilities)

Funding Information:

- Varies based on project type
- Contact the program administrator for more information on maximum funding allowed per activity/project and the project sponsor responsibilities for project costs and/or review the Idaho Department of Commerce's ICDBG Application Handbook

Selection Criteria:

- Statewide competitive selection process

Contact:

Program Administrator: Idaho Department of Commerce
Phone: 208.334.2470 or toll free: 800.842.5858
Website: <http://commerce.idaho.gov/development-block-grants/>

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Purpose: The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a statewide competitive program that provides federal transportation funds for transportation-related projects that contribute to air quality improvements and reduce congestion. Idaho's CMAQ projects should demonstrate the highest potential for preventing or relieving a community's particular air quality problem.

Eligible Applicants:

- Federal and state agencies
- Federally-recognized Tribes
- Local governments
- MPO's
- Private organizations (with sponsorship from a government entity)

Reimbursable Expenses:

- Administration
- Infrastructure
- Operating
- Planning

Funding Information:

- **Program is currently suspended by the ITD board**

Selection Criteria:

- Specific project evaluation criteria (as identified in ITD Administrative Policy "A-11-05")
- Priority given to those projects that:
 - Are measures, plans, or programs which either are, or have been developed as part of the plan for the control of air pollution in the state of Idaho; and
 - Address transportation-related air pollutants within current nonattainment areas or areas of potential future concern

Contact:

Program Administrator: CMAQ Coordinator, Idaho Transportation Department
Phone: 208.334.8489
Email: Lisa.josleyn@itd.idaho.gov
Website: <http://www.itd.idaho.gov/planning/cmaq/>
http://www.deq.state.id.us/air/data_reports/monitoring/overview.cfm
<http://www.fhwa.dot.gov/environment/cmaqpgs/>

ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES (5310)

Purpose: Federal Transit Administration program, administered by the state, designed to improve mobility for elderly individuals and individuals with disabilities by providing financial assistance for transportation services planned, designed and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas - urbanized, small urban and rural.

Eligible Applicants:

- Non-profit organizations
- Local governments and state agencies²

Reimbursable Expenses:

- Capital (transit related including purchase of services)
- Infrastructure (access to transit facilities, including bicycle facilities within 3 miles and pedestrian facilities within one half mile)

Funding Information:

- Annual funding cycle, application process starts in December
- Contact the program administrator for more information on maximum funding allowances
- Local project sponsor is responsible for a minimum of 20% of the total project cost

Selection Criteria:

- Meet Federal and State program requirements
- Projects must be derived from a strategy identified in a Local Mobility Management Coordination Plan

Contact:

Program Administrator: Grants Administration Team, ITD Division of Public Transportation
Phone: 208.334.8848 or toll free: 800.527.7985
Email: GATeam@itd.idaho.gov
Website: <http://i-way.org>

² Where no non-profit organizations are available to provide service and where governmental authorities approve to coordinate services.

FOREST HIGHWAYS PROGRAM

Purpose: The Forest Highways program is a federal program that provides funding for the reconstruction, rehabilitation, safety, and preservation projects. Proposed projects must be located on a currently designated Forest Highway Route, or a route that can meet the eligibility criteria. Idaho's program is managed by a Tri Agency group consisting of ITD, US Forest Service, and Western Lands Highways Division. This program is a component of the Public Lands Highway program.

Eligible Applicants:

- Public agencies (with authority to finance, build, operate, and maintain a public highway)

Reimbursable Expenses:

- Administration
- Infrastructure

Funding Information:

- The Tri Agency develops a five year program of priority projects on designated Forest Highway routes as proposed by the State and the Forest Service. Applications from counties and local highway districts are solicited through mail
- Funds may be used as matching funds for other Federal-aid highway funds including STP, IM, NHS, and CMAQ
- No match is required
- Contact the ITD administrator for more information on maximum funding per activity/project

Selection Criteria:

- Project has to be related to the development, utilization, protection and administration of national forest and its renewable resources
- Proposed projects should also be identified in a transportation plan, forest plan, and/or county comprehensive plan
- Evaluation criteria relate to safety, system preservation, economic, mobility, and environmental quality goals

Contact:

ITD Tri Agency Member Contact:
Phone:
Email:
Website:

ITD Office of Transportation Investments
208.334.8264
dave.amick@itd.idaho.gov
<http://www.wfl.fhwa.dot.gov/programs/plh/fh/>

HEAD START

Purpose: The Administration for Children and Families Head Start program helps low-income children from federally recognized reservations and migrant farm workers become involved in school and to promote readiness within these children by providing a number of services for them including transportation. All eligible applicants have to demonstrate capability of providing child and family services that meet the standards for participation in programs under the legal code that initiated the Head Start program.

Eligible Applicants:

- Non-profit organizations
- For-profit organizations
- Educational Institutions

Reimbursable Expenses:

- Administrative
- Capital
- Operating

Funding Information:

- Funds are available for a 12-month period when they are available
- Contact the program administrator for more information on funding availability and match requirements

Selection Criteria:

- Nationally competitive selection process
- Equitable national geographic distribution of the grants
- Two award grants to applicants proposing to serve communities in rural areas and to applicants proposing to serve communities in urban areas.
- Population needs
- Community impact
- Percentage of population at the poverty level

Contact:

Program Administrator: Administration for Children and Families, Office of Head Start
Phone: 206.615.3661
Website: <http://www.idahoheadstartassoc.net/AboutIHSA.htm>

HIGHWAY SAFETY GRANT PROGRAM

Purpose: The ITD Office of Highway Safety administers the Federal Highway Safety Grant Program for Idaho. The goal of the program is to eliminate deaths and serious injuries resulting from motor vehicle crashes by implementing programs designed to address driver behaviors. Idaho has identified the following traffic safety problem areas: Aggressive Driving, Occupant Protection, Impaired Driving, Youthful Drivers, Pedestrian Safety, Bicycle Safety, Motorcycle Safety, Traffic Records, and Emergency Medical Services.

Eligible Applicants:

- State agencies
- Local governments
- Non-profit organizations

Reimbursable Expenses:

- Administration
- Education/Training
- Capital (equipment only)
- Operating

Funding Information:

- Annual application process starts in January
- Local project sponsors are required to provide 25% of the total project cost

Selection Criteria:

- Contact program administrator for more information

Contact:

Project Administrator: Idaho Transportation Department, Office of Highway Safety
Phone: 208.334.8100
Email: ohsgrants@itd.idaho.gov
Website: <http://www.itd.idaho.gov/ohs/programs.htm>

IDAHO ADA PEDESTRIAN CURB RAMP IMPROVEMENT PROGRAM

Purpose: The Idaho Americans with Disabilities Act (ADA) Program is a state-administered program that provides funding for projects to address pedestrian curb ramps on the state highway system. The goal of the program is provide safe and easily accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. The Idaho Transportation Department (ITD) is allocating \$500,000 of state funds annually for this program. Individual applicants can qualify for up to \$60,000 in state-aid funding to construct new or alter existing pedestrian curb ramps on the state highway system to meet the requirements of the ADA. Funds can only be used for construction purposes. This program provides local communities more control over the design of pedestrian amenities in their communities and to make better economical use of dollars by eliminating the federal oversight process through the use of state funds while addressing issues on the state highway system.

Eligible Applicants:

- Local governments
- Federally recognized tribes

Reimbursable Expenses:

- Infrastructure (construction only)

Funding Information:

- Applicants can apply for up to \$60,000 annually
- Local project sponsors are encouraged to pay a portion of the project cost, but not required.

Selection Criteria:

- Statewide competitive program
- Projects will be evaluated on project need (priority in the ITD ADA Transition Plan and local need), system completion.
- The review panel will strive for equitable geographic distribution of funds across the state.

Contact:

Program Administrator:	ITD Program Development Team
Phone:	208.334.8292
Email:	john.krause@itd.idaho.gov
Website:	n/a

IDAHO COMMUNITY FOUNDATION

Purpose: Invitation for communities throughout Idaho to describe what is needed to make life better for the people in their town. This grant is not specific to transportation, but has a wide range of purposes. Most specifically this grant can be used for transportation education and awareness programs.

Eligible Applicants:

- Non-profit organizations
- Public agencies
- State agencies
- Local governments

Reimbursable Expenses:

- Education/Training

Funding Information:

- Annual funding cycle, application process deadlines vary by region
- Maximum funding allowed per activity/project is \$5,000

Selection Criteria:

- Regionally competitive process
- Contact program administrator for more information

Contact:

Program Administrator: Idaho Community Foundation
Phone: 208.342.3535
Website: www.idcomfdn.org

INTERCITY NON-URBANIZED (RURAL) AREA [5311(F)]

Purpose: Federal regulations require states to set aside 15 percent of the total funding allocated under the Non-urbanized Area funding (5311) for intercity bus services. Intercity service is defined as a regularly scheduled bus service for the general public, which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity to transport baggage carried by passengers. The service may also provide connections from small rural areas to larger urban areas to make meaningful connections with scheduled intercity bus service to more distant points. See the Idaho Intercity Bus Program Guide for details specific to the Idaho Intercity Bus Program located on the I-Way website (www.i-way.org).

Eligible Applicants:

- Non-profit organizations
- Local governments
- State agencies
- Transit providers/operators (intercity bus service providers that indirectly receive grant funds)

Reimbursable Expenses:

- Administrative
- Capital
- Operating costs (includes acquisition of services)
- Infrastructure (shelters, parking, and access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)

Funding Information:

- Annual funding cycle, application process starts in winter
- Contact local program administrator for more information on program specifics and funding allowances

Selection Criteria:

- Meet Federal and State program requirements
- Competitive application process based on costs per revenue mile
- Projects must be derived from a Local Mobility Management Coordination Plan

Contact:

Program Administrator:	Program Development Team, ITD Transportation Performance Division
Phone:	208.332.7823
Email:	ted.vanegas@itd.idaho.gov
Website:	http://i-way.org

JOB ACCESS AND REVERSE COMMUTE PROGRAM (5316)

Purpose: This is a FTA program to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. This program is administered in Idaho by the Idaho Transportation Department

Eligible Applicants:

- Local governments
- Non-profit organizations
- State agencies
- Transit providers/operators³

Reimbursable Expenses:

- Administration (limited to 90% of total project cost)
- Capital (transit and equipment that will enhance transit use)
- Infrastructure (access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)
- Operating

Funding Information:

- Annual funding cycle, application process starts in winter
- Project sponsor is responsible for the following projects costs:
 - 20% of eligible capital and planning costs
 - 50% of net operating cost of the project
 - 90% of administration costs

Selection Criteria:

- Statewide competitive selection process
- Projects must be derived from a Local Mobility Management Coordination Plan

Contact:

Program Administrator: Grants Administration Team, ITD Division of Public Transportation
Phone: 208.334.8848 or toll free: 800.527.7985
Email: GATeam@itd.idaho.gov
Website: <http://i-way.org>

³ Private providers/operators must provide public transportation services as defined by the Federal Transit Administration

THE KODAK AMERICAN GREENWAYS PROGRAM

Purpose: Eastman Kodak Company, The Conservation Fund and the National Geographic Society team up each year to present the Kodak American Greenways Awards Program. One major element of the Program involves “seed” grant awards to organizations that are growing our nation's network of greenways, blueways, trails and natural areas.

Eligible Applicant:

- For-profit organizations
- Local governments
- Non-profits organizations
- Public agencies

Reimbursable Expenses:

- Contact the program administrator for more information on reimbursable expenses

Funding Information:

- Annual application process
- Contact the program administrator for more information on match requirements, funding allowances, and other restrictions

Selection Criteria:

Funded projects typically advance one or more of the following program goals:

- Catalyzing new greenway projects
- Assisting grassroots greenway organizations
- Leveraging additional money for conservation and greenway development
- Promoting use and enjoyment of greenways

Contact:

Program Administrator: The Conservation Fund
Email: kodakawards@conservationfund.org
Website: http://www.conservationfund.org/kodak_awards

LOCAL RURAL HIGHWAY INVESTMENT PROGRAM

Purpose: The Local Rural Highway Investment Program is a grant program that provides funding to communities with populations of less than 5,000 for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. If the project is \$50,000 or more, the work cannot be conducted in house.

Eligible Applicants:

- Local governments, including highway districts, with jurisdiction over roadways

Reimbursable Expenses:

- Administration
- Infrastructure
- Planning

Funding Information:

- Local project sponsors are encouraged to cover a portion of the total project cost eligible for reimbursement, but are not required to do so.

Selection Criteria:

- Statewide competitive program

Contact:

Program Administrator:

Phone:

Email:

Website:

Local Highway Technical Advisory Council, STP Local Rural and Urban contact

208.344.0565

jzier@lhtac.org

www.lhtac.org

MAJOR CAPITAL INVESTMENTS (NEW STARTS & SMALL STARTS) (5309)

Purpose: The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. The Small Starts program provides funds to capital projects that either (a) meet the definition of a fixed guideway for at least 50 percent of the project length in the peak period or (b) are corridor-based bus projects with 10 minute peak/15 minute off-peak headways or better while operating at least 14 hours per weekday.

Eligible Recipients:

- State, local governments
- Transit providers/operators (publicly owned)

Reimbursable Expenses:

- Administration
- Capital
- Infrastructure (access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)

Funding Information:

- Contact the program administrator for more details on the funding cycle
- Maximum funding per project is \$75 million with a total capital cost of less than \$250 million.
- Project sponsor must pay for a minimum 20% of the total project cost unless it is a bicycle/pedestrian related expense, then project sponsor must pay a minimum of 10% of the total project cost

Selection Criteria:

- Nationally competitive process when funds are available.
- If discretionary funds are available for competitive award, applications for and notification of the grant program will be made available at <http://www.grants.gov/>
- Successfully complete appropriate steps in the major capital investment planning and project development process.

Contact:

Program Administrator: FTA Region Ten Office
Phone: 206.220.7954
Website: http://www.fta.dot.gov/funding/grants_financing_263.html
www.grants.gov

NATIONAL SCENIC BYWAYS PROGRAM

Purpose: The National Scenic Byways Program is a grassroots, collaborative effort established to help recognize, preserve and enhance selected roads throughout the US. The Idaho Scenic Byway program is an important part of sharing the history and beauty of Idaho with local residents and tourists. The grant program provides funding for projects that benefit the byway traveler's experience. Applicants are reviewed and approved by the Scenic Byways Advisory Committee and ITD Board for submittal to FHWA.

Eligible Applicants:

- Federally-recognized tribes
- Local governments
- Non-profit organizations
- Public agencies
- State agencies

Reimbursable Expenses:

- Administrative (project management only and not more than 5% of total cost or \$12,500, whichever is less)
- Acquisition
- Capital
- Education/Training (includes marketing materials)
- Infrastructure
- Operating
- Planning

Funding Information:

- Annual application process
- Process includes submitting to the state Scenic Byways Advisory Committee, which makes recommendations for Idaho Transportation Board approval
- Applicants are encouraged to seek local sources of cash match or in-kind match through donation of materials, services and equipment to complete the project
- Federal share from the Scenic Byway program cannot be more than 80 percent

Selection Criteria:

- Contact the Scenic Byways Coordinator for more information regarding selection criteria. Highlights are included below:
 - Must be included in the Corridor Management Plan
 - Must benefit a byway traveler's experience
 - Funds requested should be proportionate to the proposed benefits
 - Must demonstrate a strong collaboration among a broad range of participants, integration of transportation, economic development and quality of life

Contact:

Program Administrator: ITD, Scenic Byways Coordinator
Phone: 800.527.7985
Email: scenicbyways@itd.idaho.gov
Website: <http://www.idahobyways.gov/>
<http://www.bywaysresourcecenter.org/>

NEW FREEDOM PROGRAM (5317)

Purpose: Federal Transit Administration program aimed at increasing employment among Americans with disabilities by reducing barriers to transportation services and expanding the transportation mobility options available to people with disabilities. A key aspect to this program is that the project activities have to expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

Eligible Applicants:

- Local governments
- Metropolitan Planning Organizations
- Non-profit organizations
- State agencies
- Transit providers/operators
- Federally-recognized Tribes

Reimbursable Expenses:

- Capital (transit and equipment that will enhance transit use)
- Infrastructure (access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)
- Operating

Funding Information:

- Annual application process begins in winter
- The project sponsor is responsible for the following project costs:
 - 20% of eligible capital and infrastructure costs
 - 50% of net operating costs of the project
- The local project sponsor may use money from other non DOT federal programs for their share of the total cost
- Contact the program administrator for more information on maximum funding allowances

Selection Criteria:

- Statewide competitive selection process
- Projects must be derived from a Local Mobility Management Coordination Plan

Contact:

Program Administrator: Grants Administration Team, ITD Division of Public Transportation
Phone: 208.334.8848 or toll free: 800.527.7985
Email: GATeam@itd.idaho.gov
Website: <http://i-way.org>

NON-URBANIZED (RURAL) AREA (5311)

Purpose: Federal Transit Administration program, administered by the state, designed to enhance the access for people in non-urbanized and rural areas with a population of less than 50,000. Eligible activities include:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Provide for the participation of private transportation providers in non-urbanized transportation.

Eligible Applicants

- Non-profit organizations
- State and local governments
- Transit Providers/Operators (intercity bus service providers that indirectly receive grant funds)

Reimbursable Expenses

- Administration
- Capital
- Operating (includes acquisition of services)
- Infrastructure (access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)

Funding Information:

- Annual funding cycle, application process starts in the winter
- Contact the program administrator for more information on the funding allowances
- Local project sponsor is responsible for portions of the total project cost as follows:
 - 20% of eligible project administrative expenses
 - 20% of eligible capital expenses (includes preventative maintenance), with the following exceptions
 - 10% for projects that meet the requirements of the Americans with Disabilities Act
 - 10% for projects that meet the requirements of the Clean Air Act
 - 10% for bicycle access projects
 - 42.5% of net operating cost of the project

Selection Criteria:

- Meet Federal and State program requirements
- Projects must be derived from a Local Mobility Management Coordination Plan

Contact:

Program Administrator: Grants Administration Team, ITD Division of Public Transportation
Phone: 208.334.8848 or toll free: 800.527.7985
Email: GATeam@itd.idaho.gov
Website: <http://i-way.org>

OVER THE ROAD BUS (OTRB)

Purpose: To assist intercity fixed-route, commuter, charter, and tour bus services in complying with "Transportation for Individuals with Disabilities" (49 CFR Part 37, Subpart H).

Eligible Applicants

- Transit Providers/Operators that provide intercity, fixed route, over the road bus services

Reimbursable Expenses

- Capital (adding lifts and other accessibility components to new vehicle purchases and purchasing lifts and associated components to retrofit existing vehicles)
- Training (as related to complying with "Transportation for Individuals with Disabilities")

Funding Information:

- Annual funding cycle, application process starts in the winter
- Contact the program administrator for more information on the funding allowances
- Local project sponsor is responsible for 10% of the total project cost eligible for reimbursement

Selection Criteria:

- Nationally competitive process when funds are available
- If discretionary funds are available for competitive award, applications for and notification of the grant program will be made available at <http://www.grants.gov/>

Contact:

Program Administrator:

FTA Region Ten Office

Phone:

206.220.7954

Website:

http://www.fta.dot.gov/funding/grants_financing_263.html

www.grants.gov

PAUL S. SARBANES TRANSIT IN PARKS PROGRAM (5320)

Purpose: This federal program, administered by the Federal Transit Administration in partnership with the Department of the Interior and the Forest Service, funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails in **national parks** and **public lands**. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities. Applicants must have jurisdiction over land in the vicinity of eligible areas, acting with the consent of the presiding Federal Land Management Agency (FLMA), alone or in partnership with an FLMA or other governmental or nongovernmental participant.

Eligible Applicants:

- Federal agencies
- Federally recognized tribes
- State and local governments

Reimbursable Expenses:

- Planning
- Capital (equipment related to transit, bicycle/pedestrian)
- Infrastructure (access to transit, bicycle within 3 miles/pedestrian within one half mile)

Funding Information:

- Open application cycle
- Contact the program administrator for more information for maximum funding allowances
- No match is required

Selection Criteria:

- Contact the program administrator for more information

Contact:

Program Administrator: FTA, Office of Program Management
Phone: 202.366.2053
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS [5311 (C)]

Purpose: Federal Transit Administration program that provides grants directly to Federally-recognized Tribes for public transportation services on Indian reservations designed to enhance intercity access to health care, shopping, education, employment, public services and recreation.

Eligible Applicants:

- Federally-recognized tribes

Reimbursable Expenses:

- Administrative
- Capital (buses, vans)
- Infrastructure (access to transit facilities including bicycle facilities within 3 miles and pedestrian facilities within one half mile)
- Operating costs (transit related facilities, services, equipment)
- Planning

Funding Information:

- Annual application cycle
- Contact the program administrator for more information on local match requirements

Selection Criteria:

- Nationally competitive selection process

Contact:

Program Administrator: Federal Transit Administration
Phone: 202.366.0893 or TDD is available at 800.877.8339
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

RECREATIONAL TRAILS PROGRAM

Purpose: The Recreational Trails program is administered by the Idaho Parks and Recreation Department. This program funds the maintenance and restoration of existing trails, development and rehabilitation of trailhead facilities, purchase and lease of trail construction and maintenance equipment, and construction of new recreational trails.

Eligible Applicants:

- Non-profit organizations
- Public agencies
- State agencies
- Local governments

Reimbursable Expenses:

- Infrastructure (including maintenance, restoration, and construction of bicycle and pedestrian facilities)
- Capital (related to trail construction/maintenance equipment)

Funding Information:

- Statewide competitive process
- Annual application deadline is in January
- Contact the program administrator for information on the maximum funding allowed per activity/project
- Local project sponsors are responsible for 20% of the total project cost, with 5% of total project being non-federal money

Selection Criteria:

- Statewide competitive selection process based on project's urgency and potential impact

Contact:

Program Administrator: Idaho Department of Parks and Recreation
Phone: 208.514.2431
Email: Kathy.muir@idpr.idaho.gov
Website: <http://parksandrecreation.idaho.gov/aboutus/grants/trails.aspx>

SAFE ROUTES TO SCHOOL

Purpose: The Safe Routes To School (SR2S) program provides (at no cost to locals) planning assistance for communities who want to make the routes safer for students to walk and bicycle to school. The SR2S program strives to increase safety and convenience for students (Kindergarten through 8th grade) to bike or walk to school. The primary goals are to enable and encourage children to walk and bicycle to school, improve the safety of children walking and bicycling to school, and facilitate projects and activities that will reduce traffic, fuel consumption, and air pollution near schools. Idaho receives approximately \$1 million per year from the Federal Highway Administration for Safe Routes to School projects. This program funds activities that support school route safety and infrastructure projects in conjunction with school route safety programs.

Eligible Applicants:

- State agencies
- Local governments
- Non-profit organizations

Reimbursable Expenses:

- Administration
- Education/training
- Infrastructure
- Operating

Funding Information:

- Annual funding cycle
- Application process typically starts in March
- Maximum funding allowed per activity/project:
 - \$100,000 for infrastructure projects
 - \$50,000 for non-infrastructure
- Contact the program administrator for local match requirements

Selection Criteria:

- Statewide competitive selection process

Contact:

Project Administrator:	Safe Routes to School Coordinator, Idaho Transportation Department
Phone:	208.334.4475
Email:	jo.oconnor@itd.idaho.gov
Website:	http://itd.idaho.gov/SR2S/

SURFACE TRANSPORTATION PROGRAM (AS ADMINISTERED BY LHTAC)

Purpose: The Idaho Transportation Board designates an amount of money from the Surface Transportation Program every year to be administered by the Local Highway Technical Assistance through the Local Federal-Aid Incentive Program. This money is used for projects in rural areas, and in cities with populations below 5,000 as well as for urban areas with populations between 5,000 and 50,000. These funds can be used for new construction, reconstruction, or rehabilitation of roadways functionally classified as collector and arterials. These projects can include bicycle/pedestrian facilities. These funds can also be used for activities such as transportation planning and corridor studies.

Eligible Applicants:

- Local governments, including highway districts, with jurisdiction over roadways

Reimbursable Expenses:

- Administration
- Infrastructure
- Planning

Funding Information:

- Local project sponsors are responsible for at least 7.34% of the total project cost eligible for reimbursement

Selection Criteria:

- LHTAC reviews, ranks and submits a prioritized list of projects to the Idaho Transportation Board for inclusion in the Statewide Transportation Improvement Program
- Statewide competitive program

Contact:

Program Administrator:	Local Highway Technical Advisory Council, STP Local Rural and Urban contact
Phone:	208.344.0565
Email:	jflatz@lhtac.org
Website:	www.lhtac.org

SURFACE TRANSPORTATION PROGRAM (SAFETY FUNDS)

Purpose: This program funds is a data driven process by which local jurisdictions with jurisdiction over public right-of-way identify safety improvement countermeasures based on the analysis of 5 years of crash data. Typical projects, which have to reduce accidents at identified hazardous locations, can include bicycle and pedestrian non-road facilities, public trails, and traffic calming activities, or for projects that improve motorist protection at railroad crossings.

Eligible Applicants:

- Local governments (including highway districts) with jurisdiction over roadways

Reimbursable Expenses:

- Administration
- Infrastructure
- Planning (including Road Safety Audits)

Funding Information:

- Local project sponsors are responsible for at least 7.34% of the total project cost eligible for reimbursement

Selection Criteria:

- Fatal and Serious Injury Crashes for the previous five years
- Ability of proposed countermeasure to reduce the identified crash issue
- LHTAC reviews, ranks and submits a prioritized list of projects to the Idaho Transportation Board for inclusion in the Statewide Transportation Improvement Program
- Statewide competitive program

Contact:

Program Administrator:	Local Highway Technical Advisory Council, STP Safety contact
Phone:	208.344.0565
Email:	jzier@lhtac.org
Website:	www.lhtac.org

SUSTAINABLE COMMUNITIES PLANNING GRANT PROGRAM

Purpose: The Sustainable Communities Regional Planning Grant Program supports metropolitan and multijurisdictional planning efforts that integrate housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact. The program places a priority on investing in partnerships, including nontraditional partnerships (e.g., arts and culture, recreation, public health, food systems, regional planning agencies and public education entities) that translate the Federal livability principles into strategies that direct long-term development and reinvestment, demonstrate a commitment to addressing issues of regional significance, use data to set and monitor progress toward performance goals, and engage stakeholders and residents in meaningful decision-making roles.

Eligible Applicants:

- Designated recipients
- Educational Institutions
- Federal agencies
- Federally recognized tribes
- Local governments
- MPOs
- State agencies
- Public agencies (inclusive of all public agencies included in this list)
- Transit providers/operators
- Transit agency/authority

Reimbursable Expenses:

- Planning (Includes costs associated with the development or design of a project. Among other things, this could include a Transit Oriented Development plan, a long range transportation plan, or implementation and changes to zoning codes, ordinances, and comprehensive plans.)

Funding Information:

- Annual application cycle
- Applicant is responsible for a minimum 20 percent of the total project cost

Selection Criteria:

- Nationally competitive selection process
- See program administrator for more information on this opportunity

Contact:

Program Administrator: Housing and Urban Development (HUD)
Email: SustainableCommunities@hud.gov
Website: www.hud.gov/sustainability

TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY PROGRAM (TIGER)

Purpose: The TIGER program is designed to foster multi-modal and multi-jurisdictional projects that promise significant economic and environmental benefits to a metropolitan area, a region and/or the nation.

Eligible Applicants:

- Local governments
- MPOs
- State agencies

Reimbursable Expenses:

- Infrastructure

Funding Information:

- Annual application cycle

Selection Criteria:

- Nationally competitive selection process
- Projects ranks higher with the following conditions:
 - Multimodal projects, coordinated investment from other sources and programs
 - Demonstrate project benefits across selection criteria:
 - State of good repair
 - Economic competitiveness
 - Livability
 - Environmental sustainability
 - Safety
 - Job creation
 - New partnerships, multi-jurisdictional cooperation
 - Public-private partnerships
 - Support key national priorities
 - Non-traditional or hard to fund projects

Contact:

Program Administrator: U.S. Department of Transportation
Phone: 202.366.0301
Email: TIGERGrants@dot.gov
Website: <http://www.dot.gov/tiger/>

TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION (TCSP) PROGRAM

Purpose: The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. Priority will be given to requests that address livability, especially from a highway perspective. This would include, but is not limited to, activities such as operational and/or safety improvements, complete street strategies, traffic calming, street connectivity improvements, reduction of conflicts through access management, and development of livability plans.

Eligible Applicants:

- Federally recognized tribes
- Local governments
- MPOs
- State agencies

Reimbursable Expenses:

- Administration
- Infrastructure
- Planning
- Operating
- Research

Funding Information:

- Annual application cycle
- Applications are due in early June to the FHWA division office
- Applicants are required to pay a minimum of 7.34% of the total project cost eligible for reimbursement

Selection Criteria:

- Equitable distribution to a diversity of populations and geographic regions is sought.
- Projects that address the livability, improving the condition of existing transportation facilities/systems, and safety.
- Projects that have viability and are likely to be completed
- State priorities
- Evidence of leveraging of private or other public funding
- Cost

Contact:

Program Administrator: FHWA Office of Human Environment
Phone: 202.366.0799
Email: Wesley.blount@dot.gov
Website: <http://www.fhwa.dot.gov/discretionary/tcsp2011info.htm>

TRANSPORTATION ENHANCEMENT PROGRAM

Purpose: This program, funded through Federal Highway Administration, is administered locally by the Idaho Transportation Department. The stated purpose of the program is “to preserve and create more livable communities where roads blend with and preserve the natural, social, and cultural environment, by using flexible and innovative funding and design features of the enhancement funds.” The following are eligible project types:

- Projects related to bicycling and walking (facilities for pedestrians and bicyclists, safety and educational activities for pedestrians and bicyclists, and preservation of abandoned railway corridors)
- Projects related to scenic and environmental preservation (acquisition of scenic easements and scenic sites, scenic or historic highway programs, landscaping and other scenic beautification, control and removal of outdoor advertising, mitigation to address water pollution due to highway runoff, and mitigation to address vehicle-caused wildlife mortality)
- Projects related to historic preservation (acquisition of historic sites, archaeological planning and research, scenic or historic highway programs, historic preservation related to surface transportation, rehabilitation and operation of historic transportation buildings, structures, or facilities, and establishment of transportation museums)

Eligible Applicants:

- Federal and state agencies
- Local governments
- Federally-recognized tribes

Reimbursable Expenses:

- Administrative
- Capital
- Infrastructure
- Operating

Funding Information:

- **Program is currently suspended by the ITD board**
- Annual funding cycle
- Maximum funding per activity/program set at \$500,000
- There is a local match requirement but it varies. Contact program administrator for more details.

Selection Criteria:

- Statewide competitive selection process
- Funds allocated based on the following percentages: 40-70% for pedestrian and bicycle, 15-30% for scenic and environmental, and 15-30% for historic related projects

Contact:

Program Administrator: Enhancement Coordinator, Idaho Transportation Department
Phone: 208.334.8272
Email: bikeped@itd.idaho.gov
Website: <http://www.itd.idaho.gov/planning/te/>

URBANIZED AREA FORMULA FUNDING (5307)

Purpose: To increase public transportation ridership through capital projects that finance the planning, acquisition, construction, cost-effective lease, improvement, and maintenance of equipment and facilities for use in transit in urbanized areas (populations greater than 50,000).

Eligible Applicants:

- Local governments.
- MPOs

Reimbursable Expenses:

- Acquisition
- Capital
- Infrastructure
- Operating
- Planning

Funding Information:

- Contact the program administrator for more information on funding cycles and maximum funding allowances
- Project sponsor is responsible for 25% of the total project cost; 10% of the total project cost if the project is related to bicycles and/or cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act; and 50% of the total project cost for operating assistance

Selection Criteria:

- The process to identify and select projects is defined and administered by the Metropolitan Planning Organization for the urban area
- Each MPO must include public participation in its selection process; projects are ultimately approved by each MPO's policy board; and the list of approved projects must appear in a published Transportation Improvement Plan or (TIP) for the MPO.

Contact:

Program Administrator: Operations Director - Community Planning Association of Southwest Idaho
Phone: 208.855.2558
Email: Operations Director - jurlezaga@compassidaho.org
Website: COMPASS – www.compassidaho.org

Program Administrator: Executive Director – Kootenai Metropolitan Planning Organization
Phone: 208.930.4164
Email: kmpo@kmpo.net
Website: KMPO – www.kmpo.net

Program Administrator: Executive Director – Lewis-Clark Valley Metropolitan Planning Organization
Phone: 208.553-7506
Email: director@lewisclarkmpo.org
Website: www.lewisclarkmpo.org

Program Administrator: Director – Bannock Transportation Planning Organization
Phone: 208.233.9322
Email: mori@bplan.org
Website: www.bannockplanning.org

Program Administrator: Executive Director – Bonneville Metropolitan Planning Organization
Phone: 208.612.8530
Email: dwest@bmpo.org
Website: www.bmpo.org

TECHNICAL ASSISTANCE PROGRAMS

OVERVIEW OF SUMMARIES

The following section includes one page summaries of grant programs that provide technical assistance to project sponsors to improve bicycle, pedestrian and/or transit mobility. Each summary includes 5 sections, as described below.

PURPOSE

This section includes information about the original source of money, a description of what the program is trying to accomplish and a general overview of the technical assistance provided to successful grant applicants. Although the administrating agency will usually outline all grant requirements, potential applicants should also know that there may be additional restrictions how and when the technical assistance will be provided. A useful way to search this catalog is by key words related to the type of assistance a potential applicant is wanting. However, this type of search may not identify all potential opportunities since only a general overview of eligible project types is included. The next two sections are more conducive to key word searches.

ELIGIBLE APPLICANTS

This section includes a list of eligible applicants and is easily searchable. The following is an inclusive list of all eligible applicants included in this catalog.

- Designated recipients
- Educational institutions
- Governmental agencies (includes local and state)
- Federal agencies
- Federally recognized tribes
- For-profit organizations
- Individuals
- Local governments (cities, counties, and highway districts)
- Metropolitan Planning Organizations (MPO's)
- Non-profit organizations
- State agencies
- Private organizations
- Public agencies (inclusive of all public agencies included in this list)
- Transit providers/operators
- Transit agency/authority

MINIMUM REQUIREMENTS

This section includes an overview of additional requirements the applicant must meet in order to apply for the technical assistance. This may include eligibility criteria and/or tasks the applicant must complete before applying.

SELECTION CRITERIA

This section includes readily available information on how a potential project will be evaluated by whoever is selecting applicants for award. This information should be used by the potential applicant to help determine the viability of receiving an award from a particular grant program.

FOR MORE INFORMATION

This section includes contact information for the program administrator so that a potential applicant will know where to obtain more detailed information on a particular grant opportunity. Contact names were specifically not included as they are more apt to change than specific departments, phone numbers, and/or websites.

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THE BUILDING BLOCKS PROGRAM

Purpose: The Office of Sustainable Communities in the U.S. Environmental Protection Agency’s (EPA) Office of Policy manages the Building Blocks program. The program provides targeted technical assistance to communities that face common development problems using a variety of tools such as improving pedestrian access and safety, zoning code reviews, and housing and transportation evaluations. Any other information related to what type of assistance – i.e. group of experts visit, tools are provided, etc.?

Eligible Applicants:

- Federally recognized tribes
- Local governments

Minimum Requirements:

- Annual application cycle
- Understanding and support of the principles of smart growth
- Ability to implement changes locally
- Political support

Selection Criteria:

- EPA will select up to 50 communities

Contact:

Program Administrator:
Email:
Website:

EPA Building Blocks Program
nelson.kevin@epa.gov
<http://www.epa.gov/smartgrowth/buildingblocks.htm>

IDAHO RURAL PARTNESHIP COMMUNITY REVIEW

Purpose: The Idaho Community Review is a collaborative project between Idaho Rural Partnership and a host of other federal, state, local, and private organizations. A visiting team of 12-15 community development professionals tour the community and focus on areas identified by the community such as local economic development, infrastructure, housing, community design and identity, land use planning, education, transportation, communication, health care, natural resources, arts, historic, and recreation resources, seniors and youth, and civic life and community involvement. The visiting team assists with the development of an action plan for community development, recommends resources, and provides follow-up assistance as needed.

Eligible Applicants:

- Federally recognized tribes
- Local governments

Minimum Requirements:

- Completed application (available from the Idaho Rural Partnership website)
- Community is responsible for providing some materials and assistance including:
 - Large and small meetings sites for use during the review process
 - Appoint a home team leader for each focus area
 - Arrange community tours and meeting agendas for each focus area
 - Pay for group transportation during the community review
 - Pay or provide all meals for the visiting team during the review
 - Publicize the review to maximize community participation
 - Assist with survey and other data collection prior to the review
 - Provide 1-2 individuals during the review to assist with data entry
 - Designate at least two community members to facilitate follow-up

Selection Criteria:

- Contact the Idaho Rural Partnership for more information on selection criteria

Contact:

Program Administrator:	Executive Director, Idaho Rural Partnership
Phone:	208.332.8687
Email:	mike.field@irp.idaho.gov
Website:	http://www.irp.idaho.gov/

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

Purpose: This program provides assistance to locally led natural resource conservation and outdoor recreation projects. RCTA staff provides assistance for partnership building, organizational development, assessing resources, developing concept plans, public education/participation and funding program identification.

Eligible Applicants:

- Federally recognized tribes
- Local governments
- Non-profit organizations
- Private organizations
- State agencies

Minimum Requirements:

- Contact the program administrator for more information

Selection Criteria:

- Projects are evaluated on the following criteria
 - Ability to protect or improve important natural resources or enhance outdoor recreation activities
 - Goals, partners and community support is well-defined and present

Contact:

Program Administrator:	RTCA Program Manager
Phone:	202.354.6900
Email:	charlie_stockman@nps.gov
Website:	http://www.nps.gov/rtca

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP), 5311 (B) (3)

Purpose: Federal Transit Administration program that provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both State and national program components. ITD has provided this money to the Community Transportation Association of Idaho (CTAI) to administer. CTAI allocates this money in the form of grants, scholarships, and expense reimbursement. Scholarships are funded at the following levels:

- up to \$1,000 at 100%
- to \$2,000 at 50%
- costs beyond \$2,000 not covered

Eligible Applicants:

- Local governments
- Non-profit organizations
- Transit Providers/Operators

Minimum Requirements:

- Contract the program administrator for more information regarding the funding cycles and allowances

Selection Criteria

- Contract the program administrator for more information regarding the funding cycles and allowances

Contact:

Program Administrator:	CTAI
Phone:	208. 344.2354
Email:	emacdonald@ctai.org
Website:	http://ctai.org

SAFE ROUTES TO SCHOOL COMMUNITY PLANNING AWARDS

Purpose: The Safe Routes to School (SR2S) program provides (at no cost to locals) planning assistance for communities who want to make the routes safer for students to walk and bicycle to school. SR2S community planning awards provide transportation consultant services and training opportunities to help schools and communities identify barriers that prevent students from walking and bicycling to school, and develop an action plan to implement strategies to overcome the barriers identified. The project will provide the following technical assistance:

- Transportation professional consultant services
- Development of a plan to address infrastructure needs, safety training and education, awareness, and encouragement efforts to promote walking and bicycling to school
- Funds to conduct local public awareness and education efforts
- First come first served, revolving application process

Eligible Applicants:

- K-8 grade schools, school districts who will work with a local government to improve safety and/or increase participation
- Local and tribal governments who will work with a school or school district to improve safety and/or increase participation

Minimum Requirements

- Contact the program administrator for more information about minimum requirements.

Selection Criteria:

- Proposals will be awarded based on the community/school's commitment to improve safety and increase the number of students walking and bicycling to K-8 grade schools

Contact:

Project Administrator:	Safe Routes to School Coordinator, Idaho Transportation Department
Phone:	208.334.4475
Email:	joconnor@itd.idaho.gov
Website:	http://itd.idaho.gov/SR2S/

SMART GROWTH IMPLEMENTATION ASSISTANCE PROGRAM

Purpose: The Office of Sustainable Communities in the U.S. Environmental Protection Agency’s (EPA) Office of Policy manages the Smart Growth Implementation Assistance Program. This program provides technical assistance to communities to explore innovative ideas to overcome barriers that have prevented them from getting the kind of development they want. Potential topics include helping communities figure out how to develop in ways that make them more resilient to natural hazards, increase economic growth, and use locally generated energy.

Eligible Applicants:

- Educational Institutions
- Federally recognized tribes
- Local governments
- MPOs
- Non-profit organizations
- State agencies

Minimum Requirements:

- Applicants are asked to address issues listed in the “Preparing the Letter of Interest” (section 3 of the project website)
- This is an annual application cycle that typically starts in October

Selection Criteria:

- This is a nationally competitive award
- Selections are based on written proposals and possible subsequent phone calls
- Three to four communities will be selected

Contact:

Program Administrator:	EPA Smart Growth Implementation Assistance Program
Phone:	202.566.2086
Email:	hall.abby@epa.gov
Website:	http://www.epa.gov/smartgrowth/sgia.htm

HELPFUL HINTS

KEEP UP TO DATE WITH NEW GRANT OPPORTUNITIES

REGISTER ON GRANTS.GOV

Grants.gov is chartered to provide simple, consolidated electronic interactions between grant applicants and the federal agencies that manage grant funds. There are twenty-six federal grant-making agencies and more than 900 individual grant programs that award over \$400 billion in grants each year. For the grants community, including state, local, and tribal governments, academia and research institutions, and not-for-profits, Grants.gov is a one-stop resource to available grant funds across the federal government. You can also sign up to get automated e-mail alerts about available grant opportunities. To register on Grants.gov simply click on the “Get Registered” button on the left-hand side of the home page. From there you will have the option to either register as an organization (government agency, non-profit etc.) or as an individual. After obtaining a Data Universal Number System (DUNS) number and registering with the Central Contractor Registration (CCR) you will be ready to search and apply for a wide variety of federal grants.

REGISTER ON I-WAY

Keeping in touch with I-Way and allowing I-Way to keep in touch with you is the best way to stay informed about what is happening with mobility, the I-Way events may be happening in your area, and the available grant opportunities that may benefit your community. I-Way provides an email notification feature that allows you to enter your contact information and indicate what topics interest you, and then I-Way’s powerful email engine takes care of the rest. Enrollment instructions are provided below.

1. Go to the I-Way website at www.I-Way.org
2. On the left side of the page, you’ll see a graphic titled “NOTIFY ME!”. Click where indicated to go to the next page.
3. Enter your name, email address, and company information. Select a user name and password, enter the security verification information at the bottom, and click on Submit.
4. Once you’ve created your account, you’ll be able to Add Email Subscriptions. (If you are a provider of mobility services, from here you can also go to a page where you can edit your provider listing information.
 - The Add Email Subscriptions page let’s you select which Local Mobility Management Network(s) you have interest in along with specific areas of interest including CTAI, Bicycle, Rideshare/Vanpool, Pedestrian, Rail, Public transportation, Legislative announcements, and Public Notices⁴
5. When you are done, click on Submit. Congratulations, you’ve successfully enrolled in I-Way!

CRITICAL ELEMENTS OF A SUCCESSFUL GRANT APPLICATION

PARTNERSHIPS AND LETTERS OF SUPPORT

⁴ To receive funding opportunity updates, select Public Notice.

Most grant opportunities emphasize the importance of showing that there is community support behind any proposed project and that the applicant is working in partnership with other groups and agencies within the community. Attaching letters of support from stakeholders, including public agencies, neighborhood associations, the business community, and non-profits is an important way of showing partnership and support within the community for a proposed project. Most government grants require the applicant to provide a minimum match amount, which is typically around twenty percent. This is done to ensure that the applicant has a certain amount of buy-in or financial stake in the proposed project. However, going above and beyond the minimum match requirement and obtaining at least some of the match dollars from partners or stakeholders is an important way of showing the grant reviewers that there is strong partnership and community support behind the project.

IMPORTANCE OF DATA

Providing relevant and accurate data that supports the need for a proposed project is critical in any grant application. For example, on a transit project it would be important to provide data that displays the need for the project, such as projected revenue and ridership, number of cars taken off of the roads, amount of greenhouse gasses reduced, etc. Also, many grant applications ask for a cost-benefit analysis (CBA) to be done for the proposed project. This is often a fairly complex analysis that shows exactly what benefits will result and what costs will be incurred with the completion of the project. Types of data typically found within a CBA include, number of jobs that will be created because of the project, economic impacts to the community, environmental impacts, safety impacts, etc. Anecdotal information is good and can help round out an application, but hard data, where it can be provided, will best demonstrate to the grant reviewer the importance of a particular project.

PROPER PLANNING/PROJECT IDENTIFICATION

Transportation planning plays a fundamental role in the state, region or community's vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement.

What is the transportation planning process?

Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the Metropolitan Planning Organization (MPO), the State Department of Transportation (state DOT), and transit operators.

Transportation planning includes a number of steps:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and

- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

Resource Guide from FHWA on transportation planning and project identification:

<http://www.planning.dot.gov/documents/BriefingBook/BBook.htm>

IMPORTANCE OF COMMUNITY INVOLVEMENT

Community involvement is a fundamental component of effective transportation planning, project development, and implementation. Community input provides critical information to State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), public transportation providers and resource agencies to more fully understand and assess potential impacts from possible transportation projects as viewed by the community. Early and continuing community involvement allows transportation and resource organizations to be aware of potential issues, problems and impacts, to discuss them more comprehensively, and to determine how to address such concerns.

Community involvement occurs at all stages of the transportation lifecycle. At the planning stage, community involvement is less about specific project development and more about setting strategic directions and long range objectives. While it can be more challenging to engage interested parties at this stage, there is tremendous value in emphasizing the benefits of community involvement and community participation at these early stages.

Resource Guide on public involvement from FHWA:

https://www.fhwa.dot.gov/resourcecenter/teams/planning/pppi_guide.cfm

MATCHING PROJECTS

Many of the funding sources identified in this guide require the local project sponsor – or grantee – to pay a portion of the project cost. This portion is called the “match”. Typically, match is cash and/or in-kind contributions. In the case of most federal grants, the matching funds cannot be federal funds from the same federal agency as is providing the grant. Typically, match comes from non-federal sources. A key fact to remember is that the “match” has to be applied to the actual project, meaning it has to pay for a portion of the total project cost, which is eligible for reimbursement.

Reasons for Requiring Match

Match is seen as an indicator of the local ‘buy in’, commitment and investment in the project. For many competitive grant opportunities, the amount of local funds applied to the project demonstrates the extent to which the grant applicant values the importance and worth of their project. The amount of match funds pledged, especially if in excess of required minimal amounts, can make a particular application ‘more competitive’. Match also provides a leveraging function, allowing the grant funding to ‘go farther’ and provide value to a broader group of grantees and projects.

Sources of Match

Typical cash match may be provided from:

- An undistributed cash surplus
- A replacement or depreciation cash fund or reserve
- A service agreement with a State or local social service agency or a private social service organization

- New capital
- Private donations
- Net revenues/income
- State appropriations
- Federal funding sources that explicitly are allowed to be used as match for a Federal grant

Please note that there may be further, detailed constraints on the sources and types of match. The program administrator should be able to provide that additional detail.

Whether a Federal funding source can be used as match for a Federal grant depends on several factors. First, does the Federal grant explicitly allow other Federal funding as match? Is the Federal funding source being considered for use as match explicitly allowed to be used with the Federal Grant in question? For example, a Federal Transit Administration (FTA) grant might be match-able with Department of Energy (DOE) funds only if: i) the FTA grant allows use of other non-FTA funds (including DOE funds) to be used as match; **AND** ii) the DOE funding source explicitly allows its funds to be used as match for other Federal grant programs including grants from the FTA. In all cases, the primary Federal grant funds and the Federal match funds must be for similar purposes and functions (e.g., transportation capital and operating expenses).

Typical Non Cash (in-kind) match includes either donations (land and services) and/or administration salaries. In-kind contributions can only be used if the recipient of these donations, services and contributions formally documents the value of each non-cash share, and if this value **represents a cost that would otherwise be eligible under the project.**

For additional information on federal requirements regarding matching funds, see Title 49, Volume 1 of the Code of Federal Regulations (CFR) under Section 18 UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND COOPERATIVE AGREEMENTS TO STATE AND LOCAL GOVERNMENTS and Section 19 UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND AGREEMENTS WITH INSTITUTIONS OF HIGHER EDUCATION, HOSPITALS, AND OTHER NON-PROFIT ORGANIZATIONS. Paragraph 23 of each section discusses “Matching or Cost Sharing”.

Federal regulations related to matching funds:

- <http://www.dot.gov/ost/m60/grant/49cfr18.htm>
- <http://www.dot.gov/ost/m60/grant/49cfr19.htm>

ADDITIONAL RESOURCES

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

The U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA) have joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment. To help support these communities, the Partnership agencies have compiled a website (www.sustainablecommunities.gov) that contains a myriad of useful tools and key resources, including an updated listing of available grant opportunities. All of the resources on the website have been developed by or sponsored by the Partnership agencies.

COMMUNITY TRANSPORTATION ASSOCIATION OF IDAHO

CTAI is the Community Transportation Association of Idaho – the statewide, nonprofit membership association dedicated to creating partnerships, improving efficiencies, and building a truly multi-modal system of connected travel in Idaho.

Since 1979, the Community Transportation Association of Idaho (CTAI) has supported improving transportation and mobility options in the state. As Idaho's statewide transportation and mobility association, CTAI serves as the alternative transportation and mobility advocate at the local, state, and federal levels.

A membership-driven nonprofit organization, CTAI provides a number of membership opportunities, each resulting in tangible benefits. CTAI facilitates a variety of programs, trainings, and webinars to educate and engage CTAI members, local mobility supporters, transportation providers, and community leaders. In addition, CTAI employs six District Mobility Managers to facilitate and support local coordination through I-way.

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