

DRAFT Funding Obstacles to Sustainable Streets and Potential Solutions

| Funding Obstacles | Corresponding Potential Solutions |
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| <p>Key Overall Obstacle</p> <ul style="list-style-type: none"> ▪ Siloed approach | <p>Key Overall Solution</p> <ul style="list-style-type: none"> ▪ Integration |
| <p>Ineligible Costs – Project Type</p> <ul style="list-style-type: none"> ▪ Some transportation grants don't allow green infrastructure ▪ Some urban greening grants have not allowed bicycle/pedestrian facilities | <p>Modify Eligibility Criteria – Project Type</p> <ul style="list-style-type: none"> ▪ Prioritize or provide points for green infrastructure ▪ Consider integrating funding sources for single distribution |
| <p>Ineligible Costs – Project Activities</p> <ul style="list-style-type: none"> ▪ One grant may not cover all project phases, such as planning or maintenance | <p>Modify Eligibility Criteria – Project Activities</p> <ul style="list-style-type: none"> ▪ Allow flexibility in grants for all necessary activities and complex projects |
| <p>Matches for Multiple Grants</p> <ul style="list-style-type: none"> ▪ Grants may have restrictions on the source of matching funds <ul style="list-style-type: none"> • For example, federal, state, or local • Some transportation grants combine federal and state funds | <p>Coordinate Match Policies Among Agencies</p> <ul style="list-style-type: none"> ▪ Agencies jointly establish match ▪ Resource agencies establish standard local match similar to transportation grants |
| <p>Funding Cycles Not Coordinated</p> <ul style="list-style-type: none"> ▪ Funding cycles are not coordinated <ul style="list-style-type: none"> • Within the water sector • Across sectors ▪ Opportunistic funding of projects | <p>Coordinate Regarding Funding Cycles</p> <ul style="list-style-type: none"> ▪ Database of grants and upcoming solicitations, including funding source, match requirements, etc. ▪ Coordinate among agencies to time calls |
| <p>Grant Periods May Not Align</p> <ul style="list-style-type: none"> ▪ Delay may result from getting new grant ▪ Ability to obtain grant extensions not described in solicitations | <p>Advertise Maximum Grant Periods</p> <ul style="list-style-type: none"> ▪ Include in the solicitation a description of extensions that may be available |
| <p>Grant Administration – Applications</p> <ul style="list-style-type: none"> ▪ Cost of resources to <ul style="list-style-type: none"> • Track grant opportunities • Package same project for grants with different criteria | <p>Coordinate on Grant Application Process</p> <ul style="list-style-type: none"> ▪ Standardize urban greening solicitations to the extent possible ▪ Consider integrating funding across agencies and sectors – one application |
| <p>Grant Administration – Tracking</p> <ul style="list-style-type: none"> ▪ Separate record-keeping and reporting for each grant ▪ May require separate contracts for different elements of one project | <p>Coordinate Joint Reporting</p> <ul style="list-style-type: none"> ▪ Funding agencies would coordinate to allow joint reporting |
| <p>Scoring of Cost Effectiveness</p> <ul style="list-style-type: none"> ▪ Transportation grants seek the most cost-effective transportation solution ▪ May reduce score for transportation project with green infrastructure | <p>Broaden Scoring Criteria</p> <ul style="list-style-type: none"> ▪ Prioritize green infrastructure, allowing alternative project designs that provide more benefits than just transportation |