

**DRAFT Funding Obstacles to Sustainable Streets and Potential Solutions**

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