



## Common Sidewalk Granting Agencies and Criteria

### **Transportation Improvement Board (TIB)**

Annual call for projects, typical award is \$100k - \$400k.

Focus on pedestrian mobility between generators, not recreational travel.

Requirements:

- Street must be federally classified (Collector, Minor or Principal Arterial. No local access streets).
- 20% minimum match is required.
- ROW is not funded or counted toward required match.

Desirable:

- Pedestrian collision history (within 3 years. Up to 25 of 100 points).
- Existing hazards: sight distance, deep ditches, walking close to road, heavy traffic (>2,500 ADT).
- High numbers of pedestrian destinations: Between termini (best) or within 2-3 blocks. Points are specifically awarded for schools, public facilities, recreational and medical facilities, senior center/housing, high density housing and signed transit stops.

### **Safe Routes to School Program (SRTS)**

Every-other-year call for projects. Funded projects range from \$90k to \$1.2m (\$300k County Award).

Focus on increasing number of children walking and/or biking to school safely.

Requirements:

- Within 2 miles of a school (elementary preferred).
- May include school/transportation safety programs, encouragement activities.
- Student-travel-to-school counts before and after project is required.
- No match is required. Funding can be state or federal in origin.

Desirable:

- On or adjacent to designated school walking route.
- High need projects. Health equity, poverty, minority populations can be included in "need".
- Locations with a bicycle-pedestrian collision history (3 years).

### **Pedestrian and Bicycle Program**

Every-other-year call for projects. Funded projects range from 10,000 to 1.5m (\$725k County award).

Focus on reducing pedestrian and bicycle collisions, and increasing walking and biking for transportation.

Requirements:

- All roads are eligible including local access.
- No match is required. State funding.
- Can fund development/planning only projects.
- Pedestrian and bicycle counts along proposed route must be submitted.

Desirable:

- Pedestrian or bicycle collision history within last 3 years. (Highly desirable)
- Locations with high pedestrian/bike volumes, unprotected conflict points, high speeds etc.