

# D. BICYCLE TRANSPORTATION ACCOUNT MATRIX

Although developing a Bike Action Plan, or any variation of a bicycle transportation plan, is not legally required by a jurisdiction, such an effort must be completed if Santa Monica intends to secure funding from the California Department of Transportation's Bicycle Transportation Account. The bicycle plan must include an estimate of the following:

- ▶ The number of existing bicycle commuters in the plan area, and
- ▶ The potential increase in the number of bicycle commuters resulting from the implementation of the plan.

The bicycle plan must include the following maps and descriptions:

- ▶ A map and description of existing and proposed land use and settlement patterns, bikeways bicycle transportation and parking facilities, and facilities for changing and storing clothing and equipment.
- ▶ A description of bicycle safety and educational programs.
- ▶ A description of the extent of citizen and community involvement in the development of the plan.
- ▶ A description of how the plan has been coordinated and is consistent with other local or regional plans.
- ▶ A description of the proposed projects and their relative priority.

- ▶ A description of past expenditures for bicycle facilities.
- ▶ A description of future financial needs for bicycle projects.

Figure D-1 compiles all of the BTA requirements—located in Section 891.2 of the California Streets and Highways Code (SCH)—and identifies where in the Santa Monica Bike Action Plan each requirement is satisfied.

Figure D-1 Caltrans Bicycle Transportation Account Requirements

SHC 891.2 section	Requirement	Location in Bike Action Plan
A	Existing and future bicycle commuters	Page 2-2, Figure 2-7 & Figure 4-6
B	Description of existing and proposed land use patterns	Page 2-2
B	Land use planning map	Figure 2-2
C	Map of existing bikeways	Figure 2-6 & Appendix A
C	Maps of proposed bikeways	Figure 3-4, Figure 3-6, Figure 3-7 & Appendix B
C	Description of existing bikeways	Page 2-8, Page 3-20, Page 4-25 & Appendix A
C	Description of proposed bikeways	Page 3-26 & Appendix B
D	Maps of existing and proposed bicycle parking facilities	Figure 2-12 & Figure 3-1
D	Description of existing and proposed bicycle parking facilities	Page 2-20, Page 3-14 & Page 4-25
E	Description of existing and proposed multi-modal connections	Page 2-13, Page 3-19 & Page 4-25
F	Maps of existing and proposed changing and storage facilities	Figure 2-14 & Figure 3-15
F	Description of existing and proposed changing and storage facilities	Page 2-22 & Page 3-19
G	Bicycle safety education and enforcement programs	Page 2-15, Page 2-18 & Page 4-24
H	Citizen participation	Page 1-2
I	Consistency with transportation, air quality and energy plans	Page 2-12, Page 3-21, Page 3-23 & Page 4-3
J	Project descriptions and priority listings	Figure 4-2, Figure 4-3, Figure 4-4 & Appendix B
K	Past expenditures and future financial needs	Page 2-1, Page 4-13 & Figure 4-13

# E. FUNDING STRATEGIES

Santa Monica may call upon a variety of potential funding sources including local, regional, State, and Federal funding programs that can be used to implement bikeway and intersection improvements and programming needs detailed in the Santa Monica Bike Action Plan. Most of the Federal, State, and regional programs detailed in this Appendix are competitive, and require the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for bicycle projects typically comes from Transportation Development Act (TDA), which is prorated and distributed to each community based on return of gasoline taxes. Funding for many of the programs would require either TDA funds, general funds (staff time), or possibly private grants.

## FEDERAL FUNDING SOURCES

### **Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU)**

Several categories of federal transportation funding may be expended for bicycle and pedestrian projects. This section summarizes the federal funding sources available for non-motorized transportation projects and estimates the fiscal impact of these sources.

### **Transportation Enhancement Activities (TEA) Program**

The Transportation Enhancement Activities (TEA) Program receives 10% annually from each state's Surface Transportation Program (STP). Three of the twelve categories defined within the TEA are related to bicycle and pedestrian projects, including:

- ▶ Provision of Facilities for Bicyclists and Pedestrians;
- ▶ Provision of Safety and Educational Activities for Pedestrians and Bicyclists; and
- ▶ Preservation of Abandoned Railway Corridors.

Bicycle transportation facilities, pedestrian-walkways and non-construction projects including wayfinding, training, and brochures related to safe bicycle use are eligible uses of TEA funds.

### **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**

CMAQ funds transportation projects to reduce ozone and carbon monoxide pollution and meet national ambient area air quality standards (NAAQS) in Clean Air Act non-attainment areas. The construction of bicycle and pedestrian facilities using CMAQ funding must explicitly provide a transportation function. CMAQ funds projects that bring sidewalks into compliance with the Americans with Disabilities Act (ADA). Non-construction projects such as printed materials related to safe bicycle use are eligible for CMAQ funds as well. These projects must be geared towards bicycle use primarily for transportation rather than recreation and must be included in a plan developed by the State

and each Metropolitan Planning Organization.

## Regional Surface Transportation Program (RSTP)

The RSTP is a block grant program that provides funding for a variety of transportation improvements including bicycle and pedestrian projects. Annually, approximately \$320 million is available through this program—62.5% of which is distributed on a regional per capita basis. The remaining funds are distributed per the discretion of the State of California. MPOs can transfer money from other federal sources to increase allocation flexibility, but if funds are not obligated within three years of federal eligibility, the California Transportation Commission may reprogram the funds. A variety of entities including MPOs, transit agencies, cities, counties, non-profit organizations, special districts and Caltrans may access these funds either directly or indirectly through an eligible sponsor or project administrator.

## Safe Routes to School (SRTS) Program

The federal Safe Routes to School (SRTS) program, authorized under Section 1404 of SAFETEA-LU, provides funding for projects to improve bicycle and pedestrian access to school through the elimination of physical

and cultural barriers. Annually, \$18 million is allocated to this program and a 10% local match is required for proposed projects. Each year, a minimum of 70% of the apportionment is available for infrastructure projects with the remaining reserved for non-infrastructure projects. Infrastructure and non-infrastructure projects are explained below.

### Infrastructure Projects

Infrastructure projects are those which improve bicycle and pedestrian safety and accessibility to a school through the planning, design, and construction of facilities within a two-mile radius of a grade or middle school. There is a \$1 million funding cap for infrastructure projects under SRTS, but no minimum spending amount is required. Indirect and direct costs may both be eligible costs reimbursed through this program. All infrastructure improvements should emphasize the improvement of accessibility and safety of children of all physical abilities walking and bicycling to school.

### Non-Infrastructure Projects

Non-construction activities intending to increase the rate of bicycling and walking to school through education/encouragement/enforcement activities are eligible non-infrastructure projects under the SRTS program. To qualify for funding, tangible deliverables

must be part of the application and samples of proposed materials must be provided with the final invoice or Progress Report. There is a \$500,000 funding cap for non-infrastructure projects and multi-year funding allows a four-year period for project development.

Non-infrastructure projects must fall into one or more of the following categories<sup>1</sup>:

- ▶ **Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- ▶ **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs or pedestrian right of way stinging programs.
- ▶ **Encouragement** – Using events and activities to promote walking and bicycling.
- ▶ **Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).
- ▶ **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic,

<sup>1</sup> From the SRTS website: [http://www.dot.state.ga.us/local\\_government/FundingPrograms/srts/Pages/default.aspx](http://www.dot.state.ga.us/local_government/FundingPrograms/srts/Pages/default.aspx)

and establish safer and fully accessible crossings, walkways, trails and bikeways.

### **Transportation, Community, and System Preservation Program (TCSP)**

The TCSP program provides grants to States, MPOs, local governments and tribal governments to complete projects that improve transportation efficiency while maintaining community preservation and environmental goals. The goal of these projects is to improve the efficiency and reduce the environmental impact of the transportation system while increasing access to jobs and services in addition to reducing the need for costly future public infrastructure investment. The examination of community development patterns and identification of strategies to encourage private sector development patterns to support these goals are also eligible activities.

### **Land & Water Conservation Fund (LWCF)**

The creation and maintenance of high quality recreation resources through the acquisition and development of public outdoor recreation areas and facilities is the goal of the Land & Water Conservation Fund. Trails for recreational purposes are a priority project type under this fund, and Santa Monica's recreational corridors such as San Vicente may be eligible for funding

through this source.

### **Petroleum Violation Escrow Account (PVEA)**

PVEA funds are from fines collected from oil companies for violating price caps set by the federal government in the 1970's. State level grants distributed by the Department of Energy's State Energy and Weatherization Assistance Program are intended for public transportation, bridge construction, and maintenance projects with an emphasis on saving energy. Transportation projects that improve traffic flow are eligible for these funds.

## **STATE FUNDING SOURCES**

### **Proposition 116: Clean Air and Transportation Improvement Act**

Proposition 116 provided approximately \$50 million for bicycle and pedestrian projects. The bicycle and pedestrian elements of the program are essentially complete.

### **Bicycle Transportation Account (BTA)**

The State of California Bicycle Transportation Account (BTA), available through the Caltrans Bicycle Facilities Unit, provides funding for bicycle projects through grants to local jurisdictions. Bicycling for commuting purposes is the priority for projects funded through this source. Projects are selected for funding

by a committee consisting of representatives from Caltrans, advocacy groups and other State agencies.

## **General Information**

### **Funding**

- ▶ Caltrans anticipates an annual appropriation of \$7.2 million for the Bicycle Transportation Account (BTA).
- ▶ No applicant shall receive more than 25% of the total amount transferred to the BTA in a single fiscal year; therefore, the maximum amount an applicant may receive is \$1,800,000.
- ▶ There is a minimum 10% local match.

### **Eligible Project Sponsors**

- ▶ City or county agencies are eligible, or a city or county may apply on behalf of another local agency. The city or county assumes responsibility for the BTA application and the proper use and expenditure of BTA funds.
- ▶ For more information on the BTA and eligible projects, visit: <http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm>
- ▶ Cities and counties with current BTA projects subject to the provisions of a Cooperative Work Agreement (CWA) will not be eligible to compete for BTA funds until the CWA project is complete and closed out.

### **Eligibility Requirements**

- ▶ To be eligible for BTA funds, local agencies must prepare and adopt a Bicycle

Transportation Plan (BTP) that complies with Streets and Highways Code (SHC) section 891.2(a) through (k).

- ▶ Projects not identified in the local agency's BTP will not be eligible for BTA funds.
- ▶ The BTP must be reviewed and approved by the local agency's regional transportation planning agency (RTPA) or appropriate Metropolitan Planning Organization to ensure compliance with SHC section 891.2 and the Regional Transportation Plan (RTP).
- ▶ Following regional approval, the city or county must submit the resolution adopting the BTP, and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU).
- ▶ Local agencies submitting a new or updated BTP with an application must include the following: (1) a resolution adopting the BTP and (2) a letter approving the plan from the local agency's RTPA.

### **Highway Safety Improvement Program (HSIP)**

SAFETEA-LU established the Highway Safety Improvement Program in 2005, which funds projects to reduce serious injuries and fatalities on all public roads through infrastructure improvements. In 2010, Caltrans announced a call for projects to be funded through the HSIP "Cycle 4," which provided funding for 179 projects totaling nearly \$75 million in federal funds. It is not clear that there will be another call for projects for this program.

### **Environmental Enhancement and Mitigation Program (EEMP)**

The EEMP provides \$10 million annually to fund projects to mitigate the environmental impact of new or modified public transportation facilities. The EEMP is funded by State gasoline tax monies and was made permanent in 1999 by Senate Bill 117. Projects are recommended by the State Resources Agency to the California Transportation Commission for funding and grants are awarded in three categories: Highway Landscape and Urban Forestry, Resource Lands, and Roadside Recreational.

### **Office of Traffic Safety (OTS) Grant Program**

The Office of Traffic Safety's mission is to obtain and effectively administer traffic safety grant funds to reduce deaths, injuries and economic losses resulting from traffic related collisions. Each October through November, OTS mails Requests for Concept Papers to more than 3,000 eligible agencies outlining the opportunity to participate in the program and the requirements to compete for available funds. Pedestrian and bicycle safety is one of eight earmarked priority areas for funding. Enforcement and education programs, distribution of bicycle helmets, and the development and distribution of

materials to improve safety are all eligible under this program.

### **Recreational Trails Program (RTP)**

The Recreational Trails Program provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. RTP funds come from the Federal Highway Trust Fund and are distributed to States by legislative formula. Recreational Trails Program funds may be used for the construction and maintenance of existing trails, the purchase of land or equipment to further the program's goals, administrative costs to administer the program, and operation of educational programs to promote safety and use of the trails.

### **Safe Routes to School (SR2S) Program**

Established in 1999, the State-legislated Safe Routes to School (SR2S) program was extended indefinitely by AB 57 in 2007. The goal of the program is to make it safer and more accessible for school children to commute to school by walking and bicycling. Physical infrastructure improvements including bicycle facilities, traffic control devices, traffic calming measures and other pedestrian infrastructure elements are the primary recipients of program funds which

total approximately \$25 million annually. There is a 10% minimum local match required for proposed projects and the maximum amount of SR2S funds that will be allocated to a single project is \$900,000. Outreach, education, encouragement, and/or enforcement activities within a single project may not exceed 10% of total cost.

### **Transportation Development Act Article III (SB 821)**

The Transportation Development Act Article III (SB 821) uses monies collected from the state gasoline tax to provide grants through Regional Transportation Planning agencies to fund transportation improvements. The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for allocating this money on a per capita basis to cities within Los Angeles. These cities have the option to either draw down the funds or to place them on reserve.

The supportive activities of bicycle and pedestrian projects that are eligible for these funds are:<sup>2</sup>

- ▶ Engineering expenses leading to construction;
- ▶ Right-of-way acquisition;
- ▶ Construction and reconstruction;
- ▶ Retrofitting existing bicycle and pedestrian

facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA);

- ▶ Route improvements such as signal controls for bicyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates; and
- ▶ Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals that are accessible to the general public.

### **Environmental Justice (EJ) & Community-Based Transportation Planning (CBTP) Grants**

The EJ and CBTP grant programs are used to bring together transportation and land use activities to help foster sustainable communities. Up to 90% of project funding for these primarily planning-based programs provided by Caltrans. Public and stakeholder participation are emphasized with these grants and projects should conform to smart-growth practices. MPOs, RTPAs, cities, counties, transit agencies and tribal governments are eligible to apply for the grant programs directly or as a sub-recipient. Plans and studies, including safe, innovative and complete pedestrian/bicycle/transit linkage studies, are eligible projects through these grants.

## **REGIONAL FUNDING SOURCES**

### **Los Angeles County Metropolitan Transportation Authority (Metro) Call for Projects (CFP)**

Metro is responsible for preparing the LA County TIP, which allocates discretionary funds to improve all modes of surface transportation. The Call for Projects program is a competitive process that distributes discretionary capital transportation funds to regionally significant projects every other year depending on funding availability. Metro's staff, Technical Advisory Committee (TAC) and Board of Directors all have input on the selection of projects for the TIP. There are a number of modal categories relevant to the implementation of Bike Action Plan projects and programs which are identified in Figure E-1. Some intersection improvements or grade-separated crossing projects in this Bike Action Plan may provide an equal or greater benefit to pedestrians. In these cases the City should consider applying for funding within the Pedestrian Improvements modal category. Wherever possible, Bike Action Plan projects should be included as part of larger arterial improvement projects and submitted under the Regional Surface Transportation Improvements category.

<sup>2</sup> From the Los Angeles Metro website

**Figure E-1 Metro Call for Projects -Modal Categories Relevant to Bike Plan Projects and Programs<sup>1</sup>**

Modal Category	Share of Funding*	Eligible Projects**
Bikeway Improvements	8%	Regionally significant projects that provide access and mobility through bike-to-transit improvements, gap closures in the inter-jurisdictional bikeway network, bicycle parking, and first-time implementation of bicycle racks on buses.
Regional Surface Transportation Improvements	40%	These funds may potentially be available to construct on-street bicycle lanes, grade-separated bikeway projects and other bicycle infrastructure projects if they are part of a larger project improving arterial traffic operations.
Transportation Enhancement Activities	2%	Funds a variety of activities including safety and educational activities for pedestrians and bicyclists. Initiatives to improve bicycle facilities may also be eligible if in conjunction with other eligible projects.
Transportation Demand Management	7%	These funds are intended to implement programs that encourage a decrease in VMT. Bicycle Commuter Centers, modern bicycle sharing infrastructure, and other bicycle programs that are deemed technological or innovative may be eligible for these funds. Bicycle components of larger TDM plans may also be eligible.
Pedestrian Improvements	8%	Pedestrian improvements that promote walking as a viable form of utilitarian travel, pedestrian safety, and an integral link within the overall transportation program.

\* Funding estimate is bi-annual (every other year) based on the approved funding from the 2007 CFP.

\*\*The discussion of eligible projects is based on 2009 CFP requirements and assumes all eligibility requirements are met and the questions in the CFP application are adequately addressed. These requirements are subject to change in future cycles. City staff should refer to the latest CFP Application package for detailed eligibility requirements.

Notes: (1) Project descriptions derived from Metro’s website. [http://www.metro.net/projects/call\\_projects/](http://www.metro.net/projects/call_projects/)

**Proposition C**

Proposition C is a voter enacted (1990) one-half cent sales tax for public transit purposes and is administered by Metro. These funds can be leveraged by bonding for capital projects. Twenty percent of the revenue generated is allocated for the Local Return Fund which is distributed to cities on a per capita basis exclusively for public transit purposes. These funds:

- ▶ Require annual project descriptions;
- ▶ Establish the need for Metro to conduct fiscal and compliance audits upon project completion;

- ▶ Can establish capital reserves with Metro Board approval; and
- ▶ May not be traded to other jurisdictions.

These funds are intended to exclusively benefit public transit including Congestion Management Programs, commuter bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects. Bikeway projects include bikeway construction and maintenance, signage, information/safety programs, and bicycle parking and must meet the following conditions:

- ▶ Shall be linked to employment or educational sites.
- ▶ Shall be used for commuting or utilitarian trips.
- ▶ Jurisdictions must have submitted a PMS Self Certification.
- ▶ See the Proposition C funding guidelines on [Metro’s website](#) for more details.

**Measure R**

Measure R, approved by Los Angeles County voters in November 2008, provides funding for a variety of transportation improvements through a local sales tax. For fiscal years 2010-2039, fifteen percent of this 30-year one half-cent sales



tax will be allocated to Local Return through which local governments may fund projects at their discretion. The Local Return can be used to fund improvements such as bikeways, pedestrian infrastructure, and streetscape enhancements.

### **AB2766 Air Quality Management District (AQMD)**

Since 1991, the AB2766 Subvention Program has provided a funding source for cities and counties to meet requirements of Federal and State Clean Air Acts and for implementation of motor vehicle measures in the AQMD Air Quality Management Plan (AQMP). These funds may be used for bicycle and pedestrian projects. The bicycle expenditures deemed most effective are those that link to other bike-friendly projects creating a comfortable environment for those traveling by bicycle, and to increase the use of this mode and reduce mobile source emissions. Reducing single occupancy vehicle trips by encouraging the use of the bicycle for transportation is the priority goal of these funds. Bicycle lanes, trails, bridges, parking facilities, loan and purchase programs, and research and development practices are all examples of appropriate uses of these funds.

## **LOCAL FUNDING SOURCES**

### **Developer Impact Fees**

The City of Santa Monica could require

developer impact fees to offset the traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on and off-site bikeway improvements that will encourage all residents and/or employees to bicycle rather than drive. Establishing a clear nexus between the impact fee and the project's impacts is critical in avoiding legal action for ineligible use.

### **Mello-Roos Community Facilities Act**

The Mello-Roos Community Facilities Act allows for special assessment or benefit districts to be created and special taxes assigned to fund infrastructure and other improvements in an area. These improvements can include bicycle and pedestrian facilities, and other infrastructure such as that required for utilities. These special taxes must be approved by two-thirds of the voters in a proposed district.

### **Special Taxing Authorities**

Seventeen counties have approved local ballot measures that permit the collecting of additional local sales taxes for transportation purposes. The City of Santa Monica could develop a Transportation Demand Management (TDM) tax or special assessment that may fund improvements and programs for non-motorized transportation.

## **PRIVATE & NON PROFIT FUNDING SOURCES**

### **Bikes Belong**

Bikes Belong awards grants of up to \$10,000 for facility and advocacy projects, for up to 50% of the total project cost. Bikes Belong has also administered SRTS mini-grants which could be a simple way to provide bike parking to satisfy the school district's growing bike storage needs.

### **Robert Wood Johnson Foundation (RWJF)**

RWJF provides grants for programs that promote active and healthy living through its Call for Proposals process. Public agencies may apply for these funds and many bicycle and pedestrian improvement programs may be eligible.

