

9 | Implementation

WHILE THE CBPP IS THE AUTHORITY'S PLAN, it can only be implemented with the collaboration and actions of local jurisdictions and certain special agencies and districts in Contra Costa. These partners have the power and responsibility to plan, design, construct, maintain and operate the pedestrian and bicycle improvements and programs outlined in this plan. This chapter outlines the main actions that the Authority and various other parties will need to take to implement the CBPP, discusses the Authority's funding priorities with respect to pedestrian and bicycle projects, and contains information on funding sources that local jurisdictions can use to fund their nonmotorized transportation projects and programs.

IMPLEMENTATION ACTIONS

Authority

Below are the actions that the Authority intends to take toward implementing the CBPP. Following adoption of the CBPP, the Authority—with input from the CBPAC, the TCC and local and regional agencies involved in pedestrian and bicycle planning and support—

will review the following actions and identify the resources needed to accomplish them. Based on this study, the Authority will develop an overall approach and scope of work for carrying them out. The Authority may decide to add, eliminate, delay or revise actions to respond to financial constraints, available staff resources or identified need. Some actions, for example, might better be carried out by other agencies and other actions may be needed to achieve the objectives of the CBPP. The Authority will consider a variety of means to implement the actions in the most cost-effective way. These means may include the use of consultant services, additional staff support, cooperative efforts with partner agencies or changes to existing staff responsibilities.

Plans and Policies

- 1 | **Update the CBPP regularly** to ensure that the plan reflects current conditions and priorities and helps local jurisdictions to maintain eligibility for BTA grants. Make technical amendments to the plan, including to the map of the countywide bicycle network and the county's bikeway atlas, approximately every two years and make these avail-

able to the public on the Authority's website. Conduct a full update of the plan approximately every four years both to make technical amendments and to reflect new priorities and help local jurisdictions maintain eligibility for BTA grants.

- 2 | **Ensure that roadway projects funded by the Authority incorporate "complete streets" principles** as appropriate to each project so that they provide safe and convenient access to all users, including bicyclists and pedestrians.
- 3 | **Work with local agencies to develop methods for evaluating bicycling and walking** for inclusion in the Authority's "Technical Procedures", including the impacts of projects and General Plan Amendments on walking and bicycling and the achievement of Multimodal Transportation Service Objectives that focus on bicycling and walking.
- 4 | **Enforce the requirement of the Growth Management Program** that local jurisdictions incorporate policies and standards into their development approval process that support pedestrian and bicycle access in new developments.
- 5 | **Continue to sponsor the Countywide Bicycle and Pedestrian Advisory Committee**, particularly in their efforts to select recommended projects for funding; review "routine accommodation" checklists and; identify and implement multi-jurisdictional projects and programs; and, more generally, address countywide pedestrian and bicycle transportation issues.

Support for Local Efforts

- 6 | **Maintain an up-to-date online "toolbox"** that provides a directory of best practices, model policies, standards and guidelines, and other resources for local agencies related to the planning, design and imple-

mentation of pedestrian and bicycle facilities and programs and pedestrian- and bicycle-friendly developments.

- 7 | **Support and participate in studies** to determine appropriate and cost effective solutions to pedestrian and bicycle access issues. Support can include direct funding or technical or staff support.
- 8 | **Improve wayfinding for pedestrians and bicyclists** in Contra Costa and the region. Work with local agencies to explore development of a countywide signage scheme, including directional and destination signs for bikeways and trails and location maps in pedestrian districts.
- 9 | **Support further development of the regional BikeMapper SM online tool**, including through regular mapping updates of the countywide and local bikeway networks.
- 10 | **Help local jurisdictions develop bicycle or pedestrian plans**, whether by adapting the CBPP, with necessary amendments, or by developing wholly new plans.
- 11 | **Assist local project sponsors in complying with the "routine accommodation" requirements** of the Metropolitan Transportation Commission that require consideration of the needs of bicyclists and pedestrians in the design of new transportation improvements.

Funding

- 12 | **Help fund pedestrian and bicycle improvements**, including both facilities and support programs, that implement the priorities in the CBPP. The Authority will also coordinate the distribution of funds under different funding sources, to the extent possible, to maximize the effectiveness of each source.

- 13 | **Inform local agencies of funding opportunities** for pedestrian and bicycle projects and provide them with assistance, as appropriate, in developing grant applications.
- 14 | **Maintain an updated online list of funding sources** for pedestrian and bicycle projects available to local jurisdictions.
- 15 | **Consider requests for funding for pedestrian and bicycle projects** as part of requests for earmarks and other special funds from the State or federal government, especially funding for projects to overcome important gaps or obstacles in the Countywide Bikeway Network and in designated pedestrian districts.

Monitoring

- 16 | **Collect and make available data** on walking and bicycling countywide, including trip-making, shares of total trips, and crashes involving pedestrians and bicyclists.
- 17 | **Investigate the usefulness of mapping of crash data countywide** with local agencies and the potential supportive role the Authority could play.

Local jurisdictions

The Authority encourages local jurisdictions, and the RTPCs as appropriate, to take the following actions toward implementing the CBPP:

- 1 | **Adopt the CBPP, with amendments as necessary, or develop local pedestrian and bicycle plans.** Plans should be consistent with the CBPP and should be detailed enough to meet requirements for eligibility under Caltrans' BTA funding program.

- 2 | **Implement types of projects identified as priorities in the CBPP.** Jurisdictions will need to identify specific improvements, conduct detailed planning and design, seek funding (including from the Authority) and, lastly, construct them.
- 3 | **Accommodate pedestrians and bicyclists in all new and rebuilt projects.** In particular, the Authority will expect this of projects built with funding from the Authority.
- 4 | **Increase the availability of bicycle parking.** Adopt bicycle parking ordinances applicable to both public and private developments, and install or provide bicycle racks for installation at existing buildings and sites.
- 5 | **Revise general and specific plans to strengthen or incorporate policies that promote pedestrian- and bicycle-friendly development patterns.** In particular, incorporate policies, tailored to the character of the community, that encourage higher densities, mixed-use development and site and architectural designs that support walking and bicycling, especially in pedestrian-priority areas.
- 6 | **Adopt guidelines and standards to accommodate walking and bicycling in new developments and major redevelopments.** This can be accomplished by modifying zoning and subdivision ordinances, and review and approval processes for development projects.
- 7 | **Continue to support** the implementation and improvement of pedestrian- and bicycle-related initiatives of 511 Contra Costa.



Other agencies

County, regional and state agencies are encouraged to take the following actions to assist in the implementation of the CBPP:

- 1 | **Caltrans: Approve the CBPP.** This is the responsibility of Caltrans' Bicycle Facilities Unit.
- 2 | **Caltrans: Enforce Deputy Directive 64** to address the safety and mobility needs of bicyclists and pedestrians in all projects, regardless of funding.
- 3 | **BART: Make station areas more pedestrian and bicycle friendly.** Adopt and begin implementing station-area plans that prioritize non-motorized transportation for all stations in Contra Costa.
- 4 | **All transit operators: Increase the availability of bicycle parking** at all stations and stops in Contra Costa to accommodate current and projected demand; continue to accommodate bicycles on BART and buses.

- 5 | **EBRPD, EBMUD and Contra Costa Water District: Improve regional trails in Contra Costa.** While the Authority can make funding available, these agencies will need to identify, plan, design, construct, operate and maintain improvements.

PRIORITIES FOR FUNDING

As mentioned earlier, the Authority's main role with respect to implementation of the CBPP is to provide funding to local jurisdictions, special districts (such as the EBRPD) and other agencies to plan, design and construct pedestrian and bicycle improvements. The CBPAC will review and recommend for funding to the Authority pedestrian, bicycle and trail projects under Measure J's "Pedestrian, Bicycle and Trail Facilities" program as well as under various other funding programs for nonmotorized transportation (see next section for a description of funding programs).

This section — along with the "Funded Projects" section in chapter 2 and Appendix C — addresses BTA requirement (k): "A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area."

To ensure that both pedestrian and bicycle projects have a chance of being funded, the Authority will review the criteria used to select projects for funding to ensure that their weighting and interpretation do not favor one type over the other. The Authority will also consider setting maximum amounts of Measure J funds available for any single project, to prevent a large, complex project from receiving a disproportionate amount of the funds. The CBPAC will review minimum and maximum funding requests, the weighting of the criteria used and other policies for the Authority's consideration and

adoption. Lastly, funding will not be provided for projects that constitute mitigation measures required by regulatory agencies.

In reviewing applications for funding for nonmotorized transportation projects, the CBPAC will use the prioritization criteria listed below. The criteria will also be used for other funding sources and purposes as the need arises and as appropriate for each situation. The CBPAC will need to develop, for the Authority's approval, recommendations on the relative weight of each criterion to allow for the determination of project scores, ratings or rankings. This methodology could be revised prior to each funding cycles, based on the CBPAC's experience with previous cycles. Because the criteria cannot be defined in ways that capture every possible circumstance, the selection process will need to leave room for subjective decisions and judgment calls on the part of the CBPAC. In particular, the CBPAC will need to take into account whether applicants for funding considered alternatives to their proposed projects and whether a proposed project is the best and most cost-effective solution to meet its objectives. The CBPAC will also need to weigh the desire to construct new facilities, which expand the system, with the need to improve existing facilities, which sustain investments made previously.

The set of funding prioritization criteria will apply to pedestrian, bicycle and trail facilities and other infrastructure. This means that the three types of projects will compete against each other and be evaluated using the same set of general criteria. The criteria and the types of projects that would likely receive a higher score are listed below. The criteria are not listed in order of importance or priority; instead, as mentioned above, the Authority, with the CBPAC's input, will need to determine the relative weight of each criterion.

- **Safety:** Projects designed to address a documented or commonly recognized safety deficiency, especially conflicts with motor vehicles.
- **Range of users:** Projects that attract and meet the needs of a broad array of distinct groups of users, including school children, students, seniors, the disabled, families, commuters and recreationalists.
- **Countywide or regional significance:** This includes projects in Contra Costa located in a pedestrian priority location, on the countywide bicycle network or on the regional bicycle network designated by MTC, especially if they provide connections to work, school or transit.
- **Destinations served:** Projects near key existing and planned activity centers such as shopping areas, employment centers, transit centers, stations or stops, civic buildings, parks, schools, libraries and other community facilities.
- **Other latent demand criteria:** Projects in areas with attributes (other than destinations served) that influence the decision to walk or bicycle; these include population and employment density, mix of land uses, percentage of zero-vehicle households and relative lack of car parking, among others.
- **Connectivity:** Projects that close a gap, remove a barrier to access, shorten the distance by foot or bike, or provide an alternative to a trail that is closed overnight, especially if they facilitate connections to work, school or transit.
- **Feasibility:** Feasible, ready-to-go projects, for which planning and preliminary design work have been done.
- **Integration:** Projects that appear in a local plan or integrate with other local efforts being undertaken.
- **Matching funds:** Projects that have partial funding, secured or promised, from other sources.

- **Public support:** Projects for which there is evidence of public support or that have been identified as priorities by the public and by the RTPCs and other relevant agencies.

ESTIMATING COSTS OF FACILITIES

As they consider bicycle and pedestrian improvements to propose to the Authority for funding, local jurisdictions will need to estimate the costs of those improvements. Below are two well-regarded and user-friendly tools for estimating costs, one for pedestrian facilities, the other for bicycle facilities.

Pedestrian facilities

MTC's "Pedestrian Districts Study," mentioned in Chapter 5, provides a cost-estimating tool for pedestrian improvements as a planning aid for local jurisdictions. The tool consists of an Excel spreadsheet with a menu of commonly used pedestrian infrastructure items and amenities, their approximate low- and high-end per-unit prices, and a rating of the "effectiveness" of each item on a high/medium/low scale; infrastructure items include sidewalks, crosswalks, roadway medians, traffic signals and bulb-outs, among others, while amenities include such items as benches, trees and street pole banners. To obtain a project cost estimate, users simply enter into the spreadsheet the quantities of various items needed to implement their intended pedestrian improvement.

- ▶ **MTC's Generic Cost Estimating Tool for pedestrian projects (chapter 4 of the Pedestrian Districts Study):**
www.mtc.ca.gov/planning/bicyclespedestrians/Ped_Districts

Bicycle facilities

Report 552 of the National Cooperative Highway Research Program, entitled "Guidelines for Analysis of Investments in Bicycle Facilities,"

presents methodologies and tools for, (i) estimating the cost of various bicycle facilities; and, (ii) evaluating their potential value and benefits. These tools are meant to "help transportation planners make effective decisions on integrating bicycle facilities into their overall transportation plans and on a project-by-project basis." The research described in the report was used to develop "Benefit-Cost Analysis of Bicycle Facilities," a step-by-step online worksheet for estimating the costs, demand levels and quantifiable benefits of new bicycle facilities.

- ▶ **Guidelines for Analysis of Investments in Bicycle Facilities:** onlinepubs.trb.org/Onlinepubs/nchrp/nchrp_rpt_552.pdf; and **"Benefit-Cost Analysis of Bicycle Facilities:"** www.bicyclinginfo.org/bikecost

MEASURE J FUNDING SOURCES

It is expected that the Authority, through various programs, will be one of the main source of funds for improvements to implement the CBPP. There are numerous other funding sources at the federal, state, regional and local levels that can be used to construct pedestrian and bicycle improvements. Most of these sources, however, are highly competitive and involve the preparation of extensive applications with clear documentation of the project need, costs and benefits—an effort that staff at local jurisdictions often do not have time to undertake. On the other hand, the Authority already has a ready source of funds through the programs authorized by Measure J, the local half-cent sales tax for transportation, which was approved by county voters in 2004. Below are the main Measure J programs with respect to funding for pedestrian and bicycle projects, as outlined in "Contra Costa's Transportation Sales Tax Expenditure Plan" for the measure.

- ▶ **Measure J expenditure plan:**
www.ccta.net/assets/documents/Measure%20J_expenditure%20plan.pdf

Pedestrian, Bicycle and Trail Facilities

This will be the single most important source of funds for CBPP projects. It amounts to \$23.3 million, or 1.5 percent of the total revenue authorized by Measure J, over 25 years. Two-thirds of the funds, or \$15.5 million, are to “complete projects in the Countywide Bicycle and Pedestrian Plan.” The remaining one-third (\$7.8 million) is “to be allocated to the EBRPD for the development and rehabilitation of paved regional trails.” The expenditure plan stipulates that “EBRPD is to spend its allocation equally in each subregion....”

The expenditure plan also states that “Consistent with the Bicycle Plan and the importance of bicycle and pedestrian facilities, other potential funding categories in this Plan for pedestrian/bicycle/trail facilities include: (a) Major Streets: Traffic Flow, Safety, and Capacity Improvements; (b) Safe Transportation for Children; (c) Local Streets and Road Maintenance; and (d) the Transportation for Livable Communities project grants.” The sentence “Consistent with the Bicycle Plan” appears to indicate that pedestrian and bicycle projects submitted for funding consideration under those categories should fit the CBPP’s priorities, namely that they complete missing segments in the countywide bicycle network or be located in a pedestrian-priority location. Below is a brief description of each of those categories.

Safe Transportation for Children

Under this category, \$7.8 million will be for projects identified by TRANSPAC (representing Central County jurisdictions) “which may include the SchoolPool and Transit Incentive Programs, pedestrian and bicycle facilities, sidewalk construction and signage, and other projects and activities to provide transportation to schools.”

Local Streets and Road Maintenance

From the expenditure plan: “Funds may be used for any transportation purpose eligible under the Act and to comply with the GMP requirements.... Pedestrian and bicycle facilities are an important part of the regional transportation system. Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects.” A total of \$279.1 million will be available under this category to all local jurisdictions.

Contra Costa Transportation for Livable Communities (CC-TLC)

From the expenditure plan: “The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants and specific transportation capital projects may receive funding under this program. Jurisdictions will be eligible for projects that meet the eligibility criteria only if they are in compliance with the GMP at the time a grant is approved for funding allocation by the Authority.” A total of \$77.5 million will be available under this category to all local jurisdictions, and projects are to be selected by the RTPCs. More detailed information about the TLC program is included in part IV of the expenditure plan (pages 28-29).

Other Measure J programs

The other programs under Measure J that include or could realistically yield funds for pedestrian and bicycle projects are:

- **Commute Alternatives** (\$15.5 million): “This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit. Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects.”
- **Major Streets: Traffic Flow, Safety, and Capacity Improvements** (\$62.3 million): Funds under this source will be available to all local jurisdictions for “Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities.”
- **Additional Funding for Livable Communities** (\$6.2 million): “This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified by WCCTAC.” WCCTAC represents West County jurisdictions.
- **Additional Pedestrian, Bicycle and Trail Facilities** (\$0.6 million): “WCCTAC will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County.”

Summary of eligible project types under Measure J funding sources

Pedestrian, Bicycle and Trail Facilities

- Pedestrian, bicycle and trail facilities that “complete projects in the Countywide Bicycle and Pedestrian Plan”
- Development and rehabilitation of paved EBRPD trails, to be spent equally in each subregion

Safe Transportation for Children

- Projects and activities to provide transportation to schools in Central County

Local Streets and Road Maintenance

- Generally any transportation purpose, including pedestrian and bicycle facilities

Contra Costa Transportation for Livable Communities

- Transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage
- Examples: pedestrian, bicycle, streetscape facilities, traffic calming and transit access improvements
- Both planning and capital projects

Commute Alternatives

- Alternatives to commuting in single occupant vehicles
- Examples: parking facilities; carpooling; vanpooling; transit, bicycle and pedestrian facilities; Guaranteed Ride Home; congestion mitigation programs; SchoolPool; and clean fuel vehicle projects

Major Streets: Traffic Flow, Safety, and Capacity Improvements

- Improvements to major thoroughfares
- Examples: traffic signals; widening; traffic calming and pedestrian safety improvements; bike facilities; shoulders; sidewalks; curbs and gutters; and bus transit facility enhancements

Additional Funding for Livable Communities

- Same as under Transportation for Livable Communities (see above), but only in West County

Additional Pedestrian, Bicycle and Trail Facilities

- Pedestrian, bicycle and trail facilities in West County
- Both capital and maintenance projects

OTHER FUNDING SOURCES

As mentioned in the previous section, there are numerous funding sources available to local jurisdictions for pedestrian and bicycle improvements besides Measure J. Below are descriptions of those that routinely fund the development of pedestrian and bicycle facilities in the Bay Area. The first five are administered by MTC while the rest are administered by various other agencies and organizations, as described below.

Regional Bikeway Network Program

MTC’s “Regional Bicycle Plan for the San Francisco Bay Area” designates a regional bikeway network covering approximately 2,140 miles throughout the nine Bay Area counties. MTC has pledged \$1 billion to fully fund this regional bikeway network (with the exception of links on toll bridges) and will create a funding program with the intention of completing construction of the network by 2035. This program will replace the expired Regional Bicycle and Pedestrian Program.

Transportation Enhancements

Under the Transportation Enhancements (TE) program, California receives approximately \$60 million per year from the federal government to fund projects and activities that enhance the surface transportation system. The program funds projects under 12 eligible categories, including the provision of bike lanes, trails, bicycle park-

ing and other bicycling facilities; safety-education activities for pedestrians and bicyclists; landscaping, streetscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for nonmotorized transportation. In California, 75 percent of TE funding is distributed by the regional transportation planning agencies. For the Bay Area, MTC allocates the money through its Transportation for Livable Communities program (see below). The remaining 25 percent is allocated by Caltrans at the district level.



Transportation for Livable Communities

MTC created the Transportation for Livable Communities (TLC) program—not to be confused with the CC-TLC program under Measure J—in 1998. It provides technical assistance and funding to cities, counties, transit agencies and nonprofit organizations for capital projects and community-based planning that encourage multimodal travel and the revitalization of town centers and other mixed-use neighborhoods. The program funds projects that improve bicycling

and walking to transit stations, neighborhood commercial districts and other major activity centers.

- **MTC's TLC program:** www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Transportation Development Act, Article 3

Article 3 of California's Transportation Development Act is perhaps the most readily available source of local funding for pedestrian and bicycle projects. TDA funds are derived from a statewide quarter-cent retail sales tax. This tax is returned to the county of origin and distributed to the cities and county on a population basis. Under TDA Article 3, two percent of each entity's TDA allocation is set aside for pedestrian and bicycle projects; this generates approximately \$3 million in the Bay Area annually. Eligible projects include the design and construction of walkways, bike paths and bike lanes, safety education programs, and the preparation of comprehensive bicycle or pedestrian plans. According to MTC Resolution 875, these projects must be included in an adopted general plan or bicycle plan and must have been reviewed by the relevant city or county bicycle advisory committee.

- **MTC's Procedures and Project Evaluation Criteria for the TDA Article 3 program:** www.mtc.ca.gov/funding/STA-TDA/RES-0875.doc

Climate Action Program

In partnership with the Bay Area Air Quality Management District, Bay Conservation Development Commission and the Association of Bay Area Governments, MTC is sponsoring a transportation-oriented Climate Action Program, designed to reduce mobile emissions through various strategies, including a grant program. The grant program will provide funding for pedestrian and bicycle projects

through new Safe Routes to School and Safe Routes to Transit programs, with total funding expected to be approximately \$400 million. This funding will be in addition to the state and federal Safe Routes to School programs and MTC's existing Safe Routes to Transit program.

Bicycle Transportation Account

The Bicycle Transportation Account (BTA) is a Caltrans-administered program that provides funding to cities and counties for projects that improve the safety and convenience of bicycle commuting. Eligible projects include secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination of hazards to bike commuters. In fiscal year 2008/09, the BTA provided \$7.2 million for projects throughout the state. To be eligible for BTA funds, a city or county must prepare and adopt a bicycle transportation plan that meets the requirements outlined in Section 891.2 of the California Streets and Highways Code.

- **Bicycle Transportation Account:** www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Safe Routes to Transit

Safe Routes to Transit (SR2T) is a grant-funding program that emerged out of the Bay Area's Regional Measure 2, which instituted a \$1 toll increase on the Bay Area's seven state-owned toll bridges. Through the SR2T program, up to \$20 million is to be allocated through 2013 on a competitive basis to programs, planning efforts and capital projects designed to reduce congestion on toll bridges by improving bicycling and walking access to regional transit services that serve toll-bridge corridors. Funds can be used for secure bike storage at transit; safety enhancements and barrier removal for pedes-

trian or bike access to transit; and systemwide transit enhancements to accommodate bicyclists or pedestrians. Projects that improve access to car-sharing pods are also eligible. The SR2T program is administered by two nonprofit organizations, TransForm and the East Bay Bicycle Coalition, with MTC serving as the fiscal agent. The program awarded approximately \$3.9 million during each of its first two cycles, in 2005 and 2007. Future funding cycles are scheduled to occur in 2009, 2011 and 2013.

► **Bay Area Safe Routes to Transit funding program:**

www.transformca.org/campaign/srzt

Safe Routes to School

California's Safe Routes to Schools program (SR2S) is a Caltrans-administered grant-funding program established in 1999 (and extended in 2007 to the year 2013). Eligible projects include bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools, as well as "incidental" education, enforcement and encouragement activities. Planning projects, on the other hand, are not eligible. In fiscal year 2007/08, approximately \$25.5 million was available in grant funding.

► **Caltrans Safe Routes to School program:**

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Bay Trail grants

The San Francisco Bay Trail Project—a non-profit organization administered by the Association of Bay Area Governments—provides grants to plan, design and construct segments of the Bay Trail. The amount, and even availability, of Bay Trail grants vary from year to year, depending on whether the Bay Trail Project has identified a

source of funds for the program. In recent years, grants have been made using funds from Proposition 84, the 2006 Clean Water, Parks and Coastal Protection Bond Act; however, this is a limited-term source of funds.

► **Bay Trail grants:** www.baytrail.org/grants.html

Transportation Fund for Clean Air

The Transportation Fund for Clean Air (TFCA) is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a \$4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. A sub-program of the TFCA is the Bicycle Facility Program (BFP), which provides funding for bicycle paths, lanes, signed routes, bicycle parking, bus racks and other bicycle-related projects. Grant awards are generally made on a first-come, first-served basis to qualified projects. Funding for bicycle projects is also available through the TFCA's County Program Manager Fund. Under that sub-program, 40 percent of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (the Authority, in Contra Costa's case). Applications are made directly to the CMAs, but must also be approved by the BAAQMD.

► **TFCA Bicycle Facility Program:**

www.baaqmd.gov/pln/grants_and_incentives/bfp/index.htm

► **TFCA County Program Manager Fund:**

www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.htm

Measure WW

In 2008, Contra Costa and Alameda County voters approved EBRPD's Measure WW, the "Regional Open Space, Wildlife, Shoreline and Parks Bond." This extension of a similar 1988 bond measure allocates \$33 million specifically to trail projects in the county. In addition, the measure will provide \$48 million directly to cities, the county and special park and recreation districts for their park and recreation needs, including trails and other nonmotorized transportation projects.

- **Measure WW:** www.ebparks.org/ww

Hazard Elimination Safety

Administered in California by Caltrans, the federal Hazard Elimination Safety (HES) program provides funds to eliminate or reduce the number and severity of traffic collisions on public roads and highways. Cities and counties compete for HES funds by submitting candidate projects to Caltrans for review and analysis. Caltrans prioritizes these projects statewide and approves priority projects for funding through its annual HES program plan. Historically, only about 20 percent of applications are approved for funding. In the 2005-2006 program cycle, Caltrans awarded approximately \$16 million under the HES program.

- **Hazard Elimination Safety program:**
www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm

Summary of eligible project types under other funding sources

Regional Bikeway Network Program (MTC)

- Projects on the Bay Area regional bikeway network, except links on toll bridges

Transportation Enhancements (MTC, Caltrans)

- Twelve categories of projects and activities that enhance the surface transportation system
- Categories include: bike lanes, trails, bicycle parking and other bicycling facilities; safety education activities for pedestrians and bicyclists; landscaping, streetscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for nonmotorized transportation

Transportation for Livable Communities (MTC)

- Capital projects and community-based planning that encourage multimodal travel and the revitalization of town centers and other mixed-use neighborhoods
- Projects that improve bicycling and walking to transit stations, neighborhood commercial districts and other major activity centers

Transportation Development Act, Article 3 (MTC, Authority)

- Pedestrian and bicycle projects in an adopted general plan or bicycle plan
- Examples: design and construction of walkways, bike paths and bike lanes; safety education programs; the preparation of comprehensive bicycle or pedestrian plans

Climate Action Program (MTC, BAAQMD, BCDC, ABAG)

- Pedestrian and bicycle projects as part of safe routes to school and safe routes to transit

Bicycle Transportation Account (Caltrans)

- Projects that improve the safety and convenience of bicycle commuting
- Examples: secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination of hazards to bike

commuters

Safe Routes to Transit (TransForm, EBBC)

- Programs, planning efforts and capital projects that will improve bicycling and walking access to regional transit services that serve toll-bridge corridors
- Examples: secure bike storage at transit; safety enhancements and barrier removal for pedestrian or bike access to transit; systemwide transit enhancements to accommodate bicyclists or pedestrians; access improvements to car-sharing pods

Safe Routes to School (Caltrans)

- Bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools
- “Incidental” education, enforcement and encouragement activities

Bay Trail Grants (Bay Trail Project)

- Planning, design and construction of segments of the Bay Trail

Transportation Fund for Clean Air (BAAQMD)

- Projects and programs that will reduce air pollution from motor vehicles
- Examples: Bicycle paths, lanes, signed routes, bicycle parking, bus racks and other bicycle-related projects

Measure WW (EBRPD)

- EBRPD trail projects
- Park and recreation needs of cities, the county and special park and recreation districts, including trails and other nonmotorized transportation projects

Hazard Elimination Safety (Caltrans)

- Projects that eliminate or reduce the number and severity of traffic collisions on public roads and highways