

8.0 FUNDING AND IMPLEMENTATION



This chapter covers the following topics:

- Previous Expenditures for Bikeways
- Potential Funding Sources: Federal, State, and local
- Implementation Plan

This chapter identifies specific funding sources available for bicycle and pedestrian projects identified in this Plan. The chapter also outlines a strategy for implementing the first two tiers of project identified in Chapter 7 (short-term and high priority intermediate-term projects). Funding is the crux of the implementation process, and a plan is only as good as its potential to attract funding for implementation.

8.1 Previous Expenditures for Bikeways

As required under Caltrans Streets and Highways Code Section 891.2 (k), cities must describe in their approved bicycle plans any previous bikeway expenditures. The City of West Hollywood has not funded any bicycle improvements in the past five years except for the bicycle lanes that were implemented as part of the City's redesign and rehabilitation of Santa Monica

Boulevard. The bike lanes were constructed as part of the overall project design. This project was completed in 2001.

8.2 Potential Funding Sources

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed bicycle and pedestrian improvements. Most of the Federal and State programs are competitive, and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for projects can come from sources within jurisdictions that compete only with other projects in each jurisdiction's budget. A detailed summary of available funding programs along with the latest relevant information is provided on the following pages. The funding sources are listed in Table 8.1 that begins on page 8.10.

8.2.1 TEA-21/TEA-3

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorized the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. TEA-21 expires in 2003, and all funds have been allocated under its authorization. Congress is currently in the initial stages of crafting a reauthorization bill that will include a continuation of and/or a new set of funding programs, funding eligibility guidelines, and funding formulae for allocation. The MTA will continue to be the distributive body that will allocate federal funding to cities within Los Angeles County, including West Hollywood. The successor program to TEA-21 will be authorized in 2003 and is tentatively called TEA-3.

Federal funding through TEA-3 will likely provide some of outside funding for West Hollywood projects, assuming that TEA-3 contains much of the same funding programs as TEA-21. TEA-21 currently contains several programs including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), National Recreational Trails, Section 402 (Safety), Scenic Byways, and Federal Lands Highway. The Transportation Enhancement program, which is the largest federal funding program for bicycle and pedestrian projects, is a setaside within STP.

TEA-21 funding is administered through the California Department of Transportation (Caltrans) and the Los Angeles County Metropolitan Transportation Authority (MTA). Most, but not all, of the funding programs are transportation (versus recreation) oriented, with an emphasis on (a) reducing auto trips and (b) providing inter-modal connections. Funding criteria often requires quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, California Environmental Quality Act (CEQA) compliance, and commitment of some local resources. In most cases, TEA-21 provides matching grants of 80 to 90 percent--but prefers to leverage other moneys at a lower rate.

The following programs described are those that have been in place under TEA-21. The new federal transportation legislation that will be passed in 2003 may include changes to these programs and/or a complete reorganization of programs, requirements, and funding allocations.

Projects that receive funding through the MTA must apply through the biennial Call for Projects. The required local match for these funds is 20 percent and projects compete based on a number of criteria. The 2003 deadline for receiving funds in August 2004 is March 28, 2003. The MTA likes to encourage projects that include attributes such as the following.

1. Provide more Class II bike lanes
2. Improve the bicycle-transit connection
3. Provide a low-cost transportation option
4. Complete a regional spine of Class I bike paths
5. Provide bicycle parking
6. Provide safety and/or directional amenities

[Regional Surface Transportation Program Fund \(STP\) \(Section 1108\)](#)

The Surface Transportation Program is a block grant fund. Funds are used for roads, bridges, transit capital, and pedestrian and bicycle projects, including bicycle transportation facilities, bike parking facilities, equipment for transporting bicycles on mass transit vehicles and facilities, bike- and pedestrian-activated traffic control devices, preservation of abandoned railway corridors for bicycle and pedestrian trails, and improvements for highways and bridges. TEA-21 allows the transfer of funds from other TEA-21 programs to the STP funding category. On-street bike lanes and new bicycle- and pedestrian-actuated signals would be some of the projects West Hollywood could apply for under this program.

[Transportation Enhancements Program \(TE\) \(Section 1201, paragraph 35\)](#)

The TE Program is a 10 percent set-aside of funds from the Surface Transportation Program. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. Two Enhancement Activities are specifically bicycle related: (1) provision of facilities for bicyclists and pedestrians, (2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle or pedestrian trails). Funding for bicycle parking and the improvement of bus stop facilities along Sunset Boulevard are two items that the City of West Hollywood could apply for under this program.

[Congestion Mitigation and Air Quality Improvement Program \(CMAQ\) \(Sec. 1110\)](#)

Funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 federal Clean Air Act Amendments. Projects must come from jurisdictions in non-attainment areas, and the South Coast Air Quality Management District is a non-attainment area in which West Hollywood is located. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, bicycle route maps, bicyclist- or pedestrian-activated traffic control devices, bicycle and pedestrian safety and education programs and promotional programs.

[Hazard Elimination Safety Program \(HES\)](#)

The Hazard Elimination Safety program is a federal safety program administered by Caltrans that provides funds for safety improvements on public roads and highways, with the goal of eliminating or reducing the number and/or severity of traffic accidents at locations selected for improvement. Candidate projects can be on any public road and must address a specific safety problem using a "quick fix" that does not result in significant environmental impacts. Proposals are accepted for two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, projects are assessed in a specific Work Type category such as roadway illumination, utility pole relocation, traffic signals, signs, guardrail upgrades, and obstacle removal. In California since 2000, the Safe Routes to School program has used a large portion of this funding source to fund school-related transportation safety and pedestrian access projects.

8.2.2 State Funding Programs

TDA Article 3 (SB 821)

Transportation Development Act Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. The Los Angeles County Metropolitan Transportation Authority (MTA) is responsible for administering this program and establishing its policies.

These funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down these funds or place them on reserve. Agencies must submit a claim form to MTA by the end of the fiscal year in which they are allocated. Failure to do so may result in the lapsing of these allocations.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- 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 cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle and pedestrian facilities, such as improved intersections, bulb-outs, 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 and are accessible to the general public.

The City of West Hollywood was allocated \$19,119 for the fiscal year 2002/2003.

Bicycle Transportation Account (BTA)

The State Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. The program is currently funded at \$7.2-million annually through fiscal year 2005/06. Agencies may apply for these funds through the Caltrans Office of Bicycle Facilities. Applicant cities and counties are required to have a bicycle plan that conforms to Streets and Highways Code 891.2 in order to qualify to compete for funding on a project-by-project basis. The City of West Hollywood may apply for these funds through the Caltrans Office of Bicycle Facilities. A local match of 10% is required for all awarded funds.

Safe Routes to School (AB1475)

The Safe Routes to School program is a state program using allocated funds from the Hazard Elimination Safety program of TEA-21. This program, is meant to improve school commute routes by eliminating barriers to bicycle and pedestrian travel through rehabilitation, new projects, and traffic calming. A local match of 11.5% is required for this competitive program, which allocates \$18-million annually. Planning



grants are not available through this program. The proposed neighborhood bikeway projects in West Hollywood would be good candidates for funding under this program.

Office of Traffic Safety (OTS)

The primary objective of the program is to reduce motor vehicle fatalities and injuries through a national highway safety program. Priority areas include police traffic services, alcohol and other drugs, occupant protection, pedestrian and bicycle safety, emergency medical services, traffic records, roadway safety and community-based organizations. The Office of Traffic Safety (OTS) provides grants for one to two years. The California Vehicle Code (Sections 2908 and 2909) authorizes the apportionment of federal highway safety funds to the OTS program.

State, city and county governmental agencies, school districts, fire departments, public emergency service providers, state colleges and universities. Non-profit and community-based organizations are eligible through a "host" governmental agency.

A bicycle and pedestrian safety program should strive to increase safety awareness and skills among pedestrians, bicyclists and drivers. The program should include the following three components: education, enforcement and engineering. Educational efforts may address specific target groups or the entire community. Enforcement efforts may include speed enforcement, bicycle helmet and pedestrian violations and the display of radar trailers near schools and areas of high bicycle and pedestrian usage. Engineering includes developing a "Safe Routes to School" component to complement educational efforts.

Environmental Enhancement and Mitigation Program

Funds are allocated to projects that offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting to equalize the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities.

AB 2766

AB 2766 Clean Air Funds are generated by a surcharge on automobile registration. The South Coast Air Quality Management District (AQMD) allocates 40 percent of these funds to cities according to their proportion of the South Coast's population for projects that improve air quality. The projects are up to the discretion of the city and may be used for bicycle or pedestrian projects that could encourage people to bicycle or walk in lieu of driving. The City of West Hollywood was allocated approximately \$40,000 for the 2002/2003 fiscal year. The other 60 percent is allocated through a competitive grant program that has specific guidelines for projects that improve air quality. The guidelines vary and funds are often eligible for a variety of bicycle or pedestrian projects.

8.2.3 Local Funding

New Construction

Future road widening and construction projects are one means of providing bike lanes and improved sidewalks. To ensure that roadway construction projects provide bike lanes where needed, it is important that an effective review process is in place to ensure that new roads meet the standards and guidelines presented in this master plan. Developers may also be required to dedicate land toward the widening of sidewalks and roadways in order to provide for enhanced pedestrian and bicycle mobility.

Impact Fees and Developer Mitigation

Another potential local source of funding are developer impact fees, typically ties to trip generation rates and traffic impacts produced by a proposed project. A developer may reduce the number of trips (and hence impacts and cost) by paying for on- or off-site bikeway improvements that will encourage residents to bicycle rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

Mello Roos

Bike paths, lanes, and pedestrian facilities can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

Business Improvement Districts

Bicycle and pedestrian improvements can often be included as part of larger efforts at business improvement and retail district beautification. Similar to Mello Roos assessments, Business Improvement Districts collect levies on businesses in order to fund area-wide improvements that benefit businesses and improve access for customers. These districts may include provisions for pedestrian and bicycle improvements, such as wider sidewalks, landscaping, and ADA compliance.

Other

Local sales taxes, fees, and permits may be implemented, requiring a local election. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway or pedestrian way and help maintain the facility.

Table 8.1 identifies potential funding sources that are available for capital projects to enhance the bicycle and pedestrian mobility network.

**Table 8.1
City of West Hollywood Bikeway and Pedestrian Facilities Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bikeway Projects		Pedestrian Projects	Comments
						Commute	Safety/ Education		
Federal Funding									
F1. TEA-21 Surface Transportation Program (STP)	March 28, 2003	L.A. County Metropolitan Transportation Authority (MTA) Caltrans		20% non-federal match	federally certified jurisdictions	X		X	STP funds may be exchanged for local funds for non-federally certified local agencies; no match required if project improves safety
F2. TEA-21 Congestion Mitigation and Air Quality Program (CMAQ)	March 28, 2003	MTA, CTC		20% non-federal match	federally certified jurisdictions	X		X	Counties re-designated to attainment status for ozone may lose this source
F3. TEA-21 Transportation Enhancement Activities (TEA)	March 28, 2003	MTA		20% non-federal match	federally certified jurisdictions	X		X	Contact MTA
State Funding									
S1. Environmental Enhancement and Mitigation (EEM) Program	Nov.	State Resources Agency		not required but favored	Local, state and federal government non-profit agencies	X	X	X	Projects that enhance or mitigate future transportation projects; contact EEM Project Manager (916) 653-5800
S2. Bicycle Transportation Account (BTA)	Dec. 1 2003, varies	Caltrans	\$7.2 m annually	10%	Cities and counties	X			Contact local Caltrans district office for details
S3. Safe Routes to School (AB1475)	Varies	Caltrans	\$18 m	11.5%	Government agencies, non-profit groups, schools, community groups	X	X	X	Only two years of funding currently authorized as of 2000; legislation pending to extend

Table 8.1 (continued)
City of West Hollywood Bikeway and Pedestrian Facilities Funding Sources

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bikeway Projects		Pedestrian Projects	Comments
						Commute	Safety/ Education		
S4. Office of Traffic Safety (OTS)	Jan 31	Caltrans		no match required	Cities, counties, school districts, colleges, universities, fire departments, emergency service providers		X		Contact Caltrans Office of Traffic Safety
Local Funding									
L1. Transportation Development Act (TDA) Section 99234 (2% of total TDA)	March	MTA		no match required	Cities, counties; currently allocated by population	X	X	X	Automatic allocation annually
L2. State Gas Tax (local and regional share)		Allocated by State Auditor Controller		no match required	local jurisdictions	X	X		
L3. Developer Fees / Exactions (developer fees for street improvements)		Cities, or County		no match required		X	X	X	Mitigation required during land use approval process
L4. Clean Air Fund (AB 2766)	Varies	Air Quality Management District (AQMD)		no match required	Cities, counties; currently allocated by population	X	X	X	For projects that benefit air quality
L5. Clean Air Fund (AB 2766) Competitive Funds	Varies	Air Quality Management District (AQMD)	\$50,000-\$200,000	10-15%	local jurisdictions, transit agencies	X			Competitive program for specific projects chosen by AQMD that benefit air quality

Other opportunities for implementation will appear over time, which may be used to implement the system.

8.3 Implementation Plan

Chapter 7 provided a phasing plan for the implementation of specific bicycle and pedestrian improvements in the form of proposed projects organized into phasing categories. A funding plan will seek to identify specific funding sources and timetables for the implementation of many of these projects. The funding plan for West Hollywood bicycle and pedestrian improvements is divided into the same phasing categories outlined in Chapter 7.

8.3.1 Short-Term Projects

Short-term projects identified in Chapter 7 are intended to be funded through sources that do not require grant applications and would most likely be local funds. It is recommended that these projects be funded through the City's Capital Improvement Program and by the City's allocation of Transportation Development Act (TDA) Article 3 and AQMD Clean Air Fund (AB 2766) allocations. Table 8.2 shows the targeted sources of funding for these short-term projects. Please refer to Table 8.1 for other funds that may also be available.

Table 8.2
Short-Term Project Funding Sources

Project No.	Project Name	Project Cost	Targeted Funding Source(s)*
1	Advanced Stop Bar Installation	\$17,400	Incorporate into 2003-2004 and 2004-2005 Public Works budget
2	Parking Lane Striping	\$65,000	TDA, City CIP
3	Crosswalk Visibility and Enhancement - Phase 1	\$51,200	TDA, City CIP
4	Share the Road Signage Program	\$37,440	TDA, City CIP
5	Santa Monica Blvd Bikeway Extension	\$26,250	TDA, AQMD Clean Air Funds
6	Installation of Pedestrian-Activated Traffic Signals at La Brea Ave/Lexington Ave	\$77,200	TDA, City CIP
7	Installation of Pedestrian-Activated Traffic Signals at San Vicente Blvd/Rosewood Ave	\$75,900	TDA, City CIP

*Abbreviations are as follows:

MTA CFP, Los Angeles County Metropolitan Transportation Authority Call for Projects

CIP, Capital Improvement Program

OTS, Caltrans Office of Traffic Safety

BTA, Bicycle Transportation Account

TDA, Transportation Development Act, Section 3

EEM, Environmental Enhancement and Mitigation

TEA-3, Transportation Equity Act legislation to be passed in 2003

SR2S, Safe Routes to School

8.3.2 High Priority Intermediate-Term Projects

High priority intermediate-term projects identified in Chapter 7 are those projects where outside funding sources are required to be tapped to ensure project implementation. Grant applications would be required in order to qualify projects for these funding sources. Table 8.3 identifies specific outside funding sources targeted for each of the projects identified in Chapter 7 as high priority intermediate-term. Please refer to Table 8.1 for other funds that may also be available.

**Table 8.3
High Priority Intermediate-Term Project Funding Sources**

Project No.	Project Name	Project Cost	Targeted Funding Source(s)*
8	Citywide Bicycle Parking Program	\$75,000	BTA
9	Crosswalk Visibility and Enhancement Phase 2	\$50,000	MTA CFP
10	Median Refuge Island Installation	\$135,000	MTA CFP
11	Cynthia-Palm-Holloway Class III Bikeway	\$16,500	SR2S, TDA match, AQMD match
12	Sweetzer-Rosewood-Ashcroft Class III Bikeway	\$183,000	SR2S, TDA match, AQMD match
13	San Vicente Blvd Bikeway, Pedestrian Enhancement, and Traffic Calming - Phase 1	\$92,500	BTA, MTA CFP, AQMD Clean Air Funds
14	Sunset Blvd Pedestrian Enhancements - Phase 1	\$392,600	MTA CFP
15	Westmount-Huntley-Beverly Center Neighborhood Bikeway	\$15,150	SR2S, TDA match, AQMD match
-	Education Program and Promotional Campaign	\$239,550	OTS, BTA

*Abbreviations are as follows:

- MTA CFP, Los Angeles County Metropolitan Transportation Authority Call for Projects
- CIP, Capital Improvement Program
- OTS, Caltrans Office of Traffic Safety
- BTA, Bicycle Transportation Account
- TDA, Transportation Development Act, Section 3
- EEM, Environmental Enhancement and Mitigation
- TEA-3, Transportation Equity Act legislation to be passed in 2003
- SR2S, Safe Routes to School

It is recommended that some projects be bundled with others in order to create a more competitive and worthwhile grant application. These projects are targeted for implementation over the next 3-8 years and will require lead time that includes submitting the grant applications and receiving the funding award. The following are recommended project packages that may be followed as a plan of securing funding.

Grant Application #1

Grant(s) to apply for: Bicycle Transportation Account (BTA)
 Grant Award Year: 2004
 Application Due Date: December 1, 2003
 Project(s): Project 8 (Citywide Bicycle Parking Program)
 Amount: \$75,000
 Match Requirement: \$7,500
 Match Funding Source: TDA Allocation, AQMD Clean Air Funds

Grant Application #2

Grant(s) to apply for: Safe Routes to School (SR2S)
 Grant Award Year: 2005
 Application Due Date: 2004
 Project(s): Project 11 (Cynthia-Palm-Holloway Class III Bikeway)
 Project 12 (Sweetzer-Rosewood-Ashcroft Class III Bikeway)
 Project 15 (Westmount-Huntley-Beverly Center Neighborhood Bikeway)
 Amount: \$214,650
 Match Requirement: \$21,465
 Match Funding Source: TDA Allocation, AQMD Clean Air Funds

Grant Application #3

Grant(s) to apply for: MTA Call for Projects
 Grant Award Year: 2006
 Application Due Date: Early 2005
 Project(s): Project 14 (Sunset Blvd Pedestrian Enhancements - Phase 1)
 Amount: \$392,600

Grant Application #4

Grant(s) to apply for: MTA Call for Projects
 Grant Award Year: 2006
 Application Due Date: Early 2005
 Project(s): Project 9 (Crosswalk Visibility and Enhancement Phase 2)
 Amount: \$50,000
 Match Requirement: \$5,000 to \$7,500
 Match Funding Source: TDA Allocation, City General Fund, Gas Tax Return to the City

Grant Application #5

Grant(s) to apply for: Bicycle Transportation Account (bike portion of project)
 MTA Call for Projects (pedestrian portion of project)
 Grant Award Year: 2008
 Application Due Date: Early 2007
 Project(s): Project 13 (San Vicente Blvd Bikeway, Pedestrian Enhancement, and
 Traffic Calming - Phase 1)
 Amount: \$92,500

Grant Application #6

Grant(s) to apply for: MTA Call for Projects
 Grant Award Year: 2010
 Application Due Date: Early 2008
 Project(s): Project 10 (Median Refuge Island Installation)
 Amount: \$135,000