

# IMPLEMENTATION AND FUNDING



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**Purpose:** This chapter outlines a strategy for the implementation of the proposed infrastructure projects as well as the recommended best practices for biking, walking, and rolling programs and policies.

**Why it matters:** Public resources are limited and the City needs a strategy for assembling funding from internal and external sources.

The adoption of this *Active Transportation Plan* is the first step in moving projects toward construction and enjoyment by the community. The project delivery process is explained in the graphic on the next page. Implementation of the proposed bicycle and pedestrian programs and improvements described in the previous chapters of the *Active Transportation Plan* will require public and private funding from a combination of sources. Recommendations in the *Active Transportation Plan* take their first step toward becoming a reality when the City's Transportation Committee nominates projects to advance. Recommendations then move through the Capital Improvement Program (CIP)

budget process. Once the City secures funding for the recommendation, and staff capacity is available, it will move through the project delivery process (outlined in this chapter). Some recommendations may be implemented opportunistically and integrated into other projects such as street resurfacing or private development projects. Many regional connections will also require coordination with agencies outside the City such as Caltrans, Alameda CTC, the MTC, and AC Transit. To facilitate implementation efforts, this chapter presents the project cost estimates and potential funding sources.

## Project Delivery Process

### *COST ESTIMATES*

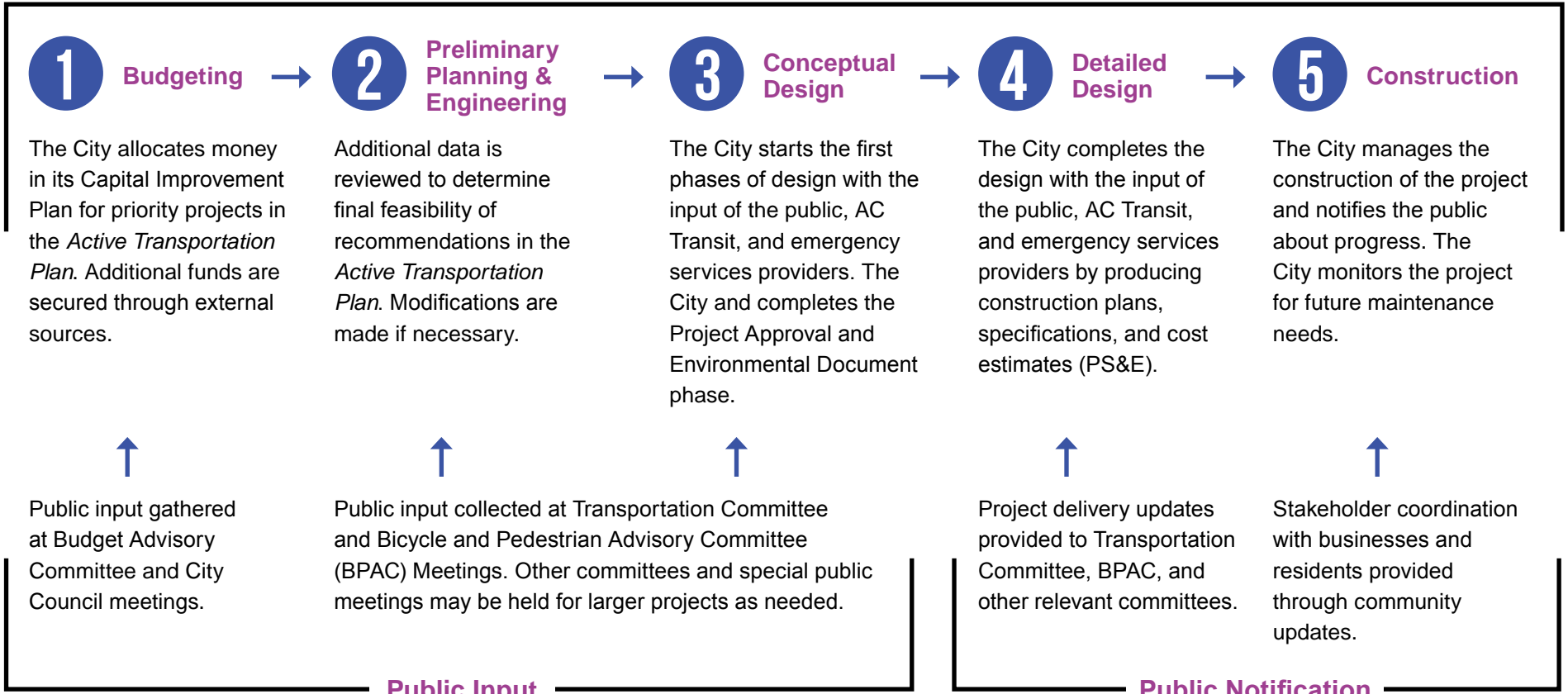
Estimating the cost of active transportation projects can be quite a complex task. In addition to inflation and fluctuations in the costs of materials and labor, the wide range of project types, existing conditions, and scale of a given project greatly influence final costs. From smaller striping jobs to larger capital-intensive projects that include signals, concrete work, and paving, each project presents its own unique challenges. As such, there is no one-size-fits-all approach to estimating costs. For comparison, the “Doyle Street Shared Street Project” and the “40th Street Multimodal Project” illustrate these variations in project costs.

- ▶ The “Doyle Street Shared Street Project” was a quick-build pedestrian and bicycle striping project covering 0.18 miles and came to a total cost of approximately \$120,000 in 2023 dollars (\$667,000 per mile).
- ▶ The “40th Street Multimodal Project” encompasses pedestrian, bicycle, transit, and signal infrastructure which spans 0.92 miles and is currently estimated to have a total cost of \$15,000,000 in 2023 dollars (\$16,000,000 per mile).

While both of these projects include installing Class IV bicycle lanes, the scale and scope of these comparative projects varies widely, resulting in the 25-fold difference in expenditures.

# How a Project Gets Built

## PROJECT DELIVERY STEPS



## PUBLIC PARTICIPATION

# FUNDING SOURCES

There are a variety of potential funding sources, including local, regional, state, and federal. Emeryville should also take advantage of private contributions in developing the proposed system. This could include requiring development to construct adjacent recommendations as a condition of development approval where there is a nexus of traffic impacts. The funding sources considered most relevant for Emeryville are described below.

## Local and Regional Grant Programs

### *EMERYVILLE CAPITAL IMPROVEMENT PROGRAM*

The City's Capital Improvement Program establishes the infrastructure funding plan over a five-year timeframe. The City uses restricted and unrestricted resources to fund capital projects. Restricted funds include developer impact fees, revenues from other agencies/special funds, grants, bond proceeds, and funds provided by the Successor Agency. Unrestricted funds include tax increment revenues, commercial transfer tax revenues, discretionary General Fund, and operating budget program contributions. The Capital Improvement Program Revenue Projection schedule details the available revenues. The 2019-2024 Capital Improvement Program budgets \$2.9 million for pedestrian and bicycle projects.

### *CONDITIONS OF APPROVAL (COA)*

The City, where applicable, typically includes pedestrian and bicycle improvements as conditions of approval on private development projects. Improvements may include new sidewalks, bicycle facilities along the project frontage, intersection improvements to facilitate project site access, bicycle parking, and other amenities. In commercial areas, property owners are required to maintain street trees and sidewalks along their frontage.

## ***PLANNED ROADWAY IMPROVEMENTS***

The City receives funding by formula and through competitive grant sources to repave streets, replace signals, or make other improvements. Pedestrian and bicycle improvements can often be included in ongoing roadway projects or planned roadway improvements for a nominal cost. This may include adding curb ramps during a utility reconstruction or marking bicycle lanes or stencils during routine roadway paving projects. The City of Emeryville should continue to review planned roadway projects to determine if there are opportunities for coordination between these planned projects and the pedestrian and bicycle recommendations presented in this Plan.

## ***ALAMEDA COUNTY COMPREHENSIVE INVESTMENT PLAN***

The purpose of the Comprehensive Investment Plan is to facilitate strategic programming and allocation of all federal, state, regional, and local fund sources under the Alameda CTC's purview. This includes, but is not limited to, federal Surface Transportation Program/ Congestion Mitigation Air Quality, State Transportation Improvement Program, County Transportation Fund for Clean Air, and local sales tax measures and vehicle registration fee programs. The Comprehensive Investment Plan streamlines the programming of these fund sources by considering all available fund sources through a consolidated process that prioritizes, evaluates, and recommends funding to critical transportation infrastructure and operations needs that build and maintain the county's transportation system. The expenditure

and revenue assumptions included in the Comprehensive Investment Plan are updated annually and proposals for new projects and programs are considered every two years as part of a full Comprehensive Investment Plan update cycle. Funds are programmed by the Alameda CTC.

## ***TRANSPORTATION DEVELOPMENT ACT ARTICLE 3***

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects. Two percent of TDA 3 funds collected within the county are used for TDA 3 projects. MTC policies require that all projects be reviewed by a BPAC or similar body before approval. Funds are programmed by the Alameda CTC.

## ***TRANSPORTATION FUND FOR CLEAN AIR***

The Transportation Fund for Clean Air (TFCA) is a local fund source for the Bay Area Air Quality Management District. TFCA funds projects that result in a reduction of motor vehicle emissions. Sixty percent of TFCA funds are awarded by the Air District through the TFCA Regional Fund, and to eligible programs implemented directly by the Air District, referred as Air District-sponsored programs. The remaining 40 percent of this funding is passed through to the designated agencies of the nine Bay Area counties through the County Program Manager Fund and is awarded by these agencies to TFCA-eligible projects located within those counties.

Funds are programmed by the Bay Area Air Quality Management District (Regional Fund) and Alameda CTC (County Program).

## **State Grant Programs**

### ***CALIFORNIA ACTIVE TRANSPORTATION PROGRAM***

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing GHG emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programmed by the California Transportation Commission.

### ***SUSTAINABLE TRANSPORTATION PLANNING GRANTS***

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

### ***SOLUTIONS FOR CONGESTED***

### ***CORRIDORS PROGRAM***

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document.

These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the California Transportation Commission.

### ***OFFICE OF TRAFFIC SAFETY***

Under the Fixing America's Surface Transportation Act, 5 percent of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

### ***RECREATIONAL TRAILS PROGRAM***

The Recreational Trails Program helps provide recreational trails for both motorized and nonmotorized trail use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

### ***AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM***

The Affordable Housing and Sustainable Communities Program (AHSC) funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces GHG emissions. AHSC is typically applied for by affordable housing developers with the City as a partner. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.



### ***URBAN GREENING GRANTS***

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency.

### ***STATEWIDE PARK PROGRAM (SPP)***

The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand or renovate existing parks. All projects must include at least one “recreation feature” which includes nonmotorized trails. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

## Other State Programs

### ***SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM***

This program provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than \$100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by California Transportation Commission.

### ***SENATE BILL 1: ROAD MAINTENANCE AND REHABILITATION PROGRAM***

Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.