

## 6.0 Funding

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 improvements. Most of the Federal, state, and regional 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 program-by-program of available funding programs along with the latest relevant information is provided on the following pages. The funding sources are shown in the tables on pages 65-67.

### 6.1 TEA-21

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 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation.

Federal funding through the Transportation Enhancements Act for the 21st Century program (TEA-21) will likely provide much of outside funding for Burbank projects. TEA-21 currently contains three major programs, Surface Transportation Program (STP), Transportation Enhancement Activities (TEA), and Congestion Mitigation and Air Quality Improvement (CMAQ) along with other programs such as the National Recreational Trails Fund, Section 402(Safety) funds, Scenic Byways funds, and Federal Lands Highway funds.

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.

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 Burbank. A successor program to TEA-21 will be authorized in 2003.

The following programs described are those that have been in place under TEA-21.

#### 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.

Transportation Enhancements Program (TE) (Section 1201, paragraph 35)

The TE Program is a 10% 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).

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 Burbank is located. Eligible projects include bicycle and pedestrian transportation facilities intended for transportation purposes, bicycle route maps, bike activated traffic control devices, bicycle safety and education programs and bicycle 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.

## **6.2 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 Burbank was allocated \$49,786 for the fiscal year 2000/2001.

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. Funding that is available on a statewide basis amounts to \$7.2-million annually beginning this fiscal year 2001. The City of Burbank may apply for these funds through the Caltrans Office of Bicycle Facilities.

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Environmental Enhancement and Mitigation Program (EEM)

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, such as trails.

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, initiated in 2000, 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.



### National Recreational Trails Fund (Section 1112)

Funds are available for recreational trails for use by bicyclists, pedestrians, and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). Projects include development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property and construction of new trails. Annual funding begins at \$30 million for FY 1998, it rises to \$40 million for FY 1999 and increases to \$50 million per annum for the remaining years.



## **6.3 Local Funding**

### New Construction

Future road widening and construction projects are one means of providing bike lanes. 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.

### 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 other 60 percent is allocated through a competitive grant programs 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.

The City of Burbank received \$116,173 in AB2766 funds for fiscal year 2001-2002.

### City of Burbank Transportation Improvement Fee

A Transportation Improvement Fee is imposed on all new non-residential development in the City of Burbank for the purpose of assuring that the transportation level of service goals of the City are met with respect to the additional demands placed on the transportation system by traffic generated from such development.

Funds derived from payment of Transportation Improvement Fees are placed in a municipal Subfund and can be used solely and exclusively for the purpose of funding transportation improvements. These funds can be used to match other leveraged funds.

### 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. Parking meter revenues may be used according to local ordinance. Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offer low cost assistance) will be effective at reducing project costs. A challenge grant program with local businesses may be a good source of local funding, where corporations 'adopt' a bikeway and help construct and maintain the facility.

Tables 6.1, 6.2, and 6.3 on the following pages provide an overview of potential bicycle facilities funding sources.

DRAFT BURBANK BICYCLE MASTER PLAN

**Table 6.1  
City of Burbank Bikeway Facilities  
Federal Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commuter	Recreation	Safety Education	
TEA-21/TEA3 Surface Transportation Program (STP)	Already Programmed	MTA, Caltrans, FHWA		11.47% 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
TEA-21/TEA3 Congestion Mitigation and Air Quality Program	Already Programmed	MTA, CTC		11.47% non-federal match	federally certified jurisdictions	X			Counties re-designated to attainment status for ozone may lose this source
TEA-21/TEA3 Transportation Enhancement Activities (TEA)	Already Programmed	FHWA, MTA		11.47% non-federal match	federally certified jurisdictions	X	X		Contact MTA
TEA-21/TEA3 National Recreational Trails	Already Programmed	State Dept. of Parks & Recreation		no match required	jurisdictions, special districts, non-profits with management responsibilities over the land		X		For recreational trails to benefit bicyclists, pedestrians, and other users; contact State Dept. of Parks & Rec., Statewide Trails Coordinator, (916) 653-8803

DRAFT BURBANK BICYCLE MASTER PLAN

**Table 6.2**  
**City of Burbank Bikeway Facilities**  
**State Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Flexible Congestion Relief (FCR) Program Major Projects, \$300,000+	Dec. of odd # years	MTA			cities, counties, transit operators, Caltrans	X	X		Must be included in an adopted RTP, STIP, CMP, RTIP
State and Local Transportation Partnership Program (SLPP)		Caltrans		none	Cities, counties, assessment districts	X	X		Any road projects being resurfaced or using local funds should include bike lane for reimbursement through this program; contact Caltrans
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
Bicycle Transportation Account (BTA)	Spring 2001	Caltrans	\$7.2-mil. per year	10%	Cities and counties	X		X	Contact local Caltrans district office for details
Safe Routes to School (AB1475)	Varies	Caltrans	\$18-mil.	11.5%	Government agencies, non-profit groups, schools	X	X	X	Only two years of funding currently authorized as of 2000; submission dates and deadlines in flux

**Table 6.3  
City of Burbank Bicycle Facilities  
Local Funding Sources**

Grant Source	Due Date	Agency	Annual Total	Matching Requirement	Eligible Applicants	Eligible Bicycle Facilities			Comments
						Commute	Recreation	Safety Education	
Transportation Development Act (TDA) Section 99234 (2% of total TDA)	Jan.	MTA		no match required	Cities, counties; currently allocated by population	X	X	X	Contact MTA
Clean Air Fund AB 2766 Automatic Allocation	Varies	Air Quality Management District (AQMD)	Varies \$116,173 in 2002	no match required	Cities, counties; currently allocated by population	X	X	X	For projects that benefit air quality
Clean Air Fund AB 2766 Competitive Funds	Varies	Air Quality Management District (AQMD)	\$50,000-\$200,000	10-15%	local jurisdictions, transit agencies	X		X	Competitive program for specific projects chosen by AQMD that benefit air quality
Developer Fees or Exactions (developer fee for street improvements - DFSI)		Cities, or County		no match required		X	X	X	Mitigation required during land use approval process