

Chapter 6

Funding and Implementation

This chapter covers the funding programs and policies for Tier 1, Tier 2 and Tier 3 projects that are included in the Countywide Bicycle Plan, as well as local bicycle projects. It also discusses strategies to fund bicycle projects as part of other, larger non-bicycle projects.

Tier 1 projects are funded through the 10-year Bicycle Expenditure Program. The funding strategies for Tier 2 and Tier 3 have not been finalized.

Bicycle Expenditure Program

The Bicycle Expenditure Program (BEP) was adopted by the VTA Board of Directors as the funding mechanism for the Tier 1 projects. Roughly \$31 million has been set-aside over the 10-year BEP period (FY 2001/2-2010/11) from four funding programs:

- 1996 Measure B Bicycle Funds
- Transportation Fund for Clean Air 40% Program (TFCA 40%)
- Transportation Development Act Article 3 Pedestrian & Bicycle Program (TDA 3)
- Transportation Equity Act for the 21st Century Enhancements Program (TE)

Each one of these fund sources is governed by a separate set of programming criteria and policies which the VTA Board of Directors amended to guarantee the availability of funds for the BEP.

Figure 6-1 shows the funding available for bicycle projects in Santa Clara County over the 10-year BEP period.

Figure 6-1 Available Funding for the Bicycle Expenditure Program (in thousands of Year 2000 dollars)

Program	BEP set-aside	Available for Non-BEP/ Non-Bike	Total
1996 Measure B Bike	(100%) \$12,000	--	\$12,000
TDA 3*	(30%) \$ 4,492	(70%) \$10,483	\$14,975
TFCA 40%*	(50%) \$12,378	(50%) \$12,378	\$24,756
TE	(50%) \$ 2,203	(50%) \$ 2,203	\$ 4,405
Total	\$31,073	\$25,064	\$56,137

Percentages reflect the proportion of total projected funding to be dedicated to the BEP.

*The TDA 3 and TFCA funding set-aside for the BEP will fluctuate, since they are based on a percentage of projected revenue, rather than absolute dollars.

The recommended funding scenarios for each Tier 1 project in the BEP are shown in Figure 6-2. Most of the projects will receive funds from more than one source. VTA is committed to funding the full recommended amounts in the BEP for each project. While these funding scenarios are approved by the VTA Board, VTA will maintain maximum flexibility in the actual programming of funds to each project. It may be necessary to adjust the combination of funds for Tier 1 projects in the future to best leverage the funding and accommodate project schedules and delivery.

Bicycle Expenditure Program Policies

The following policies are applicable to all projects funded through the BEP.

1. All projects must be funded with a 20% minimum (“local”) match of non-BEP funding.
2. All projects must conform with the *Bicycle Technical Guidelines* except in cases where compliance would result in extraordinary cost and/or environmental impacts.
3. BEP funds that are not obligated or expended within the time limits established by the governing fund program are subject to review and reprogramming to another Tier 1 or a Tier 2 project that is ready to expend the funds.



Bicycle Expenditure Program (BEP): Proposed funding allocations

ID#	Sponsor	Project	Total Cost	Recom- mended BEP funding	BEP Funding Sources				Local Match*		Total
					Measure B	TFCA 40% set- aside	TDA3 set- aside	TEA 21 Enh.	Other secured funds	Add'l funds required	
B13	Campbell	Improvements on Hamilton Avenue from Salmar to Creekside (Hwy 17)	\$1,500	\$1,200	\$1,200					\$300	\$1,500
B06	Campbell	Los Gatos Creek Trail (Mozart - San Tomas)	\$800	\$640			\$640			\$160	\$800
B15 ¹	County	Almaden Expressway (Ironwood - Koch, southbound)	\$2,000	\$1,600	\$1,200	\$400				\$400	\$2,000
B01 ²	Cupertino	Mary Avenue Bike/Pedestrian Overcrossing (I-280)	\$3,700	\$2,960	\$1,400	\$1,560				\$740	\$3,700
B08	Cupertino	San Tomas Aquino-Saratoga Creek (Tantau - Barnhart)	\$500	\$150			\$150		\$350		\$500
B17 ³	Cupertino	Union Pacific Railroad/De Anza Trail (Cupertino, County, Los Gatos, Campbell, San Jose, Saratoga)	\$3,400	\$2,720	\$200	\$2,020	\$500			\$680	\$3,400
B05	Gilroy	Uvas Creek Trail connection to Gilroy Sports Park	\$470	\$363	\$363				\$107		\$470
B11 ⁴	Milpitas	Union Pacific Bike/Pedestrian Overcrossing (Gilbraltar - Montague)	\$3,000	\$2,400	\$200	\$1,500	\$700			\$600	\$3,000
B10	Morgan Hill	West Little Llagas Creek Trail (Spring - Watsonville)	\$1,500	\$1,200	\$1,200					\$300	\$1,500
B04 ⁵	Mt. View	Stevens Creek Trail, Reach 4 North	\$2,700	\$500				\$500		\$2,200	\$2,700

¹Sponsor needs to provide \$400k in local match.

²Staff recommends \$200k in Measure B funds for feasibility study and environmental work in initial phase. Remainder for design and construction.

³Complete trail project cost \$9.2 million. \$3.4 million represents the extent to be delivered within the 10 year BEP. Staff recommends \$200k in Measure B funds for initial feasibility study and environmental for the entire trail. Project will be phased

⁴Staff recommends \$200k in Measure B funds for study and environmental work in initial phase. Remainder for design and construction.

⁵\$500k will complete a usable segment. Sponsor is committed to providing \$2.2 million in other funds.

*** Sponsors are required to provide a local match of at least 20% from non-BEP dedicated funding sources.**

Bicycle Expenditure Program (BEP): Proposed funding allocations

ID#	Sponsor	Project	Total Cost	Recom- mended BEP funding	BEP Funding Sources				Local Match*		Total
					Measure B	TFCA 40% set- aside	TDA3 set- aside	TEA 21 Enh.	Other secured funds	Add'l funds required	
B19 ⁶	Palo Alto	California Ave Undercrossing at Caltrain	\$5,000	\$1,000		\$1,000				\$4,000	\$5,000
B02 ⁷	San Jose	Los Gatos Creek Trail (Lincoln - San Fernando)	\$2,000	\$1,600	\$700		\$900			\$400	\$2,000
B03 ⁷	San Jose	Los Gatos Creek Trail (San Fernando-Santa Clara)	\$3,000	\$2,400	\$1,000	\$1,400				\$600	\$3,000
B14 ⁸	VTA/ S.Clara/ S. Jose	River Oaks Bridge at Guadalupe River	\$1,000	\$200	\$200				\$800		\$1,000
B07 ⁹	Santa Clara	San Tomas Aquino Creek Trail (Hwy 237 to city limits)	\$9,000	\$5,000	\$1,300	\$2,000		\$1,700	\$1,000	\$3,000	\$9,000
B16 ¹⁰	Santa Clara	Santa Clara Caltrain Bike/Pedestrian Overcrossing	\$2,000	\$1,600		\$1,000	\$600		\$400	\$0	\$2,000
B18	Saratoga	Cox Ave Railroad - Improve Grade Crossings	\$125	\$100			\$100		\$25		\$125
B09	Sunnyvale	Borregas Ave Bike/Pedestrian Overcrossings at Hwy 101& Rt. 237	\$4,700	\$3,760	\$2,200	\$1,560			\$135	\$805	\$4,700
B12	Sunnyvale	Bernardo Ave Undercrossing at Caltrain Tracks	\$1,300	\$1,040			\$1,040			\$260	\$1,300
	VTA	Pilot parking program ¹¹	\$200	\$100	\$100				\$100	\$0	\$200
Total:			\$47,895	\$30,533	\$11,263	\$12,440	\$4,630	\$2,200	\$2,917	\$14,445	\$47,895
Projected funds available:					\$12,000	\$12,378	\$4,492	\$2,203			\$31,073

⁶This project is included in Tier 3 of the Caltrain Measure B program for Tier 3 for \$2.1 million. BEP funding is conditional on sponsor providing remaining funds to fully fund the project.

⁷Project will likely be phased by usable segments.

⁸Santa Clara and San Jose will each provide a minimum of \$400k from other sources.

⁹Entire project cost \$15 million. \$9 million covers the extent to be delivered within the 10 year BEP. Sponsor has committed to providing \$4 million in other funds. Project will be phased into usable segments.

¹⁰Project is also included in Tier 3 of the Caltrain Measure B program for \$2.3 million. Potential developer contribution for project. An undercrossing at the same location will be reviewed in the BART to San Jose/Santa Clara MIS.

¹¹\$100k match in Measure B funds for TFCA 60% application for \$100k for a countywide bicycle parking program. This project is dependent upon award of TFCA 60% funds.

*** Sponsors are required to provide a local match of at least 20% from non-BEP dedicated funding sources.**

Specific Funding Programs for Bicycle Projects only in Santa Clara County

See Appendix E for the full policy language governing the following funding programs for bicycle projects in Santa Clara County.

TDA Article 3 (30% BEP set-aside)

Program Description - TDA Article 3 funds are generated via a 1/4-cent per gallon sales tax on gasoline and diesel fuel. A portion of these funds are returned by the State of California to the county in which they were collected for use on bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) programs these funds in the nine Bay Area counties. Each year, MTC requests that the Congestion Management Agency (CMA) in each of the nine Bay Area counties coordinate and submit annual TDA Article 3 program funding priorities for their respective counties. VTA is the CMA for Santa Clara County, and has coordinated and submitted countywide project priorities for this fund source since 1995.

Programming process - 30% of the TDA Article 3 funds are set aside for the BEP. This set-aside would be effective for 10 years, beginning with the FY 2001/02 cycle and ending with the FY 2010/11 cycle. The 30% set-aside for the BEP was previously a discretionary competitive program for bicycle and pedestrian projects.

The remaining 70% of the TDA Article 3 program is a guarantee fund for the cities and the County, distributed based on resident population. This funding is used for pedestrian and bicycle projects that are more localized and primarily meet the needs of the community's residents.

TFCA 40% (50% BEP set-aside)

Program Description - The Transportation Fund for Clean Air (TFCA) is generated by a \$4 surcharge on vehicle registrations. The Bay Area Air Quality Management District (BAAQMD) administers these funds in the nine-county Bay Area. Funds are available for allocation to projects that reduce transportation-related vehicle emissions. Projects must meet a cost-effectiveness limit of \$50,000 TFCA per ton of emissions reduced.

Programming Process - BAAQMD distributes 60% of these funds directly, on a regional competitive basis. This program is called the "TFCA Regional Fund" or the "TFCA 60% Fund". The remaining 40% is returned to the county in which it is collected for allocation by a "Program Manager." This fund is called the "TFCA Program Manager Fund" or the "TFCA 40% Fund". VTA is the Program Manager for Santa Clara County. The VTA Board of Directors allocates these funds on a competitive basis to projects in Santa Clara County, subject to approval by BAAQMD.

To accommodate Tier 1 projects, a set-aside has been established of up to 50% of each annual TFCA 40% allocation (including interest accrual). This "set-aside" would be in effect

for the ten year BEP period. Since TFCA 40% funds cannot be “banked” from year to year, if less than the set-aside amount is programmed to qualifying Tier 1 Bicycle projects in a given year, the remainder would be programmed to other project types in the normal discretionary competitive process. The difference would not carry over to the following years.

TEA-21 Transportation Enhancements (2nd Cycle 50% BEP set-aside)

Program Description - TEA-21 includes a Federal transportation fund category specifically created to fund transportation enhancement projects. This fund can be used for 12 categories of transportation enhancements including pedestrian & bicycle facilities.

Current Process - Under TEA-21, the majority of Transportation Enhancement (TE) funds coming to California is programmed by Caltrans via the State Environmental Enhancements and Mitigation (EEM) program and by the Regional Transportation Planning Agencies (RTPA's). MTC is the RTPA for the nine county Bay Area. MTC will program TE funds in conjunction with its Transportation for Livable Communities (TLC) program. However, an additional \$5.9 million is guaranteed to Santa Clara County for Transportation Enhancement purposes. VTA is responsible for programming these funds, subject to approval by MTC, Caltrans and the Federal Highway Administration (FHWA). The VTA Board of Directors programmed \$1.5 million to projects in 1999. The remainder will be programmed in FY 2000/1. 50% of the remaining TE funds (\$2.2 million) is set aside for the BEP, leaving the remainder (\$2.2 million) available for other types of TE projects. This set-aside policy would be in effect for the remainder of TEA-21 only (through 2003/04). The Board will revisit this policy when Congress authorizes the next Federal transportation legislation (next TEA).

1996 Measure B Bicycle Program Funds

Program Description - The 1996 Measure A program set aside \$12 million in Measure B funds for bicycle projects of countywide significance.

Process - While the VTA Board of Directors has approval authority for the BEP that includes Measure B Bicycle Program funds as one of the funding sources, programming of Measure B funds must be approved by the Santa Clara County Board of Supervisors, which has final approval over all Measure B funds.

Other Funding Sources for Bicycle Projects

While the BEP addresses the most critical countywide bicycle needs, Member Agencies still have many bicycle improvements that are of high priority locally. There are other funding sources outside the BEP that are available for bicycle improvements as listed in Appendix F. However, most of those programs are more competitive, since (1) they are also used to fund non-bicycle projects, and (2) are available for projects outside Santa Clara County.

Other strategies include getting bicycle projects implemented as part of larger development or roadway projects.

Rehabilitation: Pavement Management Programs and Local Roadway Repair/Maintenance Projects

The Pavement Management Program provides \$90 million from Measure B sales tax funding over the FY 1999-2002 period to cities and the County for pavement repair/replacement projects located between the two outside edges of curb and gutters. As part of projects such as overlays; reconstruction; curb and gutter repair; replacement of damaged loops, pavement striping, markings, reflectors, etc., Member Agencies have the opportunity to make bicycle facility and safety improvements at no or minimal cost.

At a minimum, pavement management and local roadway/expressway projects should not reduce the quantity or quality of local bicycle facilities, i.e. an arterial that has an existing Class II bicycle lane that is resurfaced should have its bicycle lane re-striped at the same width, if not wider, to at least comply with the *Bicycle Technical Guidelines*.

Examples of opportunity-leveraging projects are:

- Restripe to narrow the inner through-lanes to provide bicycle lanes, or where bicycle lanes cannot fit, an outer lane of 14 feet minimum
- Convert four-lane undivided cross-sections to three lanes: two through lanes with a center two-way left-turn lane and bicycle lanes
- At intersections with right-turn only lanes, provide the extra width in the outer through lane, not the right-turn lane
- Install loop detectors and push-button signals for bicycles
- Retrofit/upgrade to bicycle-safe drainage grates

Consult *Bicycle Technical Guidelines: A Guide for Local Agencies in Santa Clara County* for additional details.

New projects: Development, Redevelopment and Roadway Construction

New development, redevelopment and new roadway construction projects offer opportunities to provide safe and convenient bicycle facilities at very little marginal cost. This includes the overall right-of-way width, provision of bicycle paths or lanes and details such as gutter and drainage design. All new developments and redevelopment should be connected to the existing and proposed bicycle network. Local agencies have the authority to include bicycle facilities and improvements as conditions of approval for development projects.

Consult *Bicycle Technical Guidelines: A Guide for Local Agencies in Santa Clara County* for additional details.

Recently Funded Projects outside the BEP

A list of bicycle projects in local jurisdictions that were funded in the recent years is listed in Appendix G. Most of these projects were funded through the TDA 3 and TFCA programs. Several projects have also received funding from state and federal sources. In most cases, local jurisdictions submit applications, which are then screened and coordinated through VTA, MTC and Caltrans.

Implementation of a Bicycle Project

The generic process by which a bicycle project evolves from an idea to an actual facility used by cyclists is shown in a flow chart in Figure 6-3. In reality, there are variations in the sequence of steps, as well as additional or eliminated steps, depending on the complexity of the project, the approvals needed, the type of funding, and available staffing resources. The Tier 1 projects have completed the first five steps of the flow chart below. By virtue of being included in this Countywide Bicycle Plan, Tier 2 and Tier 3 have completed the first four steps in the flow chart below.

Figure 6-3 From Idea to Ribbon Cutting: The Materialization of a Bicycle Project

