

**SECTION 3**  
**PROGRAMMING/ALLOCATION GUIDELINES FOR**  
**2000 MEASURE B, 2014 MEASURE BB, AND VEHICLE REGISTRATION FEE**  
**BICYCLE AND PEDESTRIAN DISCRETIONARY GRANT PROGRAM**

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**PROGRAM SUMMARY**

The Bicycle and Pedestrian Discretionary Grant program includes the combined discretionary funding from the 2000 Measure B, 2014 Measure BB, and Vehicle Registration Fee (VRF) Bicycle and Pedestrian programs as a unified grant program. This program aims to support enhanced access and safety for bicyclists and pedestrians through capital infrastructure investments, encouragement/promotion, and planning activities.

The 2000 Measure B, 2014 Measure BB, and VRF funds shall be allocated and expended in accordance with the requirements of their respective expenditure plans. The specific funding requirements related to the expenditure and reimbursement of 2000 Measure B, 2014 Measure BB, and VRF funds allocated as part of the Bicycle and Pedestrian Discretionary Grant Program shall be included in the funding agreements required between the Alameda CTC and the fund recipient.

**FUND SOURCES**

**2000 Measure B**

Measure B, approved by Alameda County voters in 2000, is a half-cent sales tax that supports a multiple of projects to improve the County's transportation system. Collections began in April 1, 2002 and will continue through March 30, 2022. The 2000 Measure B Transportation Expenditure Plan (2000 TEP) outlines projects and programs ("projects") that will be funded with the sales tax revenues. Five percent (5%) of the net revenue collected is dedicated to bicycle and pedestrian projects. The five percent (5%) is further separated into two funding pots:

- 75 percent (75%) of the funds are Direct Local Distributions to Alameda County cities and County based on population; and
- 25 percent (25%) of the funds are distributed on a discretionary basis through the Measure B Bicycle and Pedestrian Countywide Discretionary Fund. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

**2014 Measure BB**

Measure BB, approved by Alameda County voters in November 2014, authorizes the collection of a half-cent transportation sales tax and augments the existing 2000 Measure B sales tax program. Collection of the sales tax began on April 1, 2015 and will continue through March 30, 2045. The 2014 Transportation Expenditure Plan (2014 TEP) outlines projects that will be funded with the sales tax revenues. Eight percent (8%) of the net revenue collected is dedicated to bicycle and pedestrian

infrastructure and safety projects that support projects that encourage people to bike and walk. Three percent (3%) is directed towards Gap Closure on Three Major Trails - Iron Horse Trail, Bay Trail, and the East Bay Greenway Corridor. The remaining five percent (5%) is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, by focusing on projects that complete and maintain the bicycle/pedestrian infrastructure network. The 5% is further separated into two funding pots:

- 60 percent (60%) of the funds are Direct Local Distributions to Alameda County cities and County based on population; and
- 40 percent (40%) of the funds are distributed on a discretionary basis through the Measure BB Bicycle and Pedestrian Grant program for regional projects and trail maintenance. Funds in this category includes use for Countywide Bicycle and Pedestrian coordination.

### **Vehicle Registration Fee**

Measure F, approved by Alameda County voters in November 2010, authorizes a ten dollar (\$10) per year vehicle registration fee. Collections for the VRF Program began in May 2011. The Measure F Transportation Expenditure Plan outlines projects that will be funded with VRF receipts. The goal of the VRF program is to support transportation investments that maintain and improve the County's transportation network and promotes the reduction of vehicle-related emissions through congestion relief, alternative transportation, or innovative transportation strategies. Five percent (5%) of the VRF funds are dedicated to the VRF Pedestrian and Bicycle Access and Safety Program, which goal is to improve the safety of bicycles and pedestrians by reducing conflicts with motorized vehicles, create safety access to activity centers, and improve connectivity of the transportation network.

## **PROGRAMMING AND ALLOCATION PRIORITIES**

The Bicycle and Pedestrian Discretionary Grant program seeks to award projects that advance countywide bicycle and pedestrian goals as identified in the Alameda CTC's Countywide Bicycle and Pedestrian Plans, and the Measure B, Measure BB, and VRF expenditure plans. The programming and allocation primary priority shall be towards projects that contribute significantly to furthering the countywide bicycle and pedestrian priorities. The Countywide Bicycle and Pedestrian Plans specify a priority vision system consisting of projects, corridors, and projects on the system that are the most significant from a countywide perspective. This priority system will guide and focus the programming and allocations of the bicycle/pedestrian program funds. In general, competitive projects are those also that serve residents from more than one specific planning area or jurisdiction in Alameda County.

Priority (in no particular order) is given to projects as follows:

1. **Identified in the Countywide Bicycle and Pedestrian Plans:** Priority consideration is given to bicycle and pedestrian projects identified as a countywide priority in Alameda CTC's Countywide Bicycle and Pedestrian Plans.
2. **Regional projects in the Expenditure Plans:** Priority consideration is given to regional projects that are identified in the Transportation Expenditure Plans. This includes projects identified in the Alameda CTC's Measure BB Capital Project Delivery Plan.
3. **Gap Closure:** Priority consideration is given to projects that close gaps in local and countywide bicycle/pedestrian network.
4. **Safety and Connectivity:** Priority consideration is given to projects that improve connections to activity centers, schools, jobs, and transit by removing known barriers to access.
5. **Local Master Plan Updates:** All local master plans are considered to be a countywide priority since they will enhance the ability of the county to identify and implement the highest priority bicycle and/or pedestrian improvements. Priority consideration (in no particular order) will be given to project sponsors who:
  - a. Identify funding limitations for creating or updating a master plan;
  - b. Propose an investigation of new and innovative topic areas, not historically examined in a master plan;
  - c. Require a bicycle and/or pedestrian master plan or an update to a plan that is more than five years old (consideration between three and five year old plans will be taken thereafter); and
  - d. Focus components of a master plan that commit to an identification of specific near-term and long-term priorities that are connectivity to countywide goals and expenditure plan priorities.

## ELIGIBLE PROJECTS

Eligible projects include improvements that expand and enhance bicycle and pedestrian access, convenience, safety and usage in Alameda County. The program goal is to fund projects that will best serve the County. Alameda CTC's evaluation process will consider the balance of all project types, and prioritize improvements relative to each other (i.e. master plans to master plans), as feasible and practical. Funds for the completion of the three major trails may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

Bicycle and Pedestrian Discretionary Grant program funds will be available for projects that include, but are not limited to the following:

*Capital Infrastructure*

- Sidewalks and multi-use paths
- New bikeways and pedestrian facilities
- Crossing improvements (at intersections, interchanges, railroad, freeway)
- Bicycle and pedestrian signals
- Bicycle lockers, racks and parking facilities
- Signage for pedestrian and/or bicyclists
- Traffic calming devices
- Pedestrian and bicycle access improvements to and from transit facilities
- Bicycle/pedestrian components of complete streets and streetscape improvements

*Non-infrastructure*

- Planning studies such as master plans and master plan updates that improve the coordination between jurisdictions
- Feasibility studies for capital projects
- Safe routes to school operations including crossing guard programs
- Safety education, training, enforcement, and promotional programs

**INELIGIBLE PROJECTS**

- Routine maintenance of roadway facilities
- Maintenance of multi-use pathways and bike-transit facilities serving a large number of pedestrian and/or bicyclists, that have a countywide significance, and which will improve the safety, access, and convenience of the facility will be considered on a case-by-case basis
- Ongoing facility operations (e.g. attended bicycle parking)
- Funding to replace funds for existing ongoing programs