

FINANCIAL PLAN

OVERVIEW OF FUNDING SOURCES

A critical component of the long term success of the West Berkeley Circulation Master Plan is the ability to fund the projects identified. This chapter examines the issue of funding from three different perspectives: a cataloguing of the universe of funding that is currently available; linking the projects identified in the Circulation Master Plan to types of eligible funding, and identifying new funding opportunities for projects.

Whether or not a particular project receives funding is dependent on a number of factors, including competition with other projects within Berkeley and outside Berkeley, amount of overall funding available, whether Berkeley has previously received such funds (which can be a benefit or a hindrance, depending on the funding source), and the scope of funding needed. Regardless, as the process associated with the American Reinvestment and Recovery Act (Economic Stimulus) demonstrates, having projects that are already part of a planning document and “ready to go” is an important step to seeking funding.

CURRENT FUNDING SOURCES

Current funding sources is a comprehensive listing of existing funding programs that might be available for projects identified in the West Berkeley Circulation Master Plan. This was developed through research, including review of other planning documents prepared for the City of Berkeley, conversations with City staff, and research on federal, state, regional, and local funding programs. This does not include sources that would require further action by the City of Berkeley, including Impact Fees or Benefit Assessment Districts. Those sources of funding are addressed in a later section of this chapter, New Funding Opportunities.

Table 1 lists current funding sources that could possibly be used. The sources are organized by type of funding source, (federal, state, regional/local, and other). For each type of funding identified, the source and administering agency are noted, it is detailed what projects would be eligible for funding (transit, bike, pedestrian and/or auto and truck¹) as well as the eligible uses of the funds, who may apply, and finally, if Berkeley has received funding from this source in the past. Other important information is noted in the “notes” column. A number of acronyms are used in the table; they are defined at the end of the table.

One source listed in the table below is the City of Berkeley’s capital and operating budgets. Parking meter revenues make up one of the many different sources that combine in the capital and operating budget. It

¹ In Table 1, Transit is denoted by “TR” and Trucks by “T;” all other modes are designated by the first letter of the mode.

has been suggested that additional parking meters be added to the West Berkeley area.. A portion of the revenues generated by these meters is a potential local funding mechanism to support West Berkeley Circulation Master Plan projects. Project Meter expansion was tabled when brought for discussion by the Berkeley City Council, so no resolution has yet been made.

Table 1: Current Funding Sources

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
FEDERAL							
SAFETEA-LU -- Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA	MTC	TR/B/P	Improved air quality through support of transit capital, operating expenses for first three years of new transit services, and bicycle and pedestrian facilities.	State DOT's, MPOs, transit agencies	Yes	
SAFETEA-LU -- Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement Program (CMAQ): Clean Air Program	FHWA	MTC/BAAQMD	TR/B/P	For "Spare the Air - Free Transit" Program and programmed by the BAAQMD.	Transit operators.	No.	
SAFETEA-LU -- STP/CMAQ Program: Local Streets and Roads Rehabilitation Shortfall	FHWA	MTC/CMAs	A&T	Funds are distributed to the County Congestion Management Agencies (CMAs) for programming to local streets and roads rehabilitation projects.	Local Agencies.	Yes	
SAFETEA-LU -- STP/CMAQ Program: Transit Capital Rehabilitation Shortfall	FHWA	MTC/CMAs	TR	For transit capital projects.	Operators. MTC sets aside these funds to meet high-scoring transit capital shortfall needs.	No.	Berkeley not an eligible recipient; City could partner with Transit Operator.

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
SAFETEA-LU -- STP/CMAQ Program: Transportation for Livable Communities/Housing Incentive Program (TLC/HIP)	FHWA	MTC/CMAs	TR/B/P/A&T	The TLC/HIP is a grant program intended to help municipalities plan and construct community-oriented transportation projects.	Local Agencies.	No.	
SAFETEA-LU -- STP/CMAQ Program: Regional Bicycle and Pedestrian Program	FHWA	MTC/CMAs	B/P	This program is designed to fund regionally significant bicycle and pedestrian projects.	Local Agencies.	Yes.	
SAFETEA-LU -- Recreational Trails Program	FHWA	California State Parks Department	B/P	To develop, construct, maintain, and rehabilitate trails and trail facilities.	State, local, regional agencies and nonprofits.	No	
SAFETEA-LU -- Transportation and Community System Preservation Program (TCSP)	FHWA	FHWA	TR/A&T	To support transit-oriented development, traffic calming, and other projects that improve the efficiency of the transportation system.	MPOs, state and local governments.	No	
SAFETEA-LU -- Safe Routes to School	FHWA	Caltrans	B/P	For infrastructure related projects: planning, design, and construction of projects that substantially improve the ability of students to walk and bicycle to school. Must be within approximately 2 miles of a school.	State, local, and regional entities; nonprofits; schools.	No	
SAFETEA-LU -- Federal Lands Highway funds	FHWA	Caltrans	A&T	Must be transportation related and tied to a plan adopted by the State and MPO.	State	No.	Must appear in the STIP.

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
SAFETEA-LU -- Rail Line Relocation and Improvement Projects	Federal Railroad Administration/DOT		TR/B/P/A&T	Construction for the improvement of a route or structure of a rail line that is designed to mitigate the adverse effects of rail traffic on safety, motor vehicle, traffic flow, community quality of life, or economic development.	State/local agencies	No.	
FTA Section 5307 Transportation Enhancements	FTA	MTC	TR/B/P	In urbanized areas, with populations over 200,000, operators are required to set aside 1 percent of Section 5307 money for Transportation Enhancements, which can include bus stop improvements and improved bicycle and pedestrian access to transit.	Transit operators.	No	Berkeley not an eligible recipient; City could partner with Transit Operator
FTA Section 5309 Capital Program	FTA	MTC	TR	In large urbanized areas only, used for capital purposes on fixed guideway transit services such as rail, ferry, cable cars, and buses operating in exclusive rights of way.	Distributed to regions on an urbanized area formula.	No	Berkeley not an eligible recipient; City could partner with Transit Operator
FTA Section 5310 Transportation for Elderly Persons/Persons with Disabilities.	FTA	State/MTC	TR	Capital purchases to meet transportation needs of the elderly or persons with disabilities.	Nonprofits and other public agencies	No.	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
FTA Section 5316 Jobs Access Reverse Commute (JARC)	FTA	MTC	TR	Services that provide transportation to low income individuals.	MTC prioritizes JARC funds (in addition to State Transit Assistance (STA) Population-based funds and Congestion Management and Air Quality (CMAQ) funds) for its Lifeline Program, which provides capital and operating funding for transportation services to CalWORKS and other low-income populations.	No.	
FTA Section 5317 New Freedom Program	FHWA/FTA	MTC	TR	Transportation services directed to elderly and disabled that go beyond those required by the Americans with Disabilities Act (ADA).	Public agencies and nonprofits.	No	
Community Development Block Grant Program (CDBG)	HUD	HUD	TR	Can be used for construction of public facilities and improvements.	Formula distribution.	Yes	
Hazard Elimination Safety Program/HSIP	FHWA	Caltrans	TR/A&T	Safety improvements on roadways and highways.	Local agencies	No	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Highway-Rail Grade Crossings Program/HSIP	FHWA	Caltrans	TR/A&T	Develop and implement safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings. Eligible activities include signing and pavement markings at crossings, active warning devices (e.g. lights and gates), crossing surface improvements, sight distance improvements, grade separations (new and reconstructed), and the closing and consolidation of crossings.	Local agencies, railway companies.	No.	
American Recovery and Reinvestment Act of 2009 (Economic Stimulus Package)	FHWA/FTA	Caltrans/ CTC/ MTC (depending on type of funding)	TR/A&T	This Act has been approved. The Act is designed to jumpstart the economy by funding projects that ready to be implemented quickly.		No, but funding is likely.	Berkeley has received \$1.6 million to repave University Avenue from San Pablo to Sacramento.

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Sustainable Skylines Initiative (SSI) Grant	EPA	EPA	TR	The Sustainable Skylines Initiative (SSI) is a locally-led, EPA-supported, public-private partnership to reduce air emissions and promote sustainability in urban environments. This effort will provide a framework, that when implemented in an area, can achieve measurable reductions within 3 years. By providing assistance, EPA helps SSI participants to achieve better overall sustainability in their local areas.	Through SSI, an area (either a city or multiple cities) creates a partnership that selects and implements projects based on their own local needs.	No, but has submitted an application for about \$123,000 in funding to develop a "Sustainable Mobility Plan." The project would consider consolidating the existing shuttle systems, improving and expanding them, and creating a revolving fund to finance them, with an end goal of attracting car-free development to the downtown/ University area and to West Berkeley.	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Freight Rail Security Grant Program and Transit Security Grant Program (both part of Infrastructure Protection Activities Grant Program (IPA))	Department of Homeland Security	FEMA	TR	The Infrastructure Program Activities (IPA) grant program supports the protection of critical infrastructure, such as ports, mass transit, highways, rail transportation, etc. that are vital to the nation's economy.	Owners or operators of freight rail or transit companies.	No.	Funding is focused on increased national security. Would need to demonstrate a nexus between security and project (i.e., grade separations or road closures at railroad crossings).
STATE							
Transportation Development Act Article 4/State Transit Assistance Funds (TDA/STA)	State Sales Tax/ Gasoline Tax revenues	MTC	TR	Capital and operating expenses.	Transit operators.	No.	
TDA Article 3 Funds	State Sales Tax	MTC/ACCMA	B/P	Transportation projects. 2% of County funds set aside for bicycle and pedestrian projects.	City and counties.	Yes	Can apply for pedestrian funds not more than once every five years.
Caltrans Community Based Transportation Program (CBTP)	State	Caltrans	TR/B/P/A&T	Integration of land use and transportation planning and alternatives to address growth.	Local agencies.	No.	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Caltrans Environmental Justice: Context-Sensitive Planning	State	Caltrans	TR/B/P/A&T	Funds planning activities that assist low income, minority, and underserved communities in participating in transportation planning and project development.	Local agencies.	No.	
Bicycle Transportation Account (BTA)	State	Caltrans	B	Improve safety and convenience for bicycle commuters.	City and County projects.	No.	
Office of Traffic Safety	State	Caltrans OTS	B/P	Pedestrian/bicycle safety a priority.	Public agencies.	Yes	
Safe Routes to School (SR2S)	State	Caltrans	B/P	Infrastructure projects that improve safety and efforts that promote walking and bicycling, within two miles of a school.	Cities and counties.	Yes.	OOT potentially applying during FY2009 for improvements adjacent to Rosa Park Elementary School at 9 th and Allston.
STIP – Regional Transportation Improvement Plan	State Highway Funds	CMAs/CTC	TR/A&T	Local transportation projects programmed at the county level.	Local agencies.	Yes	Projects must be included in State STIP, forwarded through regional planning agencies.

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
STIP – Interregional Transportation Improvement Program	State Highway Funds	Caltrans/CTC	TR/A&T	Interregional transportation projects programmed at the state level.	Local agencies.	No.	
STIP Transportation Enhancements	State Highway Funds	CMAs/CTC	B/P	Enhancement activities include pedestrian and bicycle facility improvements, landscaping, scenic beautification.	Local agencies.	No.	
Proposition 1B/Highway-Railroad Crossing Safety Account (HRSCA)	Bond proceeds.	Caltrans	TR/A&T	Highway-railroad grade separations and high-priority grade separations and crossing improvements.	Cities, Counties and regional agencies	No.	City of Berkeley applied for funds for Gilman Street Grade Separation but was denied, primarily due to a lack of project readiness.
Proposition 1B/Traffic Light Synchronization Program	Bond proceeds.	Caltrans	TR/A&T	Traffic light synchronization projects or other technology based improvements to improve safety, operations, and the effective capacity of local streets and roads.	Cities, Counties and regional agencies	No.	
Proposition 1C/Transit Oriented Development Grant Program	Bond proceeds.	CA Housing and Community Development	TR/B/P	Supports housing development and related infrastructure near public transit stations. Environmental, design, ROW, relocation costs, construction.	Housing developer, locality, redevelopment agencies or joint powers authorities.	No.	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Proposition 1C/Infill Infrastructure Grant Program	Bond proceeds.	CA Housing and Community Development	TR/B/P	Gap funding for infrastructure improvements necessary for inrill development. Improvements include development/rehab of parks or open space, utility improvements, streets, roads, transit linkages, transit shelters, sidewalks and streetscape improvements.	A locality, public housing authority, or redevelopment agency.	No.	
Traffic Congestion Relief Program (TCRP)	State	CTC	A&T	Projects that reduce traffic congestion.	Local agencies.	Yes.	No or little funding left in this program.
REGIONAL/LOCAL							
Lifeline Transportation Program	CMAQ, JARC, and STA	MTC/ACCMA	TR	Community based transportation projects focused on low income communities.	Local agencies.	No.	The 2007 South and West Berkeley Transportation Improvement Plan identified priorities for use of this funding source.

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Transportation Fund for Clean Air (TFCA)	Regional tax on motor vehicles	BAAQMD and ACCMA	TR/B/P	Purchase or lease of clean fuel buses, clean air vehicles, ridesharing programs, bicycle facility improvements, dissemination of transit information.	Public agencies, nonprofits.	Yes.	
Safe Routes to Transit	RM2	Transportation and Land Use Commission	B/P	Enhance pedestrian and bicycle access to transit station in order to reduce congestion on one or more state toll bridges.	Cities and counties, transit agencies.	No.	Further research to be done to determine if University and San Pablo qualify as trunk to transit line. Access to Berkeley Amtrak may qualify as well.
Alameda County Measure B -- local transportation	Sales Tax	ACTIA	TR/A&T	Local transportation, including streets and roads.	Local jurisdictions.	Yes.	
Alameda County Measure B -- mass transit	Sales Tax	ACTIA	TR	Support transit operations.	Transit operators.	No.	
Alameda County Measure B -- Special Transportation	Sales Tax	ACTIA	TR	Pass through to local jurisdictions to address transportation needs of seniors and people with disabilities.	Local jurisdictions.	Yes.	
Alameda County Measure B -- Bicycle and Pedestrian Safety	Sales Tax	ACTIA	B/P	75% of funds are pass through to cities and county; remaining 25% available for countywide planning and projects.	Local jurisdictions.	Yes.	

Name	Source	Administered by	Category*	Supports	Who May Apply?	Has Berkeley Received?	Notes
Alameda County Measure B -- Transit Center Development	Sales Tax	ACTIA	TR/B/P	Projects promoting residential and retail development near transit centers.	Cities and Counties.	No.	
Planning Grants/FOCUS Planning Grants		ABAG/MTC/BAAQ MD/BCDC	TR/B/P	Planning efforts that will result in land use plans and policies that increase transit ridership.	Approved Priority Development Areas	No.	
San Francisco Bay Trails Project		ABAG	B/P	Regional hiking and biking trails around the San Francisco and San Pablo bays.	Cities, Counties, and districts with planned trails.	Yes.	
OTHER SOURCES							
Name	Information						
City of Berkeley Capital and Operating Budget	Annually, the City of Berkeley funds projects through its capital and operating budgets. The capital funds available to the City tend to be oversubscribed, with little room for new projects without a policy shift.						
Development Agreement between City of Berkeley and Miles, Inc.	Miles, Inc., a wholly owned subsidiary of Bayer, has a development agreement with the City of Berkeley that includes a Transportation Demand Management Program which includes a trip reduction program to reduce the use of single-occupants cars by employees, the operation of a shuttle, funding for an on-street parking survey, bus shelters, and encourage the use of bicycles.						
Berkeley Redevelopment Agency	The Berkeley Redevelopment Agency T funds capital improvements including transportation enhancements in two project Areas. One covers 20 square blocks in West Berkeley from Cedar Street to University Avenue and 6th Street to Eastshore Drive. The West Berkeley Project Bond program has about \$3M remaining of its \$5.5M capital program (which included support for the Berkeley Rail Stop improvements, commissioning of the WBCMP, and streetscape improvements between 4th Street and Aquatic Park). Remaining funds (as well as net annual tax increment of about \$180,000 are potentially available for capital improvements directly improving access to the Project Area . Paving of 2nd Street was previously targeted for funding under the WB Redevelopment Area Implementation Plan for 2005-2009 but removed pending the WBCMP. A new Implementation Plan covering 2010 - 2014 will evaluate the remaining bond funds, liabilities and net tax increment to determine Agency priorities including possible circulation improvements. Total Agency funding for WB Circulation improvements and WBCMP implementation would be at most \$1.8M.						

*Categories:

TR -- Transit

B -- Bicycle

P -- Pedestrian

A&T -- Auto and Truck

Acronyms:

ACCMA -- Alameda County Congestion Management Agency

ACTIA -- Alameda County Transportation Improvement Authority

BAAQMD -- Bay Area Air Quality Management District

BCDC -- Bay Conservation and Development Commission

CMA -- Congestion Management Agency

CMAQ -- Congestion Management and Air Quality

CTC -- California Transportation Commission

DOT -- Department of Transportation

FEMA -- Federal Emergency Management Agency

FHWA -- Federal Highway Administration

FTA -- Federal Transit Administration

MPO -- Metropolitan Planning Organization

MTC -- Metropolitan Transportation Commission

RM2 -- Regional Measure 2, from Bay Area bridge tolls

STA -- State Transit Assistance

STIP -- Statewide Transportation Improvement Program

PROJECT LEVEL FUNDING

In this section, the projects identified in the Circulation Master Plan are linked to potential and likely funding sources. It is important to note that this matrix does not mean that funding is guaranteed, or even available for this specific project. Rather, it is an indication that a specific project matches well to eligibility requirements of those particular funding sources. The table does list the probability of receiving funding which was arrived at through an evaluation of the amount of general funds available in these sources, the priority of the project for Berkeley and other interested communities and agencies, and discussions with grants staff at the City of Berkeley. The table provides a roadmap for potential funding of projects over time.

Rank	Project Description	Existing Funding Source	Probability of Funding
Transit Projects			
T1	Further study options for creation or designation of segregated transit lanes along San Pablo, including options for restrictions during a limited number of peak travel hours and options which allow use of lane by other vehicle types such as trucks or high occupancy vehicles	Berkeley CIP/AC Transit/CMA Smart Corridors/ Traffic Signal Synch Program (state, already awarded to ACCMA)/ I-80 Corridor improvement program	Medium
T2	Add real time information displays to all stops in West Berkeley	AC Transit/Berkeley Operating or Capital Budget	Low
T3	Apply appropriate transit intersection improvements (bus bulbs and/or queue jumps) at congested locations (Ashby, Dwight, University, Gilman) along San Pablo	Berkeley CIP/AC Transit/FTA Section 5307 Funds/ Prop 1C Infill/ Safe Routes to Transit	Medium
T4	Extend transit or shuttle service to connect North Berkeley BART to Ashby BART along Ashby/6th/7th/Cedar Streets. Service would be a weekday peak hour service on 20-minute headways in both directions	AC Transit/ Sustainable Skylines Initiative Grant	Medium
T5	Upgrade high ridership AC transit stops on University Ave. based on San Pablo Corridor bus stop guidelines (Type A, C, D, and E stops)	FTA Section 5307 Funds/ AC Transit/ Bus Shelter JPA, American Recovery and Reinvestment Act	Medium
T6	Improve bus connection from Downtown/UC to West Berkeley and Amtrak station	AC Transit	Low
T7	Install queue jump lanes along University Ave at San Pablo in EB and WB directions	Berkeley Operating or Capital Budget/ American Recovery and Reinvestment Act	High

T8	Install queue jump lanes along University Ave at 6th St. in the WB and EB direction	Berkeley Operating or Capital Budget/ American Recovery and Reinvestment Act	High
T9	Create peak hour transit only lane along University Ave. in EB and WB directions between Curtis and 5th Street by restricting parking (tow-away lane enforcement)	Berkeley Operating or Capital Budget/ American Recovery and Reinvestment Act	Medium
T10	Add seating to priority AC transit stops that do not currently have any provided (bus stop Type E) based on existing use (including demographics of users, e.g. seniors)	FTA Section 5307 Funds/ Bus Shelter JPA (Clear Channel)	High-Medium
T11	Improve AC Transit Transbay service to West Berkeley along 6th Street through new service or modified/upgraded existing service	AC Transit	Low
T12	Install peak hour queue jump lanes along Gilman at San Pablo in EB and WB directions	AC Transit	Low
T13	Add AC Transit Transbay service along Dwight Way that could connect directly to Telegraph and UC Berkeley	AC Transit	Low
T14	Provide more direct bus service from Downtown Berkeley to Berkeley Pier/Cesar Chavez Park (existing 51M)	AC Transit, WETA	Medium
T15	Improve lighting and shelters at San Pablo bus stops (Cedar and Virginia)	Berkeley Operating or Capital Budget/ Safe Routes to Transit/ TLC	Medium
T16	Increase frequency of Route 9 service to 20 minute headways throughout the day	AC Transit / Lifeline Funds	Medium
T17	Extend Route 19 to Downtown (all day) and improve frequencies to 20 minutes	AC Transit / Lifeline Funds	High
T18	Improve connections and transfers of Route 9 and other transit services at San Pablo and Gilman	AC Transit / Lifeline Funds/ Berkeley Operating or Capital Budget	Medium
T19	Move nearside SB AC Transit stop at Hearst and 6th to farside location	AC Transit / Berkeley Operating or Capital Budget	Medium
T20	Move nearside SB AC Transit stop at Anthony and 7th to farside location of Heinz and 7th	AC Transit / Berkeley Operating or Capital Budget	Medium
T21	Add rapid stop at San Pablo and Cedar	STIP/ AC Transit	Low

Bike Projects			
B1	Create parallel bike boulevard facility to University Ave. to connect Downtown Berkeley/UC to bike bridge via either Addison or Allston. Implement an appropriate bike boulevard crossing (Type 3 or 4) across San Pablo Ave. including consideration of Addison's offset alignment at San Pablo Ave.	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account/TFCA	Medium
B2	Apply appropriate bike boulevard crossing treatment (Type 3 or 4) at Virginia and San Pablo	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account/TFCA	Medium
B3	Remove or flip stop signs on bicycle boulevards to limit stopping of bikes. Implement traffic calming as necessary to limit auto use of these facilities	Berkeley Operating or Capital Budget	High
B4	Apply appropriate bike boulevard crossing treatment (Type 3 or 4) at Channing and San Pablo	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account/TFCA	Medium
B5	Connect Virginia and Channing bike boulevards to bike bridge by designating 5th Street (between Virginia and Hearst), 4th Street (between Hearst and Channing) and Hearst (between 5th and 4th Streets) as bike boulevards	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account	Medium
B6	Apply appropriate bike intersection treatment to 6th and Channing, either Type 3 (bike refuge median with no left- or U-turns on 6th to Channing) or Type 4 (HAWK signal with a partial signal phase)	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account/TFCA	Medium
B7	Add bike/pedestrian scale lighting to Channing, Heinz, Virginia, and 9th St Bicycle Boulevards	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Bicycle Transportation Account/ STIP TE	Low
B8	Add painted markings where bike lanes cross right turn lanes to indicate conflict area between bikes and autos	Berkeley Operating or Capital Budget	High
B9	Paint colored bicycle lanes to increase visibility for motorists	Berkeley Operating or Capital Budget	Low
B10	Apply bike intersection treatment 1 (signage and striping) to Cedar and 9th St.	Berkeley Operating or Capital Budget	Medium
B11	Apply bike intersection treatment 1 (signage and striping) to Dwight and 9th St.	Berkeley Operating or Capital Budget	Medium
B12	Improve connection between Russell and Heinz bike boulevards through connection to Oregon and	Berkeley Operating or Capital	Medium

	installation of appropriate bike boulevard crossing treatment (Type 3 or 4) at San Pablo Ave. on Oregon and Heinz, considering the offset intersection	Budget	
B13	Add bike boxes at Gilman and 8th and Gilman and 6th intersections	Berkeley Operating or Capital Budget	High
B14	Apply bike intersection treatment 1 (signage and striping) to Heinz and 9th St.	Berkeley Operating or Capital Budget	Medium
B15	Add bike loop detectors to signal at Heinz and 7th St.	Berkeley Operating or Capital Budget	Medium
Pedestrian Projects			
P1	Improve pedestrian crossings along University between 6th and 10th Streets by adding sidewalk bulbs, ADA compliant pedestrian refuges, directional curb ramps, truncated domes, signal countdown heads, audible crosswalks and improved crossing times where appropriate and needed	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/STIP TE/ Berkeley Operating or Capital Budget/ STP/ Prop 1B/ Safe Routes to School	High
P2	Improve pedestrian crossings along San Pablo at Gilman, Cedar, University, Dwight and Ashby to include directional pedestrian curb ramps	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/ STIP TE/ Berkeley Operating or Capital Budget/ AC Transit/ Caltrans/ Prop 1C/ Safe Routes to Transit	High
P3	Remove pedestrian actuation from controller at University and San Pablo and make pedestrian walk phase with audible signal automatic on all legs	Berkeley Operating Budget/ Measure B Discretionary/ Safe Routes to Transit	Medium-High
P4	Improve pedestrian crossings along Gilman between 5th and 10th to include pavement striping, perpendicular curb ramps and truncated domes where appropriate and needed	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/STIP TE/ Berkeley Operating or Capital Budget/ TFCA/ Measure B Discretionary/ Safe Routes to Schools and Transit	High
P5	Improve pedestrian crossings along Cedar between 4th and 10th to include pavement striping, sidewalk bulbouts and truncated domes where appropriate and needed	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/ STIP TE/ Berkeley Operating or Capital Budget/ TFCA/ Measure B Discretionary/ Safe Routes to Schools and Transit	Medium-Low
P6	Improve pedestrian crossings along Dwight between 4th and 10th to include pavement striping, sidewalk bulbouts and truncated domes where appropriate and needed	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/STIP TE/	Low

		Berkeley Operating or Capital Budget/ TFCA/ Measure B Discretionary/ Safe Routes to Schools and Transit	
P7	Pave sidewalks (full block) adjacent to James Kenney Park on 7th and 8th, along 9th between Cedar and Page, along west side of 8th between Camelia and Gilman, along east side of 7th between Camelia and Harrison, and along Harrison between 7th and 8th	Berkeley CIP	Medium
P8	Install flashing pedestrian crossings at Jones along San Pablo	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/STIP TE/ Berkeley Operating and Capital Budget/ Safe Routes to Transit	Medium
P9	Install audible signals along San Pablo at Gilman, Cedar, Delaware, Allston, Dwight, Grayson and Ashby and at 6th and Hearst	SAFETEA-LU Regional Bicycle and Pedestrian Program/ State Office of Traffic Safety/STIP TE/ Berkeley Operating and Capital Budget, including ADA Transition Funds	High
P10	Extend paved median along Cedar Street on east side of San Pablo to reach crosswalk on San Pablo Ave	Berkeley Operating and Capital Budget/ Safe Routes to Transit/ Prop 1C	Low
P11	Implement a pedestrian scramble phase at San Pablo and University	Berkeley Operating or Capital Budget	High
Auto Projects			
A1	Grade separate Gilman railroad crossing; see Figure 3.6 from the Project Improvement Report	Highway-Rail Grade Crossings Program/ HSIP/ American Recovery and Reinvestment Act	High-Medium
A2	Construct dual roundabouts at Gilman Interchange	STIP/ SAFETEA-LU	High
A3	Extend/pave 5th between Potter and Ashby; see Figure 3.8 from the Project Improvement Report	Berkeley Operating or Capital Budget	Medium
A4	Open 5th St. (SB) at WB University; see Figure 3.4 from the Project Improvement Report	Berkeley Operating or Capital Budget	Medium
A5	Add peak hour auto travel lane by removing on-street parking along University between San Pablo and 6th	Berkeley Operating or Capital Budget	Medium
A6	Move traffic signal from Potter to Anthony	Berkeley Operating or Capital Budget	Low-Medium
A7	Widen WB approach at Ashby and San Pablo to create	Berkeley Operating or Capital	Medium

	dedicated left turn lane	Budget	
A8	Signalize University and West Frontage	Berkeley Operating or Capital Budget	Low-Medium
A9	Improve safety at rail crossings in West Berkeley in the most efficient way possible to allow a quiet zone designation to occur	Highway-Rail Grade Crossing Program/ HSIP/ Prop 1B HRSCA	Low-Medium
A10	Extend Ashby EB left turn bay at 7th by 150'	Berkeley Operating or Capital Budget	Medium
A11	Create additional EB/WB lanes on Dwight at San Pablo	Berkeley Operating or Capital Budget	Medium
A12	Improve 4th Street access from Gilman Street to commercial district through repaving and new left turn pockets at Gilman	Berkeley Operating or Capital Budget	Low-Medium
A13	9th and Ashby intersection improvements: extend bike boulevard south from 9th St. to connect to Emeryville Greenway, create new SB drive lane from West Berkeley Bowl to Ashby, separate SB turns (right turn heading WB on west side of bike path crossing; left turn heading EB on east side of path), extend width of intersection to include new SB drive and bike crossing, stencil 9th St. between Ashby and Anthony as bike boulevard, remove stop control at 9th and Potter in SB direction	Berkeley Operating or Capital Budget/ TFCA/ TDA/ Caldecott mitigations	High
A14	Create additional WB lane on Gilman between San Pablo and Kains	Berkeley Operating or Capital Budget	Medium
A15	Add 2nd NB left turn lane at 6th and University	Berkeley Operating or Capital Budget	Medium
A16	Upgrade signals (adaptive, emergency, transit, etc) along WB arterials (Gilman, University, Ashby, 6th/7th and San Pablo)	Berkeley Operating or Capital Budget	Medium
A17	Restripe WB University at San Pablo to create new right turn lane and additional through lane	Berkeley Operating or Capital Budget	Medium
A18	Implement a leading protected left phase for NB traffic at San Pablo and Dwight	Berkeley Operating or Capital Budget	Medium
A19	Replace Ashby interchange (partial cloverleaf/diamond or roundabout design)	STIP	Medium
A20	Create two WB lanes on Heinz (Through/Right and Left only) at 7th	Berkeley Operating or Capital Budget	Medium

A21	Add additional SB lane between Heinz and Anthony on 7th	Berkeley Operating or Capital Budget	Medium
A22	Study a full interchange design at University	STIP	Medium
A23	Signalize priority intersection to address development impacts south of University Avenue and along 4th Street. Options include: 6th and Addison (with restriction on eastbound movements), 4th and Allston, or 4th and Hearst	Berkeley Operating or Capital Budget/ Impact Fees	Medium
A24	Add EB right turn pocket (~100') at Hearst and 6th	Berkeley Operating or Capital Budget	Medium
A25	Create additional EB/WB lane along Allston Way at 6th	Berkeley Operating or Capital Budget	Medium
A26	Create additional NB/SB left turn lane along 6th at Channing	Berkeley Operating or Capital Budget	Medium
A27	Provide better parking signage, give information on parking supply location, state of occupancy, etc.	Berkeley Operating or Capital Budget	Low
A28	Reduce the speed limit on San Pablo to 30 mph	Berkeley Operating or Capital Budget	Medium
A29	Add ramp metering to Ashby, University and Gilman interchanges	SAFETEA-LU Federal Lands Highway Funds/ I-80 Corridor Management (Prop 1B)	Medium
A30	Improve wayfinding from Interstate 80 to major destinations in West Berkeley along Ashby, Gilman, and University	Berkeley Operating or Capital Budget/ Caltrans	Medium
A31	Move stop control at Hearst and Eastshore to off-ramp movement and allow free movement on Hearst/Eastshore	Berkeley Operating or Capital Budget	Medium
A32	Create additional NB/SB left turn lanes on 7th at Carleton	Berkeley Operating or Capital Budget	Low-Medium
A33	Restripe Heinz and San Pablo to include additional WB lane	Berkeley Operating or Capital Budget	Medium
A34	Restripe EB Cedar at 6th to include new right turn lane	Berkeley Operating or Capital Budget	Medium
A35	Install signal at Harrison and San Pablo	Berkeley Operating or Capital Budget	Medium
A36	Signalize 7th and Carleton	Berkeley Operating or Capital	Medium

		Budget	
A37	Add dedicated left turn phase to NB/SB traffic at Hearst and 6th	Berkeley Operating or Capital Budget	Medium
A38	Signalize intersection of Heinz and San Pablo	This may be a required developer mitigation. May conflict with a bike solution included in the West Berkeley Circulation Master Plan.	High
Truck Projects			
TR1	Create new north/south truck route by paving 2nd Street between Gilman and Hearst to heavy vehicle standards	Berkeley Redevelopment Agency/Berkeley Operating or Capital Budget	High
TR2	Designate 6th/7th between Gilman and Ashby as truck route	Berkeley Operating or Capital Budget	Low-Medium
TR3	Add/update truck routing signage Ashby, Gilman, University, San Pablo, 2nd St, 6th/7th St	Berkeley Operating or Capital Budget	Medium

POTENTIAL/FUTURE FUNDING SOURCES

The following funding sources represent options that could be pursued by the City of Berkeley. All would require additional work by the City and/or interested parties to be implemented, including technical and legal studies, passage of City legislation, and establishment of administrative procedures.. As was noted earlier, some of these sources already exist in and might be used for the West Berkeley Circulation Master Plan projects, including development agreements and tax increment. To expand those sources, or add new ones, could impose an additional ongoing administrative burden on the City as well, which should be considered when evaluating these sources and their revenue generating potential. The final draft will include a comparison of the size and nature of the examples below to the West Berkeley Circulation Master Plan area.

DEVELOPMENT IMPACT FEES

Description

Development impact fees are one-time charges against new development to raise new revenue for new or expanded public facilities necessitated by new development. A fee is voluntary and must be reasonably related to the cost of the service provided by the local agency. Development Impact Fees can take many forms, including Traffic Impact Fees, Transit Impact Fees, and Sewer Impact Fees.

Implementation

To implement such a fee, a City must conduct a nexus study that demonstrates that a new development has created the need for new or upgraded infrastructure. For example, if a City can show that a development requires that intersection improvements are necessary to maintain the level of service that existed before the development, then that is considered to be a nexus.

The cost to the developer has to be proportional to the benefit that it receives. The funding must be used to address **new** needs created as a result of the development. It **cannot** be used to address old or remedial needs. There are different approaches to impact fees that lead to different ways in which the funding can be used.

One approach to implementing an impact fee is a structure based on auto level of service (LOS) measurements. This is traditionally the way impacts fees are structured. Under this approach, developer impact fees are sought to bring intersections and roadways back up to the level of service that existed on them prior to the development. As such, funds are focused on capital improvements for roadways and intersections. In the context of the West Berkeley Circulation Master Plan, these funds would be focused on auto, and truck improvements.

Another approach is to base impact fees on project trip generation. This approach focuses on the number of new person trips generated by a new development. Under this approach, all new trips generated are assessed including transit, bike and pedestrian, and auto trips and takes away the focus of just auto impacts. This leads to more flexible funding, that can be used to fund infrastructure improvements to transit, bike, pedestrian, and auto routes.

Uses

Development impact fees have mainly been used on infrastructure and facilities, not on ongoing operating needs. Indeed, the dominant opinion among professionals is that an explicit statutory prohibition exists against the use of impact fee revenue for operations and maintenance because an impact fee can only be for “a public capital facility improvement.” A study conducted by the SF Planning Department in 2000 found that there could be an alternate interpretation of this section, wherein a fee may be used for operation and maintenance if it is imposed solely for that purpose. This interpretation of the statute only prohibits the use of fees for operation and maintenance if they are imposed as part of a fee to fund a public capital facility. Finally, there is a third interpretation which is that the definition of public facility includes “public improvements, public services, and community amenities.”

As mentioned above, regardless of the approach taken, the funding generated through development impact fees could only be used to address new needs, not existing needs. If the traditional approach were taken, then funding would be focused on auto and truck improvements. If the Trip Generation approach were

taken, that would allow for more flexible funding that could be spent on all of the types of projects envisioned in the Circulation Master Plan. In the case of transit projects, Berkeley would have to work with the transit operators on implementing the improvements

Examples

- San Francisco Transit Impact Development Fee (1981), intended to recover the capital and operating costs of increased peak period transit service associated with new office construction in downtown SF. The fee = \$9.81/gross square feet. Impact fees are used for capital and operating needs associated with increased peak period transit service. The San Francisco fee has withstood legal challenges, but is seen as an anomaly because the funding is used for both capital and operating needs.
- Orange County Transportation Corridor Agencies (1986), a one-time fee implemented to help pay for the construction of two new toll roads.
- City of Berkeley Transportation Services Fee (2006), considered implementing a Transportation Services Fee to fund programs and projects that will mitigate the impacts of new motor vehicle trips generated by future development by enabling the City to invest in alternative transportation modes. No capital improvement project list was developed in association with this proposed fee program.

TRAFFIC IMPACT FEE PROGRAM

Description

Traffic Impact Fees are a type of developer impact fees, described above. The San Jose example, discussed below, is a unique approach to implementing a fee program. The North San Jose Area Development Policy establishes a special area within the City not subject to the City standard LOS Policy. It instead analyses and establishes mitigation measures for the proposed new development. The City will collect a TIF to be used to fund the mitigation measures needed to meet future traffic conditions resulting from the new development.

Implementation

The TIF will be assessed to all new residential and industrial development within the Policy area and shall be collected at issuance of Building Permits. Only property owners who participate in the redevelopment program and pay the TIF shall be allowed to exceed their existing development rights. The TIF fairly distributes the cost of the necessary infrastructure improvements on a cost per trip generated basis amongst the total development addressed through this Policy.

Uses

Infrastructure improvements: intersection and roadway improvements; transit, bicycle and pedestrian enhancements; supporting street infrastructure system; local intersection improvements; utilities and other infrastructure.

Examples

North San Jose Area Development Policy, City of San Jose, June 2005.

BENEFIT ASSESSMENT DISTRICT

Description

The Benefit Assessment Act of 1982 provides a uniform procedure for local government agencies to pay for public improvements that benefit property in a predetermined district. An assessment may be a flat amount per parcel or based on a measure such as square footage. Assessments cannot be based on the value of property and therefore Prop. 13 limitations do not apply. Proposition 218, a 1996 state constitutional amendment, enacted more restrictive requirements for adopting an assessment district and limited the improvements and activities that can be financed through an assessment district. The amount of an assessment on a particular property is related to the amount of benefit that property receives.

Implementation

The City or Transit District must first determine the funding needs and establish the boundaries of the district. Then a comprehensive professional engineer's report to form an assessment district must be secured. The contents of the engineer's report are set out in state law. Property owners are notified of a public hearing and are provided a ballot to approve or disapprove of the proposed district within at least 45 days prior to the hearing. Ballots are weighted according to the proportional financial obligation of the affected property. That is, properties that receive greater benefit will pay a relatively larger portion of the costs. Therefore, the ballots cast by the owners of such properties will carry greater value compared to those of other properties in the tabulation of votes. Approval of benefit assessment district requires that a majority of the weighted ballots exceed the weighted ballots opposing the creation of the district.

Uses

Most assessment districts in California are formed to pay for the operations and maintenance or capital improvements (often through the issuance of bonds) of public systems such as drainage, flood control, street lighting, street paving, sewers, parks, and open space.

Examples

The only benefit assessment district specifically for transit in California is in Los Angeles. That district was created in 1985 to fund station construction costs of Segment 1 of the Metro Red Line, Los Angeles' first subway line. Formation of the district pre-dated the current statutory requirements for approval by the property owners. Assessments will terminate in 2008-09 when the bonds for Segment 1 are retired.

MELLO-ROOS COMMUNITY FACILITIES

Description

The Mello-Roos Community Facilities Act allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos Community Facility District (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. Property owners within the district are responsible for paying back the bonds.

Implementation

A CFD is created by a sponsoring local government agency and includes all properties that will benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of property owners within the proposed boundaries. Once the CFD is approved, a special Tax Lien is placed against each property in the CFD and property owners pay a Special Tax each year.

Uses

The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities.

Examples

There are examples of CFDs in nearly every County in California. San Francisco is currently considering a Mello-Roos CFD on undeveloped parcels in the Transbay District of Downtown SF as part of a planning effort to "upzone" building heights in the area. All or part of the revenue generated would be used to fund the Transbay Transit Center and Downtown Caltrain Extension.

BUSINESS IMPROVEMENT DISTRICT

Description

Business Improvement Districts (BIDs) and Property Based Improvement Districts (PBID) are a type of assessment district in which business owners choose to be assessed a fee, which is collected on their behalf by the City, for use in improving the business in the area. Annual charges for the BID/PBID are based

on assessments that are directly proportional to the estimated benefits being received by the businesses upon which they are levied. The assessments are administered by the local jurisdiction and are usually included on property tax bills.

Implementation

Generally, formation of a business improvement District begins with a group of businesses petitioning the local jurisdiction to create a BID or PBID. The City of County will propose a new district by adopting a resolution of intention, specifying the types of improvements and activities to be financed by the district. Public notice is provided and/or each affected business owner is mailed notices of one or more public hearings on the formation of the BID or PBID. If the formation of the BID or PBID is not protested by a majority of the business owners, the BID or PBID is established and an advisory board is appointed.

Uses

Parking facilities, parks, fountains, benches, trash receptacles, street lighting, and decorations are typical improvements made in a BID. Services provided by a BID may include promotion of public events, furnishing music in public places and promotion of tourism. The 1994 Act also allows BIDs to pay for streets, rehabilitation or removal of existing structures, and security facilities and equipment.

Examples

There are more than 200 BIDs in California. The city of San Diego has one of the largest BID programs in the state with 18 districts, more than 11,000 small businesses participating, and raising more than \$1 million annually. In Emeryville, a Property based Improvement District was formed using the 1994 Act to fund Emery-Go-Round, a local shuttle service. About \$2.3 million is generated annually in assessments, fully funding the Emery-Go-Round operation. The City of Berkeley has had and continues to have BIDs, but none are currently located within West Berkeley. A PBID for southwest Berkeley was proposed in 2008, but lacked sufficient support to proceed as proposed with residential participation. Reconfiguration of the PBID, which excludes residential properties, could be revisited.

TAX INCREMENT

Description

Tax increment financing serves as a public financing technique to assist in financing economic development projects that are designed to stimulate private sector investments and related employment opportunities which otherwise would not have occurred with the redevelopment area. California was a pioneer in developing this financing mechanism.

Implementation

On the date the city council approves a redevelopment plan, the property within the boundaries of the plan has a certain total property tax value. If this total assessed valuation increases, most of the taxes that are derived from the increase go to the redevelopment agency. This increase in tax revenue is the tax increment that goes to the Redevelopment Agency, instead of to the State and other taxing agencies. It is NOT a new tax. Existing taxes are not increased. Usually, the flow of tax increment revenues to the agency will not be sufficient in itself to finance the full scope of redevelopment activities and development projects. Therefore, agencies issue bonds. These bonds are not a debt of the city or county and are repaid solely from tax increment revenue. Tax increments can be used only in the same project which generates them, except for residential projects which benefit low- and moderate- income households. As was mentioned above, there is a Redevelopment District that covers part of the area in the West Berkeley Circulation Master Plan.

Uses

Tax increment proceeds are used for a broad range of public purposes related to construction of new or rehabilitated public infrastructure projects and to spur private sector investment in the area.

Examples

Nearly all redevelopment agencies in California have engaged in tax increment financing. Most tax increment financing related to transportation projects is for roadway improvements, although transit capital infrastructure is eligible for tax increment financing.

DEVELOPER AGREEMENTS

Description

As development occurs within local jurisdictions the public agency may have the opportunity to negotiate development agreements outlining the terms and conditions under which the development will be completed. As such, the agreements may contain any number of terms and conditions to which the local jurisdictions and developer agree are requirements for the development to proceed. This is a flexible tool allowing for a broad range of potential public improvements to be funded or built by the developer.

Implementation

These agreements are between two willing parties, the local jurisdiction and the developer. Each agreement is negotiated independently. As was mentioned in an earlier section, there is a developer agreement in place in the West Berkeley neighborhood.

Uses

Often the public improvements are intended to be mitigations for impacts caused by the development and they can be traded for concessions that the public entity will provide, such as increased floor area ratio. The viability of a developer agreeing to fund public improvements is usually a function of the market.

Examples

There are numerous examples of developer agreements in California. Many contain public transportation improvements that range from operating support for bus service to capital improvements such as new roads and bicycle and pedestrian paths.