



Funding

This plan is a set of ideas based on community input. None of these projects are done deals. To implement these projects, community support and additional approval would need to occur within the City of Los Angeles and potentially other jurisdictions (such as the County Flood Control District for river or arroyo bike paths). Once projects in this plan are approved, they will need funding. Some potential funding sources are briefly described in this chapter.



Federal Funding

Though not politically easy, it may be possible to get an earmark for federal transportation funding. These are generally set-asides that are included in federal transportation bills, including Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Outside set-asides, much of SAFETEA-LU funds are allocated at the local level via the Metro Call for Projects (see below). Some facilities could potentially be part of other federal funding, such as bike paths included in larger river revitalization projects funded through Water Resources Development Act (WRDA).

California State Funding

There are a few potential sources of state funding, none of which include a great deal of funding. Examples include the California State Bicycle Transportation Account (BTA), Safe Routes to School, Caltrans planning grants, and potentially some park and/or water bond funding.

Call for Projects

Metro's every-other-year Call for Projects is generally Los Angeles County's single largest source of pedestrian and bicycle project funding. The Call for Projects disburses state and federal funds to regionally significant projects throughout the county via a competitive grant application process. Cities, county and agencies apply to Metro, and Metro programs millions of dollars for bike and pedestrian improvements.

Los Angeles City Budget

Though federal transportation dollars (generally through the Call for Projects) are very useful for costly projects, they come with additional requirements for administration, reporting and federal environmental clearance. For less expensive smaller projects, such as striping bike lanes, it is sometimes easier and more desirable to do the project within the existing city budget. Projects that include only modifying the striping (such as bike lanes and basic road diets) may be done by the Los Angeles City Department of transportation (LADOT) within their existing budget, especially during the ongoing process of routine repaving.

Parking Revenue

Parking meter revenue currently goes into the citywide Special Parking Meter Revenue Fund. Retaining parking meter revenue locally (or, as is called for in the CRA's downtown parking report, returning a portion of new parking revenues to the districts where revenue growth occurs) could be a significant source for funding bicycle and pedestrian projects. (See also Chapter 4 recommendation.)

New Development

Under current city procedures, new development often pays for transportation changes including road-widening. A similar extraction could take place to fund bicycle and pedestrian enhancements. Development could provide landscaping and road work in the adjacent public realms.

As the Los Angeles Department of City Planning develops the Cornfield/Arroyo Seco Specific Plan, there has been discussion of including a development linkage fee to pay for public improvements in the specific plan area.

Grant Funding

For very small projects, such as tree-planting, local groups (such as Neighborhood Councils or community service groups) could seek grants from government and/or private sources. This would include the City of Los Angeles Board of Public Works' Community Beautification Grant and others.