

SECTION 4: IMPLEMENTATION



This section presents operations and maintenance guidelines for the Kern region bikeway and pedestrian network. Maintaining the active transportation network is equally (if not more) important as building the system in the first place. Keeping infrastructure in good working order enables communities to derive a much larger return on their investment, while demonstrating their ongoing commitment to providing a safe and functional system for their constituents. Section 4 also summarizes currently-available funding sources that can help the region, cities, and communities implement the projects described in this Plan.

See Section 2 for a discussion of the criteria used to prioritize projects in each community, indicating which projects might be implemented first.

4-1: OPERATIONS AND MAINTENANCE GUIDELINES

Regular bicycle facility maintenance includes sweeping, maintaining a smooth surface, ensuring that the gutter-to-pavement transition remains relatively flush, and installing bicycle-friendly drainage grates. Pavement overlays are also a good opportunity to improve bicycle facilities. In terms of bicycle parking maintenance, it is important to refer to City Codes since most of them require the person, firm, business or corporation originally providing the racks to remain the owner and responsible for maintaining it in good condition.

The City Codes of the incorporated cities included in the Kern Region ATP mandate that the costs to maintain the sidewalk network is primarily the responsibility of adjacent property owners, while new sidewalks should be funded by developers. Intersection and crossing projects will also be treated as part of the normal roadway maintenance program.

In April 2017 the Road Repair & Accountability Act was adopted, establishing the Road Maintenance & Rehabilitation Program (RMRP). The act introduces a long-term transportation reform and funding package including new revenues to make road safety improvements, fill potholes, and repair local streets, highways, bridges and overpasses. The act will raise at least \$5 billion when fully phased in, to make a dent in California's maintenance backlog. This could provide Kern County with better maintained Caltrans highways and local roads.

MAINTENANCE

SWEEPING

- Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.
- Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

SIGNAGE

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

ROADWAY SURFACE

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than $\frac{1}{4}$ -inch.
- Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

PAVEMENT OVERLAYS

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within $\frac{1}{4}$ -inch of the finished pavement surface and are made or treated with slip resistant materials.

DRAINAGE GRATES

- Require all new drainage grates be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

GUTTER TO PAVEMENT TRANSITION

- Ensure that gutter-to-pavement transitions have no more than a $\frac{1}{4}$ " vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

LANDSCAPING

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

MAINTENANCE MANAGEMENT PLAN

- Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- Enforce all trespassing laws for people attempting to enter adjacent private properties.
- Develop an online tool for riders to report hazards, potholes, and other bicycle-related issues for the County and local jurisdictions to address. Ensure these requests are addressed in a timely manner.
- Provide bicycle detour routes and signs during roadway construction.

Table 4-99: Recommended Walkway and Bikeway Maintenance Activities

Maintenance Activity	Frequency
Inspections	Seasonal – at beginning and end of Summer
Pavement sweeping/blowing	As needed, with higher frequency in the early Spring and Fall
Pavement sealing	5 - 15 years
Pothole repair	1 week – 1 month after report
Culvert and drainage grate inspection	Before Winter and after major storms
Pavement markings replacement	As needed
Signage replacement	As needed
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 – 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

OPERATIONS

ENFORCEMENT

- Enforce speed limits and other rules of the road.
- Work with the Sheriff Department, California Highway Patrol, and local police departments to ensure officers are trained on safe bicycling practices and are up-to-date on bicycle-related laws.
- Work with the Sheriff Department, California Highway Patrol, and local police departments to improve the reporting and analysis of bicyclists-involved collisions and bicycle theft.

IMPLEMENTATION AND DESIGN

- Implement on-street bicycle and pedestrian facilities proposed in this Plan when completing road rehabilitation and reconstruction projects.
- Design and maintain all streets so that they incorporate Complete Streets standards.
- Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- Apply pavement stenciling to indicate detention areas at all traffic signals.
- Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.

EVALUATION

- Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- Create an annual bicycle and pedestrian count program.
- Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

4-2: COST ESTIMATES

The cost estimates for bicycle and pedestrian projects are listed in Table 4-100. It should be noted that cost estimates will fluctuate, particularly over the longer time period covered by this Plan.

Table 4-100: Cost Estimates in the Implementation Framework

Treatment	Unit	Cost Estimate
Bikeway Study	Unit	\$150,000
Class I Shared-Use Path (Paved)	Mile	\$900,000
Class II Standard Bike Lanes	Mile	\$90,000
Class II Buffered Bike Lanes	Mile	\$180,000
Class III Bicycle Boulevard	Mile	\$50,000
Class III Bicycle Route	Mile	\$9,000
Class IV Cycletrack	Mile	\$300,000
Complete Streets	Mile	\$575,000
Crossing Improvements	Intersection	\$85,000
Corridor Improvement	Mile	\$275,000
Complete Streets	Mile	\$575,000

4-3: POTENTIAL FUNDING SOURCES

Recommended funding programs are broken down by federal, state, and regional/local sources. Appendix D presents a summary of recent expenditures for active transportation infrastructure throughout Kern County.

FEDERAL SOURCES

The sections below present a summary a currently-available active transportation funding sources. It should be noted that at the time of writing, future federal levels of investment remain, and the future of some programs, remain uncertain. Kern COG, the County of Kern, and local partners should continue monitoring the federal funding picture to understand the degree of the federal government's commitment to assisting with the region's future bicycling and walking investments.

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a federal partner over the long term (at least five years).

The law makes changes and reforms to many federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of federal dollars to use a design publication that is different than one used by their State DOT.

FAST ACT – CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The amount of CMAQ funds depends on the state's population share and on the degree of air pollution. Recent revisions were made to bring CMAQ in line with the FAST Act legislation. There is a broader emphasis on projects that are proven to reduce PM-2.5. Eligible projects include: "Constructing bicycle and pedestrian facilities (paths, bicycle racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips; (and) non-construction outreach related to safe bicycle use." Studies that are part of the project development pipeline (e.g., preliminary engineering) are eligible for funding. "An assessment of the project's expected emission reduction benefits should be completed prior to project selection."

BUS AND BUS FACILITIES PROGRAM: STATE OF GOOD REPAIR

The Bus and Bus Facilities Program can be used for projects to provide access for bicycles to public transportation facilities, to provide shelters and parking facilities for bicycles in or around public transportation facilities, or to install equipment for transporting bicycles on public transportation vehicles.

SURFACE TRANSPORTATION BLOCK GRANT (STBGP)

The FAST Act expanded the existing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP) which places more decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the ways that funds can be used for local roads and rural minor collectors. The Transportation Alternatives Program (TAP) is a set-aside program of this block grant. The new program requires 55 percent of program funds be distributed within each state on the basis of population, compared to 50 percent under STP. In California, STBGP is allocated through the Regional Surface Transportation Program (RSTP). The TAP program is allocated through the Active Transportation Program (ATP).

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The FAST Act eliminates the ability of states to shift funds designated for infrastructure safety programs to behavioral or educational activities, ensuring resources remain in construction-related programs. It also designates several new safety improvements eligible for funding including vehicle-to-infrastructure communication and roadway improvements that provide separation between pedestrians and motor vehicles.

With regards to unpaved roads, the FAST Act allows states to “opt out” of collecting safety inventory data for unpaved/gravel roads if certain conditions are met, as long as the states continue to collect data related to serious crashes and fatalities. It also requires the U.S. DOT to review data and report to Congress on best practices for roadway infrastructure improvements that enhance commercial motor vehicle safety.

HSIP is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to “improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide.” The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure - “Provide more transportation choices: Develop

safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health." The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants).

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conversation and outdoor recreation projects.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund (LWCF) is a National Parks Service program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The program is administered by the California Department of Parks and Recreation. Funds can be used for right-of-way acquisition and construction. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Trail corridor acquisition can be funded with LWCF grants as well.

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as

costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Trails and greenway projects that enhance accessibility are the best fit for this funding source.

TRANSPORTATION INVESTMENTS GENERATING ECONOMIC RECOVERY (TIGER) PROGRAM

TIGER can be used for innovative, multimodal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation. These include bicycle and pedestrian projects and the project minimum is \$10 million.

U.S. ENVIRONMENTAL PROTECTION AGENCY - BROWNFIELDS PROGRAM

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. Revolving Loan Fund (RLF) grants provide funding for a grant recipient to capitalize a revolving loan fund and to provide sub-grants to carry out cleanup activities at brownfield sites.

U.S. ENVIRONMENTAL PROTECTION AGENCY - SMART GROWTH PROGRAM

EPA's Smart Growth Program helps communities improve their development practices and get the type of development they want. The Smart Growth Program works with local, state, and national experts to discover and encourage development strategies that protect human health and the environment, create economic opportunities, and provide attractive and affordable neighborhoods for people of all income levels. The Smart Growth Program is housed in EPA's office of sustainable communities, which also coordinates EPA's Green Building Work.

The program:

- Conducts research
- Produces reports and other publications

- Provides examples of outstanding smart growth communities and projects
- Works with tribes, states, regions, and communities through grants and technical assistance
- Through partnerships, brings together diverse interests to encourage better growth and development
- Supports education and outreach by contributing to smart growth online exit and the new partners for smart growth conference exit

STATE SOURCES

ACTIVE TRANSPORTATION PROGRAM

With the consolidation of federal funding sources in MAP-21 and again under the FAST Act, the Legislature has consolidated a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) consolidated the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. The Statewide Competitive ATP has \$240 million available through the 2020/2021 fiscal cycles. Under the Road Repair & Accountability Act (adopted April 2017), an additional \$100 million will be allocated to ATP annually, for the next ten years.

The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation

Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees. Bicycle and pedestrian projects may be programmed under ITIP and RTIP.

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Caltrans Sustainable Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should improve mobility and lead to the programming and implementation of transportation improvement projects. Along with a strong focus on transportation, these projects should also emphasize safety, jobs, housing, sustainable communities, and public participation.

For Fiscal Year (FY) 2016-2017, Caltrans will award approximately \$9.8 million for the following STP Grants:

- Strategic Partnerships (\$1.5 million): the Strategic Partnerships Grants fund planning projects that Encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system; strengthen government-to-government relationships; and, result in programmed system improvements.
- Sustainable Communities (\$8.3 million): the Sustainable Communities Grants fund transportation planning projects that: identify and address mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities; encourage stakeholder collaboration; involve active public engagement; integrate Smart Mobility 2010 concepts; and, ultimately result in programmed system improvements.

PETROLEUM VIOLATION ESCROW ACCOUNT

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for Petroleum Violation Escrow Account (PVEA) funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA

projects. PVEA funds do not require a match and can be used as match for additional federal funds.

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and FAST Act. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local town and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans district must support the project. The average award amount is \$250,000.

CALIFORNIA CONSERVATION CORPS

The California Conservation Corps (CCC) provides labor assistance for projects related to natural resource management. Public agencies can hire a CCC team at low cost. The nearest CCC centers are located in San Louis Obispo, Camarillo, and Fresno.

HABITAT CONSERVATION FUND

The Habitat Conservation Fund provides funding through State general funds to local agencies to protect threatened species, to address wildlife corridors, to create trails, and to provide for nature interpretation programs which bring urban residents into park and wildlife area. This source would be appropriate for recommended improvements to Class I shared-use paths.

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 FUNDS

Transportation Development Act (TDA) Article III funds awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax and are distributed to counties based on population, with a competitive process administered by Kern COG for local jurisdictions. Funds may be used for the following bicycle and pedestrian activities:

- Engineering expenses
- Right-of-way acquisition
- Construction and reconstruction
- Retrofitting existing bicycle and pedestrian facilities, including signage installation and ADA compliance
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates
- Support facilities, such as bicycle parking and pedestrian amenities

STATE HIGHWAY ACCOUNT

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside \$360,000 for the construction of non-motorized facilities that will be used in conjunction with the State highway system. The Office of Bicycle Facilities also administers the State

Highway Account fund. Funding is divided into different project categories. Minor B projects (less than \$42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office. Minor A projects (estimated to cost between \$42,000 and \$300,000) must be approved by the CTC. Major projects (more than \$300,000) must be included in the State Transportation Improvement Program and approved by the CTC.

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include projects to add through lanes to increase capacity. SHOPP projects are selected at the discretion of Caltrans.

ROAD REPAIR & ACCOUNTABILITY ACT (2017)

The Road Repair & Accountability Act (2017) makes \$5 billion a year available for transportation improvements in California. The act includes Complete Streets funding, as well as increased Active Transportation Program funding. Funds made available by the act will be used for projects that include, but are not limited to:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations.
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
- Traffic control devices

REGIONAL AND LOCAL SOURCES

DEVELOPER IMPACT FEES

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bicycle and pedestrian projects. These projects have commonly provided Class II facilities for portions of on-street, previously planned routes and public spaces. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

NEW CONSTRUCTION

Future road widening and construction projects are one means of providing bicycle and pedestrian facilities. To ensure that roadway construction projects provide pedestrian and bicycle infrastructure where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans' Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

THE BAKERSFIELD CALIFORNIAN FOUNDATION

The Bakersfield Californian Foundation (BCF) has roughly \$800,000 to distribute each year. \$500,000 of which funds grants for two cycles:

- Spring: where BCF donates smaller grant amounts — around \$20,000 — to a larger number of organizations, based on a particular focus
- Fall: a two-part competitive cycle, where they award amounts of \$100,000, \$50,000 and \$25,000 to fewer organizations

The remaining amount — around \$200,000 — is for year-round

non-cycle grants, which are generally focused on animal welfare, literacy, education, and environmental / historical preservation. These grants also tend to be for smaller amounts. Previously, Bike Bakersfield was awarded \$5,000 for their Downtown Bicycle Parking and Community Enhancement project, which added artistic bicycle racks in front of downtown businesses.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT GRANTS & INCENTIVES

The San Joaquin Valley Air Pollution Control District accepts applications for bicycle infrastructure projects, including Class I (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. The program provides funding to assist with the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work and commercial sites. Funding for this program is limited to municipalities, government agencies and public educational institutions located within the boundaries of the District. Funding opportunities include:

- Up to \$150,000 per project for Class I shared-use paths
- Up to \$100,000 per project for Class II bike lanes
- Up to \$100,000 per project for Class III bike routes

KERN COUNTY AIR POLLUTION MITIGATION FUND

The Kern County Air Pollution Mitigation Fund fulfills the intent of a series of settlements between the Sierra Club and residential building developers in the Bakersfield area. As required by these settlements, the Fund receives air pollution mitigation fees paid by property developers to offset the cumulative air pollution impacts of new developments. With the advice of a Bakersfield-based funding advisory board, the Rose Foundation uses these developer fees to support grants for projects designed to reduce particulate or ozone air pollution in Kern County. In 2015, the City of Bakersfield received \$35,000 from the Rose Foundation for this Plan.

PRIVATE SOURCES

BIKES BELONG GRANTS

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

COMMUNITY ACTION FOR A RENEWED ENVIRONMENT (CARE)

Community Action for a Renewed Environment grants provide support to help communities form collaborative partnerships, develop a comprehensive understanding of many sources of risk from toxics and environmental pollutants, set priorities and identify and carry out projects to reduce risks through collaborative action at the local level. Eligible applicants include local nonprofits, local government, colleges and universities. The grants have two funding levels: (1) \$75,000-\$100,000 and (2) \$150,000-\$300,000. Priorities of the CARE program include:

- Reduce exposures to toxic pollutants through collaborative actions at the local level.
- Help communities gain an understanding of all potential sources of exposure to toxic pollutants.
- Work with communities to set priorities for risk reduction activities create self-sustaining, community based partnerships that will continue to improve the local environment.

BANK OF AMERICA CHARITABLE FOUNDATION, INC.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

PEOPLEFORBIKES COMMUNITY GRANT PROGRAM

PeopleForBikes is a coalition of bicycle suppliers and retailers that has awarded \$2.9 million in community grants and leveraged an additional \$670 million since its inception in 1999. The community grant program funds bicycle paths and rail trails, as well as mountain bicycle trails, bicycle parks, BMX facilities, and large-scale bicycle advocacy initiatives. Spring 2015 grant awards ranged between \$800 and \$10,000 and contributed to greenway and other infrastructure projects, as well as bicycle parking and bicycle-related programming.

THE ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today, it is the largest U.S. foundation devoted to improving the health and health care of Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

REI GRANTS

The REI grants program makes funding available to local nonprofit organizations to provide the resources and capacity to organize stewardship activities and get volunteers involved. The cities could partner with local advocacy groups to pursue these funds.

THE WALMART FOUNDATION

The Walmart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of \$250 to \$5,000 through local Walmart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December. The State Giving Program provides grants of \$25,000 to \$250,000 to 501c3 nonprofits working

within one of five focus areas: Hunger Relief & Nutrition, Education, Environmental Sustainability, Women's Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Wal-Mart Foundation's National Giving Program awards grants of \$250,000 and more, but does not accept unsolicited applications.

THE KODAK AMERICAN GREENWAYS PROGRAM

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design, and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying, or political activities.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bicycle and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

VOLUNTEER AND PUBLIC-PRIVATE PARTNERSHIPS

A public-private partnership involves an agreement between a public agency and a private party, in which the private party delivers a public service or project to the public agency. Projects can be funded solely by the private party or through a collection of private monies and taxpayer dollars.

OTHER SOURCES

Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly shared-use paths. For example, a local college design class may use such a shared-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. And a challenge grant program with local businesses may be a good source of local funding, in which the businesses (or residents) can “adopt” a route or segment of one to help construct and maintain it.

