

VTA Bicycle and Pedestrian Funding Programs

VTA Bicycle and Pedestrian Advisory Committee
October 9, 2019

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VTA's Role in Administering Funding

- Funds come from federal, state, or regional agencies
- Or are generated locally (e.g. sales tax)
- VTA distributes funding to cities, towns, County
- Sources of funding for bicycle/pedestrian projects
 - One Bay Area Grant
 - Vehicle Emissions Reductions Based at Schools
 - Transportation Fund for Clean Air
 - Transportation Development Act Article 3
 - 2016 Measure B



Other Funding Sources (Not Administered by VTA)

Just a sampling...

- Active Transportation Program
 - Caltrans Sustainable Communities Planning Grants
 - California's Recreational Trails Program
 - Vehicle Trip Reduction Grant Program
-
- Countywide Bicycle Plan, Appendix 8.2 lists many funding sources.
<https://www.vta.org/projects/santa-clara-countywide-bike-plan-update-2018>



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Typical Costs for Bike/Ped Infrastructure

■ Represents \$1 Million

— Curb Extension at One Corner

■ 1 Mile of Bike Lanes

■ New Traffic Signal

■■■ 1 Mile of Bicycle and Pedestrian Path (Class I)

■■■■ Bicycle and Pedestrian Bridge



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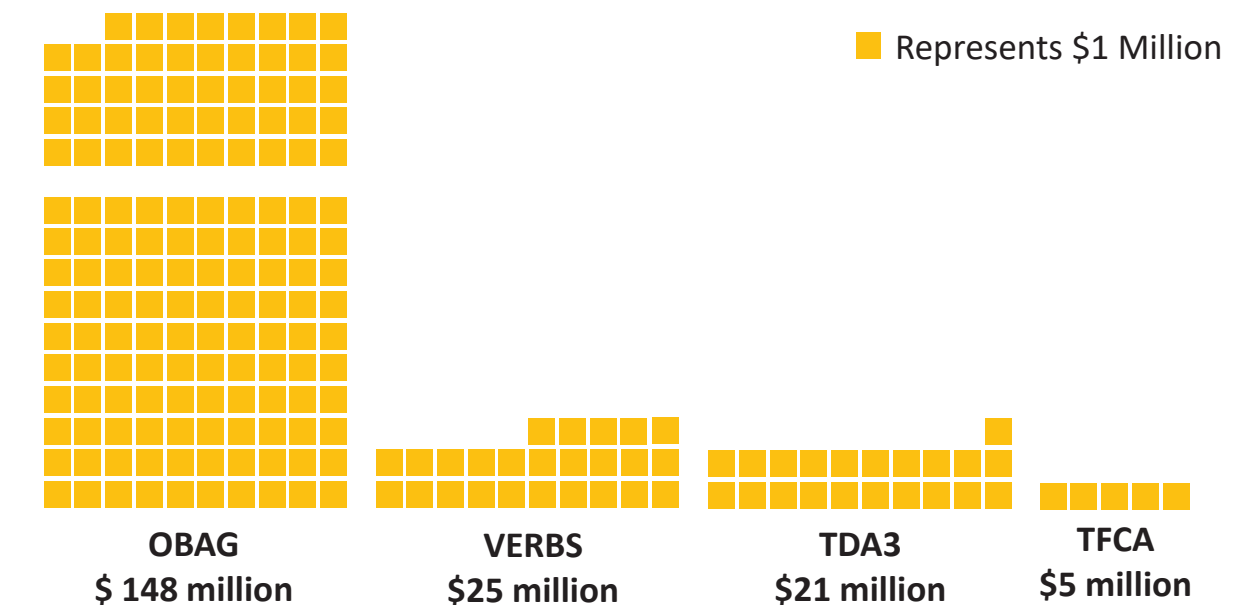
Bike/Ped Programming

Between 2010 and 2019, VTA programmed **\$200 M** to bicycle and pedestrian projects.



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Historic Bike/Ped Programming, 2010-2019



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Annual Bike Ped Programming

On average, VTA programs **\$24.4 million** per year to bicycle and pedestrian projects and activities.



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Annual Bike Ped Programming

On average, VTA programs \$24.4 million per year to bicycle and pedestrian projects and activities.

2016 Measure B increases this annual average by \$8.3 million

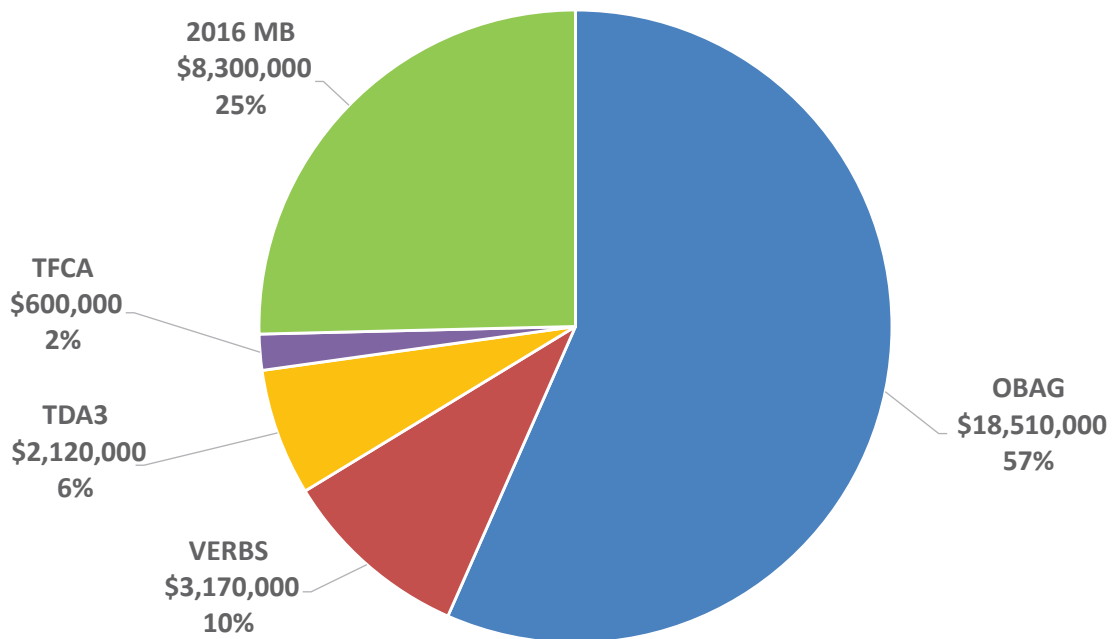
Total: **\$32.7 million** per year.



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Anticipated Annualized Funding – 2019 forward



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The Color of Money: Funding Requirements & Restrictions

- Funding sources come with requirements and restrictions
- Set by various agencies, including:
 - Federal Highway Administration
 - California Transportation Commission
 - Caltrans
 - Metropolitan Transportation Commission
 - Bay Area Air Quality Management District
- VTA may add other requirements to support agency priorities
- VTA is responsible for ensuring project compliance



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VTA's Funding: Competitive vs. Formula

- Between 2010 and June 2019, VTA programmed \$200 M to nearly 280 bike/ped projects.
- Of this funding, **63%** was distributed competitively and **37%** was distributed by formula.



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Formula Funding

- Mathematical formula determines funding amounts
- Relies on objective measure (e.g miles of roadway, population)
- Example: 2016 Measure B Education Encouragement funds
 - Distributed to cities by population with a floor of \$10,000 per year
 - Amount per city ranges from \$10,000 to nearly \$500,000 (San Jose)



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Formula Funding Benefits and Disadvantages

- Benefits:
 - Easy and quick to administer
 - Easy and quick to receive funding
 - All jurisdictions get funding
 - Allows local agencies to prioritize how to spend money
 - Guaranteed funding allows agencies to plan ahead
- Disadvantages:
 - May not provide enough money to fund expensive projects
 - Some jurisdictions may get very little money
 - Regional priorities may not get funded



Competitive Funding

- Funding agency sets scoring criteria
- Project sponsors submit application describing how project meets criteria
- Highest scoring projects receive funding
- Example: Vehicle Emissions Based at Schools



Competitive Funding: Benefits and Disadvantages

- Benefits:
 - Allows funding agency to set priorities
 - May result in funding projects that support regional goals
 - Can fund large, expensive projects
- Disadvantages:
 - Time consuming to set up criteria, request applications, and review
 - Time consuming to fill out applications
 - Some jurisdictions may receive no money
 - Local jurisdictions may not submit projects that support regional priorities



VTA Funding: Do we invest in Communities of Concern?

- **For 2/3 our funding (mostly competitive) we are looking at this.**
 - 93% of the competitive funding (\$117 M) used Communities of Concern as a scoring criteria.
 - We are in the process of mapping these projects to determine how they relate to Communities of Concern.
- **For about 1/3 of our funding (mostly formula) its challenging.**
 - Much of the money went to “citywide” projects (e.g. curb ramps, pedestrian and bicycle safety, bicycle parking, safety education).
 - VTA doesn’t have information to allow us to map what was built.
 - Cities/county may be able to answer the question.



Questions?

- Questions:
 - 2016 Measure B – Jane Shinn jane.shinn@vta.org
 - Other VTA Bike/Ped Funds – Amin Surani amin.Surani@vta.org
 - General Bike/Ped – Lauren Ledbetter lauren.ledbetter@vta.org

