



Legislation Details (With Text)

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Attachments: 1. Letter from Member Kratz, 2. December 2020 report on Additional Funding Sources for Bike and Pedestrian Projects

Date	Ver.	Action By	Action	Result
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REPORT TO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

SUBJECT

Additional Funding Sources for Bike and Pedestrian Projects (Yee)

BACKGROUND

In December 2018, Bicycle and Pedestrian Advisory Committee (BPAC) Member Kratz submitted a letter (Attachment 1) to request the Bicycle and Pedestrian Advisory Committee (BPAC) discuss funding sources for bicycle and pedestrian improvements.

DISCUSSION

At the December 2020 meeting, staff presented information on funding sources (Attachment 2). Member Kratz stated the report did not include other funding sources on the website https://www.calbike.org/resources/funding_sources/. He requested the item be brought back to include this information.

As previously presented, bicycle and pedestrian projects and programs may be funded by City, County, Regional, State, Federal, and Developer funds. Below is a description of existing funding sources and amounts obtained by the City for bicycle and pedestrian activities.

The City has obtained \$11.9 million for projects on the grant activity list:

1. \$8.6 of One Bay Area Grant (OBAG) and Vehicle Emissions Reductions Based at Schools (VERBS) grants are funded by Federal Congestion Mitigation and Air Quality (CMAQ) gas tax funds
2. \$0.3 million of Sustainable Transportation Planning grants funded by State Senate Bill 1 (SB1) gas tax funds
3. \$1.4 million of State Transportation Development Act (TDA) sales tax funds
4. \$0.1 million of Regional Transportation Funds for Clean Air (TFCA) vehicle fees
5. \$1.5 million of County Measure B sales tax funds

The City also allocated an additional \$8.5 million for the projects below:

6. \$2.2 million of State Gas tax funds. Currently used for the Uncontrolled Crosswalks Improvement project and Creek Trail Master Plan.
7. \$2.2 million of City General Funds from property/sales/transient occupancy taxes and City service fees. Currently used for the Lick Mill/East River HAWK project and trail maintenance activities.
8. \$0.8 million of Silicon Valley Power (SVP) cap and trade funds. Currently used for the Lawrence/Pruneridge intersection and Lick Mill Beacon upgrade projects.
9. \$2.1 million of developer Traffic Impact Fees (TIF). Funds are used for specific projects identified in the City's TIF Nexus Study. Currently used for the Scott/Harrison HAWK project and the Creek Trail Master Plan.
10. \$1.2 million of other contributions from the Santana West Settlement Agreement. Funds are used for specific projects specified in the legal agreement, such as adaptive signal timing and traffic calming near Valley Fair mall.

As requested by Member Kratz, below is a description of existing funding sources listed on the website that are not used by the City for projects:

11. Federal Community Development Block Grants are intended for housing and infrastructure. The City currently uses this grant for housing, food, and social programs
12. Federal Land and Water Conservation Fund energy fees and Recreational Trails Program (RTP) gas tax funds are intended for land acquisition and new parks. The City must complete the Creek Trail Master Plan before seeking these funds
13. Federal Highway Safety Improvement Program (HSIP) funds are intended for roadway safety improvements. The City must compete with other agencies based on collision rates and severity
14. State Active Transportation Program (ATP) is a collection of SB1, RTP, and HSIP funds specifically set aside for bicycle and pedestrian improvements. The City must compete with other agencies based on disadvantaged community population, transit access, and connectivity
15. City Benefit Assessment Districts and Business Improvement Districts are special taxes and fees paid by businesses or property owners within a district. The City Council and the public must approve additional taxes and fees and approve use of this revenue for bicycle and pedestrian improvements
16. City Specific General Sales Tax funds are additional taxes on top of State and County taxes paid by all consumers. The City Council must agree on this additional tax, approve use of this revenue for bicycle and pedestrian improvements, and obtain voter approval

In summary, the City has allocated \$20.4 million from 10 funding sources for bicycle and pedestrian improvements. Staff is in the process of creating a funding strategy to obtain additional funding to implement priority projects in the Bicycle Plan Update and Pedestrian Master Plan. Staff intends to apply for HSIP and ATP grant funds for high priority projects.

BPAC is encouraged to discuss funding sources desired for bicycle and pedestrian improvements.

Written by: Jonathan Yee, Transportation Manager, Public Works

Reviewed by: Carol Shariat, Principal Transportation Planner, Public Works

Approved by: Michael Liw, Assistant Director/City Engineer, Public Works

ATTACHMENTS

1. Letter from Member Kratz
2. December 2020 report on Additional Funding Sources for Bike and Pedestrian Projects