



Date: October 20, 2006
 Committee Meeting Date: November 8, 2006
 Board Meeting Date: December 14, 2006
 ACTION X DISCUSSION INFO

BOARD MEMORANDUM

TO: Bicycle and Pedestrian Advisory Committee
 Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: Michael T. Burns
 General Manager

Michael T. Burns

FROM: Carolyn M. Gonot
 Chief Development Officer

Carolyn M. Gonot

SUBJECT: Community Design & Transportation Program Capital Grants

RECOMMENDATION:

Review and recommend that the VTA Board of Directors approve the project list to program \$5,843,440 in Community Design & Transportation Program Capital Grants as shown in Attachment A.

BACKGROUND:

The VTA Board of Directors approved the Community Design & Transportation (CDT) Program to provide information and tools, as well as planning, technical, and design assistance to Member Agencies to influence a proactive planning and development process. During the development of the CDT Program, Member Agencies also expressed the need for VTA to provide financial resources to assist in implementing the CDT Program. Accordingly, VTA established two new Grant Fund Programs: CDT Planning Grants and CDT Capital Grants.

The CDT Planning Grants provide funding for Member Agencies to prepare projects for implementation. In August 2004, VTA issued the first CDT Planning Grants call-for-projects. The VTA Board awarded planning grants totaling \$475,000 in February 2005. VTA anticipates conducting two additional cycles of \$475,000 each for CDT Planning Grants

The CDT Capital Grants program is intended to help Member Agencies design and build transit- and pedestrian-friendly projects and to include transit- and pedestrian-friendly elements in capital projects related to transit facilities, streets, and core areas such as downtowns. The

funding for the CDT Capital Grant Program is identified in the 25-year long-range countywide transportation plan, Valley Transportation Plan (VTP) 2030, adopted by the VTA Board in February 2005.

At its April 6, 2006 meeting, the VTA Board of Directors adopted policies and criteria for the CDT Capital Grants Program to assist Member Agencies with implementing the concepts, principles, practices, and actions outlined in the CDT Manual. Attachment B provides the Evaluation Criteria and Procedures.

The funding for the CDT Capital Grant Program came through the regional share of the Transportation for Livable Communities (TLC) Program established by the Metropolitan Transportation Commission (MTC). MTC provided \$8.8 million in federal Congestion Mitigation & Air Quality (CMAQ) and Transportation Enhancements (TE) funds for this cycle.

DISCUSSION:

On July 18, 2006, VTA issued a call for CDT Planning Grant projects. Fifteen projects were submitted. A Scoring Committee reviewed and evaluated the projects by using the VTA Board-approved policies and criteria. The Scoring Committee was composed of VTA staff, the Chair of the VTA Policy Advisory Committee (PAC), and staff from the Cities of Campbell, Milpitas, Morgan Hill, Mountain View, San Jose, and the County of Santa Clara. The Scoring Committee scored the projects as shown in Attachment A.

The Scoring Committee recommended funding for all projects that scored above 50 points. Five projects scored above 50 points. These five projects would receive approximately \$5.84 million in total. The amount available from MTC to program is \$8.8 million; however, with the committee's and staff's recommendation, roughly \$3 million would remain for later programming. The committee recommended another call for projects to use the remainder of the funds. VTA staff will work with the project sponsors that are not proposed for funding in this cycle to assist them in making their projects more competitive in the next cycle.

Additionally, during the scoring process, the committee felt that refinements to the criteria would result in a more efficient process in determining what projects should be funded. VTA staff and the Capital Improvement Program Working Group will refine the criteria to bring to the VTA Board for approval at a later date. It is anticipated that VTA will issue another call for projects in summer 2007.

Four projects on Attachment A were not considered for funding:

- City of Morgan Hill's Third Street Promenade
- City of Morgan Hill's Depot Street Capital Improvements
- City of San Jose's Coyote Creek Trail Enhancements
- City of Sunnyvale's Heritage Neighborhood Enhancements

The City of Morgan Hill's Third Street Promenade and Depot Street Capital Improvements projects were removed from the list. The Third Street Promenade project was awarded an MTC TLC Grant and therefore was ineligible for a CDT Capital Grant. The Depot Street Capital

Improvement project was awarded TLC Grant in 2005 and wanted to use the CDT Capital Grants as local match. Federal funding guidelines prohibit the use of CMAQ funds to match TLC grants.

The City of San Jose's Coyote Creek Trail Enhancements project and Sunnyvale's Heritage Neighborhood Enhancements project were disqualified by the committee. The Coyote Creek Trail Enhancement project was not in a core, corridor, or station area as defined by the CDT Manual. The Heritage Neighborhood Enhancements project was disqualified because 50% of the funds requested were being used for sound attenuation.

ALTERNATIVES:

The VTA Board may select other projects for programming.

FISCAL IMPACT:

There is no impact to the VTA Enterprise Fund.

Prepared by: John Sighamony, Transportation Planner III
Reviewed by: Chris Augenstein, Transportation Planning Manager

Attachment A

Community Design & Transportation Planning Grant Program Final Project List

Member Agency	Project Name	Total Score	Grant Request	Grant Recommended	Cumulative Grant Total
Sunnyvale	Tasman and Fair Oaks Corridor Enhancements	92	\$1,025,480	\$1,025,480	\$1,025,480
Sunnyvale	Neighborhood Corridor Enhancements – Morse Ave. & Karlstad Ave.	89	\$783,560	\$783,560	\$1,809,040
Campbell	East Campbell Ave. Master Plan	83	\$1,200,000	\$1,200,000	\$3,009,040
Milpitas	Midtown Transportation and Streetscape Improvements – Phase I	76	\$1,500,000	\$1,500,000	\$4,509,040
Palo Alto	El Camino Real/Stanford Ave. Streetscape and Intersection Improvements	72.5	\$1,334,400	\$1,334,400	\$5,843,440
Cut-Off Line					
Gilroy	Downtown Streetscape Improvements (Phase 6)	45.5	\$1,494,512		
Palo Alto	California Ave. Streetscape Enhancements	41	\$1,500,000		
San Jose	Cottle Rd. Sidewalk Enhancement Project	41	\$568,000		
San Jose	Lincoln Ave. Sidewalk Enhancement Project	41	\$1,149,000		
Saratoga	Saratoga Village Center Streetscape Improvements	28.5	\$1,500,000		
SC County	Capitol Expwy. Sidewalk Gap Closure	28	\$1,402,635		
Morgan Hill*	Third Street Promenade	89	\$1,500,000		
Morgan Hill**	Depot Street Capital Improvements	83	\$800,000		
San Jose***	Coyote Creek Trail Enhancements	N/A	\$1,005,000		
Sunnyvale****	Sunnyvale Heritage Neighborhood Enhancements	N/A	\$400,000		

* This project was granted funding through MTC's Transportation for Livable Communities (TLC) program.

** This project was removed from the top tier because funds were to be used to match a TLC Grant funded project.

*** This project was disqualified because the project location was not in a core, corridor, or station area as defined by the CDT Manual.

**** This project was disqualified by the Scoring Committee because 50% of the funds requested were for sound attenuation.

Attachment B

VTA Community Design & Transportation Program CAPITAL GRANT PROGRAM EVALUATION CRITERIA AND PROCEDURES

Program Description

The VTA Capital Grant Program will fund Capital projects that implement the guidelines of the Community Design for Transportation (CDT) Program, Manual of Best Practices for Integrating Transportation and Land Use. Outcomes of this process should be projects that are creative, enhance connections with transit facilities, employ innovative and high-quality design, improve the pedestrian environment, enhance economic vitality, make better use of the land, infrastructure, and resources, and/or improve community connectivity, livability, sustainability, and sense-of-place.

Who can apply, and how are funds awarded?

VTA Member Agencies may apply for these funds. VTA CDT Capital Grant funds are awarded on a competitive basis. Recipients are required to enter into a funding agreement with VTA to carry out the project. Funding agreements must be received by VTA within three (3) months of award approval by the VTA Board of Directors.

How Much Funding is Available?

VTA has \$8.8 million for the current CDT Capital Grant Program cycle of FY 07/08. Project sponsors may request a maximum per project of \$1,500,000. A 20-percent local match is required. Local match is defined as the dollars used to match the requested grant amount. The match must consist of a minimum of 11.5% in cash contributions with staff time accounting for a maximum of 9.5%. The requested grant funds may be awarded wholly or in part.

Eligible Projects

All projects must be located in a core, corridor or station area as defined in VTA's CDT Program, and must have a pedestrian and transit component. **No projects may be *Bike Only*.** Capital projects may include but are not limited to:

- **Pedestrian Projects such as:**
 - Improved pedestrian connections with bus stops, transit centers, or train stations
 - Bus stop, transit center, or station area amenity with enhancements
 - Pedestrian grade separations (overcrossings and undercrossings)
 - Pedestrian connections between transit facilities and residential areas, employment areas, or major activity centers

- Sidewalk enhancements such as widening, special paving or provision of pedestrian amenities
- Sidewalk Gap closure projects
- **Streetscape/Corridor enhancements including:**
 - New sidewalks
 - Sidewalk widening
 - Closing gaps in the pedestrian network
 - Street trees, landscaping, and street furniture
 - Small parks, plazas, and public areas
- **Pedestrian-oriented streets or alleys, plazas, paseos & pocket parks related to transit facilities or multimodal streets:**
 - Conversions to a pedestrian only street (or limited vehicular access street)
 - Conversions to a multimodal street (e.g. sidewalk/pedestrian enhancements, bike lanes [must be combined with other improvements], and transit stop/station enhancements, and transit priority treatments)
 - Enhancements of small urban public spaces including landscaping enhancements, and connections with surrounding land uses and activities

Project Evaluation

An evaluation of each project will be conducted in consideration of the criteria presented below:

CDT Program Goals (10 points)

- This project supports key concepts and principles outlined in Chapters 1 and 2 of VTA's Community Design and Transportation Program (CDT) *Manual of Best Practices for Integrating Transportation and Land Use*. (List the concepts and principles and explain how the project addresses each.)
- Proposal includes an issue statement that clearly identifies the purpose and need -of the capital project along with the desired outcomes.
- Project pertains to a defined physical location.
- The overall project will have identifiable and likely synergistic effects (provision of any single community benefit will likely induce additional community benefits).

Project Readiness (20 points)

- A feasibility study has been completed and/or an environmental clearance has been certified.
- The project has secured any necessary rights-of-way or developed contributions
- When does the project need funding? When is construction of the overall project expected to begin?
- How realistic is the project financing?

Project Scope (10 points)

- Project describes a collaborative process to be undertaken by the local governmental agency, and/or the transit operator that will be involved in their roles and strategy.
- Project pertains to a physical setting where deficiencies exist (or will exist), and which, if remedied by the proposed project, will provide significant community benefit through walkability, pedestrian safety, traffic calming, transit access, bicycle gap closure projects.

Project Benefit (20 points)

The project remedies a current or anticipated problem and will result in significant community benefits in the following categories:

- | | | |
|-------------------------|--|---|
| • Walkability | • Streetscape Improvements | • Pedestrian Friendly Economic Development/Access to Daily Needs |
| • Bicycle Facilities | • Safety & Security for Pedestrians & Bicycles | • Protection of Community Cultural, Historic or Environmental Resources |
| • Public Transit Access | • Socio-economic Benefits | • Increase in pedestrian and bike trips and decrease in single occupant auto trips or trips lengths |
| • Traffic Calming | • Community Friendly Parking | |

Transportation/Land Use Development (20 points)

- The project ensures that streets and other transportation facilities and amenities are integrated into the overall community design and are conducive to a sense of community identity and pride.
- The project preserves historic elements of the community and/or transportation system.
- The project is an element in the development of countywide/regional activity centers that are accessible to transit networks and serves downtowns and/or neighborhood centers.
- The project enhances the sense of permanence and local identity of transit services and facilities (i.e. stations and stops).
- The project is an element in the development of countywide/regional activity centers downtowns and/or neighborhood centers within a pedestrian/bicycle-oriented development or network.

Community Connectivity and Access (20 points)

- The project enables residents and workers to use a range of travel modes, including transit, walking, and biking to access jobs, shopping, recreation, education and other daily needs.
- The project enables and/or encourages the integration of streets, transit, pedestrian and bicycle ways as part of a system of routes, or provides high priority links in systems outlined by existing plans.
- The project involves development of community-oriented transportation strategies designed to limit the extent to which it is necessary to travel long distances in order to access the basic necessities of life.

Application Process

Step 1: VTA will issue a “call for projects”.

Step 2: Applicants submit a project proposal to VTA for funding consideration. The project proposal should include the amount of Capital Funds requested, amount and source of local match, brief description of sponsor, how project fulfills evaluation criteria shown above, scope of work that describes each itemized task to be undertaken and the resulting project budget and schedule, project map area, and existing condition photos.

Step 3: VTA staff and representatives from VTA’s Technical Advisory Committee, approved by the VTA Board of Directors, evaluates project proposals.

Step 4: The VTA Board will approve the CDT Capital Grant projects based upon recommendations provided by the Technical Advisory Committee, VTA staff, and available funding.

Step 5: Following Board approval, grant recipients must enter into a funding agreement with VTA to begin their project. Funding agreements must be approved by recipients and received by VTA within three months of VTA Board approval to award.