

2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant

Program Criteria

Screening Criteria

- Call for projects will occur every two years. Currently available funds for the first cycle (FY20 to FY21) will be \$1.66 million in total, including the FY18 – FY19 appropriation.
- Minimum grant request amount - \$50,000.
- Maximum grant request amount – 50% of the total available funds per cycle. For example, maximum request amount per sponsoring agency would be \$830,000 in the first cycle.
- Eligible projects are planning studies that support capital project development for projects listed on Attachment A of the 2016 Measure B ballot language: [http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/ResolutionNo%202016%2006%2017%20\(2\).pdf](http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/ResolutionNo%202016%2006%2017%20(2).pdf). Eligible projects can have 10% to 25% concept design and engineering.
- *General/master planning efforts, such as citywide/neighborhood/regional bicycle & pedestrian planning studies, are not eligible.*
- Projects must submit a map of the planning study area/corridor.
- Projects should provide a scope of work and cost estimate by phase/project task.
- Projects should identify a realistic implementation plan and strategy.
- Project sponsor must draw down 2016 Measure B funds within one year from the execution of agreement between VTA & implementing agency.

Scoring Criteria

Criterion	Description	Max Points
1. Community Engagement	The project identifies a comprehensive community engagement plan and demonstrates outreach strategies with specific communities at early planning stages.	20
2. Connections to Schools, Transit or Employment Centers	The project is located within proximity to schools, employment centers, and/or transit stops.	20
3. Gap closure	The project will help reduce travel distance for pedestrians or cyclists, close existing gap(s) or crosses major barrier(s) in the multi-modal network.	20
4. Safety	The project study area/corridor has high bicycle/pedestrian-involved crashes and collisions, and the project will address known safety issues.	20
5. Targets Communities of Concern	The project directly connects to a Community of Concern, or 50% or more of the study area/corridor are located within ½ mile of a Community of Concern.	15
6. Non-2016 Measure B Contribution	The project will provide more than 10% non-2016 Measure B contribution.	5
Tiebreaker: Geographic Distribution	The project in the geographic area with fewer awarded projects for the current call for projects will be ranked higher.	-
	TOTAL	100

**Criterion #1 – Community Engagement
(Max. 20 points)**

Does the planning process involve a collaboration with the community?

Points awarded if the application provides documentation of past community engagement in the project and/or identifies a community engagement plan.

Point Distribution:

- Points are additive
- Can receive a maximum of 20 points:
 - 0 – 2.5 points for community engagement to date: Provide documentation for any past collaborative planning process with stakeholders (e.g. documents community input/outreach including local BPAC). Letters of support will not count.
 - 0 – 2.5 points if the project will address a currently known and documented community concern or need, including but not limited to school access, ADA accessibility, senior safety issues, or other stated concerns/needs by the community. The project should provide description of the concern(s) and documentation.
 - 0 - 15 points: The project identifies a comprehensive community engagement plan identifying, at a minimum:
 - Project timeline
 - Opportunities for public input
 - Target groups and stakeholders
 - Outreach strategies
 - Engagement methods and activities
 - The project should describe the demographics of the community and the engagement with the population in or near a Community of Concern (if any).

**Criterion #2 – Connections to Schools, Transit or Employment Centers
(Max. 20 points)**

Is the planning study area/corridor within reasonable biking or walking distance to schools, employment centers and/or transit stops?

Points awarded if:

- Bicycle or bicycle & pedestrian projects: Any point of study area/corridor is within 1 ½ mile actual biking distance of schools, employment centers or transit
- Pedestrian projects: Any point of study area/corridor is within ½ mile actual walking distance of schools, employment centers or transit

Point Distribution:

- Can receive a maximum of 20 points

- Points are not additive. Projects will be scored within the “HIGH,” “MEDIUM,” or “LOW” point range based on its highest category destination
- Example: If a project scores in the HIGH category for all three elements, it will receive 20 points, whereas the project that scores in one HIGH category and two LOW categories will receive 15 points.

Points	Schools (K-12) Combined Enrollment	# of Jobs (w/n actual bike/ped distance)	Transit (Frequency of Service)
High 15 - 20	≥ 3,000	≥ 6,000	Connects to >1 Frequent transit route or regional rail service
Med 8 – 14	1,501 – 2,999	3,001 – 5,999	Connects to 1 Frequent transit route or regional rail service
Low 1 - 7	≤ 1,500	≤ 3,000	Connects to local transit service

Other:

- School is K-12; Colleges & universities should be captured in the ‘# of Jobs’ element.
- Employment center is defined by the number of jobs.
- Transit is defined by FTA as: ‘Transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include school bus, charter, or sightseeing transportation.’
- VTA’s service system map will be served as the basis of transit network:
<https://www.vta.org/sites/default/files/2019-11/VTA%20Transit%20Map.pdf> and
<https://www.vta.org/sites/default/files/2019-11/SouthCountyMap.pdf>
- Frequent transit route as defined by VTA: 15 minute or better frequency from 6:30am to 6:30pm on weekdays
- Local transit route are all non-frequent routes as defined by VTA.
- Regional rail service includes Caltrain, ACE, Capitol Corridor and BART.

Criterion #3 – Gap Closure (Max. 20 points)

Will the project result in a travel distance change, or close existing gaps in bicycle and/or pedestrian network?

Point Distribution:

- Points are additive.
- 0 – 12 points: Describe and quantify how the project closes the existing bicycle or pedestrian infrastructure gap, or how much the project can reduce travel distance of bicycle or pedestrian route in comparison to existing conditions.
- 5 points: Project builds a new bicycle or pedestrian connection across a major barrier (waterway, railway, freeway, expressway).
- 3 points: Project is identified as an ABC in Appendix 6.1 of the 2018 Countywide Bicycle Plan or see <https://gis.vta.org/bikeplan/>

Criterion #4 – Safety (Max. 20 points)

Does the project identify and address safety issues within proximity of the study area?

This criterion assesses the relative safety benefits of the planning study, based on reported/counted pedestrian/cyclist-involved collision data and safety incidents/documentated concerns in the most recent five years.

Point Distribution:

- Can receive a maximum of 20 points
 - High (15-20 points): Within 1 ½ mile actual biking distance or ½ mile actual walking distance of the study area/corridor, the project has known frequent cycling/pedestrian collisions. The project demonstrates an awareness of the existing critical safety issues and it will recommend proven/demonstrated mitigation measures.
 - Medium (8-14 points): Within 1 ½ mile actual biking distance or ½ mile actual walking distance of the study area/corridor, the project has known moderate cycling/pedestrian collisions. The project presents preliminary field review and/or public comment indicates a safety problem that would be addressed by the project.
 - Low (1-7 points): Within 1 ½ mile actual biking distance or ½ mile actual walking distance of the study area/corridor, the project has known low cycling/pedestrian collisions. Project will generally improve safety for pedestrians and cyclists in the study area in general.

Criterion #5 - Targets Communities of Concern (Max. 15 points)

Does the project serve a Community of Concern?

Points awarded if:

- 50% or more of the study area/corridor are located within ½ mile of a Community of Concern (as defined by MTC at the time of the call for projects), or if the project connects directly to a Community of Concern.
- MTC definition/map of Communities of Concern:
<https://mtc.maps.arcgis.com/home/item.html?id=1501fe1552414d569ca747e0e23628ff>

Point Distribution:

- Can receive a maximum of 15 points
- Points will be given based on geographic relationship and the project benefits to the COC.

Other:

- A map identifying the project and relationship to the COC is required
- The project sponsor must indicate or describe demographics of the COC, outreach strategies to the COC and articulate the benefit of the project to the COC.

Criterion #6 – Non-2016 Measure B Contribution (Max. 5 points)

How much non-2016 Measure B contribution is the project sponsor providing?

Points awarded if:

- The project sponsor pledges/provides more than the required 10% non-2016 Measure B contribution

Point Distribution:

- 5pts: Provides \geq 30% non-2016 Measure B contribution
- 4pts: Provides 25% - 29% non-2016 Measure B contribution
- 3pts: Provides 20% - 24% non-2016 Measure B contribution
- 2pts: Provides 15% - 19% non-2016 Measure B contribution
- 1pts: Provides 11% - 14% non-2016 Measure B contribution
- 0pts: Provides the minimum 10% non-2016 Measure B contribution

Other:

- If the project sponsor states that they will provide a higher percentage of matching funds, they will be required to provide the matching percentage.
- If project costs increase and are anticipated to be over budget, 2016 Measure B funds will not be increased. The project sponsor is responsible for cost overruns.
- If the project is anticipated to be delivered under budget, 2016 Measure B funds will be reduced in proportion to the project sponsor's contribution

Tiebreaker – Geographic Distribution

If two projects have the same score, the project in the geographic area with fewer awarded 2016 Measure B bicycle/pedestrian planning studies – for the current call for projects – will be ranked higher.