

## 2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria

### Screening Criteria

- Available funds for the FY2022 to FY2023 cycle: \$1,175,000.
- Minimum grant request amount - \$50,000.
- Maximum grant award – 50% of the total available funds per cycle, per agency.
- 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 must not exceed 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 scaled map of the planning study area/corridor.
- Projects must provide a scope of work and cost estimate in Year of Expenditure (YOE) dollars by phase/project task.
- Projects should identify an attainable implementation plan and strategy.
- Projects must provide a minimum 10% non-2016 Measure B contribution.
- Project sponsor must begin to draw down 2016 Measure B funds within one year from the execution of agreement between VTA & project sponsor.

### Scoring Criteria

| Criterion                                                                                    | Description                                                                                                                                                                                                                       | Max Points |
|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>1. Community Engagement</b>                                                               | The project identifies a comprehensive community engagement plan and demonstrates engagement strategies with specific communities at early planning stages.                                                                       | 20         |
| <b>2. Gap closure</b>                                                                        | 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         |
| <b>3. Connections to Schools, Transit, Employment Centers, or Key Community Destinations</b> | The project is located within proximity to schools, employment centers, transit stops and/or key community destinations.                                                                                                          | 20         |
| <b>4. Safety</b>                                                                             | The project study area/corridor has high bicycle/pedestrian-involved crashes and collisions, and the project will address known safety issues.                                                                                    | 20         |
| <b>5. Equity Considerations</b>                                                              | The project directly connects to, or, 50% or more of the project area/corridor connects to, an Equity Priority Community, vulnerable communities or low-income travel markets and demonstrates improvements to those communities. | 15         |
| <b>6. Non-2016 Measure B Contribution</b>                                                    | The project will provide more than 10% non-2016 Measure B contribution.                                                                                                                                                           | 5          |
| <b>Tiebreaker:<br/>Geographic Distribution</b>                                               | The project in the geographic area with fewer awarded projects for the current call for projects will be ranked higher.                                                                                                           | -          |
|                                                                                              | <b>TOTAL</b>                                                                                                                                                                                                                      | <b>100</b> |

## 2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria

### 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:
  - Up to 2.5 points for community engagement to date: Provide documentation for any past collaborative planning process **specific to the project** with stakeholders. Acceptable documentation includes but is not limited to: public meeting records, documents of community input/engagement including local BPAC, feedback from community workshops, or survey responses. Letters of support and general master planning outreach will not be accepted for this portion of score.
  - Up to 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, older adult safety issues, or other stated concerns/needs by the community. The project must describe the concern(s) and attach documentation.
  - Up to 15 points: The project proposes 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 community-based organizations and the population in or near an Equity Priority Community or vulnerable populations or low-income travel markets (if any); and
    - The project must describe how project allows stakeholders to provide input and how it plans to evaluate public input in the planning process.

**2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant  
Program Criteria**

**Criterion #2 – 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 point if the application does not close a gap in bicycle and/or pedestrian network.
- Up to 12 points:
  - Describe current and proposed pedestrian and/or bicycle infrastructure in the project area and project context. If proposed improvements are unknown, describe how project plans to investigate and address the locations that lack pedestrian and/or bicycle infrastructure.
  - Upgrading existing facilities is generally not considered as a gap closure. However, applications may provide additional data and justification of how upgrading existing facilities closes a gap for consideration by the scoring committee. For example, existing facilities are not context-sensitive, seasonally close, or are not usable.
  - Quantify how much 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 plans to build 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 VTA's latest Countywide Bicycle Plan or see <https://vta.maps.arcgis.com/apps/webappviewer/index.html?id=264b7bdd84f847c591459fdbfc7c5376>

## 2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria

### Criterion #3 – Connections to Schools, Transit, Employment Centers, or Key Community Destinations (Max. 20 points)

**Does/Will the project connect to or improve walking and bicycling routes to and from schools, employment centers, and transit facilities?**

Points awarded if:

- For bicycle or bicycle & pedestrian projects: project demonstrates potential for increased walking and bicycling from schools, employment centers, transit facilities, or nearby key community destinations within 1 ½ miles actual biking distance of any point of study area/corridor.
- For pedestrian projects: project demonstrates potential for increased walking and bicycling from schools, employment centers, transit facilities, or nearby key community destinations within ½ mile of any point of study area/corridor.

Point Distribution:

- Up to 5 points: Project application must discuss how proposed pedestrian and/or bicycle infrastructure in the planning study area improves connections to nearby key community destinations (including those on the list below) and potentially increases walking or cycling activities.
  - schools,
  - employment centers,
  - transit facilities,
  - libraries,
  - parks/open spaces,
  - health care centers, and
  - community centers.
- Up to 15 points on quantitative data of schools (K-12) combined enrollment, jobs, and transit connections (see table below):
  - 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 15 points, whereas the project that scores in one HIGH category and two LOW categories will receive 11 points.

| Points                    | Schools (K-12)<br>Combined Enrollment | # of Jobs<br>(w/n actual bike/ped<br>distance) | Transit<br>(Frequency of Service)                              |
|---------------------------|---------------------------------------|------------------------------------------------|----------------------------------------------------------------|
| <b>High<br/>(15 - 11)</b> | ≥ 4,000                               | ≥ 10,000                                       | Connects to >1 Frequent transit route or regional rail service |
| <b>Med<br/>(6 – 10)</b>   | 2,000 – 3,999                         | 5,001 – 9,999                                  | Connects to 1 Frequent transit route or regional rail service  |
| <b>Low<br/>(1 - 5)</b>    | < 2,000                               | < 5,000                                        | Connects to local transit service                              |

## **2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria**

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 latest service system map will serve as the basis of the transit network.
- 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.

## **2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria**

### **Criterion #4 – Safety (Max. 20 points)**

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

##### Point Distribution:

- Describe the project area’s history of pedestrian and bicycle collisions and frequencies relative to the overall jurisdiction/community’s collision history, describe if there are any nearby parallel crashes/safety issues, and how the project will mitigate the safety hazards. If there was a lack of collision history, the applicant must describe project context and explain why they are conducting a planning study. Examples of reasons include but are not limited to:
  - It is a new facility.
  - The area is so unsafe that there is no pedestrian/bicyclist activity.
- 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.
  - 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 or documented concerns. In addition,
    - The project presents an in-depth field review and includes a qualitative and quantitative safety analysis such as potential change in level of stress for cyclists.
    - The project demonstrates a Safe System approach, which can include, but is not limited to, separating users in a physical space, separating users in time, increasing attentiveness and awareness, and accommodating human injury tolerance through interventions that reduce speed or impact force.
    - 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 or documented concerns.
    - The project presents preliminary field review and includes a limited quantitative/qualitative safety analysis.
    - The project demonstrates consideration of public comment and indicates a safety problem that would be addressed by the project.
  - Low (Up to 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. The project has minimum quantitative/qualitative safety analysis. The project shows limited potential of improving safety for pedestrians and cyclists in the study area in general.
  - 0 points: The application does not adequately demonstrate the safety need of the project.

**2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant**  
Program Criteria

**Criterion #5 - Equity Considerations (Max. 15 points)**

**Does the project directly provide active transportation connection, improve mobility and accessibility to an Equity Priority Community (EPC), vulnerable communities or low-income travel markets?**

Points awarded if:

- Project has no adverse effects on and benefits EPCs (as defined by MTC at the time of the call for projects), vulnerable communities or low-income travel markets; AND
- Project connects directly to an EPC, vulnerable communities or low-income travel markets; OR
- 50% or more of the study area/corridor are located within ½ mile of an EPC, vulnerable communities, or low-income travel markets.

Point Distribution:

- Can receive a maximum of 15 points.
- Points will be given based on both geographic relationship (Up to 5 points) and the project benefits (Up to 10 points) to the EPCs, vulnerable communities or low-income travel markets.

Other:

- Vulnerable communities include persons with Limited English Proficiency (LEP), persons with disabilities, minority persons, low-income persons, youth and other underserved persons near the project area.
- A scaled map identifying the project and relationship to the EPC, vulnerable communities, or low-income travel markets is required.
- MTC definition/map of EPC is linked [here](#).
- The project sponsor must indicate or describe demographics of the Equity Priority Community, vulnerable communities, low-income travel markets, engagement strategies and articulate the benefit of the project to those communities.

## **2016 Measure B Bicycle & Pedestrian Planning Studies Competitive Grant Program Criteria**

### **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.