

***Pedestrian and Bicycle Program  
Call for Projects  
Cycle 5 – Fiscal Years 2021 & 2022***

August 6, 2020

Agenda Item #11 (c)



# Program Overview

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- 3% of Measure A Program
- 5% of Measure W Program
- Funds specific projects to encourage walking and bicycling
- Project applications, guidelines and evaluation criteria have been updated to reflect the Strategic Plan 2020-2024.



# Funding

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Program Category	Available Funds
Capital Projects (95%)	\$7,695,000
<i>Small Capital Projects (33%)</i>	<i>\$2,565,000</i>
<i>Large Capital Projects (67%)</i>	<i>\$5,130,000</i>
Planning and Promotions (2.5%)	\$202,500
Safe Routes to School (2.5%)* (Administered by County office of Education)	\$202,500
<b>Total Available</b>	<b>\$8,100,000</b>

\*Funds programmed and allocated at the June 2020 Board Meeting



# Eligible Project Types

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- Small Capital Projects
  - Under \$1 million
- Large Capital Projects
  - Over \$1 million
- Planning and Promotions
  - Bike Plans, bike to work day, safety events, etc.
- Safe Routes to School
  - Funds were allocated to the County Office of Education in June.



# Project Applications

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- Separate applications for infrastructure and non-infrastructure projects
- Utilize online tools for data consistency and to support project evaluation including:
  - Greenhouse gas emissions
  - Vehicle miles traveled
  - Bike/ped collisions
  - Proximity to communities of concern and disadvantaged communities



# Evaluation

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- Scoring of each application question ties directly to the Strategic Plan 2020-2024 evaluation criteria.
- Scoring panel will include TA staff, a member of the C/CAG bicycle and pedestrian and advisory committee (BPAC) as well as transportation planners/engineers familiar with bike/ped projects.

Scoring Criteria	Total Points
Need	19
Effectiveness	42
Sustainability	14
Readiness	15
Funding Leverage	10
<b>Total Points</b>	<b>100</b>



# Evaluation

Evaluation Criteria	Points
<b>Need</b>	<b>19</b>
→ Accommodates multiple transportation modes (pedestrian, bicycle and access to transit) and may include amenities at transit stations, such as bike lockers or micromobility stations	6
→ Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	5
→ Need for safety improvement/enhancement (e.g. project located in area of documented pedestrian or bicycle use collisions, or where significant barriers exist)	5
Project recognized in adopted statewide, regional, county, or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, Specific Plan, Climate Action Plan)	3



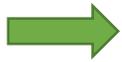
# Evaluation

Evaluation Criteria	Points
<b>Effectiveness</b>	<b>42</b>
 Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	7
Potential increase in person throughput, mode share	7
Degree to which the project reduces stress level, increases safety, and accommodates people of all abilities	7
Closes gap in or extends Countywide pedestrian and bicycle network	6
Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck”)	5
 Degree to which project reduces GHG emissions and improves air quality	4
 Potential VMT reduction per capita	3
Potential travel time savings	3



# Evaluation

Evaluation Criteria	Points
<b>Sustainability</b>	<b>14</b>
Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	4
Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)	4
Innovative low environment impact/green infrastructure (includes resiliency elements to address climate change)	3
Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	2
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	1
<b>Readiness</b>	<b>15</b>
Clear and complete proposal	3
Project status and schedule	3
Ease and speed of implementation	3
Demonstrates stakeholder support/community engagement	3
Project has a credible cost estimate and funding plan	3
<b>Funding Leverage</b>	<b>10</b>
Percent of matching funds	8
Private sector contribution, including public/private partnerships	2



# Timely Use of Funds

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- 1 year for planning/promotional programs
- 2 years for pre-construction activity
- 3 years for construction activity
- Total of 5 years allowed if both pre-construction and construction are part of allocated work scope



# Schedule

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Activity	Timeline
Informational Item to TA CAC and Board	August 4 & 6 2020
Call for Projects Released	August 7, 2020
Sponsor Workshop (via Zoom)	August 12, 2020
Applications Due	September 21, 2020
Evaluation Period	October 2020
Draft Program of Projects Recommendation to CAC and Board	November 3 & 5 2020
Final Program of Projects Recommendations to CAC and Board	December 1 & 3, 2020



*Questions?*

