



# Measure A Pedestrian and Bicycle 2013 Program Criteria

December 5, 2013  
Board of Directors



## Presentation Overview

- **TA Pedestrian and Bicycle Program Overview**
- **Eligibility Refinements**
- **Proposed Process**
- **Evaluation Criteria**
- **Summary of Proposed Changes**
- **Next Steps**



## Program Overview

- **3% of Measure A Program**
- **Purpose of program is to fund specific projects to encourage and improve walking and bicycling conditions**
- **2004 Transportation Expenditure Plan includes a list of bikeways and overcrossings but other projects can be considered**

3



## Eligibility Refinements

Criteria Category	Detailed Criteria
<b>Description of Eligible Projects</b>	<p>Funding for the project development, right of way acquisition (with conditions) and construction of facilities for pedestrians and bicyclists.</p> <p>Eligible projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• Paths, trails and bridges over roads and highways</li> <li>• Pedestrian/bicycle component of a larger multi-modal project</li> </ul> <p>Ineligible projects/activities:</p> <ul style="list-style-type: none"> <li>• General citywide planning</li> <li>• Maintenance/rehabilitation</li> </ul>

4



## Process: Funding & Evaluation

- **Call-for-Projects to be issued December 2013**
  - Covers Fiscal Years 2014 & 2015
  - Approximately \$5.4 million available
  - Maximum 3 applications and up to \$1 million total available per sponsor
- **Proposals will be evaluated by a staff panel and will include a C/CAG BPAC member**

5



## Process: Timely Use of Funds

- **Reduce allowable expenditure period from 5 years to:**
  - 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 Measure A allocated work scope

6



## Evaluation Criteria

- **Project Readiness & Need: 35%**
- **Effectiveness: 35%**
- **Policy Consistency: 10%**
- **Sustainability: 10%**
- **Funding Leverage: 10%**

7



## Evaluation Criteria: Readiness & Need

Prioritization Criteria Category		Detailed Criteria
Readiness and Need – 35%	Project Readiness	<ul style="list-style-type: none"> <li>• Clear and Complete Proposal</li> <li>• Right of Way certification complete (if applicable)</li> <li>• Permits, agreements and or environmental clearance obtained (if applicable)</li> <li>• Results from a public planning process</li> <li>• Demonstrates stakeholder support</li> <li>• Has a solid funding plan</li> </ul>
	Project Need	<ul style="list-style-type: none"> <li>• Meets commuter and/or recreational purposes</li> <li>• Fulfills an identified pedestrian and/or bicycle need</li> <li>• Safety Improvement/Enhancement</li> </ul>

8



## Evaluation Criteria: Effectiveness

Prioritization Criteria Category	Detailed Criteria
Effectiveness – 35%	<ul style="list-style-type: none"> <li>Accommodates multiple transportation modes (pedestrian &amp; bicycle)</li> <li>Provides connectivity to pedestrian &amp; bicycle system</li> <li>Closes gap in countywide pedestrian &amp; bicycle network</li> <li>Enhances connectivity to schools , transit stations and other activity centers</li> <li>Value: Benefit relative to the amount of funding requested (supports high impact, low-cost projects)</li> <li>Serves a low-income/transit dependent population in the immediate vicinity</li> </ul>

9



## Evaluation Criteria: Policy Consistency

Prioritization Criteria Category	Detailed Criteria
Policy Consistency – 10%	<ul style="list-style-type: none"> <li>2004 Expenditure Plan</li> <li>Countywide Transportation Plan</li> <li>Countywide Pedestrian &amp; Bicycle Plan</li> <li>City Pedestrian and/or Bicycle Plan</li> <li>City General Plan, Specific Plan, other local plans</li> <li>Grand Boulevard Initiative Guiding Principles</li> <li>MTC Regional Priority Development Area</li> <li>Americans with Disabilities Act</li> </ul>

10



## Evaluation Criteria: Funding & Sustainability

Prioritization Criteria Category		Detailed Criteria
<b>Funding – 10%</b>	Ability to Leverage Funds	<ul style="list-style-type: none"> <li>Local Match Contribution (sliding scale for more matching funds)</li> </ul>
<b>Sustainability – 10%</b>	Environmental	<ul style="list-style-type: none"> <li>Reduces emissions and improves air quality</li> <li>Innovative low environmental impact/green development</li> </ul>
	Transit-oriented Development	<ul style="list-style-type: none"> <li>Improves links for pedestrian and/or bicycle access between TOD, transit and other use high activity centers</li> <li>Supports livable, walkable and healthy communities</li> </ul>
	Economic Development	<ul style="list-style-type: none"> <li>Integral transportation component that can support existing and help spur new economic development in the immediate vicinity</li> </ul>

11



## Summary of Proposed Revisions

- Refined eligibility requirements
- Timely Use of Funds
- Limit of 3 applications and maximum funding award of \$1 million per project sponsor/city
- Include the following in the Effectiveness category:
  - Pedestrian and bicycle accommodation
  - Value or “Bang for the Buck”
  - Serves low-income/transit dependent

12



## Schedule

Timeline	Activity
October 2013	TA Subcommittee reviewed proposed program revisions
November, December 2013	Information item to C/CAG Technical Advisory Committee, TA CAC and TA Board
December 2013	Call for Projects released for Fiscal Years 2014 & 2015, workshop to be held
Mid-January 2014	Applications due
March 2014	Informational item to TA CAC and TA Board on Draft Program of Projects
April 2014	TA Board approves proposed Program of Projects