

# **ATTACHMENT A – PDA PLANNING GRANT PROGRAM Information and Evaluation Criteria**

## **PDA PLANNING GRANT PROGRAM**

The Santa Clara Valley Transportation Authority (VTA) has created a planning grant program for Santa Clara County jurisdictions that will provide significant support for Priority Development Area (PDA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support.

### ***PDA Planning and Implementation***

Consistent with *Plan Bay Area*, the PDA Planning Grant program provides local jurisdictions with assistance in planning and implementing the vision for Santa Clara County's PDAs, namely, creating vibrant places with adequate housing for all income levels, a mix of uses, access to jobs, and multi-modal transportation infrastructure.

**The goal of the program is to enable transit-oriented housing and employment growth in Santa Clara County's Priority Development Areas (PDAs).**

For those jurisdictions that have not yet completed PDA-specific planning activities, the PDA Planning Grant program will provide financial resources to complete specific or area plans, and zoning code updates. The PDA Planning Grant program may also support projects to update and implement community-based transportation plans and incorporate them into PDA planning and implementation efforts.

Many jurisdictions have already completed specific or area plans for their PDAs, however additional technical studies or analyses may still be needed to facilitate implementation of those plans. The PDA Planning Grant program will provide financial assistance that can be used to implement already completed plans in order to increase the number of housing units, including affordable housing, and jobs located within PDAs and transit corridors as well as improve multi-modal access and mobility.

### ***Source of PDA Planning Grant Funding***

Approximately **\$2 million** in Federal Surface Transportation Program (STP) Planning Funds.

### ***Eligible Applicants***

Local governments (cities and counties) are eligible for PDA Planning Funds. Eligibility is limited to those jurisdictions that have PDAs, both potential and planned. Partnerships with local non-profit groups and community-based organizations are also encouraged. VTA, in partnership with local government, may also apply for grant funds.

### ***Eligible Locations***

The planning project must be within a PDA (Planned and Potential). However, for policy planning projects, if a project extends outside of the PDA boundary, but has benefits to that PDA, the applicant must provide clear justification for those benefits.

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### *Program Administration*

This grant is federally funded, therefore the project sponsor must obtain Federal Authorization to Proceed (E-76 approval from Caltrans Local Assistance) before any reimbursable or matching expenses can be incurred.

The program has a maximum grant request of \$1,000,000 and a minimum request of \$250,000. Also, there is a minimum local match requirement of 11.47% of total project cost.

### *Critical Deadlines*

PDA Planning Grant Application – July 6, 2017

Federal Authorization to Proceed (E-76 package) submittal to Caltrans – November 1, 2017

Obligation/Authorization – January 31, 2018

### *Eligible Activities*

The following types of activities will be eligible for the PDA Planning Grant program. Other activities not specifically listed here but consistent with the overall program goals and objectives and other funding requirements may be considered on a case-by-case basis.

Type	Projects
<b>Preliminary Planning</b>	<ul style="list-style-type: none"> <li>▪ Zoning changes (e.g., density, mix of uses)</li> <li>▪ Transportation Plans</li> </ul>
<b>Advanced Planning</b>	<ul style="list-style-type: none"> <li>▪ Station Area or Specific Plans (transportation component)</li> <li>▪ PDA-supportive transportation improvement planning</li> <li>▪ Bicycle, Pedestrian, or Streetscape Plans</li> <li>▪ Transit Oriented Development (TOD) Planning</li> <li>▪ Planning for housing that is supported by Transit</li> <li>▪ Planning for Employment near Transit</li> <li>▪ Transportation Infrastructure needs assessment</li> <li>▪ Feasibility studies for transportation projects (construction engineering, cost estimates, alternative studies)</li> </ul>

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Type	Projects
<b>Policy Planning</b>	<ul style="list-style-type: none"> <li>▪ Updates to parking requirements or parking policies in PDAs</li> <li>▪ Parking management/pricing</li> <li>▪ Area-wide or City/County-wide Design standards related to roadway and pedestrian improvements</li> <li>▪ Complete Streets planning</li> <li>▪ Development and/or revision of Level of Service (LOS) standards, including multimodal LOS standards</li> <li>▪ Development of municipal auto trip reduction/Transportation Demand Management (TDM) requirements, monitoring and reporting programs, and collaborative employer-based activities to meet TDM requirements</li> </ul>

### ***Evaluation***

The emphasis of this program is to support those planning projects that help development within the PDAs namely benefitting future housing, employment, or transportation in those locations. Projects that are received will be scored by a group of individuals from both the Land Use Transportation Integration (LUTI) working group and the Capital Improvement Program (CIP) working group. Below are the criteria that will be used for evaluation.

The evaluation criteria are shown on pages 4 and 5.

### ***Tentative Schedule***

Call for Projects Released	May 22, 2017
Application Deadline	July 6, 2017
Review and Evaluate Applications	July 2017
VTA Committees	August 2017
VTA Board Approval of PDA Planning Grant Program of Projects	September 7, 2017

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<b>PDA PLANNING GRANT EVALUATION CRITERIA</b>		
<b>PROJECT LOCATION</b>	<ul style="list-style-type: none"> <li>▪ The Project is located within a Community of Concern and/or Community Air Risk Evaluation (CARE) area.</li> <li>▪ The project is designed to serve low income residents.</li> </ul>	5
<b>PROJECT BENEFITS</b>	<p>The project or its implementation will help achieve One Bay Area Grant (OBAG) program goals and objectives and facilitate PDA implementation of housing, employment, or transportation via the following:</p> <ul style="list-style-type: none"> <li>▪ The project relates to a physical setting where deficiencies exist that if corrected will provide significant community benefit; or the overall project will have identifiable and likely synergistic effects.</li> <li>▪ The project supports employment concentrated near/at transit, and housing growth (especially affordable housing) in the PDA.</li> <li>▪ The project provides benefits that may include: enhanced walkability and bikeability; safety and security; enhanced economic activity; protection of environmental resources; public transit access or amenity; parking design, streetscape design; gap closure of an essential pedestrian/ bicycle route or network, and access to services that meet daily needs.</li> <li>▪ This project encourages the use of alternative transportation modes and the reduction of automobile trips.</li> </ul>	35
<b>PROJECT OUTCOMES</b>	<ul style="list-style-type: none"> <li>▪ The project will result in a discrete and clear work product, which will guide the overall project to the next level of development, and/or form the basis to compete for funding for the overall project.</li> </ul>	20
<b>EXISTING POLICIES</b>	<ul style="list-style-type: none"> <li>▪ The jurisdiction has the policy/policies that:               <ul style="list-style-type: none"> <li>- Support the provision of housing and/or employment near transit or increases in transportation and housing choices;</li> <li>- Circulation element policies, performance measures, or LOS standards that encourage the consideration of alternative travel modes;</li> <li>- Parking management and pricing policies;</li> <li>- TOD zoning;</li> <li>- Transportation demand management/trip reduction strategies;</li> <li>- Street standards that complies with Complete Streets principles and following the Community Design and Transportation (CDT) Manual or other best practices; and</li> <li>- Sustainability policies</li> </ul> </li> </ul>	25

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<b>PDA PLANNING GRANT EVALUATION CRITERIA</b>		
<b>COMMUNITY SUPPORT</b>	<ul style="list-style-type: none"> <li>▪ The project involves a collaborative planning process with community stakeholders (e.g. residents, businesses, property owners, local agencies, neighborhood associations, the project sponsor(s) and the Member Agency(s)).</li> </ul>	10
<b>LOCAL MATCH</b>	<ul style="list-style-type: none"> <li>▪ Project commits from 12% to &gt; 15% of total project cost from non- federal sources. (E.g. 12% = 1 point; 13% = 2 points; 14 % = 3 points; 15% = 4 points; and <math>\geq</math> 15 % = 5 points)</li> </ul>	5