



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: December 31 , 2009

FR: Executive Director

RE: Proposed Transportation for Livable Communities (TLC) Goals and Scoring Criteria

Background

In September 2009 the Planning Committee approved the framework for future TLC funding cycles including new categories, larger grants, and a connection to FOCUS Priority Development Areas (PDA). At that time, Committee members requested review of the proposed scoring criteria that will be used to select projects for funding in the regional program element.

TLC Goals

The TLC proposed goals outlined below are the same as those used to guide the program in the past with two changes. First, based on the results of MTC's TLC Program Evaluation and experience with previous funding cycles, a goal related to Project Readiness was added (#6). This new goal refers to how close a project is to being ready to implement at the time of application based on demonstrated community support for the proposed project and technical work completed by staff. The second change, based on feedback from MTC's Minority Citizens Advisory Committee, modifies the second goal to call out that the program seeks to reduce the displacement of local residents and businesses in the project area.

- (1) Support a community's infill or transit-oriented development and neighborhood revitalization activities.
- (2) Support well-designed, high-density housing and mixed use developments that are well served by transit, or will help build the capacity for future transit investment and use *and reduces displacement of local residents and businesses*.
- (3) Support projects developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a diversity of participants.
- (4) Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.
- (5) Enhance a community's sense of place and quality of life.
- (6) *Invest in projects that are ready to begin construction in the near term.*

Proposed Scoring Criteria

Attachment A presents specific recommendations for scoring criteria to be used in the evaluation of regional TLC projects. The scoring criteria reflect the Commission's direction to 1) support high-impact project areas located in the region's PDAs and 2) fold former Housing Incentive Program (HIP) program elements into the TLC capital program scoring criteria. Regional TLC program grants will be limited to projects located in Priority Development Areas (PDAs) approved through the FOCUS Program.

The scoring criteria were reviewed by MTC's advisory committees (Advisory Council, the Minority Citizens Advisory Committee and the Elderly and Disabled Advisory Committee), as well as the Partnership's Technical Advisory Committee and the Congestion Management Agencies' TPLUS planning group. In October, MTC staff conducted a FOCUS Forum workshop highlighting the new program framework and scoring criteria where over two dozen cities provided feedback. Previous project sponsors also provided feedback on the development of the criteria.

Following Committee approval of the scoring criteria, staff will develop the TLC application, including the addition of recommended design guidelines for streetscape projects. Project sponsors will be encouraged to submit engineering drawings, as well as feasibility studies, to demonstrate project readiness. A 20 percent local funding match is required. Additional points will be awarded for local match committed above this threshold.

County TLC Program Administration

Consistent with the Planning Committee action in September, one third of all TLC funds will be administered by the CMAs with the requirement that funds be invested in FOCUS PDAs with a minimum 20 percent match. Staff is encouraging the CMAs to use the attached scoring criteria or similar criteria. CMAs have the flexibility to set their own grant limits consistent with the PDA block grant approach adopted by the Commission in December 2009.

Next Steps

Staff is currently finishing work on the application and expects to release it at the end of January. In February, staff will host a series of meetings throughout the region with the CMAs to reach out to local jurisdictions that may be considering submitting an application.

As in the previous six rounds of TLC awards, MTC will convene an evaluation team of transit agency and CMA staff, key stakeholders, and MTC Advisory Committee members to evaluate applications. Staff expects to bring recommended grant awards to the Commission in July 2010.

Action

Staff seeks Committee approval of the proposed Regional TLC Scoring Criteria in Attachment A in order to advance the next call for projects at the end of January 2010.

Steve Heminger

Attachment A: Proposed Regional TLC Scoring Criteria

| TLC Scoring Criteria | Points Available | % of Total Points Available |
|---|---------------------------------|-----------------------------|
| <p>(A) Location of project in <i>planned</i> PDA</p> <p>High-impact <i>potential</i> PDAs with a specific or precise plan underway will be awarded 10 points.</p> | 20 | 13% |
| <p>(B) Project Impact</p> <ul style="list-style-type: none"> • Housing in proximity to essential services (jobs, shopping, medical, schools, etc.). Demonstrated ability of the project area to help meet current RHNA allocation (as percentage and total number of units). Extent to which project area exceeds standards for affordable housing. • Evidence of California Department of Housing and Community Development-approved adopted housing element by close of application period. • Extent to which project area improves transportation choices for all income levels – i.e. produces fewer vehicle trips/VMT, increases current/future transit ridership and reduces walking distance to transit, shops, employment and services (mixed-use development) • Consistency with TLC design guidelines | 20 5 20 15 | 40% |
| <p>(C) Community Engagement/Support: Extent to which local community has been engaged in the planning process leading to the project or plan associated with the project area and supports project/project area.</p> | 10 | 7% |
| <p>(D) Parking: Extent to which project area incorporates innovative parking management strategies, such as pricing, unbundling/cash-out, shared parking, shuttles, car-sharing, TransLink® for TOD/EcoPass, etc. If requesting funds for parking structures, project sponsors must have completed an analysis of the costs and benefits of the parking structure using parking management strategies, noted above or other locally appropriate TDMs. Funding of parking structures requires implementation of best practices parking strategies/TDMs, to be developed in concert with MTC.</p> | 10 | 7% |
| <p>(E) Accessibility: Extent to which project area exhibits design guidelines that go beyond ADA access standards, including both habitability of housing units (universal design) in the project area and path of access to/from transit and TOD housing and local essential services</p> | 10 | 7% |
| <p>(F) Supplemental Greenhouse Gas Reduction: Extent to which project area minimizes the environmental footprint and incorporates green building practices</p> | 10 | 7% |
| <p>(G) Amount of local matching funds committed to the project</p> | 10 | 7% |
| <p>(H) Project Readiness: 35% construction drawings or final design development drawings, completed feasibility studies, project delivery capacity, etc.</p> | 20 | 13% |
| TOTAL | 150 | 100% |