

**FY 2010 Annual Grant Application
 Transportation Development Act/*TransNet* Bicycle and Pedestrian Projects**

Applicant (Agency): City of Coronado

Project Name: Bicycle Master Plan

Application Amount: \$75,000

Project Type: Master Plan

Project Limits: City-Wide

Project Description: Planning document to inventory existing facilities and propose future facilities

Summary of Cost Estimates:

<u>Category</u>	<u>Cost</u>
Feasibility Study	
Engineering	
Project Management	
Contract Engineering	
Environmental Documentation	
Design	
Construction	
Construction Management	
Construction Contract	
Total Cost	<u>\$ 75,000</u>

Funding Sources:

<u>Revenue Source</u>	<u>Amount</u>
<u>TDA/<i>TransNet</i> Claim Amount</u>	75,000
<u> </u>	
<u> </u>	
<u> </u>	
Total	<u>\$ 75,000 -</u>

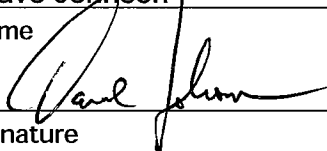
Project Location Map:

City- Wide

Contact Person: Dave Johnson
Title: Assistant Engineer
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Person Authorized to Submit Application:

I certify that I have reviewed the Bicycle and Pedestrian Claims Guidelines and the information submitted in this application is accurate and in accordance with these guidelines.

<u>Dave Johnson</u>	<u>Assistant Engineer</u>
Name	Title
	<u>5/5/09</u>
Signature	Date

Project Funding:

Total Estimated Project Cost (Please attach a detailed project estimate based on best available engineering) \$ _____

Project Cost Estimates – On a separate sheet provide an itemized cost estimate for all eligible expenses. Be as accurate as possible to avoid future cost overruns. Projects with cost overruns have three options for moving the project forward depending on what percentage over the original grant amount the revised project cost will be. Applicants may ask for a recommendation from the BPWG to amend original allocation for up to five percent of the original cost estimate (up to the amount available in the reserve). Projects that require more than five percent additional funding can resubmit the project in a subsequent funding cycle with the adjusted project amount. Lastly, the applicant can choose to complete the project with their own funding.

Matching Funds (Category 9 of Project Evaluation Criteria)

<u>Revenue Source</u>	<u>Amount</u>
_____	\$ _____
_____	\$ _____
Total	\$ _____

TDA/TransNet (Application Amount as shown in Category 10 of Project Evaluation Criteria) \$ _____

Total Revenues \$ _____

Scope of Work

In the section below, state the project deliverables (including specific quantities and locations of improvements) and anticipated completion dates. Please note that if this project is funded, this scope of work will be added to the grant agreement and the grantee will be held to this scope of work for the purpose of project oversight.

Example:

Deliverables	Completion Date
Design for intersection reconfiguration to better accommodate bicycle and pedestrian travel	December 2009
Issue construction contract	March 2010
Complete construction of intersection improvements	July 2010

Project Scope:

The City of Coronado is proposing to hire a consultant to prepare a city wide bicycle master plan which will serve as a guiding document in the planning and construction of bicycle facilities in Coronado.

The project scope will include documenting and evaluating Coronado's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommending improvements wherever appropriate. This resulting document should be responsive to any General Plan changes that will affect circulation patterns.

By law, cities must adopt their bikeway master plans (termed "Bicycle Transportation Plans" by Caltrans) no earlier than four years prior to July 1 of the fiscal year in which the state's Bicycle Transportation Account (BTA) funds are to be granted. For example, the 2009/2010 fiscal year will begin on July 1, 2009. Cities applying for 2009/2010 BTA funds must have a bikeway master plan adopted by July 1, 2006. This four-year cycle should help to make certain that General Plan changes affecting bicycle transportation will be accommodated in a timely manner.

The project study area will encompass the City of Coronado and adjoining bicycle facilities. These nearby facilities will be evaluated for opportunities as connections with Coronado and to extend the regional network via Coronado's bikeway system.

The project shall include a review of applicable documents, field work, a mailing survey questionnaire and geographic information systems (GIS) analysis of the field work data. Coronado's existing bikeway system will be analyzed using both traditional field survey and GIS techniques.

Project Schedule:

Contingent upon the City of Coronado securing funding for the bicycle master plan with TransNet/TDA funds the following is an anticipated project schedule.

Issue Request for Proposals (RFP)	- July 2009
Interview short-listed consultants	- August 2009
Select consultant/Award Contract	- September 2009
Review/Comment on 50% Document	- January 2010
Review/Comment on 95% Document	- March 2010
City Council Approval of Final Document	- May/June 2010

Project Budget:

Exact costs for production of the Bicycle Master Plan are not known. Coronado is applying for the maximum amount allowed for a City of our size, \$75,000. Coronado will return any funds not needed to produce the bicycle master plan.

Supporting Materials

- A. Community Support/Consistency with Community Plan (Category 1) – The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or minute order documenting that action. Or, if the project is part of an approved Bicycle Plan, please attach a copy of the section that includes the project.

- B. Minimum Design Standards (Category 2) – Projects applying for construction funds must provide actual drawings or cross-sections from the project itself, not generic standard drawings. If the applicant is seeking funding for the design and construction of a project, proposed cross-sections may be used in lieu of the actual plan drawings. If any part of a project is substandard, clearly illustrate that (provide photographs, if applicable) and provide an explanation as to why the minimum design standard is not being met.

- C. Connect to Regional Transportation Corridor or Transit Linkage or Regional Bikeway Map (Category 3) – Provide a map which clearly illustrates the projects relationship to existing facilities. Show the project’s direct linkages to any regional bikeway (for bicycle projects) or direct continuous link to a local bus stop or direct link to an LRT/regional transit station. A direct link for a bicycle project is defined as connecting immediately to a regional bikeway with no gaps. A direct link between a pedestrian project and a transit facility is defined as one in which some part of the facility comes within 600 feet of a local bus stop or LRT/regional transit station.

- D. Completes Connection/Linkage in Existing Bicycle/Pedestrian Network (Category 4) – List and briefly describe the linkages or connections to existing bicycle or pedestrian network. Provide a map which clearly illustrates the projects relationship to existing facilities.

- E. Project Readiness (Category 5)

<u>Phase</u>	<u>Begin</u>	<u>Complete</u>
Feasibility Study	_____	_____
Preliminary Engineering	_____	_____
Environmental Document/Certification	_____	_____
Final Design	_____	_____
Advertise for Construction	_____	_____
Begin Construction	_____	_____
Project Completion		_____

- F. Geographic Factors/GIS Analysis (Category 6) – SANDAG will perform a GIS analysis as described in the Bicycle and Pedestrian Claims Guidelines based upon a project map provided by the applicant. Briefly describe project limits and provide a location map clearly showing the project alignment. In addition, clearly show and label the following elements:

- a. major traffic generators within the project area (within ½-mile for pedestrian projects and within 1-mile for bicycle projects)
- b. linkage or connections to existing bicycle or pedestrian facilities
- c. linkage to any regional bikeway or public transit stop

G. Geographic Factors/GIS Analysis (Category 6) – List and briefly describe major traffic generators served by the project.

H. Safety Improvements (Category 7) – Describe the safety issues addressed by the project. Please attach support documentation for safety and accident history. If collision data is provided, it must be specific in pointing out which collisions are applicable to the project and why it is relevant.

I. Innovation and Design (Category 8) – Describe any design innovations for bicycle/pedestrian priority measures that are included within the project limits.

Is this project in your agency’s adopted capital improvement program (Y/N) ____

If the project is part of a larger capital improvement project, briefly discuss how the bicycle or pedestrian project costs were identified and a description of the other sources of funds for the overall project.

Briefly describe any other aspects of the project that is relevant to its evaluation.

Bicycle Master Plans, Pedestrian Master Plans, Education/Safety Programs and Bicycle Parking

Bicycle Master Plans, Education/Safety Programs and Bicycle Parking projects will each be considered in a separate category. These types of projects are encouraged and will be evaluated by SANDAG staff.

Basic Guidelines

Bicycle Master Plans – Cities with population up to 75,000 will be eligible for a maximum of \$75,000. Cities with population greater than 75,000 will be eligible for a maximum of \$150,000. Beginning with the 2010 project application cycle, all cities will need to have a SANDAG-approved Bicycle Plan to be eligible for TDA/TransNet funds for individual projects.

Pedestrian Master Plans – An agency may submit an application for a pedestrian master plan no more frequently than once every five years. Jurisdictions with a population over 150,000 may submit applications for up to \$150,000, and jurisdictions with a population under 150,000 may submit applications up to \$100,000. In either case, the amount of the application must be substantiated by providing a scope of work and project budget to SANDAG.

Education/Safety Programs – An agency must submit a scope of work and a proposed schedule to be evaluated by SANDAG staff.

Bicycle Parking – Projects that conform to SANDAG’s Bicycle Parking Guidelines and have a projected cost up to \$50,000 will be eligible.

All claims, including those supporting educational or promotional programs and claims for planning projects, must include a project budget, work program, and project schedule.

Applicant (Agency):
Project Name:

FY 2010 Bicycle Project Evaluation Criteria Matrix

Category	Criteria	Potential Points	Score
1. Community Support/Consistency with Community Plan	Must have at least one of the following to qualify. Please attach supporting documentation. 1. Resolution or minutes from City Council, County Board of Supervisors, local planning group, or Planning Commission. Or 2. Project is part of a Bicycle Plan that has been approved within the last five years.	Pass/Fail	
2. Minimum Design Standards	Must meet the minimum geometric standards set forth in the Caltrans Highway Design Manual. Design exceptions may be presented for consideration by the Bicycle-Pedestrian Working Group with the understanding that initial project proposals also must include a design that meets minimum standards.	Pass/Fail	
3. Connect to Regional Transportation Corridor or Transit Linkage or Regional Bikeway Map - 20 Points Maximum	Project is a part of, or connects to, a regional bikeway corridor as identified in the Regional Transportation Plan (RTP).	10	
4. Completes Connection/Linkage in Existing Bicycle Network - 20 Points Maximum	Project provides a direct connection to local transit stop.	14	
	Project provides a direct connection to regional transit station (light rail transit, transit center).	20	
	Provides segment of an identified and approved bicycle facility.	4	
	Completes connection in existing network or upgrades existing facility.	20	
5. Project Readiness * 20 Points Maximum	Projects are eligible for points following completion of each phase.		
	Feasibility Study	4	
	Preliminary Engineering **	4	
	Environmental Clearance	4	
	Right-of-way Acquisition	4	
	Final Design **	4	
6. Geographic Factors/GIS Analysis - 20 Points Maximum	Factors contributing to score are proximity to population and employment, population and employment densities, and activity centers.	0 to 20	
7. Safety Improvements - 20 Points Maximum	Completes connection in existing network at location with documented safety or accident history.	10	
	A. One to two correctable crashes involving non-motorized users within the last three years.	15	
	B. Three to four correctable crashes involving non-motorized users within the last three years.	20	
	C. Five or more correctable crashes involving non-motorized users within the last three years.	10	
8. Innovation and Design - 10 Points Maximum	Bicycle priority measures. Dedicated bicycle signal heads, queue jumpers, bike box, colored lanes, cul-de-sac connector, bike boulevard, and bike station.		
9. Regional Housing Needs Incentive - 50 Points Maximum	Score is based on the formula provided in the currently adopted Policy No. 033.	Subtotal	
10. Matching Funds - 25 Points Maximum	Matching funds can be from any of the following sources: 1. Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter of approval. 2. Approved match grant. 3. In-kind services. Please provide adequate support documentation.	0 to 50	
11. Cost Benefit - 15 Points Maximum	Subtotal Score / Grant Application Amount	(Matching Funds) / (Project Cost) x 25	
		Total Score	

* Previous project milestones must be met before qualifying for subsequent funding.
** Preliminary Engineering and Final Designs will be subject to design review by SANDAG.