

****REVISED****



Regional Active Transportation Program (ATP)

2025 Call for Projects – Cycle 7

Program Websites

SANDAG

<https://www.sandag.org/funding/grant-programs/active-transportation/california-active-transportation-program>

CTC

<https://catc.ca.gov/programs/active-transportation-program>

Caltrans

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle7>

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Eligible Applicants

- Local, Regional, or State Agencies
- Caltrans
- Transit Agencies
- Natural Resources or Public Land Agencies.
- Public Schools or school districts.
- Tribal Governments
- Private nonprofit tax-exempt organizations that are responsible for the management of public lands

Overview

Program Description

The Regional Active Transportation Program (ATP) funds projects that encourage increased use of active modes of transportation such as biking and walking, increase safety and mobility for non-motorized vehicles, and advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.

Funding Source

State and federal funds from the California Transportation Commission

Fiscal Years of Funding: 2026-2029

Amount of Funding Available: [\\$6,137,000](#)

Funding Requirements

Minimum Grant Award

\$250,000 minimum per project (except for non-infrastructure projects, safe routes to school, recreational trail projects, plans, and quick-build projects)

Match Requirement

A match is not required; however, points are awarded based on evidence of matching funds

Timeline

Activity	Date
Release of the Call for Projects	7/8/2024
Call for Projects Question Deadline (by 5 p.m.)	8/23/2024
Deadline to request application assistance	8/23/2024
Responses to all questions released in BidNet	9/6/2024
Application Deadline (by 5 p.m.)	9/13/2024
CTC staff recommendations for Statewide and Quick-Build Pilot Program posted	11/1/2024
CTC adopts Statewide and Quick-Build Pilot Programs funding recommendations	12/5-12/6/2024
SANDAG Transportation Committee Meeting (proposed funding recommendations)	3/21/2025
SANDAG Board of Directors Meeting (proposed funding recommendations)	3/28/2025
CTC considers adoption of MPO-selected projects	June 2025



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sandag.org/LanguageAssistance | (619) 699-1900

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I. Glossary of Key Terms

Active Transportation Program (ATP) is a competitive funding program to encourage increased use of active modes of transportation, such as walking and biking.

Applicant is an organization that is considering or has submitted an application in response to a Call for Projects.

Application Deadline is the date and time when applications must be submitted to the CTC's ATP Application Portal in order to be considered. Applications submitted after the Application Deadline will not be considered. The Application Deadline is located on the first page of this CFP.

ATP Guidelines is the CTC document that describes the policies, standards, statewide evaluation criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in this document and should be reviewed by applicants prior to submitting an application for ATP funding.

Average Qualitative Score is the sum of all evaluator scores for an application divided by the number of evaluators. The score is added to the application's Quantitative scores to produce the Total Application Score.

California Communities Environmental Health Screening Tool (CalEnviroScreen) is a mapping tool that ranks census tracts in the state based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and the prevalence of certain health conditions. The most recent version of the tool is available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

California Department of Transportation (Caltrans) is the state agency responsible for administering ATP projects. Applicants selected to receive ATP funds will enter into a grant agreement with Caltrans to receive their ATP funding and will follow Caltrans policies and procedures during the implementation of their project.

California Healthy Places Index (HPI) is an interactive tool that combines 25 community characteristics, like access to healthcare, housing, and education, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool is available here: <https://map.healthyplacesindex.org>

California State Transportation Agency (CalSTA) is one of the executive agencies of the state government that is responsible for transportation-related departments within the state, including the California Highway Patrol, CTC, Caltrans, and others.

California Transportation Commission (CTC) is the state agency responsible for programming and allocating the ATP funds.

Climate Action Plan (CAP) is a comprehensive policy document that outlines the actions a local jurisdiction is taking or will take to reduce community-wide greenhouse gas (GHG) emissions.

Climate Action Plan for Transportation Infrastructure (CAPTI) is the plan adopted by CalSTA that describes how the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals. More information is available here: <https://calsta.ca.gov/subject-areas/climate-action-plan>.

Climate and Economic Justice Screening Tool (CEJST) is an interactive mapping tool that can be used to identify Census tracts that are overburdened and underserved to target Justice40 investment benefits. The tool is available at <https://screeningtool.geoplatform.gov/>.

CTC ATP Application Portal is the web-based portal where applicants will submit their applications for consideration. Applicants will use the portal that aligns with their proposed project's type and size. The portals are available here:

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)
- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)

Disadvantaged Community means the community served by the project must meet at least one of the following criteria:

- An area with a median household income less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey. Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available on the [United States Census Bureau Website](#). The median household income of the project area must be less than \$73,524 for this cycle of the ATP.
- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on CalEnviroScreen 4.0 scores. The score must be greater than or equal to 40.05 for this cycle of the ATP. The EPA's list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2022-2023 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must also be located within two miles of the school(s) for this criteria to be used.
- A census tract in the 25th or lower percentile in the California Healthy Places Index. The index is available here: <https://map.healthyplacesindex.org/>.
- A census tract identified as disadvantaged in at least one of the [CEJST's](#) ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts).

- A census tract identified as among the most disadvantaged 25% in the State according to the ETC Explorer State Results. The final index score must be greater than or equal to 3.43447. The map can be found [here](#).
- Projects located within Federally Recognized Tribal Lands and projects submitted by tribal governments (Federally Recognized Native American Tribes)
- An area identified in [Appendix H of San Diego Forward: The 2021 Regional Plan](#) as a disadvantaged community. The Regional Plan defines disadvantaged communities as minority, low-income, and senior populations.
 - The Census defines “minority” as a person who is Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
 - Low-income populations are those with household income levels below 200 percent of the 2016 Federal Poverty Rate.
 - Senior populations include anyone 75 years old and older.

Equitable Transportation Community (ETC) Explorer is an interactive web application developed by the US DOT that uses 2020 census tracts and data to explore the cumulative burden communities experience as a result of underinvestment in transportation in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. The tool complements the CEJST tool and can be used to understand how communities are experiencing burdens that transportation investments can mitigate or reverse. The tool is available at <https://www.transportation.gov/priorities/equity/justice40/etc-explorer>.

Federal Highway Administration (FHWA) is an agency within the US Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s highway system and various federally and tribal-owned lands. FHWA’s mission is to deliver a world-class system that advances safe, efficient, equitable, and sustainable mobility choices for all while strengthening the Nation’s economy.

Grant term is the period of time in which expenses for project-related activities can be incurred to be eligible for reimbursement.

Grantee is an organization that has been awarded ATP funding by the CTC and entered into a grant agreement with Caltrans.

Greenhouse Gas Emissions (GHG) are the release of water vapor, ozone, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, chlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride that influence global climate change.

Infrastructure (I) project is a capital project that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

Infrastructure project with non-infrastructure component is a capital project with an education or encouragement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.

Justice40 is an initiative created by the Biden-Harris Administration to confront and address decades of underinvestment in disadvantaged communities by bringing resources to communities most impacted by climate change, pollution, and environmental hazards. Justice40 aims to have at least 40% of federal investments benefit disadvantaged communities.

Large project is a project with a total cost of greater than \$10 million.

Match percentage is calculated by dividing the total matching funds by the sum of the matching funds and the grant award.

Matching funds is the amount of funding other than the grant award that goes towards the total project cost. It is often represented as a percentage of the total project cost.

Medium project is a project with a total cost of more than \$3.5 million and less than or equal to \$10 million.

National Association of City Transportation Officials (NACTO) is an association of approximately 100 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

National Highway Traffic Safety Administration (NHTSA) is an agency within the US Department of Transportation whose mission is to save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards, and enforcement activity.

National School Lunch Program is a federally-assisted meal program operating in public and nonprofit private schools and residential childcare institutions that provides nutritionally balanced, low-cost, or free lunches to children each school day.

Non-infrastructure (NI) project is a type of project with education and encouragement programs that further the goals of the ATP. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.

Plan project is a type of project that will develop a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a Disadvantaged Community.

Qualitative Criteria are subjective criteria in which discretion is needed to provide a score. Often, qualitative criteria seek to evaluate how well an Applicant responded to an application question or how well the proposed project will achieve a stated goal. These criteria are subjective in nature, and scores are determined at the discretion of the evaluator.

Quantitative Criteria are objective criteria for which a formula or conditional statement is used to provide a score. Often, quantitative criteria seek to evaluate a project-related data point or metric against a range or scale and assign a point value based on where the data point or metric falls within the range or scale. Other quantitative criteria assign a point value

based on responses to a conditional statement, such as a yes/no question or the presence or absence of a condition.

Quick-Build project is an interim capital infrastructure project that furthers the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials that last from one year to five years.

Recreational Trail project is a type of project that benefits motorized and nonmotorized recreation, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Recreational Trails Program is a funding program administered by the FHWA to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Safe Routes to School (SRTS) is a movement to promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives. Funding for SRTS projects in California is provided through the ATP.

Safe Routes to School project is a type of project that directly increases safety and convenience for public school students to walk and/or bike to school.

- Infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project.
- For non-infrastructure projects, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

Safety Focus Network is a portion of the transportation network that has high concentrations of fatal and serious injury crashes. SANDAG has developed this regional network as part of its safety program. A map detailing the Safety Focus Network locations is available [here](#).

Small project is a project with a total cost of \$3.5 million or less.

Systemic Safety Network is a proactive, risk-based, network screening that identifies facilities that have several features that have strong correlations with severe crashes. SANDAG has developed this regional network as part of its safety program. A map detailing the Systemic Safety Network locations is available [here](#).

Total Application Score is the sum of an application's Average Qualitative Score and the application's Quantitative scores. The score is used to determine the order in which projects are recommended to receive funding through this CFP.

United States Department of Transportation (US DOT) is one of the executive departments of the federal government whose mission is to deliver the world's leading transportation system through the safe, efficient, sustainable, and equitable movement of people and goods. The US DOT has 11 operating administrations, including the Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and National Highway Traffic Safety Administration, among others.

II. List of Resources

Below is a list of resources referenced in this CFP and a description of how to use these resources.

Resource/Links	What to do?
ATP Application Portal (Submittable) <ul style="list-style-type: none"> • Large Infrastructure Project Application • Large Infrastructure/Non-Infrastructure Combination Project Application • Medium Infrastructure Project Application • Medium Infrastructure/Non-Infrastructure Combination Project Application • Small Infrastructure Project Application • Small Infrastructure/Non-Infrastructure Combination Project Application • Non-Infrastructure Project Application • Plan Project Application 	Use these online application portals, hosted by the CTC, to access the ATP application templates and related forms and submit your application for consideration. <u>Applicants will utilize the Portal that matches the type and size of their proposed project.</u>
BidNet	Access the Call for Project materials, submit and receive responses to questions, and receive any updates to the Call for Projects.
Caltrans ATP Cycle 7 webpage	Review the resources and relevant information including the dates for the statewide and regional components, the ATP application templates and attachments, application instructions, statewide scoring rubrics, and other guidance and resources.
Caltrans Local Assistance Procedures Manual (LAPM) and Caltrans Local Assistance Program Guidelines (Chapter 25)	Review these two documents to understand the various procedures required to implement ATP projects.
CTC Active Transportation Program website	Review the CTC resources and relevant information on the ATP, including the ATP Guidelines, scoring rubrics, workshops, and historical records relating to past cycles of the ATP.

CTC Adopted ATP Guidelines	Learn about the policies and procedures that govern the ATP.
SANDAG ATP Webpage	Learn about the ATP program, including program requirements, past grant awards, and resources.
SANDAG Grants Webpage	Explore SANDAG’s grant programs, review grant project progress reports, access documents applicable across all grant programs, such as the Grant Program Protest Procedures, and learn how to register your organization in BidNet.
SANDAG Traffic Safety Dashboard	Interactive site with crash data from the Statewide Integrated Traffic Records System, National Transit Database, and Federal Rail Administration.

III. Background

A. About SANDAG

The San Diego Association of Governments (SANDAG) is the primary public planning, transportation, and research agency for the San Diego region, which consists of the 18 cities and County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG’s vision is to pursue a brighter future for all people living, working, or recreating in the San Diego region. To this end, SANDAG plans and implements projects that seek to use land more wisely, build a more efficient and accessible transportation system, protect the environment, improve public health, promote a strong regional economy, better manage access to energy, incorporate equity into the planning process, address pressing needs on tribal lands, and support a vibrant international border.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of the funding it receives through several [competitive grant programs](#). These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to accomplish regional goals at the local level. Grants awarded range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region’s quality of life.

B. Regional Active Transportation Program

1. Overview

The Active Transportation Program (ATP) was created in 2013 to encourage the increased use of active modes of transportation such as biking and walking. In 2017, state legislation added an additional \$100 million per year in funding to the Program, which is administered jointly by the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans).

State and federal law separate the ATP into multiple, overlapping components. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Competition** – 10% of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of a Metropolitan Planning Organization (MPO) with an urban area that has a population of greater than 200,000 people (e.g., San Diego) are not eligible for funding in the Small Urban/ Rural Competition.
2. **Statewide Competition** – 50% of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.
3. **Regional Competition** – 40% of ATP funds are distributed to MPOs in urban areas with populations greater than 200,000. These funds are distributed based on the total MPO population. The projects allocated funding under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego Regional Competition. Projects not selected for programming in the Statewide Competition must be considered in the Regional Competition.

A minimum of 25% of the funds distributed by each of the three competitions must benefit Disadvantaged Communities. Additionally, at least 40% of the federal funds must benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools.

2. Goals of the ATP

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including the reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School funding.
- Ensure that Disadvantaged Communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the goals listed in the statutes, the ATP will also consider state goals and provisions set forth in CAPTI.

IV. Eligibility

A. Eligible Applicants

The following entities within the State of California are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies.** Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- **Caltrans***
 - Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
 - Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies.** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies.** A Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management agencies
 - U.S. Forest Service
- **Public Schools or school districts.**
- **Tribal Governments.** federally recognized Native American Tribes
 - Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.
- **Private nonprofit tax-exempt organizations** that are responsible for the management of public lands may only apply if they have projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

B. Eligible Project Types

- Infrastructure projects
- Plan projects
- Non-infrastructure projects
- Infrastructure projects with non-infrastructure components
- Quick-Build projects

C. Other Project Eligibility Requirements

All projects must meet the following eligibility requirements:

- Be consistent with the [2021 Regional Transportation Plan/Sustainable Community Strategy](#)
- A project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- With the exceptions outlined in the CTC ATP Guidelines and applicants using the large infrastructure application, applicants for pre-construction phases must also apply for funding in the construction phase.
- Projects that are a capital improvement required as a condition for private development approval or permits are not eligible for ATP funding.

V. Funding

A. Available Funding

[\\$6,137,000](#) is available through this CFP. SANDAG reserves the right to partially fund applications. See the section entitled “Partial Awards”.

B. Minimum Grant Awards

The minimum grant awards per project type are included in the table below.

Project Type	Minimum Award
Infrastructure	\$250,000
Non-Infrastructure	No minimum established
Plan	No minimum established

C. Matching Funds Requirement

There are no matching funds required; however, points will be awarded based on evidence of matching funds.

VI. Application and Submittal Process

A. Application Materials

Applications must be submitted using the CTC’s ATP Application Portal. Different applications and portals are available depending on the project type and size. The applicant is responsible for completing the appropriate application for their project. Applicants with infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. [The CTC ATP Application Portals are available here:](#)

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)

- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)

Applicants can download a Word version of each application template from the [CTC ATP webpage](#). This can assist applicants in preparing their applications before entering the final responses in the CTC ATP Application Portal.

Applicants will submit their completed application through the CTC's ATP Application Portal by the Application Deadline. An incomplete application may be considered nonresponsive. For an application to be considered complete, it must include all the materials described in the Application and be submitted through the CTC's ATP Application Portal prior to the Application Deadline.

SANDAG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this CFP. If SANDAG revises and/or cancels the CFP prior to the Application Deadline, Applicants who have downloaded the Call for Projects materials in BidNet will be notified by email.

1. Applications Submitted through Statewide Competition

Project applications submitted for the statewide competition will automatically be considered for the regional competition. Applicants do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition.

As part of the Regional Call for Projects, applicants may revise their statewide application, including adding or removing scope or providing a scalability plan. If an Applicant makes any changes to an application submitted through the statewide competition, the statewide application will become invalid, and only the regional application will be considered in this regional CFP.

2. Applications Submitted for Regional Competition

Applicants can submit projects solely for consideration in the Regional Competition. To apply for the regional competition, applicants must complete and submit an application utilizing the CTC's ATP Application Portal.

B. ATP Application Portal Workshop, Questions, and Application Assistance

1. ATP Application Portal Workshop

The CTC hosted a workshop for the CTC's ATP Application Portal on March 27, 2024, to provide an overview of the CTC's ATP Application Portal and the application process and to address any questions. The presentation, workshop recording, and frequently asked questions are available on the [CTC ATP webpage](#).

2. Call for Projects Questions

Potential Applicants may submit questions through the SANDAG web-based vendor portal BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Questions submitted after the Question Deadline or outside of BidNet will not be answered.

See the Timeline for the deadline to submit questions.

3. Application Assistance

Potential Applicants may request a meeting with SANDAG Grants staff to obtain assistance with an ATP application, including discussion of a possible ATP project or assistance with utilizing BidNet. See the Timeline for the deadline to request a meeting.

C. Submittal Process

Applicants shall submit application documents via the CTC's ATP Application Portal. Applications submitted anywhere other than the CTC's ATP Application Portal will not be accepted and may be considered nonresponsive.

Applicants are responsible for fully completing their entire application before the stated deadline. It is the Applicant's sole responsibility to contact the CTC's ATP Application Portal provider, Submittable, to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating an account password, updating profiles, uploading/downloading documents, and submitting an electronic application, prior to the submission deadline. Submittable is available Monday through Friday from 8 a.m. to 4 p.m. Pacific Time at <https://www.submittable.com/help/submitter/>.

VII. Application Evaluation Process

A. Eligibility Screening

Following the application submittal period, SANDAG staff will perform an eligibility screening of all submitted applications. An eligibility screening involves verifying that an Applicant and their proposed project meet the eligibility requirements included in this CFP. During the eligibility screening process, SANDAG reserves the right to request additional information and/or clarification from any or all Applicants but is not required to do so. Projects that pass the eligibility screening will be scored (see Project Scoring).

Any Applicants who have been deemed ineligible or whose projects have been deemed ineligible during the eligibility screening will be notified in writing at the time the determination is made. Applicants may protest the eligibility determination pursuant to the protest procedures (see Protest Procedures).

This CFP does not commit SANDAG to award a contract, defray any costs incurred in the preparation of an application pursuant to this CFP, or procure or contract for work. SANDAG may reject applications without providing the reason(s) underlying the rejection. Failure by Caltrans or the CTC to award a funding agreement to Applicants will not result in a cause of action against SANDAG.

B. Scoring and Awarding of Funds

Eligible projects will be scored using the Qualitative and Quantitative criteria approved by the SANDAG Board of Directors and included in this CFP. There are three sets of scoring criteria: infrastructure, non-infrastructure, and plans. The type of application used will dictate which of the scoring criteria are used by the Evaluation Committee:

- Infrastructure Scoring Criteria
 - Large, Medium, or Small Infrastructure Applications
 - Quick Build Applications
- Non-Infrastructure Scoring Criteria
 - Non-Infrastructure Applications
- Plan Scoring Criteria
 - Plan Applications

1. Qualitative Scoring

An external evaluation panel will provide the Qualitative criteria scores for eligible applications. The evaluation panel will typically consist of at least three but no more than five members of the public who:

- Are familiar with the San Diego region and the ATP goals and objectives,
- Have expertise in bicycling and pedestrian transportation, Safe Routes to Schools, and projects benefiting Disadvantaged Communities
- Do not have a prohibited conflict with any of the Applicants or proposed projects that would preclude a fair evaluation, and
- Agree to keep confidential information related to this Call for Projects protected from disclosure.

Evaluators will not review or comment on applications from their own organization or, in the case of the County of San Diego, from their own department. Additionally, evaluators will not have participated in the development of project applications. Individuals who work for a private company that could potentially receive a future contract from an ATP applicant as a result of the project being selected for funding will not be permitted to serve as evaluators due to a potential conflict of interest.

2. Quantitative Scoring

SANDAG Grants and Data Science staff will provide the Quantitative criteria scores for each project. Points associated with Quantitative criteria undergo a quality assurance/quality control (QA/QC) review to ensure that data used in the Quantitative scoring process are accurate and points are awarded appropriately.

3. Calculation of Total Application Scores

An application's Average Qualitative Score will be calculated by summing all evaluator scores for that application and dividing by the number of evaluators. The application's Average Qualitative Score will then be added to the Quantitative scores, producing the Total Application Score.

4. Tiebreakers

In the event that two or more projects receive the same Total Application Score, the following methodology in descending order will be used as the tiebreaker:

- Infrastructure projects will be prioritized above Non-infrastructure or Plan projects.
- Infrastructure projects that have completed environmental clearance will be prioritized above other Infrastructure projects that have not completed environmental clearance.

If there still remains a tie, the score of each application for the following criterion in descending order will be used as the tiebreaker:

- Highest score on the following question:
 - Infrastructure projects: Criteria #5 - Project Readiness/Completion of Major Milestones
 - Non-infrastructure projects: Criteria #3 – Methodology
 - Plan projects: Criteria #4 – Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
 - Non-infrastructure projects: Criteria #1 - Alignment with ATP Goals
 - Plan projects: Criteria #2 - Alignment with ATP Goals

5. Minimum Total Application Score

To ensure grant funds support quality projects, a project must receive a Total Application Score that is equal to or exceeds 60 points to be eligible for funding.

6. Funding Recommendations and Geographic Funding Distribution

Following the scoring process outlined above, applications will be placed in descending Total Application Score order (from the highest to lowest). Projects will be recommended to receive funding based on this order and the following. As previously stated, partial awards may be recommended (see the section entitled "Partial Awards").

- First, the application with the highest Total Application Score for each applicant will be recommended to receive funding, in descending Total Application Score order, until funding is exhausted.
- If funding remains, additional applications will be recommended to receive funding in descending Total Application Score order until funding is exhausted.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained to the amount of ATP funding available (as identified in the approved ATP Fund Estimate).

In addition, SANDAG will include a list of contingency projects, listed in descending order based on the project's Total Application Score. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the San Diego Regional ATP or if additional ATP funding becomes available. This will ensure that all ATP funds allotted to the San Diego region are utilized. The contingency list is valid until the adoption of the next Statewide ATP cycle (the 2027 ATP).

7. Partial Awards

Given the competitive nature of this grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards in one of two ways:

- Applicants with an Infrastructure project that requested funding for pre-construction phases (PA&ED, PS&E, and Right of Way) may be offered a partial award where one or more of the pre-construction phases are funded by the ATP, up to the amount of funding available. The Applicant will be required to contribute Matching Funds to allow each ATP-funded phase of the project to be fully funded. The Application will also be added to the Contingency List so that the remaining unfunded phases can be considered should additional ATP funding become available.
- Applicants with an Infrastructure project that did not request funding for pre-construction phases, a Non-Infrastructure project, or a Plan project will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the Application, must be completed. Applicants will be required to contribute Matching Funds to "make the project whole". The project will not be placed on the Contingency list.

If an Applicant cannot provide the necessary Matching Funds requested by SANDAG and declines the partial funding award, the award will be offered to the project with the next highest Total Application Score. (See the section entitled "Application Evaluation Process".) If no Applicant accepts the funding, it will be returned to the CTC.

8. Disadvantaged Communities and Justice 40 Adjustments

The funding recommendations will be reviewed to ensure that 25% of the available funds will be dedicated to projects and programs that benefit Disadvantaged Communities as identified in the CTC Guidelines and that at least 40% of the federal funding will benefit communities identified as disadvantaged in the CEJST or ETC Explorer tools.

9. Approval of the Funding Recommendations and Contingency List

Funding recommendations will be presented to the relevant policy advisory committee for recommendation to the Board of Directors. The Board of Directors will then be asked to approve the proposed funding recommendations. The funding recommendations and contingency project list will be provided to the CTC for consideration.

SANDAG will provide Applicants with a Notice of Intent to Award in advance of the publication of the meeting agenda in which the funding recommendations will be presented. See the Timeline for the Notice of Intent to Award date.

C. Protests

SANDAG Grant Program protest procedures may be obtained online at <https://www.sandag.org/funding/grant-programs>.

D. Grant Agreement

If awarded funds by the CTC, an Applicant will enter into a grant agreement with Caltrans for the approved project scope of services and become a Caltrans Grantee.

VIII. Infrastructure Scoring Criteria and Rubric

Infrastructure projects will be scored based on the applicant responses to the Infrastructure Scoring Criteria, below. The Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG’s Department of Data Science or Grants staff) are marked with an asterisk (*). References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Infrastructure Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.*	DEMAND ANALYSIS	
	Factors contributing to the score: population and employment densities, intersection density, vehicle ownership, and activity centers.	20
2.	PROJECT CONNECTIONS	
A.*	Regional Bicycle Network: Will the project build or connect to the existing or planned Regional Bike Network?	8
B.*	Existing or Programmed Transit: Does the project include bike or pedestrian improvements that serve a local transit stop or regional transit station?	12
C.	Connection in Local Bicycle Network: How well will the project close a gap between existing local bicycle facilities?	10
D.	Existing Pedestrian Network: How well will the project close a gap in the existing pedestrian network?	10
3.	SAFETY AND QUALITY OF PROJECT	
A.	Safety and Access Improvements: Is the project: <ul style="list-style-type: none"> Is the project on or near the Safety Focus Network (SFN) or Systemic Safety Network (SSN)? (10 points)* Does the project create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians? (6 points) Does the project create a new or safer crossing for bicyclists and/or pedestrians near rail or highway facilities? (6 points) 	22
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures and Multi-Agency Collaboration <ul style="list-style-type: none"> How well will the proposed improvements and incorporated Proven Safety Countermeasures address the identified need for bicyclists, pedestrians, and traffic calming? (24 points) Is the project a multi-agency collaborative effort with multiple public agencies involved? (6 points)* 	30

C.	Alignment with ATP Goals: How well does the project align with the ATP goals? <ul style="list-style-type: none"> • Increase the proportion of trips accomplished by biking and walking. (6 points) • Increase the safety and mobility of non-motorized users of all ages and abilities. (6 points) 	12
4.	SUPPORTIVE POLICIES AND PROGRAMS	
	Are the improvements complemented by supportive programs and policies such as an awareness campaign, education efforts, increased encouragement, and/or bicycle parking?	6
5.*	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES	
	Project development milestones that are completed on or before the Application Deadline. <ul style="list-style-type: none"> • Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points) • Environmental clearance (CEQA and NEPA) or evidence that environmental clearance is not required. (4 points) • Completed right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required. (4 points) • Progress toward the project being ready to ready to bid for construction (10 points) 	20
6.*	PUBLIC HEALTH	
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	10
7.*	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS	
	Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	6
8.	BENEFIT TO DISADVANTAGED COMMUNITY	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	8
B.*	Project Location: Is the project located within a Disadvantaged Community?	2
9.*	MATCHING FUNDS	
	Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	4
10.*	COST EFFECTIVENESS	
	Project grant request, divided by the score in criteria 1 through 9, ranked relative to each other.	10
	Total	200

B. Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the five factors listed below. A half-mile buffer will be created around pedestrian improvement projects, and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Grants staff, who will calculate the points awarded for this criterion.

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 4 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 4 points per factor). **Up to 20 points possible**

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Vehicle Ownership

2. Project Connections

A. Regional Bicycle Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria using the [Adopted Regional Bike Network](#) laid out in [the 2021 Regional Plan](#). **Up to 8 points possible**

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

Applicant Response	Points
The proposed project constructs part of the existing or planned Regional Bike Network.	8 points
The proposed project connects to part of the existing or planned Regional Bike Network.	6 points
The proposed project neither constructs nor connects to the existing or planned Regional Bike Network.	0 points

B. Existing or Programmed Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on the proposed project's proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. A local transit stop is defined as any stop served by MTS bus routes or NCTD BREEZE services. A list of MTS transit services and stations is available here: <https://www.sdmts.com/transit-services>. A list of NCTD services and stations is available here: <https://gonctd.com/services/transit-centers/>. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. **Up to 12 points possible**

Infrastructure Application (all size projects): Part A2
Quick Build Application: Part A2

Applicant Response	Points
<i>Bicycle Improvements (Only one option can be chosen)</i>	
Bicycle improvement within 1.5 miles of a regional transit station	6 points
The project does not include bicycle improvements or is not within 1.5 miles of a regional transit station.	0 points

Pedestrian Improvement Near Local Transit Stop (Only one option can be chosen)

Pedestrian improvement within 0.25 miles of a local transit stop	2 points
Pedestrian improvement directly connects to a local transit stop	4 points
The project does not include pedestrian improvements or is not within 0.25 miles of a local transit stop.	0 points

Pedestrian Improvement Near Regional Transit Station (Only one option can be chosen)

Pedestrian improvement within 0.25 miles of a regional transit station	4 points
Pedestrian improvement directly connects to a regional transit station	6 points
The project does not include pedestrian improvements or is not within 0.25 miles of a regional transit station.	0 points

C. Completes Connection in Local Bicycle Network

Points will be awarded based on how well the project will close a gap between existing local bicycle facilities. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be considered as closing a gap. The applicant must demonstrate evidence of an existing gap. **Up to 10 points possible**

Infrastructure Application (all size projects): Part A4 and Part B Question 2
Quick Build Application: Part B

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates how it will close a gap between existing local bicycle facilities and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates how it will close a gap between existing local bicycle facilities and provides adequate documentation or evidence.	8 points
Mostly demonstrates how it will close a gap between existing local bicycle facilities and provides general documentation or evidence.	6 points
Partially demonstrates how it will close a gap between existing local bicycle facilities and provides incomplete documentation or evidence.	4 points
Minimally demonstrates how it will close a gap between existing local bicycle facilities and provides no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent.	0 points

D. Existing Pedestrian Network

Points will be awarded based on how well the project will close a gap in the existing pedestrian network. Examples include missing sidewalk segments or enhancement of one or more blocks in between previously upgraded blocks. The applicant must demonstrate evidence of an existing gap. **Up to 10 points possible**

Infrastructure Application (all size projects): Part A4 and Part B Question 2
Quick Build Application: Part B

Applicant Response	Points
Clearly and convincingly demonstrates how it will close a gap in the existing pedestrian network and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates how it will close a gap in the existing pedestrian network and provides adequate documentation or evidence.	8 points
Mostly demonstrates how it will close a gap in the existing pedestrian network and provides general documentation or evidence.	6 points
Partially demonstrates how it will close a gap in the existing pedestrian network and provides incomplete documentation or evidence.	4 points
Minimally demonstrates how it will close a gap in the existing pedestrian network and provides no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent.	0 points

3. Safety

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the applicant. The highest-scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize, bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. Safety and Access Improvements

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and the potential for increasing bicycle or pedestrian trips. Data can be obtained from the [SANDAG Traffic Safety Dashboard](#). Vehicle speed limit, locations on the Safety Focus Network (SFN) or Systemic Safety Network (SSN), and average daily traffic information will be considered in identifying the degree of hazard.

Some hazards may be so unsafe as to prohibit access, resulting in a lack of collision data. However, projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions and can utilize data from parallel routes within a quarter mile of the project location.

To earn points without collision data, the applicant must describe detractors in the project area that prohibit safe access (e.g., lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) **Up to 22 points possible**

*NOTE: SANDAG Grants staff will calculate the points awarded for the Access Improvements subcriteria below using the project map provided by the applicant. The total project length will be measured, and the portion of the project that is on the SFN or SSN will be used to allocate points.

Access Improvements Subcriteria:

Infrastructure Application (all size projects): Part A2

Quick Build Application: Part A2

All other Subcriteria:

Infrastructure Application (all size projects): Part B Question 3

Quick Build Application: Part B

Applicant Response	Points
Access Improvements*	
75-100% of the project extent is on the SFN or SSN.	10 points
50-74% of the project extent is on the SFN or SSN.	8 points
25-49% of the project extent is on the SFN or SSN.	6 points
0-24% of the project extent is on the SFN or SSN.	0 points
Improves safety near SFN or SSN	
The project creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	6 points
The project does not create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	0 points
Highway and Rail Crossings	
Creates a new or safer crossing for bicyclists and/or pedestrians near rail or highway facilities.	6 points
The project will not create a new or safer crossing near a rail or highway facility.	0 points

B. Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures

Points are available within three project categories: bicycle, pedestrian, and traffic calming measures. Projects that propose improvements in more than one category are eligible to earn more points. Projects must include elements that are proven to reduce serious or fatal injuries to be eligible to earn points. Applicants should review the

[FHWA's Proven Safety Countermeasures](#) and the NHTSA's [Countermeasures That Work](#) for examples and additional guidance. **Up to 30 points possible**

*NOTE: SANDAG Grants staff will calculate the points awarded for the Multi-Agency Collaboration subcriteria below.

All Subcriteria Below Except Multi-Agency Collaboration:

Infrastructure Application (large and medium size projects): Part B Questions 3 and 5

Infrastructure Application (small size projects): Part B Question 3

Quick Build Application: Part B

Multi-Agency Collaboration Subcriteria:

Infrastructure Application (all size projects): Part A1

Quick Build Application: Part A2

Applicant Response	Points
Proposed Bicycle Improvements	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for bicycle improvements in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for bicycle improvements in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for bicycle improvements in the project area.	4 points
The improvements include Proven Safety Countermeasures that will minimally address the identified need for bicycle improvements in the project area.	2 points
The improvements will not address the identified need for bicycle improvements in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
Proposed Pedestrian Improvements	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for pedestrian improvements in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for pedestrian improvements in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for pedestrian improvements in the project area.	4 points

The improvements include Proven Safety Countermeasures that will minimally address the identified need for pedestrian improvements in the project area.	2 points
The improvements will not address the identified need for pedestrian improvements in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
<i>Proposed Traffic Calming Devices</i>	
The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for traffic calming in the project area.	8 points
The improvements include Proven Safety Countermeasures that will mostly address the identified need for traffic calming in the project area.	6 points
The improvements include Proven Safety Countermeasures that will partially address the identified need for traffic calming in the project area.	4 points
The improvements include Proven Safety Countermeasures that will minimally address the identified need for traffic calming in the project area.	2 points
The improvements will not address the identified need for traffic calming in the project area, the project does not include any Proven Safety Countermeasures, or the improvements will only benefit motorists.	0 points
<i>Multi-Agency Collaboration</i>	
The project is a collaborative effort with multiple public agencies involved.	6 points
The project is not a collaborative effort among multiple public agencies.	0 points

C. Alignment with ATP Goals

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest-scoring projects will demonstrate the potential for measurable impact across multiple objectives. **Up to 12 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking and advance efforts to reduce greenhouse gas emissions? **Up to 6 points possible**

Infrastructure Application (all size projects): Part B Question 2
Quick Build Application: Part B

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	6 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	4 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	2 points
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

- How well will the proposed project increase the safety and mobility of non-motorized users of all ages and abilities? Applicants should review NACTO's [Contextual Guidance for Selecting All Ages & Abilities Bikeways](#) and FHWA's [Small Town and Rural Multimodal Networks](#) for examples and additional guidance. **Up to 6 points possible**

Infrastructure Application (all size projects): Part B Question 3
Quick Build Application: Part B

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users of all ages and abilities due to a substantial alignment of the proposed improvements with the safety hazards or collision data.	6 points
The proposed project will moderately increase the safety and mobility of non-motorized users of all ages and abilities due to a relative alignment of the proposed improvements with the safety hazards or collision data.	4 points
The proposed project will minimally increase the safety and mobility of non-motorized users of all ages and abilities due to a slight alignment of the proposed improvements with the safety hazards or collision data.	2 points
The proposed project will not increase the safety and mobility of non-motorized users of all ages and abilities, or the proposed improvements are not in alignment with the safety hazards or collision data.	0 points

4. Supportive Policies and Programs

This section will be scored based on the applicant's demonstration of plans, policies, and programs that support the proposed project. Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs or policies including, but not limited to, awareness campaigns, education efforts, increased encouragement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. **Up to 6 points possible**

Infrastructure Application (large size projects): Part B Questions 4 and 6
 Infrastructure Application (large size projects with NI Component): Part B Question 2
 Infrastructure Application (medium size projects): Part B Questions 2 and 4
 Infrastructure Application (medium size projects with NI Component): Part B Questions 2, 4
 Infrastructure Application (small size projects): Part B Questions 2 and 4
 Quick Build Application: Part B

Applicant Response	Points
Clearly and convincingly demonstrates that the project will be complemented by supportive programs or policies.	6 points
Mostly demonstrates that the project will be complemented by supportive programs or policies.	4 points
Minimally demonstrates that the project will be complemented by supportive programs or policies.	2 points
Does not demonstrate that the project will be complemented by supportive programs or policies.	0 points

5. Project Readiness/Completion of Major Milestones

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points will be awarded for project development milestones that are completed on or before the Application Deadline, based on the dates that the applicant provides in its Project Programming Request (PPR). **Up to 20 points possible**

Infrastructure Application (all size projects): Part A5, Project Programming Request
 Quick Build Application: Part A2, Project Programming Request

- Neighborhood-level plan, corridor study, or community active transportation strategy (Project Study Report Approved). **2 points**

Applicant Response	Points
The Project Study Report Approved Milestone is on or before the Application deadline.	2 points
The Project Study Report Approved Milestone is after the Application deadline.	0 points

- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act, or evidence that environmental clearance is not required (PA&ED Milestone). **4 points**

Applicant Response	Points
The PA&ED Milestone will be reached on or before the Application deadline.	4 points
The PA&ED Milestone will be reached after the Application deadline.	0 points

- Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required (Right of Way Certification Milestone). **4 points**

Applicant Response	Points
The Right of Way Certification Milestone will be reached on or before the Application deadline.	4 points
The Right of Way Certification Milestone will be reached after the Application deadline.	0 points

- Progress toward completion of plans, specifications, and estimates (Ready to List for Advertisement Milestone). **10 points**

Applicant Response	Points
Ready to List for Advertisement Milestone Date is 6 months or less of the Application Deadline	10 points
Ready to List for Advertisement Milestone Date is greater than 6 months but within 12 months or less of the Application Deadline	8 points
Ready to List for Advertisement Milestone Date is greater than 12 months but within 18 months or less of the Application Deadline	6 points
Ready to List for Advertisement Milestone Date is greater than 18 months but within 24 months or less of the Application Deadline	4 points
Ready to List for Advertisement Milestone Date is greater than 24 months but within 30 months or less of the Application Deadline	2 points
Ready to List for Advertisement Milestone Date is 30 months or greater than the Application Deadline	0 points

6. Public Health

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points will be awarded based on whether the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. The Healthy Places Index Score will be used to calculate points for this criterion.

Up to 10 points possible

Infrastructure Application (all size projects): Part A2

Quick Build Application: Part A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	10 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	8 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	6 points

Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	4 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	2 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Use of California Conservation Corps or a Qualified Community Conservation Corps

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. Points will be awarded as follows. **Up to 6 points possible**

Infrastructure Application (large size projects): Part B Question 9

Infrastructure Application (medium size projects): Part B Question 8

Infrastructure Application (small size projects): Part B Question 6

Quick Build Application: Part B

Applicant Response	Points
The applicant sought California Conservation Corps or a qualified community conservation corps participation in the project.	6 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant intends not to use the Corps on a project in which the Corps can participate	0 points

8. Benefit to Disadvantaged Community

For a project to contribute toward the Disadvantaged Community funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides significant value. The project's benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- be located within, or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

A. Direct Benefit Up to 8 points possible

Infrastructure Application (all size projects): Part B Question 1
Quick Build Application: Part B

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	8 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	6 points
Partially demonstrates a direct benefit to a Disadvantaged Community.	4 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	2 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Is the project located within a disadvantaged community? Up to 2 points possible

Infrastructure Application (all size projects): Part B Question 1
Quick Build Application: Part B

Applicant Response	Points
The project is completely (100%) located within a DAC.	2 points
The project is partially (less than 100%) located within a DAC.	1 point
The project is not located within a DAC.	0 points

9. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 4 points possible**

Infrastructure Application (large size projects): Part A6, Part B Question 8, Project Programming Request
Infrastructure Application (medium size projects): Part A6, Part B Question 6, Project Programming Request
Infrastructure Application (small size projects): Part A6, Project Programming Request
Quick Build Application: Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	4 points
16.00% – 23.99% of total project cost	3 points
8.00% – 15.99% of total project cost	2 points
0.01%– 7.99% of total project cost	1 point
0% of total project cost	0 points

10. Cost Effectiveness

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive 10 points. The remaining projects will then receive points by comparing their rank to the highest rank possible and then multiplying that number by the number of points possible.

Up to 10 points possible

IX. Non-Infrastructure Scoring Criteria and Rubric

Non-Infrastructure projects will be scored based on the applicant responses to the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Non-Infrastructure Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	Alignment with ATP Goals	
	How well does the proposed project align with the ATP goals?	15
2.	Comprehensiveness and Greenhouse Gas Emission Reductions	
A.	Comprehensiveness: How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	30
B.	Greenhouse Gas Emission Reductions: How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	10
3.	Methodology	
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	40
4.	Community Support	
	Does the planning project include an inclusive process? Does the project involve broad segments of the community, and does it have broad and meaningful community support?	25
5.	Project Effectiveness	
	How will the project evaluate its effectiveness?	20
6*.	Public Health	
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	15
7*.	Use of California Conservation Corps or a Qualified Community Conservation Corps	
	Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation in the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	5

8.	Benefit to Disadvantaged Community	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	16
B.*	Project Location: Is the project located within a Disadvantaged Community?	4
9.*	Matching Funds	
	Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	8
10.*	Cost Effectiveness	
	Total ATP funding request, divided by score in criteria 1 through 9, ranked relative to each other.	12
	TOTAL	200

B. Non-Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Alignment With ATP Goals

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest-scoring projects will demonstrate the potential for measurable impact across multiple objectives. **Up to 15 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? **Up to 5 points possible**

Non-Infrastructure Application: Part B Question 2

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	5 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	3 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	1 point
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

- How well will the proposed project increase the safety and mobility of non-motorized users? **Up to 5 points possible**

Non-Infrastructure Application: Part B Question 3

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users.	5 points
The proposed project will moderately increase the safety and mobility of non-motorized users.	3 points
The proposed project will minimally increase the safety and mobility of non-motorized users.	1 point
The proposed project will not increase the safety and mobility of non-motorized users.	0 points

- How well will the proposed project benefit many types of active transportation users? **Up to 5 points possible**

Non-Infrastructure Application: Part B Question 2

Applicant Response	Points
The proposed project will significantly benefit many types of active transportation users	5 points
The proposed project will moderately benefit many types of active transportation users.	3 points
The proposed project will minimally benefit many types of active transportation users.	1 point
The proposed project will not benefit many types of active transportation users.	0 points

2. Comprehensiveness and Greenhouse Gas (GHG) Emission Reductions

A. Comprehensiveness

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the applicant will be considered.

The highest-scoring projects will be larger in scope, scale, or duration, reach underserved or vulnerable populations that lack vehicular access, complement a capital improvement project, and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement project. **Up to 30 points possible**

Non-Infrastructure Application: Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	30 points
Sufficiently demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	24 points
Mostly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	18 points
Partially demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	12 points
Minimally demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	6 points
Unable to address criterion, even to a minimal extent.	0 points

B. Greenhouse Gas (GHG) Emission Reductions

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions, such as through the implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

Non-Infrastructure Application: Part B Question 2 and Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed effort will directly reduce GHG emissions.	10 points
Sufficiently demonstrates that the proposed effort will directly reduce GHG emissions.	8 points
Mostly demonstrates that the proposed effort will directly reduce GHG emissions.	6 points
Partially demonstrates that the proposed effort will directly reduce GHG emissions.	4 points
Minimally demonstrates that the proposed effort will directly reduce GHG emissions.	2 points
Unable to address criterion, even to a minimal extent.	0 points

3. Methodology

Points will be awarded according to how well the proposed effort will meet the demonstrated needs of the community and project goals. **Up to 40 points possible**

The highest-scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives and list measurable objectives and/or deliverables. Lower-scoring projects will state a generic need and broad goals and/or fail to clearly articulate how the scope of work will address project goals.

Non-Infrastructure Application: Part B Question 6 and Non-Infrastructure Work Plan

Applicant Response	Points
Clearly and convincingly demonstrates that the project will meet the demonstrated needs of the community.	40 points
Sufficiently demonstrates that the project will meet the demonstrated needs of the community.	32 points
Mostly demonstrates that the project will meet the demonstrated needs of the community.	24 points
Partially demonstrates that the project will meet the demonstrated needs of the community.	16 points
Minimally demonstrates that the project will meet the demonstrated needs of the community.	8 points
Unable to address criterion, even to a minimal extent.	0 points

4. Community Support

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate strong community support for the project; substantial community input

into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, and/or fail to account for limited English proficiency populations.

Up to 25 points possible

Non-Infrastructure Application: Part B Question 4

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	25 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	20 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	15 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Unable to address criterion, even to a minimal extent.	0 points

5. Project Effectiveness

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application or will include a task for identification of performance measures in the scope of work and/or include specific pre- and post-data collection efforts as part of the project scope and budget in support of evaluating the project's effectiveness. Lower-scoring projects will lack meaningful evaluation methods or data collection as part of the project. **Up to 20 points possible**

Non-Infrastructure Application: Part B Question 5

Applicant Response	Points
Clearly and convincingly demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	20 points
Sufficiently demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	16 points

Mostly demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	12 points
Partially demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	8 points
Minimally demonstrates that the project includes a methodology to monitor and evaluate its impact and effectiveness.	4 points
Unable to address criterion, even to a minimal extent.	0 points

6. Public Health

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues, and for the reduction of childhood obesity through the use of programs such as those eligible for Sare Routes to School funding. **Up to 15 points possible**

Non-Infrastructure Application: A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	15 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	12 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	9 points
Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	6 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	3 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Use Of California Conservation Corps or A Qualified Community Conservation Corps

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project. **Up to 5 points possible**

Non-Infrastructure Application: Part B Question 8

Applicant Response	Points
The applicant sought participation from the California Conservation Corps or a qualified community conservation corps in the project.	5 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant intends not to use the Corps on a project in which the Corps can participate	0 points

8. Benefit To Disadvantaged Community

For a project to contribute toward the Disadvantaged Community funding requirement, it must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides significant value. The project's benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- Be located within, or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

A. Direct Benefit Up to 16 points possible

Non-Infrastructure Application: Part B1

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	16 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	12 points
Partially demonstrates a direct benefit to a Disadvantaged Community.	8 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	4 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Is the project located within a disadvantaged community? Up to 4 points possible

Non-Infrastructure Application: Part B1

Applicant Response	Points
The project is completely (100%) located within a DAC.	4 points
The project is partially (less than 100%) located within a DAC.	2 points
The project is not located within a DAC.	0 points

9. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 8 points possible**

Non-Infrastructure Application: Part A6 and Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	8 points
16.00% – 23.99% of total project cost	6 points
8.00% – 15.99% of total project cost	4 points
0.01%– 7.99% of total project cost	2 points
0% of total project cost	0 points

10. Cost Effectiveness

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible and then multiplying that number by the number of points possible. **Up to 12 points possible**

X. Plan Scoring Criteria and Rubric

Plan projects will be scored based on the applicant responses to the Plan Scoring Criteria, below. The Plan Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*). References to the statewide application where information may be found to assign a score are shown in *pink italicized* text in the Scoring Rubric.

A. Plan Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1*	Demand Analysis	
	Factors contributing to the score: population and employment densities, intersection density, vehicle ownership, and activity centers.	25
2.	Alignment with ATP Goals	
	How well does the proposed project align with the ATP goals?	15
3.	Comprehensiveness and Greenhouse Gas Emission Reductions	
A.	Comprehensiveness: How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	30
B.	Greenhouse Gas Emission Reductions: How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	10
4.	Methodology	
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	40
5.	Community Support	
	Does the planning project include an inclusive process? Does the project involve broad segments of the community, and does it have broad and meaningful community support?	25
6*.	Public Health	
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	15
7.	Benefit to Disadvantaged Community	
A.	Direct Benefit: Does the project provide a direct benefit to a Disadvantaged Community?	16
B.*	Project Location: Is the project located within a Disadvantaged Community?	4
8.*	Matching Funds	

	Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	8
9.*	Cost Effectiveness	
	Total ATP funding request, divided by score in criteria 1 through 8, ranked relative to each other.	12
	TOTAL	200

B. Plan Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Demand Analysis

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the five factors listed below. A half-mile buffer will be created around pedestrian improvement projects, and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. This data will be provided to Grants staff who will calculate the points awarded for this criterion.

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 5 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 5 points per factor). **Up to 25 points possible**

Plan Application: Part A1

- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Vehicle Ownership

2. Alignment With ATP Goals

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest-scoring projects will demonstrate the potential for measurable impact across multiple objectives. **Up to 15 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? **Up to 5 points possible**

Plan Application: Part B Question 4

Applicant Response	Points
The proposed project will significantly increase the proportion of trips accomplished by biking and walking.	5 points
The proposed project will moderately increase the proportion of trips accomplished by biking and walking.	3 points
The proposed project will minimally increase the proportion of trips accomplished by biking and walking.	1 point
The proposed project will not increase the proportion of trips accomplished by biking and walking.	0 points

- How well will the proposed project increase the safety and mobility of non-motorized users? **Up to 5 points possible**

Plan Application: Part B Question 4

Applicant Response	Points
The proposed project will significantly increase the safety and mobility of non-motorized users.	5 points
The proposed project will moderately increase the safety and mobility of non-motorized users.	3 points
The proposed project will minimally increase the safety and mobility of non-motorized users.	1 point
The proposed project will not increase the safety and mobility of non-motorized users.	0 points

- How well will the proposed project benefit many types of active transportation users? **Up to 5 points possible**

Plan Application: Part B Question 4

Applicant Response	Points
The proposed project will significantly benefit many types of active transportation users	5 points
The proposed project will moderately benefit many types of active transportation users.	3 points
The proposed project will minimally benefit many types of active transportation users.	1 point
The proposed project will not benefit many types of active transportation users.	0 points

3. **Comprehensiveness and Greenhouse Gas (GHG) Emission Reductions**

A. Comprehensiveness

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the applicant will be considered.

The highest scoring projects will aim to address Complete Streets principles, incorporate traffic calming measures for the benefit of pedestrians and bicycles, prioritize bike/pedestrian access, and/or be considered a Community Active Transportation Strategy (CATS). **Up to 30 points possible**

Plan Application: Plan Scope of Work

Applicant Response	Points
Clearly and convincingly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	30 points
Sufficiently demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	24 points
Mostly demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	18 points
Partially demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	12 points

Minimally demonstrates the quality and comprehensiveness of the proposed project, plan, or program and its potential to address community needs.	6 points
Unable to address criterion, even to a minimal extent.	0 points

B. Greenhouse Gas (GHG) Emission Reductions

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest-scoring projects will directly reduce GHG emissions, such as through the implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

Plan Application: Part B Question 4

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed effort will directly reduce GHG emissions.	10 points
Sufficiently demonstrates that the proposed effort will directly reduce GHG emissions.	8 points
Mostly demonstrates that the proposed effort will directly reduce GHG emissions.	6 points
Partially demonstrates that the proposed effort will directly reduce GHG emissions.	4 points
Minimally demonstrates that the proposed effort will directly reduce GHG emissions.	2 points
Unable to address criterion, even to a minimal extent.	0 points

4. Methodology

Points will be awarded according to how well the proposed effort will meet the demonstrated needs of the community and project goals. **Up to 40 points possible**

The highest-scoring projects will include a comprehensive planning process in their scope of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area.

Plan Application: Scope of Work

Applicant Response	Points
Clearly and convincingly demonstrates that the project will meet the demonstrated needs of the community.	40 points
Sufficiently demonstrates that the project will meet the demonstrated needs of the community.	32 points

Mostly demonstrates that the project will meet the demonstrated needs of the community.	24 points
Partially demonstrates that the project will meet the demonstrated needs of the community.	16 points
Minimally demonstrates that the project will meet the demonstrated needs of the community.	8 points
Unable to address criterion, even to a minimal extent.	0 points

5. Community Support

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations; and ensuring a meaningful role in the effort.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, and/or fail to account for limited English proficiency populations.

Up to 25 points possible

Plan Application: Part B Question 3

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	25 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	20 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	15 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Unable to address criterion, even to a minimal extent.	0 points

6. Public Health

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues, and for the reduction of childhood obesity through the use of programs such as those eligible for Sare Routes to School funding. **Up to 15 points possible**

Plan Application: Part A2

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than 10 Percentile	15 points
Healthy Places Index Score (overall HPI score) 10 through 13 Percentile	12 points
Healthy Places Index Score (overall HPI score) 14 through 17 Percentile	9 points
Healthy Places Index Score (overall HPI score) 18 through 21 Percentile	6 points
Healthy Places Index Score (overall HPI score) 22 through 25 Percentile	3 points
Healthy Places Index Score (overall HPI score) above 25 Percentile	0 points

7. Benefit To Disadvantaged Community

For a project to contribute toward the Disadvantaged Community funding requirement, it must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a Disadvantaged Community in a way that provides significant value. The project's benefits must primarily target a Disadvantaged Community while avoiding substantial burdens on that community.

For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

- Be located within, or be within reasonable proximity to, the Disadvantaged Community served by the project,
- have a direct connection to the Disadvantaged Community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the Disadvantaged Community.

A. Direct Benefit Up to 16 points possible

Plan Application: Part B1

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community.	16 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community.	12 points

Partially demonstrates a direct benefit to a Disadvantaged Community.	8 points
Minimally demonstrates a direct benefit to a Disadvantaged Community.	4 points
Does not demonstrate a direct benefit to a Disadvantaged Community.	0 points

B. Project Location

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

*Is the project located within a disadvantaged community? **Up to 4 points possible***

Plan Application: Part B1

Applicant Response	Points
The project is completely (100%) located within a DAC.	4 points
The project is partially (less than 100%) located within a DAC.	2 points
The project is not located within a DAC.	0 points

8. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 8 points possible**

Plan Application: Project Programming Request

Percentage of Matching Funds	Points
<ul style="list-style-type: none"> • 24.00% and above of the total project cost • Applications submitted by Tribal Governments (federally recognized Native American Tribes) • Projects that are on Tribal Lands 	8 points
16.00% – 23.99% of total project cost	6 points
8.00% – 15.99% of total project cost	4 points
0.01%– 7.99% of total project cost	2 points
0% of total project cost	0 points

9. Cost Effectiveness

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 8. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible and then multiplying that number by the number of points possible. **Up to 12 points possible**