



# Regional Active Transportation Program (ATP)

2023 Call for Projects – Cycle 6

## Program Websites

### SANDAG

<http://www.sandag.org/atpfunding>

### CTC

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

### Caltrans

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>

## Program Contact

Tracy Ferchaw  
Associate Business Analyst  
(619) 699-1977  
Tracy.Ferchaw@sandag.org

## 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:** 2024-2027

**Amount of Funding Available:** \$23,608,000

## 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	7/6/2022
Call for Projects Question Deadline (by 5 p.m.)	9/26/2022
Responses to all questions released in BidNet	9/30/2022
<b>Application Deadline (by 5 p.m.)</b>	<b>10/7/2022</b>
CTC staff recommendations for Statewide and Quick-Build Pilot Program posted	10/21/2022
CTC adopts Statewide and Quick-Build Pilot Programs funding recommendations	12/7-12/8/2022
SANDAG Transportation Committee Meeting (proposed funding recommendations)	3/8/2023
SANDAG Board of Directors Meeting (proposed funding recommendations)	3/24/2023
CTC adopts MPO selected projects	June 2023*

\* Exact date will coincide with the CTC's adopted 2023 meeting calendar

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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.

**ATP Guidelines** is the CTC Document that describes the policy, standards, 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.

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

**California Transportation Commission (CTC)** is the state agency who is 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 the California State Transportation Agency (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.

**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 2015-2019 American Community Survey (<\$60,188). 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 at the [United States Census Bureau Website](#).
- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores. Score must be greater than or equal to 40.05. The mapping tool can be found [here](#) and the 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 2019-2020 school year. Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criterion.

- A census tract in the 25th percentile or less in the [California Healthy Places Index](#)
- Projects located within Federally Recognized Tribal Lands and projects submitted by tribal governments (Federally Recognized Native American Tribes)
- An area identified in [San Diego Forward: The 2021 Regional Plan](#) as a disadvantaged community or a CBO network community. Note these criteria are using the prior version of the California Communities Environmental Health Screening Tool (CalEnviroScreen 3.0).
  - An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 ([CalEnviroScreen 3.0](#)) scores. Score must be greater than or equal to 39.34.
  - An area identified as among the most disadvantaged 50% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 ([CalEnviroScreen 3.0](#)) scores. A map of these areas is included in San Diego Forward: The 2021 Regional Plan, [Figure A2.1: AB 805 Pollution-Reduction Strategy Analysis Focus Areas](#).

**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)** The release of water vapor, ozone, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, chlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride that influence global climate change.

**Match percentage** is calculated by dividing the total match amount 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.

## 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?
<a href="#">BidNet Direct</a>	Access the Call for Project materials, submit and receive responses to questions, receive any updates to the Call for Projects, and submit completed application(s) for consideration

<a href="#">Caltrans ATP Cycle 6 webpage</a>	Review the Caltrans Provides resources and relevant information including the dates for the Statewide and MPO components, ATP application template and attachments, application instructions, quick build project application materials, scoring rubrics, and other guidance and resources. workshops, applications, and resources
<a href="#">Caltrans Local Assistance Procedures Manual (LAPM)</a> and <a href="#">Caltrans Local Assistance Program Guidelines (Chapter 25)</a>	Review these two documents to understand the various procedures required to implement ATP projects.
<a href="#">CTC Active Transportation Program webpage</a>	Provides Review the CTC resources and relevant information on the State Active Transportation ProgramATP including the ATP Guidelines, scoring rubrics, workshops, and historical records relating to past cycles of the ATP.
<a href="#">CTC Adopted ATP Guidelines</a>	Access the Grant Program GuidelinesLearn about the policies and procedures that govern the ATP.
<a href="#">SANDAG ATP Webpage</a>	Learn about the ATP program, including program requirements, past grant awards, and resources.
<a href="#">SANDAG Grants Webpage</a>	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 how to register your organization on BidNet Direct.

### 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 our 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 increased use of active modes of transportation such as biking and walking. In 2017, [Senate Bill 1 \(The Road Repair and Accountability Act\)](#) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and 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 with a population of greater than 200,000 (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 total MPO population. The funds allocated 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.

### 2. Goals of the ATP

- Increase proportion of trip 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 reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program 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 statute, the ATP will also consider state goals and provisions set forth in the [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#).

## 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.** 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
  - For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary.
  - A tribal government may also partner with another eligible entity to apply if desired.
- **Private nonprofit tax-exempt organizations** that are responsible for the management of public lands may only apply with 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 are limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

## B. Eligible Project Types

### 1. Infrastructure Projects

Capital projects 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.

### 2. Plans

The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominantly located in a Disadvantaged Community.

### 3. Non-infrastructure (NI) projects

Education or encouragement programs that further the goals of the ATP.

### 4. Infrastructure projects with non-infrastructure components

These are capital projects that include an education or encouragement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.

### 5. Quick-Build Project Phase II Pilot Program

The CTC will consider a small number of quick-build projects for the 2023 ATP as a phase II pilot. Quick-build projects are interim capital infrastructure projects that further the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials but last from one year to five years.

## C. Other Project Eligibility Requirements

All projects must meet the following eligibility requirements:

- Be consistent with the 2050 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, an applicant applying for pre-construction phases must also apply for funding in the construction phase.
- Projects that are already fully funded or 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

\$23,608,000 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.

<b>Project Type</b>	<b>Minimum Award</b>
Infrastructure Projects	\$250,000
All other project types	No minimum established

### C. Match Requirement

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

### D. 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. Applicants whose projects are recommended for partial award 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.”

If an Applicant cannot come up with the necessary Matching Funds and declines the partial funding award, the award will be offered to the next highest-ranked project on the ranked project list. (See the section entitled “Application Evaluation Process”.) If no Applicant accepts the funding, the funding will be returned to the CTC.

## VI. Application and Submittal Process

### A. Application Materials

The Application template is available on the [Caltrans ATP webpage](#). Applicants are also responsible for downloading the relevant Application Attachment Forms on the Caltrans ATP webpage.

Applicants will submit their completed application by the Application deadline. An incomplete application may be disqualified. For an application to be considered complete, it must include all the materials described in the Application.

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 deadline for applications, Applicants will be notified by email.

## 1. Applications Submitted through Statewide Competition

Applicants that submit project applications for the statewide competition will automatically be considered for the regional competition. These 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 also down-scope or provide a scalability plan for statewide-submitted projects.

## 2. Applications Submitted for Regional Competition

Applicants can submit projects solely for consideration in the Regional Competition. To apply for the San Diego regional competition, applicants must complete and submit an application utilizing the [statewide template](#). There is only one application template. Note: The questions in the live application form will change depending on which project type is selected.

## B. Kick-Off Workshop and Questions

### 1. Kick-Off Workshop

The CTC hosted a Kick-Off Workshop on November 9, 2021 to provide an overview of the ATP, the application process, and to address any questions. The agenda, presentations, and workshop recording 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 Direct, 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.

## C. Submittal Process

Applicants shall submit application documents via the SANDAG web-based vendor portal BidNet Direct, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Applications submitted by mail, facsimile, or email in lieu of electronic copies uploaded onto the online web-based portal will not be accepted. Any application that is missing pages or cannot be opened for any reason may be considered unresponsive.

Applicants are responsible for fully uploading their entire application before the stated deadline. It is the Applicant's sole responsibility to contact the SANDAG bid management provider, BidNet Direct, to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating password, updating profiles, uploading/downloading documents, and submitting an electronic application, prior to the submission deadline. BidNet Direct's Vendor Support team is available Monday-Friday from 5 a.m. to 5 p.m. Pacific Time at (800) 835-4603 or [e-procurementssupport@bidnet.com](mailto:e-procurementssupport@bidnet.com).

## 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 its proposed project(s) 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 to 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, Ranking, and Awarding of Funds

Eligible projects will be scored using qualitative and quantitative criteria approved by the SANDAG Board of Directors. Definitions of qualitative and quantitative criteria are provided below.

There are two sets of scoring criteria: infrastructure and non-infrastructure. The type of statewide application used will dictate which of the scoring criteria are used by the Evaluation Committee:

- Infrastructure Scoring Criteria
  - Large, Medium, or Small Infrastructure Application
- Non-Infrastructure Scoring Criteria
  - Non-Infrastructure Application
  - Plan Application

#### 1. Qualitative/Subjective Scoring

Qualitative or subjective criteria are those 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.

An external evaluation panel will score eligible applications based on qualitative criteria. The evaluation panel will consist of at least three but no more than ten 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 for conflict of interest.

## 2. Quantitative/Objective Scoring

Quantitative or objective criteria are those criteria that 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.

SANDAG Grants staff will score proposed projects based on quantitative criteria. Points associated with quantitative criteria undergo a quality assurance/quality control (QA/QC) review to ensure data used in the quantitative scoring process are accurate and points are awarded appropriately.

## 3. Ranking and Funding Recommendations

An application's quantitative score will be added to the scores it received from each evaluation panelist (evaluator), forming a total score from each evaluator.

Funding recommendations will be based on project rankings, using a "Sum of Ranks" approach. For each evaluator, the total scores for all projects will be ranked. For example, the project an evaluator scores the highest will rank number one; the second-highest scoring project will rank number two; and so on. The rankings an application receives from each evaluator will be summed to produce an overall project ranking (sum of ranks). Projects with the lowest overall sum of ranks will have performed the best.

The ranked project list will be used to recommend funding allocations in order of rank. The top-ranking projects (the projects with the lowest sum of ranks) will be recommended for funding in descending order until funding is exhausted.

As previously stated, partial awards may be recommended (see Partial Awards).

#### 4. Disadvantaged Communities Adjustment

If necessary, rankings 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.

#### 5. Tiebreakers

In the event that two or more projects receive the same overall ranking, the following criterion will be used to determine which project(s) will be funded, in order of priority:

- Infrastructure projects
- Project readiness including but not limited to completed environmental documents.
- Highest score on the following question:
  - Infrastructure Projects: Criteria #5 - Project Readiness/Completion of Major Milestones
  - Non-Infrastructure Projects: Criteria #4 - Methodology
- Highest score on the following question:
  - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
  - Non-Infrastructure Projects: Criteria #2 - Alignment with ATP Goals

#### 6. Awards and Funding 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 final ranking and contingency project list will be provided to the CTC in April 2023 for consideration by the CTC in June 2023.

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 order based on the project's final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 San Diego Regional ATP. This will ensure that the San Diego Regional ATP will use all ATP funds allotted to the San Diego region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

## C. Protests

SANDAG Grant Program protest procedures may be obtained online at [www.sandag.org/grants](http://www.sandag.org/grants).

## 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

Infrastructure projects will be scored based on how well the applicant responses meet the Infrastructure Scoring Criteria, below. The Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by SANDAG's Department of Data Science or Grants staff are marked with an asterisk (\*).

No.	CRITERIA	POINTS POSSIBLE
1.*	DEMAND ANALYSIS	
	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 14
2.	PROJECT CONNECTIONS	
A.*	Regional Bicycle Network: Will the project build or connect to the existing or planned Regional Bicycle Network?	Up to 8
B.*	Existing or Programmed Transit: <ul style="list-style-type: none"> <li>Bicycle improvement within 1.5 miles of a regional transit station (6 points)</li> <li>Pedestrian improvement within 0.25 mile of a local transit stop (2 points)</li> <li>Pedestrian improvement directly connects to a local transit stop (4 points)</li> <li>Pedestrian improvement within 0.5 mile of a regional transit station (4 points)</li> <li>Pedestrian improvement directly connects to a regional transit station (6 points)</li> </ul>	Up to 12
C.	Existing Bicycle Network: How well will the project close a gap between existing bicycle facilities?	Up to 10
D.	Existing Pedestrian Network: How well will the project close a gap in the existing pedestrian network?	Up to 10
3.	SAFETY AND QUALITY OF PROJECT	
A.	Safety and Access Improvements: How well the project will: <ul style="list-style-type: none"> <li>increase bicycle or pedestrian trips at a location with documented safety hazards or accident history within the last seven years?</li> <li>create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians?</li> <li>create a new or safer crossing for bicyclists and/or pedestrians across heavy or light rail?</li> </ul>	Up to 18
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures: How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 18
C.	Alignment with ATP Goals: How well does the project align with the ATP goals?	Up to 18

D.	Innovation: Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	<b>SUPPORTIVE POLICIES AND PROGRAMS</b>	
A.	Complementary Programs: Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions: How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a Climate Action Plan, complete streets policy, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	<b>PROJECT READINESS/COMPLETION OF MAJOR MILESTONES</b>	
	<ul style="list-style-type: none"> <li>• Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points)</li> <li>• Environmental clearance (CEQA and NEPA) (4 points)</li> <li>• Completed right-of-way acquisition (4 points)</li> <li>• Progress toward obtaining final design (Up to 10 points)</li> </ul>	Up to 20
6.	<b>PUBLIC HEALTH</b>	
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	<b>USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS</b>	
	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?	Up to 6
8.	<b>BENEFIT TO DISADVANTAGED COMMUNITY</b>	
	Does the project benefit a Disadvantaged Community?	Up to 10
9.*	<b>MATCHING FUNDS</b>	
	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.	Up to 8
10.*	<b>COST EFFECTIVENESS</b>	
	Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
	<b>Total</b>	<b>200</b>

## IX. Infrastructure Scoring Rubric

The following narrative descriptions will be used to assist the Evaluation Panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria in the preceding pages is a summary of this information. References to the statewide application where additional information may be found are shown in *pink italicized* text below.

### 1. Demand Analysis

\*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the seven 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.

*Infrastructure Application (all size projects): Part A3*

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 2 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 2 points per factor). **Up to 14 points possible**

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- 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 Regional Bicycle Network laid out in [SANDAG Riding to 2050: The San Diego Regional Bike Plan](#). **Up to 8 points possible**

*Infrastructure Application (all size projects): Part A3, A4*

- The proposed project connects to part of the existing or planned Regional Bicycle Network. **6 points**
- The proposed project constructs part of the existing or planned Regional Bicycle Network. **8 points**
- The proposed project neither builds nor connects to the existing or planned Regional Bicycle Network. **zero points**

### C. 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 proximity to existing or programmed transit facilities included in the SANDAG [2021 Regional Plan](#) (adopted in December 2021).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. 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 A3*

- Bicycle improvement within 1.5 miles of a regional transit station **6 points**

and/or

- Pedestrian improvement within 0.25 mile of a local transit stop **2 points**
- Pedestrian improvement directly connects to a local transit stop **4 points**

and/or

- Pedestrian improvement within 0.5 mile of a regional transit station **4 points**
- Pedestrian improvement directly connects to a regional transit station **6 points**

### D. Completes Connection in Local Bicycle Network

*Infrastructure Application (all size projects): Part A4; and Part B, Question 2*

Points will be awarded based on how well the project will close a gap between existing local bicycle facilities. The applicant must demonstrate evidence of an existing gap. 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 III segments from a Class III to a Class II segment could be considered as closing a gap. **Up to 10 points possible**

Projects that do not propose to close a gap between existing local bicycle facilities will receive **zero points**.

### E. Existing Pedestrian Network

*Infrastructure Application (all size projects): Part A4; and Part B, Question 3*

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

Projects that do not propose to close a gap in the existing pedestrian network will receive **zero points**.

### **3. Safety and Quality of Project**

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 potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions. 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.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. **Up to 18 points possible**

*Infrastructure Application (large and medium size projects): Part B, Questions 3 and 5*  
*Infrastructure Application (small size projects): Part B, Question 3*

- One to two correctable collisions involving non-motorized users **2 points**
- Three to four correctable collisions involving non-motorized users **4 points**
- Five or more correctable collisions involving non-motorized users **6 points**
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians **6 points**
- Creates a new or safer crossing for bicyclists and/or pedestrians across railroad or light rail tracks **6 points**.

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

Points are available within three project categories: bicycle, pedestrian, and/or traffic calming measures. Projects that propose improvements in more than one category are eligible to earn more points. **Up to 18 points possible**

*Infrastructure Application (large size projects): Part B, Questions 3, 4 and 6*  
*Infrastructure Application (small and medium size projects): Part B, Questions 3 and 4*

Points will be distributed based on how well the application addresses the following:

- How well will the proposed bicycle improvements address the identified need in the project area? [Up to 6 points](#)
- How well will the proposed pedestrian improvements address the identified need in the project area? [Up to 6 points](#)
- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation?  
[Up to 6 points](#)

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential street (20 mph) = Devices every 250 feet (on either side)
- Collector or main street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Traffic calming measures that consist of roadway improvements that benefit motorists only will receive zero 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 18 points possible**

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? [Up to 3 points](#)

*Infrastructure Application (large size projects): Part B, Questions 2, 3, 5 and 6*  
*Infrastructure Application (medium size projects): Part B, Questions 2, 3 and 5*  
*Infrastructure Application (small size projects): Part B, Questions 2 and 3*

- How well will the proposed project increase the safety and mobility of non-motorized users? [Up to 3 points](#)

*Infrastructure Application (all size projects): Part B, Questions 2 and 3*

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? [Up to 3 points](#)

*Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6*  
*Infrastructure Application (medium size projects): Part B, Questions 2 and 5*  
*Infrastructure Application (small size projects): Part B, Question 2*

- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? **Up to 3 points**

*Infrastructure Application (all size projects): Part A3; Part B, Questions 2 and 3*

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? **Up to 3 points**

*Infrastructure Application (all size projects): Part B, Question 1*

- How well will the proposed project benefit many types of active transportation users? **Up to 3 points**

*Infrastructure Application (large size projects): Part B, Questions 2, 5 and 6*

*Infrastructure Application (medium size projects): Part B, Questions 2 and 5*

*Infrastructure Application (small size projects): Part B, Question 2*

#### **D. Innovation**

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The [NACTO Urban Bikeway Design Guide](#) will be referred to for examples of innovative improvements, such as:

- Bike signals and beacons
- Intersection treatments (e.g., bike boxes, intersection crossing markings, median refuge islands, through bike lanes)
- Bikeway signing and marking (e.g., colored bike facilities, bike route wayfinding signage/markings)

No points will be awarded for facilities or treatments that have received Federal Highway Administration (FHWA) approval (e.g., Sharrows), unless they are new to the region/city. **Up to 12 points possible**

*Infrastructure Application (large and medium size projects): Part A4; Part B, Question 5*

*Infrastructure Application (small size projects): Part A4*

- Is this project an FHWA or state experimentation effort? **4 points**
- Does this project propose innovative solutions that are included in the [NACTO Urban Bikeway Design Guide](#) or propose solutions that are new to the region/city? **6 points**
- Does the project leverage advanced technologies? **2 points**

#### **4. Supportive Policies and Programs**

This section will be scored based upon the applicant's demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

## A. Complementary Programs

Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, 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 (medium and small size projects): Part B, Question 4*

## B. Greenhouse Gas (GHG) Emission Reductions

Points will be awarded based on how well the applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions. **Up to 8 points possible**

*Infrastructure Application (all size projects): Part B, Question 2*

## 5. Project Readiness/Completion of Major Milestones

Points will be awarded based on the completed project development milestones. **Up to 20 points possible**

- Neighborhood-level plan, corridor study, or community active transportation strategy. **2 points**

*Infrastructure Application (all size projects): Part A7; Part B, Question 4*

- Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act, or evidence that environmental clearance is not required. **4 points**

*Infrastructure Application (all size projects): Part A5*

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

*Infrastructure Application (all size projects): Part A5; Project Programming Request*

- Progress toward obtaining final design (plans, specifications, and estimates):
  - 30% design completed **3 points**
  - 60% design completed **6 points**
  - 90% design completed **9 points**
  - Final design completed **10 points**

*Infrastructure Application (all size projects): Part A5; Project Programming Request*

## 6. Public Health

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. **Up to 10 points possible**

*Infrastructure Application (all size projects): Part B, Questions 1 and 2*

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

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**

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

*Infrastructure Application (large size projects): Part B, Question 10*

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

*Infrastructure Application (large size projects): Part B, Question 6*

## 8. Benefit to Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities 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 a 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.

Points will be distributed in relation to the severity of and the benefit provided to the Disadvantaged Community affected by the project. **Up to 10 points possible**

*Infrastructure Application (all size projects): Part B, Question 1*

- How well does the project benefit a Disadvantaged Community? **Up to 10 points**
- The project does not benefit a Disadvantaged Community. **zero points**

**9. Matching Funds**

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

Infrastructure Application (large size projects): Part A6; Part B, Question 8

Infrastructure Application (medium size projects): Part A6; Part B, Question 6

Infrastructure Application (small size projects): Part A6

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**

<b>Percentage of Matching Funds</b>	<b>Points</b>
0%	zero points
0.01– 7.99%	2 points
8.00 – 15.99%	3 points
16.00 – 23.99%	4 points
24.00 – 31.99%	5 points
32.00 – 39.99%	6 points
40.00 – 47.99%	7 points
48.00% and above	8 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, then multiplying that number by the number of points possible. **Up to 10 points possible**

## X. Non-Infrastructure Scoring Criteria

Non-Infrastructure projects will be scored based on how well the applicant responses meet the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric in a subsequent section of this document is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the criteria. Points calculated by the SANDAG Department of Data Science or Grants staff are marked with an asterisk (\*).

No.	CRITERIA	POINTS POSSIBLE	
		PLANS	EEA
1*	Demand Analysis		
	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 28	N/A
2.	Alignment with ATP Goals		
	How well does the proposed project align with the ATP goals?	Up to 30	Up to 30
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?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions: Does the relevant local jurisdiction have an adopted Climate Action Plan (CAP)? 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?	Up to 10	Up to 10
4.	Methodology		
	How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
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?	Up to 15	Up to 15
6.	Project Effectiveness		
	How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation		
	Does the project propose solutions that show the potential to serve as a replicable model to the region/city?	N/A	Up to 15
8.	Public Health		
	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	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?	N/A	Up to 5

10.	Benefit to Disadvantaged Community		
	Does the project benefit a Disadvantaged Community?	Up to 20	Up to 10
11.*	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.	Up to 10	Up to 10
12.*	Cost Effectiveness		
	Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 12	Up to 10
<b>TOTAL</b>		<b>200</b>	<b>200</b>

## XI. Non-Infrastructure Scoring Rubric

The following narrative descriptions will be used to assist the Evaluation Panel in scoring non-infrastructure project applications. The Non-Infrastructure Scoring Criteria on the preceding pages is a summary of this information. References to the statewide application where additional information may be found are shown in *pink italicized* text below.

### 1. Demand Analysis

\*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the seven 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.

#### *Plan Application: Part A2*

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). **Plans: Up to 28 points possible; Non-Infrastructure Projects: Not Applicable**

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- 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 30 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, Questions 2 and 4; Exhibit 22-Plan  
Non-Infrastructure Application: Part B, Question 2*

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

*Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan  
Non-Infrastructure Application: Part B, Question 3*

- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? **Up to 5 points possible**

*Plan Application: Part B, Questions 2 and 4; Exhibit 22-Plan  
Non-Infrastructure Application: Part B, Question 2*

- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? **Up to 5 points possible**

*Plan Application: Part A3; Part B, Questions 2 and 4; Exhibit 22-Plan  
Non-Infrastructure Application: Part A3; Part B, Questions 2 and 3*

- How well will the proposed project ensure that Disadvantaged Communities fully share in the benefits of the project? **Up to 5 points possible**

*Plan Application: Part B, Question 1; Exhibit 22-Plan  
Non-Infrastructure Application: Part B, Question 1*

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

*Plan Application: Part A3; Part B, Question 2; Exhibit 22-Plan  
Non-Infrastructure Application: Part A3; Part B, Question 2*

## 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.

- Plans: 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: Part B, Question 2; Exhibit 22-Plan*

- Non-Infrastructure Projects: 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: Part B, Questions 2 and 7*

## **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 implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. **Up to 10 points possible**

*Plan Application: Part B, Question 4; Exhibit 22-Plan*

*Non-Infrastructure Application: Part B, Question 2*

## **4. Methodology**

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- Plans: 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. **Up to 30 points possible**

*Plan Application: Part B, Questions 2 and 3; Exhibit 22-Plan*

- Non-Infrastructure Projects: Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. **Up to 30 points possible**

*Non-Infrastructure Application: Part B, Questions 2, 4, and 7*

## **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 15 points possible**

*Plan Application: Part B, Question 3; Exhibit 22-Plan; Letters of Support*

*Non-Infrastructure Application: Part B, Question 4; Letters of Support*

## **6. 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, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. **Plans: Not Applicable;**

**Non-Infrastructure Projects: Up to 20 points possible**

*Non-Infrastructure Application: Part B, Question 5*

## **7. Innovation**

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region/city. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the region/city. For innovations that have been implemented in other regions/cities, the applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. **Plans: Not Applicable; Non-Infrastructure Projects: Up to 15 points possible**

*Non-Infrastructure Application: Part B, Question 6*

## **8. Public Health**

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. **Up to 15 points possible**

*Plan Application: Part B, Questions 1 and 4*

*Non-Infrastructure Application: Part B, Questions 1 and 2*

## **9. Use Of California Conservation Corps or A Qualified Community Conservation Corps**

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:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project **Plans: Not Applicable; Non-Infrastructure Projects: 5 points**
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to use a corps on a project in which the corps can participate. **Plans: Not Applicable; Non-Infrastructure Projects: zero points**

*Non-Infrastructure Application: Part B, Question 8*

## **10. Benefit To Disadvantaged Communities**

For a project to contribute toward the Disadvantaged Communities 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 a 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.

Points will be distributed in relation to the severity of and the benefit provided to the Disadvantaged Community affected by the project.

- How well does the project benefit a Disadvantaged Community? **Plans: Up to 20 points possible; Non-Infrastructure Projects: Up to 10 points possible**
- The project does not benefit a Disadvantaged Community. **zero points**

*Plan Application: Part B, Question 1; Exhibit 22-Plan  
Non-Infrastructure Application: Part B, Question 1*

## **11. 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 10 points possible**

<b>Percentage of Matching Funds</b>	<b>Points</b>
0%	zero points
0.01– 4.99%	1 point
5.00 – 9.99%	2 points
10.00– 14.99%	3 points
15.00 – 19.99%	4 points
20.00 – 24.99%	5 points
25.00 – 29.99%	6 points
30.00 – 34.99%	7 points
35.00 – 39.99%	8 points
40.00 – 44.99%	9 points
45.00% and above	10 points

*Plan Application: Part A6; Project Programming Request*

*Non-Infrastructure Application: Part A6; Project Programming Request*

## **12. 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 11. 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, then multiplying that number by the number of points possible. **Plans: Up to 12 points possible; Non-Infrastructure Projects: Up to 10 points**