



TransNet

SMART GROWTH INCENTIVE PROGRAM

Call for Projects for the Fourth Cycle of Funding

RELEASE DATE
APPLICATIONS DUE
ELECTRONIC SUBMITTAL PERIOD

DECEMBER 15, 2017
MARCH 15, 2018
MARCH 1 TO MARCH 15, 2018

Call for Projects At-A-Glance

Who Can Apply?

Smart Growth Incentive Program (SGIP) Grants will be awarded on a competitive basis. Only local jurisdictions in the San Diego region (the 18 cities and the County of San Diego) are eligible recipients of the grant funds. Nonprofit and community-based organizations may collaborate with the local jurisdictions, but cannot apply directly for the funds.

How Much Funding Is Available and What Are the Funding Limits?

Approximately \$27 million is available to award in this SGIP cycle. SANDAG has set aside up to \$1 million from the fourth cycle of the *TransNet* SGIP to award funding for the preparation and adoption of Climate Action Plans (CAPs) and Complete Streets (CS) Policies. Any unused funds would be redirected back to the SGIP for potential allocation to the next eligible project(s) in ranked order. The SGIP funds will be allocated to capital and planning projects as follows:

- **Capital Projects.** Approximately 80 percent of total funding available (up to \$21.6 million) will be allocated to capital projects. Each individual grant request amount cannot exceed \$2.5 million.
- **Planning Projects.** Approximately 20 percent of total funding available (up to \$5.4 million), will be allocated to planning projects. Each individual grant request amount cannot exceed \$500,000.

Jurisdictions can submit as many grant applications as desired in each grant category, but their total request cannot exceed the total amount of funding available in each category (\$21.6 million for Capital Grants and \$5.4 million for Planning Grants).

Note: SANDAG reserves the right to partially fund grants, and to fund less than the amount available for each funding category in a given grant cycle.

How Will the Projects Be Selected for Funding?

Projects will be evaluated and ranked by members of an evaluation panel based on the point structure included in the appropriate Scoring Criteria Matrix ([Capital / Planning](#)), using a “Sum of Ranks” approach. SANDAG staff will present the evaluation panel’s project rankings to the SANDAG Regional Planning and Transportation Committees. The Regional Planning and Transportation Committees will make funding recommendations to the SANDAG Board of Directors based on the project rankings and available funding. The Board of Directors will approve the final list of projects awarded funding. The selection process and the “Sum of Ranks” approach is described in more detail below.

APPLICATION PROCESS AND PROGRAM SCHEDULE

December 15, 2017	Call for Projects
January 11, 2018	Pre-Application Workshop
March 1-15, 2018	Electronic Submittal Period
March 15, 2018	Applications Due
Summer 2018	SANDAG Board of Directors Approve Funding Recommendations

Application Submittal Instructions

Applicants can apply for **Capital Grants** or **Planning Grants**. This call for projects package includes information common to both grant types, as well as information relevant to the individual grant types. The application form and all related application materials can be downloaded from the SANDAG website at sandag.org/cycle4grants. Jurisdictions will have 90 days to complete their application(s). Individual applications are required for each project submitted by a jurisdiction. The Resolution and the Applicant Statement Form only need to be filled out and submitted once.

Applications must be received electronically by SANDAG no later than **4 p.m. on Thursday, March 15, 2018**. The electronic submittal period will be from March 1 to March 15, 2018. Specific submittal instructions regarding the electronic submittal process will be posted on the SANDAG website two weeks before the electronic submittal process opens – in mid-February 2018. Late submittals will not be accepted.

Resolution and Grant Agreement Template

Applications must include a signed copy of a resolution by the city council for incorporated cities or by the Board of Supervisors for unincorporated areas in the County of San Diego. The Resolution must include the status of the jurisdiction's locally-adopted CAP and CS Policy; authorize submission of the application(s); commit to provide the amount of matching funds set forth in the grant application(s), if applicable; and authorize staff to accept grant funds and execute the Grant Agreement(s), if awarded. A [Sample Resolution](#) is included in the materials and includes the requirements cited above.

Each jurisdiction will need to tailor the Sample Resolution to include reference to their project submittal(s). The Resolution may include reference to multiple project submittals, including projects submitted under the various *TransNet* Cycle 4 grant programs. All statements included in the Sample Resolution are required. SANDAG prefers to receive the resolutions during the electronic submittal process. However, per [SANDAG Board Policy No. 035: Competitive Grant Program Procedures](#), resolutions are due at least two weeks prior to the review of the funding recommendations by the policy advisory committees (PACs), anticipated as early as July 2018. If not received two weeks prior to the review by the PACs (as early as mid-June 2018), applications will be dropped from consideration. The formal due date for the receipt of the resolutions will be emailed to applicants once confirmed.

Applicants must include the Grant Agreement template in their staff report to the city council or Board of Supervisors when seeking approval of the required resolution. Aside from any potential errors or omissions, the terms of the grant agreement are non-negotiable. If submitting multiple projects under one or more grant programs, the grant agreement only needs to be attached to the staff report once.

Pre-Application Workshop

SANDAG will conduct a pre-application workshop for prospective applicants to provide an overview of the program and the application process and answer any questions. Applicants are strongly encouraged to attend this workshop. The workshop will take place on Thursday, January 11, 2018, from 10 a.m. to 1 p.m. in the 7th Floor Board Room at the SANDAG offices.

Reference Documents

This call for projects package refers to several documents that will assist applicants in preparing an application. Those documents can be found on the SANDAG website at sandag.org/cycle4grants.

QUESTIONS

If you have any questions regarding the application process, please contact:

Carolina Ilic at
carolina.ilic@sandag.org
or (619) 699-1989

Program Goals and Objectives

The SGIP provides funding for transportation-related infrastructure improvements and planning efforts that support smart growth development. The program funds two types of projects: **Capital Projects** and **Planning Projects**.

The goals are to encourage comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use development focused around public transit, and that aim to increase housing and transportation choices, reduce greenhouse gas (GHG) emissions, and improve public health. The SGIP seeks to fund projects that can serve as models around the region and attract private development.

Projects funded by this program must support the objectives outlined below, derived from the goals in [San Diego Forward: The Regional Plan](#) (Regional Plan), and create great places in the San Diego region.

Program Objectives

- Implement a comprehensive approach to influence land development by improving the public realm and encouraging private smart growth projects that, in combination, create great places, advance mobility hub concepts, and leverage advanced technologies.
- Serve as model examples for smart growth in a variety of settings throughout the region.
- Contribute to the reduction in GHG emissions and vehicle miles travelled, and improve public health by encouraging travel by means other than single-occupant vehicle. In particular, proposed projects should support public transit usage by improving access to transit and be located in areas served by transit.
- Support future housing development.
- Fund proposed capital projects that are “ready to go” and serve as catalysts for further smart growth development.

Eligibility

Eligible Applicants

Only local jurisdictions in the San Diego region (the 18 cities and the County of San Diego) are eligible recipients of the grant funds. Nonprofit and community-based organizations may collaborate with the local jurisdictions, but cannot apply directly for the funds. Local jurisdictions that are awarded funds may not assign the Grant Agreement to a third party.

Eligibility Criteria

Applicants must meet the following criteria. Applications that do not meet these criteria will be deemed ineligible for funding and will not be scored.

1. Consistency with the *TransNet* Extension Ordinance

The proposed project must be eligible under the *TransNet* program. The *TransNet Extension Ordinance* defines the SGIP broadly. Proposed projects can include a “broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas (SGOAs) consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination” (Section 2C.3, p. 8 of the *TransNet* Extension Ordinance).

2. Smart Growth Opportunity Area Designation

Projects must be located in a SGOA on the SANDAG [Smart Growth Concept Map](#). Refer to the [Smart Growth Concept Map site descriptions](#) to determine SGOA locations.

- **Capital projects** can only be located in “Existing/Planned” SGOAs.
Note: Projects located in “Potential” SGOAs are not eligible for capital grant funds.
- **Planning projects** can be located in either “Existing/Planned” or “Potential” SGOAs.

3. Local Funding Commitment and Authorization

All applications must include a copy of the resolution adopted by the local city council for incorporated cities or by the Board of Supervisors for unincorporated areas. Please refer to the [Sample Resolution](#) for necessary statements. If the project abuts other jurisdictions, it must be shown on the adopted plans of the adjacent communities, or a letter must be submitted from the abutting jurisdiction demonstrating that cooperative efforts are underway.

4. SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules, Rule 21: Accommodation of Bicyclists and Pedestrians

Projects already funded by *TransNet* are not eligible. In addition, grant funds cannot be used to fulfill routine accommodation requirements, which are governed by the Routine Accommodation Provisions outlined in [Board Policy No. 031, Rule 21](#).

5. Minimum Design Standards and Guidelines (Capital Projects Only)

Projects must be consistent with SANDAG guidance provided in [Planning and Designing for Pedestrians: Model Guidelines for the San Diego Region](#) and [Designing for Smart Growth: Creating Great Places in the San Diego Region](#). Proposed projects must meet the minimum geometric standards set forth in the Caltrans Highway Design Manual (Chapter 1000: Bicycle Transportation Design), the California Manual on Uniform Traffic Control Devices, and design guidance established by a national association of public transportation officials such as National Association of City Transportation Officials. Projects also must meet the Public Rights-of-Way Accessibility Guidelines.

6. Project Readiness *(Capital Projects Only)*

Applicants must have completed a feasibility study or an equivalent evaluation of project feasibility. The feasibility study or equivalent evaluation must include the following type of information:

- Agency staff field evaluation
- Concept drawings
- Horizontal alignment
- Identification of potential challenges (such as drainage)
- Identification of right-of-way
- Cost estimate
- Preliminary community input
- Identification of environmental requirements/constraints

7. Climate Action Plan and Complete Streets Policy

Per the adoption of the Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, applicants must have both a locally-adopted CAP and CS Policy to be eligible to receive grant funding from the SGIP and the Active Transportation Grant Program (ATGP). The local jurisdiction is asked to self-certify through the resolution cited above that the jurisdiction has a locally-adopted CAP and CS Policy, or will adopt these two documents within one year following the Board of Directors approval of grant awards for the SGIP and ATGP (anticipated to occur approximately in summer of 2018). The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets Act of 2008:

- The CAP shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.
- The CS Policy should include a policy or group of policies consistent with the [California Complete Streets Act](#). The CS Policy can be a stand-alone document, consist of policies in the general plan, or consist of policies in other documents adopted by the governing body.

If a jurisdiction does not have an adopted CAP or CS Policy, the jurisdiction may apply for funds to prepare a CAP and/or CS Policy as part of this grant cycle through funding made available through the *TransNet* SGIP CAP and CS Policy subprograms as part of this grant cycle.

A one-year phased funding approach will be provided for jurisdictions to meet the SGIP and ATGP eligibility requirements to adopt a CAP and/or CS Policy. Under the phased funding approach, a jurisdiction can submit application(s) for a CAP and/or CS Policy as well as submit application(s) for eligible projects under the SGIP and/or ATGP programs. Grant funding for successful SGIP and ATGP applications from jurisdictions without an adopted CAP or CS Policy would be withheld until a jurisdiction adopts these documents. If the CAP and/or CS Policy is not adopted by the jurisdiction within one year of the Board of Director's approval of the SGIP and ATGP grant awards (by approximately summer 2019), then funding would be awarded to the next eligible project(s) in ranked order.

Eligible Expenses, Ineligible Expenses, and Matching Funds

Eligible Expenses

The following expenses are eligible under the SGIP. Projects that are already underway are eligible to apply ONLY if the application request funds for additional work beyond the scope of the current project.

- *Direct Costs.* Grant funds may be used toward local agency salaries, professional services, preliminary engineering (design and environmental), right-of-way acquisition, construction, project management costs as required by the proposed capital or planning project activities, and other direct expenses incurred on behalf of the project.
- *Indirect Costs.* Grant funds may be used toward indirect costs (including overhead) if they are related to the project. If the budget includes indirect costs, Grantees will be required to submit an Indirect Cost Allocation Plan prior to the grant agreement execution. (Indirect costs typically include rent, insurance, copying expenses, fringe benefits, and other costs not directly charged to the grant project, and are typically supported by the local jurisdiction's general fund.)
- *Contingency.* Grant funds may be used toward contingency.

SANDAG will reimburse costs which were actually expended for the project, only up to the amount awarded in the Grant Agreement and actually expended for the project after the official Notice to Proceed has been issued. In the event of project cost overruns, SANDAG will not pay more than the original amount specified in the grant agreement.

Ineligible Expenses *(For Capital Grants Related to Bike/Pedestrian Projects)*

Projects are only eligible if they support infrastructure enhancements that directly benefit people walking and biking. Certain costs associated with bike and pedestrian projects that do not directly benefit people walking and biking are ineligible. Some instances of ineligible expenses include, but are not limited to:

- *Curb, Gutter, and Other Drainage Improvements.* As part of the roadway system, newly installed curbs, gutters, and other drainage facilities are not considered an exclusive benefit to the sidewalk or bike lane and are not an eligible expense.
- *Driveway Ramps Installed Across Sidewalks.* Driveways that interrupt segments of sidewalk do not benefit people walking, and in fact degrade the pedestrian environment. Newly installed driveway ramps are not an eligible expense; however, the distance across the driveway may be included when computing the per-square-foot cost of the sidewalk.
- *Roadway Shoulder.* If local roadway design standards require a roadway shoulder to be the standard bike lane width of five feet or wider, the cost of the shoulder construction will not be eligible. Projects including roadway shoulder construction that do not exclusively and explicitly provide bike or pedestrian infrastructure are ineligible.
- *Existing Requirements.* Projects that are a required element of a larger capital improvement project are not eligible for funding.

If necessary, applicants can include curb, gutter, and other drainage improvements as part of their broader application, and allocate match funding toward their construction. Applicants should consult with SANDAG staff before they submit a grant application to confirm eligible and ineligible expenses. For example, if the removal and/or replacement of curb and gutter, driveway ramps, drainage facilities and other existing improvements will be necessary in order to construct a bikeway or sidewalk, the cost of this work is likely eligible; however, applicants will be required to justify the necessary inclusion of such improvements prior to submitting the grant application.

Matching Funds

Matching funds can consist of in-kind funds or cash match from local agencies, and/or matching funds from outside sources, such as developer contributions, non-profit contributions, Local Street and Road Program *TransNet* funds¹, other state or federal funds (e.g. Caltrans planning grants), or other quantifiable sources. With respect to in-kind contributions, direct costs including local agency salaries and other expenses directly related to the project are eligible for use as matching funds. Applicants awarded funding will need to document and track in-kind contributions designated as matching funds as part of project management. Indirect costs (including overhead) are not an eligible source of matching funds; however, they may be an eligible reimbursable expense as described above.

All matching fund amounts and their sources must be included in the application.

¹ All *TransNet* funds are subject to Board Policy No. 031, Rule 21. Local Street and Road Program *TransNet* funds are an acceptable source of match as long as *TransNet* grant funding will not be used to fulfill routine accommodations required under the Extension Ordinance and/or supplant *TransNet* funds committed to an existing project programed in the currently adopted Regional Transportation Improvement Program.

Scoring and Selection Process

After applications have been received and reviewed for eligibility, proposed projects will be scored and selected according to the process outlined below.

Evaluation Panel

The proposed projects will be scored by an evaluation panel consisting of staff from SANDAG, Caltrans, and one or both transit operators (the Metropolitan Transit System and/or the North County Transit District); one or more members of the Regional Planning Technical Working Group and/or the Cities/County Transportation Advisory Committee members that did not submit an application; and/or an academic or public health professional with expertise in a related field. Panel members must not represent local jurisdictions that have submitted applications for funding under the current grant cycle, may not have had prior involvement in any of the submitted projects, nor may they (nor the organizations they represent) receive compensation for work on any of the funded projects in the future.

Presentations to Evaluation Panel

Applicants must prepare and deliver presentations regarding their proposed projects to the evaluation panel. Presentations are anticipated to take place the weeks of April 9 and/or 16, 2018. Applicants will be notified of the presentation date(s).

Scoring Approach for Categories of Questions

The Scoring Criteria are specified in the Scoring Criteria Matrix for each grant program. The criteria upon which projects will be scored fall into two general categories:

1. *Objective* criteria that are data-oriented.
2. *Subjective* criteria that relate to the quality of the proposed plan or project.

Points for the objective criteria will be calculated by SANDAG staff in accordance with the point structures delineated in the scoring criteria, and are marked with an asterisk (*) in the Scoring Criteria Matrix of each program. Points for subjective criteria will be awarded by members of the evaluation panel based on applicant responses to questions in the grant application.

Project Rankings

Project rankings will be calculated using a “Sum of Ranks” approach. Projects will receive a total project score from each evaluator on the evaluation panel. A total project score is calculated by adding the *objective* formula-based score (calculated by SANDAG staff) to an evaluator’s *subjective* quality-based score. For each evaluator, the total project scores of all projects are then 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 from each individual evaluator will then be summed for each project to produce an overall project ranking (sum of ranks). Projects with the lowest overall numerical rank will have performed the best.

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

Selection Process

SANDAG staff will present the list of overall project rankings and corresponding funding recommendations to the Regional Planning and Transportation Committees for recommendation to the Board of Directors. The Board of Directors will review and approve the final list of projects to receive SGIP funding. SANDAG reserves the right to partially fund grants, and to fund less than the amount available for each funding category.

Project Implementation and Oversight Requirements

The following is a summary of the project implementation and oversight requirements for applications that are awarded grant funding. The [Grant Agreement](#) template contains the specific requirements and is non-negotiable.

Contact Information. The Grantee will be asked to provide SANDAG with contact information for the project manager and keep this information up-to-date with SANDAG.

Design Development and Community Meetings. The Grantee will be asked to provide SANDAG with agendas and meeting summaries of all design development or community meetings. SANDAG staff may attend any meetings as appropriate.

Quarterly Reports, Invoices, and Deliverables. The Grantee will be required to submit quarterly reports and invoices. The Grantee will need to document and track in-kind contributions designated as matching funds as part of project management. The Grantee must provide all deliverables identified in the scope of work.

Performance Monitoring. SANDAG will measure grant performance against the stated project goals and deliverables. The Grantee will be expected to meet with SANDAG staff to identify relevant performance measures and data sources, and assist in data collection.

Communications. The Grantee will be asked to notify SANDAG of events related to the grant-funded project, such as ground breakings, ribbon cuttings, and community workshops; and provide project before-and-after photos and required signage as defined in the grant agreement. The Grantee will be asked to provide project milestone information to support SANDAG media and communication efforts

SANDAG Board Policy No. 035: Competitive Grant Program Procedures. To ensure fairness in the competitive process and to encourage grantees to implement their projects in a timely manner, SANDAG adopted [Board Policy No. 035](#), which includes “use it or lose it” milestones. The Grantee will be required to comply with Board Policy No. 035.

Grant Agreement Execution. The Grantee will be expected to execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee.

Notice to Proceed. The Grantee cannot begin work on the project and/or grant-funded tasks until the Grantee has received the official Notice to Proceed from SANDAG.

For Capital Grants Only

Plan Review. The Grantee must submit project design drawings to SANDAG for review and comment at 30 percent, 60 percent, 90 percent, and 100 percent. SANDAG may comment on submitted plans regarding consistency with the original project proposal and accepted bike/pedestrian facility and smart growth design standards.

Baseline Data Collection. Before the construction of grant-funded improvements, the Grantee will be required to develop a baseline data collection plan with SANDAG to gather information on walking and biking activity in the project area. Once the data collection plan is approved, the Grantee will be responsible for carrying out the plan and returning collected data to SANDAG as a deliverable. Standardized forms will be provided by SANDAG.

Public Records

All applications received by SANDAG in response to this call for projects will be posted, in their entirety, on the SANDAG website. All submitted proposals become the property of SANDAG and public records and, as such, are subject to public review. Documents protected by law from public disclosure will not be disclosed by SANDAG if clearly marked with the word "Confidential" on each applicable page. Please see [SANDAG Board Policy No. 015: Records Management Policy](#), which is available at sandag.org/legal, for information regarding the treatment of documents designated as confidential.

Scoring Criteria Matrix

Points calculated by SANDAG are marked with an asterisk (*) in the Scoring Matrix

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
A. Intensity of Planned Development in the Project's Smart Growth Opportunity Area (SGOA)							
A1.	Planned Densities Relative to SGOA Place Type Thresholds*	3 2 1 3 2 1 6 4 2	<p><u>For Metropolitan Center/Urban Centers/Town Centers:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><i>and</i></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><i>or</i></p> <p><u>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%
A2.	Expedited Approval Process		Specific plan, master Environmental Impact Report, or other mechanism allows for administrative approval of development projects.	Up to 4	1	4	1%
B. Existing and Entitled Land Development Around the Proposed Capital Project							
B1.	<i>Existing</i> Development Density within a 0.25-mile radius of proposed capital project site*	3 2 1 3 2 1 6 4 2	<p><u>For Metropolitan Center/Urban Centers/Town Centers:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><i>and</i></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><i>or</i></p> <p><u>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%
B2.	<i>Entitled</i> Development Density within a 0.25-mile radius of proposed capital project site*	3 2 1 3 2 1 6 4 2	<p><u>For Metropolitan Center/Urban Centers/Town Centers:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><i>and</i></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><i>or</i></p> <p><u>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</u></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%

TransNet Smart Growth Incentive Program
Capital Grants

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
B3.	Mix of Uses*		(Single-family residential, retail, office, civic, parks, visitor within a 0.25-mile of project site):	Up to 3	2	6	2%
		3	Multi-family residential + 6 other uses				
		2	Multi-family residential + 4-5 other uses				
		1	Multi-family residential + 2-3 other uses				
B4.	New Uses	2	New uses will be added to the project area	2	1	2	1%
C. New Affordable Housing Development							
C1.	New Affordable Housing*		Percent of income-restricted affordable housing provided in proposed new development (within a 0.25-mile of project site):	Up to 3	2	6	2%
		3	100 percent of units affordable				
		2	75-99 percent of units affordable				
		1	25-74 percent of units affordable				
C2.	Low- to very-low-income affordable units*	2	50-100 percent of units in the development are restricted to low- to very-low-income residents	Up to 2	1	2	1%
D. Transportation Characteristics (within walking and biking distance of proposed capital project)							
D1.	Relation to Transit*		Scale of actual walking distance to existing or programmed transit station or transit stop: <u>COASTER, SPRINTER, Trolley, Rapid, and Rapid Express service:</u>	Up to 12	1	12	4%
		12	Project abuts or is onsite				
		10	Project is within a 0.25-mile				
		8	Project is within a 0.5-mile				
			<u>High-Frequency Local Bus Service, Shuttles, or Streetcars (15 minutes all day)</u>				
		6	Project is within a 0.25-mile				
D2.	Bike Facilities*		Existing or Planned bike lanes, bike boulevards, cycle tracks, or separated bike paths (Class I) (as identified in <i>San Diego Regional Bike Plan</i> or local bike master plan):	Up to 2	2	4	1%
		2	Direct connection to proposed project				
		1	Facilities within a 0.25-mile radius of project				
D3.	Walkability*		Intersection Density per Square Mile:	Up to 4	2	8	3%
		4	290 or greater				
		3	225-289				
		2	100-224				
		1	Less than 100				
D4.	Transportation Demand Management (TDM) Strategies and Advanced Technologies	2	EXISTING TDM programs or policies in place <i>or</i>	Up to 4	1	4	1%
		1	Proposed TDM programs and policies, including implementation strategy <i>and</i>				
		Up to 2	How well does the project advance mobility hub concepts and/or leverage advanced technologies that encourage multi-modal travel options in the project area?				
E. Community Design Features							
E1.	Urban Design Characteristics and Community Context		Design Characteristics of existing community, and/or proposed design characteristics prescribed by documented guidance for the area or jurisdiction through design guidelines, form-based codes, or renderings of proposed development.	Up to 6	2	12	4%

TransNet Smart Growth Incentive Program
Capital Grants

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
A.	Support for Public Transit		How well does the project support use of regional public transit service in the project area?	Up to 5	5	25	8%
B.	Providing Transportation Choices		How well does the project support transportation choices that would reduce vehicle miles traveled, specifically walking and bicycling?	Up to 5	5	25	8%
C.	Community Enhancement		How well does the project enhance the public realm in the project area, to engender support for smart growth, through place making and creating regional destinations?	Up to 5	4	20	7%
D.	Addressing Project Area Issues		How well does the project address identified special needs and concerns of the community, such as improving access for elderly, disabled, low-mobility populations, or increasing public safety? How well does the project preserve and appropriately integrate cultural and natural resources in the project area?	Up to 5	3	15	5%
E.	Sustainability		How well does the proposed project incorporate Green Streets/Low-Impact Development principles to address stormwater runoff, energy conservation, and landscaping and street trees?	Up to 2	1	2	1%
F.	Universal Design		How well does the project incorporate Universal Design principles to ensure access for users of all ages and abilities?	Up to 2	1	2	1%
G.	Greenhouse Gas (GHG) Emission Reductions	1 1 Up to 2	The jurisdiction adopted a Climate Action Plan (CAP) on or before the application due date. The jurisdiction adopted a Complete Streets Policy (or the equivalent) on or before the application due date. How well does the proposed project directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 4	4	16	5%
3. PROJECT READINESS (9% of total points)							
A.	Major Milestones Completed*	1 1 1 1	Environmental clearance Right-of-way acquisition Final design Project fully-funded	Up to 4	5	20	7%
B.	Evidence of Local Commitment		The Project is supported by the community as evident by a comprehensive, public participation process that significantly involved a diverse group of stakeholders.	Up to 2	3	6	2%
4. EFFICIENT USE OF PROGRAM FUNDS* (2% of total points)							
			Points for efficient use of program funds are awarded based on dollar amount requested. See point scale below.	Up to 6	1	6	2%
5. MATCHING FUNDS* (3% of total points)							
			Points for matching funds are awarded based on a scale with a matching fund percentage range of 0 percent to 45 percent and above. See point scale below.	Up to 10	1	10	3%
6. REGIONAL HOUSING NEEDS ASSESSMENT – BOARD POLICY NO. 033 POINTS* (25% of total points)							
			Points are awarded per jurisdiction based upon the methodology adopted in Board Policy No. 033.	Up to 75	1	75	25%
TOTAL PROJECT SCORE						300	100%

**TransNet Smart Growth Incentive Program
Capital Grants**

Efficient Use of Program Funds: Maximum points = 6 points

Dollar Amount Requested	Points for SGIP Capital
\$2,083,335 – \$2,500,000	1
\$1,666,668 – \$2,083,334	2
\$1,250,001 – \$1,666,667	3
\$833,335 – \$1,250,000	4
\$416,668 – \$833,334	5
\$1 – \$416,667	6

Matching Funds Point Scale: Maximum points = 10 points

Match Fund Percentage	Points for SGIP Capital
0%	0
0.01 – 4.99%	1
5.00 – 9.99%	2
10.00 – 14.99%	3
15.00 – 19.99%	4
20.00 – 24.99%	5
25.00 -29.99%	6
30.00 – 34.99%	7
35.00 – 39.99%	8
40.00 – 44.99%	9
45.00% and above	10

Scoring Instructions

Points calculated by SANDAG staff are marked with an asterisk (*).

1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)

A. Intensity of Planned Development in the Project's Smart Growth Opportunity Area (SGOA)

A1. Planned Densities Relative to SGOA Place Type Thresholds* (2% of total points)

SANDAG: Award up to six points (with a weight multiplier of one) based on the comparison of planned land use densities for the project area and the minimum density thresholds for the project's SGOA place type. Projects in areas with planned residential and/or employment densities that exceed the minimum density threshold for its designated SGOA place type will score highest in this category. See matrix below.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
A. Intensity of Planned Development in the Project's Smart Growth Opportunity Area (SGOA)							
A1.	Planned Densities Relative to SGOA Place Type Thresholds*	3	<u>For Metropolitan Center/Urban Centers/Town Centers:</u> Exceeds minimum residential requirements by 100 percent or more	Up to 6	1	6	2%
		2	Exceeds minimum residential requirements by 50-99 percent				
		1	Exceeds minimum residential requirements by 25-49 percent <i>and</i>				
		3	Exceeds minimum employment requirements by 100 percent or more				
		2	Exceeds minimum employment requirements by 50-99 percent				
		1	Exceeds minimum employment requirements by 25-49 percent <i>or</i>				
		6	<u>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</u> Exceeds minimum residential requirements by 100 percent or more				
		4	Exceeds minimum residential requirements by 50-99 percent				
		2	Exceeds minimum residential requirements by 25-49 percent				

A2. Expedited Approval Process (1% of total points)

Evaluators: Award up to four points (with weight multiplier of one) based on how well the project demonstrates that a specific plan, community plan, master EIR, or other mechanism is in place to allow for administrative or expedited approval of development projects.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
A. Intensity of Planned Development in the Project's Smart Growth Opportunity Area (SGOA)							
A2.	Expedited Approval Process		Specific plan, master Environmental Impact Report, or other mechanism allows for administrative approval of development projects.	Up to 4	1	4	1%

B. EXISTING AND ENTITLED LAND DEVELOPMENT AROUND THE PROPOSED CAPITAL PROJECT

B1. EXISTING Development Density within a 0.25-mile radius of the Proposed Capital Project Site relative to SGOA Place Type Thresholds* (2% of total points)

SANDAG: Award up to six points (with a weight multiplier of one) based on the current SANDAG land use inventory. Compare existing densities within 0.25-mile of the proposed Capital project to the density thresholds for the project’s designated SGOA place type. The 0.25-mile area around a project will extend for the full length of linear projects. Project areas where residential and/or employment development exceeds the minimum density threshold for its designated SGOA place type will score the highest in this category. See matrix below.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
B. Existing and Entitled Land Development Around the Proposed Capital Project							
B1.	<i>Existing Development Density within a 0.25-mile radius of proposed capital project site*</i>		<p>For Metropolitan Center/Urban Centers/Town Centers:</p> <p>3 Exceeds minimum residential requirements by 100 percent or more</p> <p>2 Exceeds minimum residential requirements by 50-99 percent</p> <p>1 Exceeds minimum residential requirements by 25-49 percent</p> <p><i>and</i></p> <p>3 Exceeds minimum employment requirements by 100 percent or more</p> <p>2 Exceeds minimum employment requirements by 50-99 percent</p> <p>1 Exceeds minimum employment requirements by 25-49 percent</p> <p><i>or</i></p> <p>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</p> <p>6 Exceeds minimum residential requirements by 100 percent or more</p> <p>4 Exceeds minimum residential requirements by 50-99 percent</p> <p>2 Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%

B2. ENTITLED Development Density within a 0.25-mile radius of the Proposed Capital Project Site relative to SGOA Place Type Thresholds* (2% of total points)

SANDAG: Award up to six points (with a weight multiplier of one) based on the information provided by applicant in their completed "Criteria B2, C1, and C2" Spreadsheet. Compare entitled development densities within a 0.25-mile radius of the proposed project site to the minimum threshold for the area's smart growth place type. Project applications where entitled residential and/or employment development densities exceed the minimum density thresholds by the highest margins for designated SGOA place types will score the highest in this category. See matrix below.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
B. Existing and Entitled Land Development Around the Proposed Capital Project							
B2.	Entitled Development Density within a 0.25-mile radius of proposed capital project site*		For Metropolitan Center/Urban Centers/Town Centers:	Up to 6	1	6	2%
		3	Exceeds minimum residential requirements by 100 percent or more				
		2	Exceeds minimum residential requirements by 50-99 percent				
		1	Exceeds minimum residential requirements by 25-49 percent				
			and				
		3	Exceeds minimum employment requirements by 100 percent or more				
		2	Exceeds minimum employment requirements by 50-99 percent				
		1	Exceeds minimum employment requirements by 25-49 percent				
			or				
			For Community Centers/Rural Village/Mixed-Use Transit Corridor:				
		6	Exceeds minimum residential requirements by 100 percent or more				
		4	Exceeds minimum residential requirements by 50-99 percent				
		2	Exceeds minimum residential requirements by 25-49 percent				

B3. Mix of Uses* (2% of total points)

SANDAG: Award up to three points (with a weight multiplier of two) based on existing land uses within a 0.25-mile radius of the Proposed Capital Project. To receive points, the project area must contain multi-family residential uses in addition to one or more of the following categories of land uses: single-family residential, retail, office, civic, parks, and visitor-serving. Projects without multi-family residential within 0.25-mile of the project area will not be eligible to receive any points. Award points based on the matrix below.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
B. Existing and Entitled Land Development Around the Proposed Capital Project							
B3.	Mix of Uses*		(Single-family residential, retail, office, civic, parks, visitor within a 0.25-mile of project site):	Up to 3	2	6	2%
		3	Multi-family residential + 6 other uses				
		2	Multi-family residential + 4-5 other uses				
		1	Multi-family residential + 2-3 other uses				

B4. New Uses (1% of total points)

EVALUATORS: Award up to two points (with a weight multiplier of one) for new land uses within the project area that the applicant has identified that will result from the proposed Capital Project.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
B. Existing and Entitled Land Development Around the Proposed Capital Project							
B4.	New Uses	2	New uses will be added to the project area	2	1	2	1%

C. NEW AFFORDABLE HOUSING DEVELOPMENT

C1. New Affordable Housing Development* (2% of total points)

SANDAG: Award up to three points (with a weight multiplier of two) based on the percent of income-restricted affordable housing provided in proposed new development within 0.25-mile of the project site using the information provided by applicant in their completed "Criteria B2, C1, and C2" Spreadsheet. See matrix below.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
C. New Affordable Housing Development							
C1.	New Affordable Housing*		Percent of income-restricted affordable housing provided in proposed new development (within a 0.25-mile of project site):	Up to 3	2	6	2%
		3	100 percent of units affordable				
		2	75-99 percent of units affordable				
		1	25-74 percent of units affordable				

C2. Low to Very-Low-Income Affordable Units* (1% of total points)

SANDAG: Award two points (with a weight multiplier of one) to projects with at least 50 percent of units in each of the development identified in Section C1 (provided in the Applicant's completed "Criteria B2, C1, and C2" Spreadsheet) are restricted to low and very low-income residents.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
C. New Affordable Housing Development							
C2.	Low- to very-low-income affordable units*	2	50-100 percent of units in the development are restricted to low- to very-low-income residents	Up to 2	1	2	1%

D. Transportation Characteristics (*Within walking and biking distance of proposed Capital Project*)

SANDAG: Calculate the points awarded for the following criteria based on the transportation facilities within particular distances of the project boundary. Determine walking distance through available geographic information system (GIS) transit, bike, and walking networks.

D1. Relation to Transit* (*4% of points*)

SANDAG: Award up to 12 points (with a weight multiplier of one) based on the walking distance from the proposed project area to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015). Proposed Capital Projects that are closer to regional or corridor transit stations will receive higher points. Proposed Capital Projects within a 0.25-mile of a local high-frequency transit stop will also receive points. See matrix.

Note: Rural Villages are not scored on this criterion because the place type does not require transit service. Consequently, Rural Village scores will be normalized by dividing the total possible quantitative scores of Rural Villages by the total possible quantitative score minus the maximum points for the "Relationship to Transit" criterion to get a percentage score, then multiplying by the total possible quantitative score to scale to the same maximum total as the remaining projects.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (<i>26% of total points</i>)							
D. Transportation Characteristics (<i>within walking and biking distance of proposed capital project</i>)							
D1.	Relation to Transit*		Scale of actual walking distance to existing or programmed transit station or transit stop: <u>COASTER, SPRINTER, Trolley, Rapid, and Rapid Express service:</u>	Up to 12	1	12	4%
		12	Project abuts or is onsite				
		10	Project is within a 0.25-mile				
		8	Project is within a 0.5-mile				
			<u>High-Frequency Local Bus Service, Shuttles, or Streetcars</u> (15 minutes all day)				
		6	Project is within a 0.25-mile				

D2. Bike Facilities* (*1% of total points*)

SANDAG: Award up to two points (with a weight multiplier of two) based on the relation of existing or planned bike facilities to the project area. Use bike facilities identified in the current San Diego Regional Bike Map and any additional information provided by the Applicant as Attachment 4B. Bike facilities must be consistent with California Highway Design, Chapter 1000 standards to qualify for use in this evaluation. Award one point to projects where bike facilities exist or are planned within a 0.25-mile radius of the proposed Capital Project, and two points to projects where those facilities connect directly to the project.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (<i>26% of total points</i>)							
D. Transportation Characteristics (<i>within walking and biking distance of proposed capital project</i>)							
D2.	Bike Facilities*		Existing or Planned bike lanes, bike boulevards, cycle tracks, or separated bike paths (Class I) (as identified in <i>San Diego Regional Bike Plan</i> or local bike master plan):	Up to 2	2	4	1%
		2	Direct connection to proposed project				
		1	Facilities within a 0.25-mile radius of project				

D3. Walkability* (3% of total points)

SANDAG: Award up to four points (with a weight multiplier of two) based on the intersection density of the street network in the project area. See matrix.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
D. Transportation Characteristics (within walking and biking distance of proposed capital project)							
D3.	Walkability*		Intersection Density per Square Mile:	Up to 4	2	8	3%
		4	290 or greater				
		3	225-289				
		2	100-224				
		1	Less than 100				

D4. Transportation Demand Management (TDM) Strategies and Advanced Technologies
(1% of total points)

Evaluators: Award two points (with weight multiplier of one) if the applicant identifies that the jurisdiction has existing Transportation Demand Management (TDM) strategies in place and award one point (with weight multiplier of one) if the applicant identifies that the jurisdiction has proposed or is drafting TDM strategies (including implementation strategies). TDM strategies may include, but are not limited to: requiring TDM plans as part of the development review process; parking management strategies such as shared parking or allowing reductions in parking requirements; incentives such as transit pass programs for employees or residents in the area; vanpool/carpool programs; parking cash-out programs for employees; car or bike sharing programs; shuttle services to rail stations or major destinations; and other strategies within the project area.

Additionally, award up to two points (with weight multiplier of one) based on how well the project advances mobility hub concepts and/or leverages advanced technologies that encourage multi-modal travel options in the project area. Elements that support mobility hubs may include, but are not limited to, shared use mobility services, electric vehicle charging stations, flexible curb space allocation, dynamic parking, and inclusion of mobile retail services at transit centers. Advanced technologies may include, but are not limited to, interactive kiosks with real-time travel information, WiFi, device charging ports, and smart street lights.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
D. Transportation Characteristics (within walking and biking distance of proposed capital project)							
D4.	Transportation Demand Management (TDM) Strategies and Advanced Technologies	2	EXISTING TDM programs or policies in place	Up to 4	1	4	1%
		1	Proposed TDM programs and policies, including implementation strategy				
		Up to 2	How well does the project advance mobility hub concepts and/or leverage advanced technologies that encourage multi-modal travel options in the project area?				

E. Community Design Features

E1. Urban Design Characteristics and Community Context (4% of total points)

Evaluators: Award up to six points (with weight multiplier of two) using aerial imagery, Google Street View, and/or site visits and guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#):

- Chapter 3 – Site Design, Section 3.3: Site Access
- Chapter 3 – Site Design, Section 3.4: Connectivity
- Chapter 4 – Building Design, Section 4.1: Building Frontage
- Chapter 9 – Parking
- Chapter 10 – Smart Growth Scorecard, Section 3: Consistent Street Edge (for large developments)
- Chapter 10 – Smart Growth Scorecard, Section 4: Street Frontages

The highest scoring projects will be located in project areas that exemplify the principles in all or a majority of the above sections. Lower scoring projects will be located in project areas that minimally exemplify principles in only one or a few of the above sections.

Points may also be awarded based on whether the local jurisdiction has design guidelines, form-based codes, and/or renderings of proposed development in the project area that are in line with the above principles.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENTS (26% of total points)							
E. Community Design Features							
E1.	Urban Design Characteristics and Community Context		Design Characteristics of existing community, and/or proposed design characteristics prescribed by documented guidance for the area or jurisdiction through design guidelines, form-based codes, or renderings of proposed development.	Up to 6	2	12	4%

2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)

A. Support for Public Transit (8% of total points)

Evaluators: Award up to five points (with weight multiplier of five) based on how well the projects supports the use of regional public transit service in the project area. Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 5 – Multimodal Streets – in terms of guidance for stops and stations, as well as bicycle and pedestrian access to transit.
- Chapter 6 – Transit Stations
- Chapter 10 – Smart Growth Scorecard, Section 10: Transit Access (for streetscapes)

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
A.	Support for Public Transit		How well does the project support use of regional public transit service in the project area?	Up to 5	5	25	8%

B. Providing Transportation Choices (8% of total points)

Evaluators: Award up to five points (with weight multiplier of five) based on how well the project supports transportation choices that support walking and biking and reduce vehicle miles traveled. (For projects that do not directly facilitate travel, such as public gathering areas or changes to parking, the applicant should demonstrate how the project will contribute to reducing vehicle miles traveled by bringing needed public spaces into walking or biking range of community members and/or reduce the role of the car for travel in the area.) Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 5 – Multimodal Streets
- Chapter 10 – Smart Growth Scorecard, Section 8: Street Connectivity (for streetscapes)
- Chapter 10 – Smart Growth Scorecard, Section 9: Pedestrian Realm
- Chapter 10 – Smart Growth Scorecard, Section 13: Vehicle and Bicycle Parking (for streetscapes)
- Chapter 10 – Smart Growth Scorecard, Section 14: Parking Demand Management (for streetscapes)

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
B.	Providing Transportation Choices		How well does the project support transportation choices that would reduce vehicle miles traveled, specifically walking and bicycling?	Up to 5	5	25	8%

C. Community Enhancement (7% of total points)

Evaluators: Award up to five points (with weight multiplier of four) based on how well the project enhances the public realm in the project area to engender support for smart growth through placemaking and creating regional destinations. Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 3 – Site Design, Section 3.2: Neighborhood Context
- Chapter 8 – Parks and Civic Space
- Chapter 10 – Smart Growth Scorecard, Section 12: Plazas and Seating

The highest scoring projects will propose elements that exemplify the principles in all or a majority of the above sections, and contribute toward a setting that is more likely to attract private investment. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections, and lack features that would help to accomplish the goal of placemaking.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
C.	Community Enhancement		How well does the project enhance the public realm in the project area, to engender support for smart growth, through place making and creating regional destinations?	Up to 5	4	20	7%

D. Addressing Project Area Issues (5% of total points)

Evaluators: Award up to five points (with weight multiplier of three) based on how well the project addresses issues specific to the community, and how well the project preserves and integrates existing cultural and natural resources in the project area that shape the identity of that community. Specific issues to be addressed may pertain to specific populations such as the elderly or disabled or other low-mobility populations, or may address area issues such as crime, or work toward a goal of economic revitalization for existing businesses. Natural resources could include (but are not limited to) creeks and open space. Cultural resources could include (but are not limited to) locally owned small businesses, murals, memorials and monuments, historical buildings, bridges, or other infrastructure that represent landmarks in the community. Highest scoring projects will address area issues comprehensively and effectively, and with design features that artfully integrate community resources into the project.

Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 10 – Smart Growth Scorecard, Section 5 – Historic and Natural Features

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
D.	Addressing Project Area Issues		How well does the project address identified special needs and concerns of the community, such as improving access for elderly, disabled, low-mobility populations, or increasing public safety? How well does the project preserve and appropriately integrate cultural and natural resources in the project area?	Up to 5	3	15	5%

E. Sustainability (1% of total points)

Evaluators: Award up to two points (with weight multiplier of one) based on how well the project incorporates Green Streets/Low-impact Development principles to address stormwater runoff, energy conservation, and landscaping and street trees. Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 3 – Site Design, Section 3.5: Energy Conservation and Landscaping
- Chapter 5 – Multimodal Streets, Section 5.5: Stormwater Runoff
- Chapter 10 – Smart Growth Scorecard, Section 6: Sustainable Design (for streetscapes)

The highest-scoring projects will propose elements that exemplify the principles in all or a majority of the above sections, and contribute toward a setting that promotes energy conservation, encourages landscaping and street trees that provide shade, are appropriate to the local climate, and maximize the efficiency of water use, minimize stormwater runoff, and enhance sustainable design. Lower-scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
E.	Sustainability		How well does the proposed project incorporate Green Streets/Low-Impact Development principles to address stormwater runoff, energy conservation, and landscaping and street trees?	Up to 2	1	2	1%

F. Universal Design (1% of points)

Evaluators: Award up to two points (with weight multiplier of one) based on how well the project incorporates Universal Design principles to ensure access for users of all ages and abilities. Use guidance from the following sections in [Designing for Smart Growth: Creating Great Places in the San Diego Region](#) to evaluate the project.

- Chapter 6 – Transit Stations, Section 6.2: Universal Design
- Chapter 10 – Smart Growth Scorecard, Section 7: Universal Access

Intersection improvements must include pedestrian signals and detectable warnings designed for pedestrians with visual and hearing impairments. The highest scoring projects will propose elements that exemplify the principles of universal design. Lower scoring projects will include minimal elements that exemplify principles in only one or a few of the above sections.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
F.	Universal Design		How well does the project incorporate Universal Design principles to ensure access for users of all ages and abilities?	Up to 2	1	2	1%

G. Greenhouse Gas (GHG) Emission Reductions (5% of points)

Evaluators: Award one point (with weight multiplier of four) if the applicant has an adopted Climate Action Plan (CAP) in place by the application due date. Award one point (with weight multiplier of four) if the applicant has an adopted complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the governing body) in place by the application due date.

Award up to two points (with weight multiplier of four) 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.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (35% of total points)							
G.	Greenhouse Gas (GHG) Emission Reductions	1	The jurisdiction adopted a Climate Action Plan (CAP) on or before the application due date.	Up to 4	4	16	5%
		1	The jurisdiction adopted a Complete Streets Policy (or the equivalent) on or before the application due date.				
		Up to 2	How well does the proposed project directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?				

3. PROJECT READINESS (9% of total points)

A. Major Milestones Completed* (7% of points)

SANDAG: Award up to four points (with a weight multiplier of five) based on the project development milestones completed as indicated in Attachment 6 (Feasibility Study) provided by the applicant.

- Award one point if the project has obtained environmental clearance under California Environmental Quality Act and the National Environmental Policy Act or if the applicant has provided sufficient evidence that environmental clearance is not necessary.
- Award one point if the project has completed right-of-way acquisition and all necessary entitlements or if the Applicant has provided sufficient evidence that right-of-way acquisition is not required.
- Award one point if the project has reached Final Design plans, specifications, and estimates)
- Award one point if the project is fully funded or the grant will fully fund the project

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
3. PROJECT READINESS (9% of total points)							
A.	Major Milestones Completed*	1	Environmental clearance	Up to 4	5	20	7%
		1	Right-of-way acquisition				
		1	Final design				
		1	Project fully-funded				

B. Evidence of Local Commitment (2% of total points)

Evaluators: Award up to two points (with weight multiplier of three) based on how well the project is supported by the community, as a result of a comprehensive public participation process that significantly involved a diverse group of stakeholders.

- Award two points if the applicant provides evidence of a comprehensive, community-based planning process leading to the project and endorsement of community groups.
- Award one point if the applicant cannot demonstrate that the planning process involved a diverse group of community stakeholders. The project has the support of some, but not most community groups.
- Award zero points if the planning process did not involve a diverse set of community stakeholders, and if the project does not have the support of the community.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
3. PROJECT READINESS (9% of total points)							
B.	Evidence of Local Commitment		The Project is supported by the community as evident by a comprehensive, public participation process that significantly involved a diverse group of stakeholders.	Up to 2	3	6	2%

4. EFFICIENT USE OF PROGRAM FUNDS* (2% of total points)

SANDAG: Award up to six points (with a weight multiplier of one) based on dollar amount request. Use the point scale below.

Dollar Amount Requested	Points for SGIP Capital
\$2,083,335 – \$2,500,000	1
\$1,666,668 – \$2,083,334	2
\$1,250,001 – \$1,666,667	3
\$833,335 – \$1,250,000	4
\$416,668 – \$833,334	5
\$1 – \$416,667	6

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
4. EFFICIENT USE OF PROGRAM FUNDS* (2% of total points)							
			Points for efficient use of program funds are awarded based on dollar amount requested. See point scale below.	Up to 6	1	6	2%

5. MATCHING FUNDS* (3% of total points)

SANDAG: Award up to ten points (with a weight multiplier of one) based on the percentage of matching funds proposed by the applicant. Use the point scale below.

Match Fund Percentage	Points for SGIP Capital
0%	0
0.01 – 4.99%	1
5.00 – 9.99%	2
10.00 – 14.99%	3
15.00 – 19.99%	4
20.00 – 24.99%	5
25.00 -29.99%	6
30.00 – 34.99%	7
35.00 – 39.99%	8
40.00 – 44.99%	9
45.00% and above	10

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
5. MATCHING FUNDS* (3% of total points)							
			Points for matching funds are awarded based on a scale with a matching fund percentage range of 0 percent to 45 percent and above. See point scale below.	Up to 10	1	10	3%

6. REGIONAL HOUSING NEEDS ASSESSMENT – BOARD POLICY NO. 033 POINTS*

(25% of total points)

SANDAG: Award up to 75 points (with a weight multiplier of one) based on the methodology outlined in SANDAG *Board Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Funding Incentives* and included in the 2017 Regional Housing Progress Report prepared by SANDAG.

Calculations are based on information that jurisdictions have previously provided to SANDAG through their annual reports to the Department of Housing and Community Development and data provided on “at risk” units preserved and units that have been acquired/rehabilitated/rent restricted.

NO.	CATEGORY	PTS	CRITERIA	PTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
6. REGIONAL HOUSING NEEDS ASSESSMENT – BOARD POLICY NO. 033 POINTS* <i>(25% of total points)</i>							
			Points are awarded per jurisdiction based upon the methodology adopted in Board Policy No. 033 .	Up to 75	1	75	25%

Scoring Criteria Matrix

Points calculated by SANDAG are marked with an asterisk (*) in the Scoring Matrix

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. Relationship to Regional Transit* (8% of total points)					
	Is the transit infrastructure and service within the Smart Growth Opportunity Area existing, programmed, or planned?	4	4	16	8%
2. Potential for Smart Growth Development and Advanced Technologies (10% of total points)					
	Evidence of opportunities to develop smart growth plans or projects at or above the densities for the area's smart growth place type in the proposed planning area. Evidence of opportunities to advance mobility hub concepts and/or leverage advanced technologies that encourage multi-modal travel options in the proposed planning area.	5	4	20	10%
3. Proposed Project Goals and Objectives and Greenhouse Gas Emission Reductions (15% of total points)					
	How well do the proposed objectives support smart growth development in the project area? Would the plan result in development that increases transportation and housing choices? (Up to 8 points) The jurisdiction adopted a Climate Action Plan (CAP) on or before the application due date? (1 point) The jurisdiction adopted a Complete Streets Policy (or the equivalent) on or before the application due date? (1 point) How well does the plan directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies? (Up to 5 points)	15	2	30	15%
4. Method to Accomplish Project Objectives (15% of total points)					
	How will the planning project accomplish stated objectives? How well does the Scope of Work facilitate meeting the objectives and include public outreach?	6	5	30	15%
5. Implementation (14% of total points)					
	Is the planning project ready to go? Will it result in specific implementation actions such as zoning changes or a master Environmental Impact Report?	7	4	28	14%
6. Evidence of Local Commitment/Community Support (3% of total points)					
	How has the applicant demonstrated a commitment to implement smart growth (ordinances, policies, incentives)? How will the planning process engage the community? Is the proposed project supported by the community?	3	2	6	3%
7. Matching Funds* (10% of total points)					
	Points for matching funds are awarded based on a scale with a matching fund percentage range of 0 percent to 45 percent and above. See point scale below.	20	1	20	10%
8. Regional Housing Needs Assessment – Board Policy No. 033 Points* (25% of total points)					
	Points are awarded per jurisdiction based upon the methodology adopted in Board Policy No. 033 .	50	1	50	25%
TOTAL POINTS POSSIBLE				200	100%

**TransNet Smart Growth Incentive Program
Planning Grants**

Matching Funds Point Scale: Maximum points = 20 points

Match Fund Percentage	Points for SGIP Planning
0%	0
0.01 – 4.99%	2
5.00 – 9.99%	4
10.00 – 14.99%	6
15.00 – 19.99%	8
20.00 – 24.99%	10
25.00 -29.99%	12
30.00 – 34.99%	14
35.00 – 39.99%	16
40.00 – 44.99%	18
45.00% and above	20

Scoring Instructions

Points calculated by SANDAG staff are marked with an asterisk (*)

1. Relationship to Regional Transit Service* (8% of total points)

SANDAG: Award up to four points (with weight multiplier of four) based on transit service within the Smart Growth Opportunity Area (SGOA) where the proposed project is located. Use the Regional Transportation Network to award points under this criterion. Award points as follows:

- Award four points if the SGOA has existing regional or corridor transit infrastructure
- Award three points if the SGOA has programmed regional or corridor transit infrastructure or existing high frequency local transit infrastructure and service
- Award two points if the SGOA has planned regional or corridor transit infrastructure, or programmed or planned high frequency local transit infrastructure and service

Note: Rural Villages are not scored on this criterion because the place type does not require transit service. Consequently, Rural Village scores will be normalized by dividing the total possible quantitative scores of Rural Villages by the total possible quantitative score minus the maximum points for the "Relationship to Transit" criterion to get a percentage score, then multiplying by the total possible quantitative score to scale to the same maximum total as the remaining projects.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
1. Relationship to Regional Transit* (8% of total points)					
	Is the transit infrastructure and service within the Smart Growth Opportunity Area existing, programmed, or planned?	4	4	16	8%

2. Potential for Smart Growth Development and Advanced Technologies (10% of total points)

Evaluators: Award up to five points (with weight multiplier of four) based on evidence provided by the applicant demonstrating the potential for smart growth development and opportunities to advance mobility hub concepts and/or leverage advanced technologies that encourage multi-modal travel options in the proposed planning area. Elements that support mobility hubs may include, but are not limited to, shared use mobility services, electric vehicle charging stations, flexible curb space allocation, dynamic parking, and inclusion of mobile retail services at transit centers. Advanced technologies may include, but are not limited to, interactive kiosks with real-time travel information, WiFi, device charging ports, and smart street lights.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
2. Potential for Smart Growth Development and Advanced Technologies (10% of total points)					
	Evidence of opportunities to develop smart growth plans or projects at or above the densities for the area's smart growth place type in the proposed planning area.	5	4	20	10%
	Evidence of opportunities to advance mobility hub concepts and/or leverage advanced technologies that encourage multi-modal travel options in the proposed planning area.				

3. Proposed Project Goals and objectives and Greenhouse Gas Emission Reductions
 (15% of total points)

Evaluators: Award up to eight points (with weight multiplier of two) based on how well the proposed objectives support smart growth development in the project area and increase transportation and housing choices.

- Award one point (with weight multiplier of two) if the applicant has an adopted Climate Action Plan (CAP) on or before the application due date.
- Award one point (with weight multiplier of two) if the applicant has an adopted complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the governing body) on or before the application due date.
- Award up to five points (with weight multiplier of two) 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 demonstrate the proposed plan’s capacity to directly reduce GHG emissions.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
3. Proposed Project Goals and Objectives and Greenhouse Gas Emission Reductions (15% of total points)					
	How well do the proposed objectives support smart growth development in the project area? Would the plan result in development that increases transportation and housing choices? (Up to 8 points)	15	2	30	15%
	The jurisdiction adopted a Climate Action Plan (CAP) on or before the application due date? (1 point)				
	The jurisdiction adopted a complete streets policy (or the equivalent) on or before the application due date? (1 point)				
	How well does the plan directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies? (Up to 5 points)				

4. Method to Accomplish Project Objectives (15% of total points)

Evaluators: Award up to six points (with weight multiplier of five) based on description of stated objective and how well the scope of work facilitates meeting the stated objectives and includes public outreach.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
4. Method to Accomplish Project Objectives (15% of total points)					
	How will the planning project accomplish stated objectives?	6	5	30	15%
	How well does the Scope of Work facilitate meeting the objectives and include public outreach?				

5. Implementation (14% of total points)

Evaluators: Award up to seven points (with weight multiplier of four) based on project readiness and how likely or to what extent the proposed plan will result in specific implementation actions (such as zoning changes, a master EIR, or other regulatory mechanisms) that facilitate smart growth or directly lead to the implementation of a development or capital project.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
5. Implementation (14% of total points)					
	Is the planning project ready to go?	7	4	28	14%
	Will it result in specific implementation actions such as zoning changes or a master Environmental Impact Report?				

6. Evidence of Local Commitment/Community Support (3% of total points)

Evaluators: Award up to three points (with weight multiplier of two) based on the applicant’s commitment to implementing smart growth and the community’s support of the project. Evaluate how well the planning process will engage the community and the extent to which the proposed project is supported by the community.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
6. Evidence of Local Commitment/Community Support (3% of total points)					
	How has the applicant demonstrated a commitment to implement smart growth (ordinances, policies, incentives)?	3	2	6	3%
	How will the planning process engage the community?				
	Is the proposed project supported by the community?				

7. Matching Funds* (10% of total points)

SANDAG: Award up to 20 points (with weight multiplier of one) based on the percentage of matching funds proposed by the applicant. Use the scale below to award points.

Match Fund Percentage	Points for SGIP Planning
0%	0
0.01 – 4.99%	2
5.00 – 9.99%	4
10.00 – 14.99%	6
15.00 – 19.99%	8
20.00 – 24.99%	10
25.00 -29.99%	12
30.00 – 34.99%	14
35.00 – 39.99%	16
40.00 – 44.99%	18
45.00% and above	20

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
7. Matching Funds* (10% of total points)					
	Points for matching funds are awarded based on a scale with a matching fund percentage range of 0 percent to 45 percent and above. See point scale below.	20	1	20	10%

8. Regional Housing Needs Assessment – Board Policy No. 033 Points*
(25% of total points)

SANDAG: Award up to 50 points (with weight multiplier of 1) based on the methodology outlined in SANDAG [Board Policy No. 033: Implementation Guidelines for SANDAG Regional Housing Needs Assessment Funding Incentives](#) and included in the 2017 Regional Housing Progress Report prepared by SANDAG.

Calculations are based on information that jurisdictions have previously provided to SANDAG through their annual reports to the Department of Housing and Community Development and data provided on “at risk” units preserved and units that have been acquired/rehabilitated/rent restricted.

NO.	CRITERIA	POINT POSSIBLE	WEIGHT	SCORE POSSIBLE	%
8. Regional Housing Needs Assessment – Board Policy No. 033 Points* (25% of total points)					
	Points are awarded per jurisdiction based upon the methodology adopted in Board Policy No. 033 .	50	1	50	25%