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2014
ACTIVE TRANSPORTATION
PROGRAM GUIDELINES
SAN DIEGO REGIONAL COMPETITION

NON-CAPITAL
AND
CAPITAL GRANTS

2014 ACTIVE TRANSPORTATION GRANT PROGRAM SAN DIEGO REGIONAL COMPETITION

PURPOSE:

The purpose of this funding program is to implement strategies that increase and attract active transportation users, provide facilities for walking and biking in urban, suburban, and rural portions of the region, and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy for the San Diego Region.

In order to help implement active transportation projects in the San Diego Region, the San Diego Association of Governments (SANDAG) invests Transportation Development Act and *TransNet* regional funds regularly for infrastructure and non-infrastructure projects. Active Transportation Program (ATP) funds from the State of California provide an important new funding source for active transportation projects. As a part of the San Diego regional ATP competition, \$8.7 million will be available in the first cycle and \$4.3 million in the following cycle.

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PROGRAM GOALS:

California Senate Bill (SB) 99 establishes California’s ATP with six program goals that provide a foundation for the state and regional ATP programs:

- Increase the proportion of trips accomplished by biking and walking
- Increase the safety and mobility of non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §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.

PROJECT SELECTION PROCESS:

Step 1: Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines below. Projects not selected for programming in the statewide competition, but deemed eligible for the state program will be considered; applicants will be required to submit a supplemental application (see page 27).

Step 2: SANDAG will conduct the quantitative evaluation for all Geographic Information Systems (GIS) and formula-based scores.

Step 3: A multidisciplinary review panel representing a broad array of active transportation-related interests, such as academia, advocacy, and public health, will be convened to score the qualitative portion of the application. Panel members will not review or comment on applications from their own organization. Eligible applicants that do not apply for funding will be encouraged to participate.

Step 4: An initial list of project rankings will be produced.

Step 5: Rankings will be adjusted to ensure that 25 percent of the available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the State Guidelines.

Step 6: Rankings will be provided to the California Transportation Commission (CTC) by September 2014 for adoption by November 2014.

ELIGIBLE APPLICANTS

The applicant for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants must be able to comply with all federal and state laws, regulations, and policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, *Agreements*, of the Local Assistance Procedures Manual for guidance and procedures on Master Agreements. The following entities, within the State of California, are eligible to apply for ATP funds:

- Local, Regional, or State Agencies – examples include city, county, Metropolitan Planning Organization (MPO), and Regional Transportation Planning Agency (RTPA)
- Caltrans
- Transit Agencies – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA)
- Natural Resource of Public Land Agencies – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State/local park or forest agencies
 - State/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
- Private nonprofit tax-exempt organizations may apply for 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, and not only a private entity
- Any other entity with responsibility for oversight of transportation or recreational trails that the California Transportation Commission determines to be eligible.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

PARTNERING WITH IMPLEMENTING AGENCIES

Entities that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State, must partner with an eligible applicant that can implement the project. Entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the Parties must be submitted with the request for allocation.

The implementing agency will be responsible and accountable for the use and expenditure of program funds.

NON-CAPITAL ELIGIBILITY CRITERIA AND PROJECT CATEGORIES

Eligible applicants must also submit projects that meet all of the following criteria to be considered eligible for non-capital funding:

1. Consistency with Regional Transportation Plan

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

2. Program Evaluation

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section of the statewide ATP Guidelines.

3. Fully Funded Projects

A project that is already fully funded will not be considered for funding in the ATP. The Commission will make an exception to this policy by allowing the supplanting of federal funds on a project for the 2014 ATP.

4. Federal Requirements

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Failure to comply with federal requirements may result in the repayment to the State of ATP funds.

5. Funding Limits

The total amount of funding requested by each applicant cannot exceed the total amount available. There is no minimum grant request for non-capital projects.

6. Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80 percent of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- An area identified as among the most disadvantaged 10 percent in the state, according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://oehha.ca.gov/ej/ces11.html>
- At least 75 percent of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area, or for projects not directly benefitting school students, explain why this measure is representative of the larger community

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged.

PROJECT CATEGORIES AND ELIGIBLE PROJECT ACTIVITIES

Active Transportation Non-Capital Grants can be classified into three categories:

1. Planning

A city, county, county transportation commission, RTPA, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan, which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a. The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan
- b. The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan
- c. A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations
- d. A map and description of existing and proposed bicycle transportation facilities
- e. A map and description of existing and proposed end-of-trip bicycle parking facilities
- f. A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments
- g. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit, rail vehicles, or ferry vessels
- h. A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings
- i. A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations
- j. A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting
- k. A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians
- l. A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities
- m. A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan
- n. A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation

- o. A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses
- p. A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan
- q. A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, RTPA, MPO, school district, or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located

A city, county, school district, or transit district that has prepared an active transportation plan may submit the plan to the county transportation commission or transportation planning agency for approval. The city, county, school district, or transit district may submit an approved plan to Caltrans in connection with an application for funding active transportation facilities which will implement the plan.

2. Education/Awareness/Encouragement/Enforcement

Education/Awareness/Encouragement/Enforcement projects include, but are not limited to, the following:

- Education – Programs to teach walking and bicycling safety skills to children and adults. Eligible education projects can take place at schools, places of employment, community centers, or other venues. Non-infrastructure Safe Routes to Schools projects are also eligible
- Awareness – Multimedia campaigns to impact the attitudes and behavior of the general public, generally to improve safety for all roadway users but bicyclists and pedestrians in particular
- Encouragement – Targeted outreach and events designed to encourage walking and bicycling as a viable mode of transportation for everyday/utilitarian trips
- Enforcement – Targeted enforcement activities around high pedestrian and/or bicycle injury and/or fatality locations (intersections or corridors). These activities cannot be general traffic enforcement but must be tied to improving pedestrian and bicyclist safety
- Other non-infrastructure investments that demonstrate effectiveness in increasing active transportation such as:
 - Development and implementation of bike-to-work or walk-to-work school day/month programs
 - Conducting bicycle and/or pedestrian counts, walkability and/or bikeability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects
 - Conducting pedestrian and bicycle safety education programs
 - Development and publishing of community walking and biking maps, including school route/travel plans
 - Development and implementation of walking school bus or bike train programs
 - Components of open street events directly linked to the promotion of a new infrastructure project
 - School crossing guard training
 - School bicycle clinics
 - Development and implementation of programs and tools that maximize use of available and emerging technologies to implement the goals of the ATP

3. Bicycle Parking/Carrying Facilities/Bike Share

Eligible projects include:

- Bicycle racks, lockers, bike corrals, and/or other bike storage facilities such as bike stations
- Secure bicycle parking at employment centers, park and ride lots, rail and transit stations, and ferry docks and landings for the benefit of the public

- Bicycle-carrying facilities on public transit, including rail and ferries
- Establishment or expansion of a bike share program

Facilities must be designed for general public access, i.e. not serving any single place of employment or single activity center.

SAFE ROUTES TO SCHOOLS PROJECTS

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

NON-CAPITAL SCORING CRITERIA GUIDANCE:

How Will Projects Be Scored?

1. *RELATIONSHIP TO PROGRAM OBJECTIVES*

Points will be awarded based on how well the proposed project meets the Active Transportation Program objectives:

- Encourage the development of a cohesive network of complete streets and improve bicycle/pedestrian neighborhood connectivity to transit and destinations such as schools, retail, places of work, parks, and other community gathering places, and support smart growth placemaking
- Improve safety for bicyclists and pedestrians through traffic calming and complete streets design principles
- Serve as models for the region by featuring innovative solutions that comprehensively prioritize access for bicyclists and pedestrians
- Ensure access to jobs, services, and recreation for populations with fewer transportation choices, and create equitable transportation opportunities for all users, regardless of age, ability, race, ethnicity, or income
- Increase community support for bicycling and walking as a viable transportation choice for all trip purposes, and promote active transportation as a means of improving health outcomes
- Support reductions in greenhouse gas emissions and facilitate an increase in levels of bicycling and walking in the region, by providing supportive facilities, amenities, and programs for bicyclists and pedestrians

Consideration will be given to both the number of objectives that the project addresses, and how well the project meets the program objectives, particularly with respect to the following:

- Complete streets (planning, encouragement, and parking)
- Improved bicycle/pedestrian connectivity to destinations (planning, encouragement, parking, carrying facilities, and bike share)
- Potential to support smart growth places (ALL)
- Improved safety (planning, education, awareness, encouragement, and enforcement)
- Innovation and ability to serve as a model in the region (ALL)
- Prioritization of bicycle and pedestrian access (planning, awareness, encouragement, parking, carrying facilities, and bike share)
- Social equity (ALL)
- Potential to increase bicycling and walking for everyday trips (ALL)
- Potential to improve health outcomes over time (planning, education, awareness, encouragement, and bike share)
- Potential to reduce greenhouse gas emissions (ALL)

Up to 30 points are available for planning grants, and up to 20 points each for education/awareness/encouragement/enforcement, and bicycle parking/carrying facilities/bike share grants. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives.

2. COMPREHENSIVENESS

Planning:

Up to 16 points are available. Points will be awarded according to the comprehensiveness of the proposed planning effort, in terms of both scope and scale. The highest scoring projects will address Complete Streets principles (addressing and prioritizing access for both bicyclists and pedestrians, and traffic calming), or could be considered a Community Active Transportation Strategy (CATS).

The highest scoring planning efforts will aim for significant changes to the area's transportation infrastructure, resulting in an environment where street design and vehicular speeds provide for safer access for bicyclists and pedestrians, and definitively prioritizes bicycle and pedestrian access.

Lower-scoring projects will plan for only minimal improvements for bicycle or pedestrian access.

Education/awareness/encouragement/enforcement:

Up to 16 points are available. Points will be awarded according to the comprehensiveness of the proposed education, awareness, encouragement, or enforcement effort, in terms of scope and potential impact.

The highest scoring projects will reach more of the region's residents, or a specific underserved or vulnerable population such as, low-income populations who rely more on walking or biking because they lack access to a car, elderly, or Limited English Proficiency populations. The highest scoring projects will also take place over a longer period of time, and complement a capital improvement project. Higher scoring projects could also be part of a larger transportation demand management effort.

Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects.

Parking/carrying facilities/bike share:

Up to 12 points are available. Points will be awarded according to the comprehensiveness of the proposed project, in terms of scope and scale. The highest scoring projects will cover a larger geographic area and complement a capital improvement project. Higher scoring projects could also be part of a larger transportation demand management effort.

Lower-scoring projects will be smaller in scope and scale, and will be independent of any capital improvement projects.

3. METHODOLOGY

Planning:

Up to 30 points are available. Points will be awarded according to how well the planning process or proposed effort will meet the demonstrated need and project goals. Highest scoring projects will include a comprehensive planning process in their scopes of work that address the goals of Complete Streets, prioritize bicyclist and pedestrian access, plan for traffic calming, and tie into Safe Routes to School efforts in the project area.

Education/awareness/encouragement/enforcement and Bicycle parking/carrying facilities/bike share:

Up to 30 points are available for education/awareness/encouragement/enforcement, and up to 10 points are available for parking/carrying facilities/bike share. Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals. Highest scoring projects will include a succinct explanation of the need for the project, clearly articulated project goals, and a scope of work that directly addresses those goals and lists measurable objectives and/or deliverables.

Lower scoring projects will have stated a generic need, broad goals, and/or a scope of work that fails to clearly articulate how the project goals will be met.

Bicycle parking, carrying facilities, and bike share projects must demonstrate that they meet guidelines outlined in *Riding to 2050: The San Diego Regional Bicycle Plan*. Innovations that deviate from the guidelines may be considered. The highest scoring projects will be placed appropriately, in appropriate locations, with design that is both attractive and functional, and can demonstrate that they serve the goals as stated by the applicant.

4. COMMUNITY PUBLIC SUPPORT/PUBLIC PARTICIPATION

Planning:

Up to 16 points are available. 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 that:

- The effort is strongly supported by the community
- Community input is a substantive component in the planning process
- Key stakeholders, including underserved and limited English proficiency populations, have been identified and will have a meaningful role in the planning effort

Lower scoring projects will:

- Have a Scope of Work that includes minimal opportunities for community input
- Include generic letters of support that fail to show substantive involvement from key stakeholders
- Fail to involve underserved and limited English proficiency populations (when appropriate in the plan area).

Education/Awareness/Encouragement/Enforcement and Bicycle Parking/Carrying Facilities/Bike Share:

Up to 16 points are available for education/awareness/encouragement/enforcement, and up to 10 points are available for parking/carrying facilities/bike share. Points will be awarded according to the quantity and quality of the role of community involvement in the project. The highest scoring projects will demonstrate that:

- The effort is strongly supported by the community
- Relevant stakeholders representing the community had input into the methodology
- Community organizations have a substantive role in project implementation
- The Scope of Work includes language-appropriate program delivery for non-English speaking populations (for education/awareness/encouragement/enforcement projects, if appropriate for the plan area)

Lower scoring projects will:

- Fail to show meaningful community support
- Include generic letters of support that fail to show substantive involvement from key stakeholders
- Fail to involve community organizations in project implementation
- Fail to account for limited English proficiency populations in program delivery (when appropriate in the plan area)

5. MATCHING FUNDS

Other sources of funding for cooperative projects must be explicitly identified. The application must include supporting documentation that shows matching funds have been secured. Matching funds that have not been secured will not count toward this score.

Projects will be scored relative to each other, by ranking the matching funds amounts from highest to lowest. Points will be distributed from highest to lowest. The projects with the most matching funds will receive 20 points, and the projects with the least matching funds will receive 1 point. Projects without secured matching funds will not receive any points for this category.

6. COST/BENEFIT

Score will be determined by taking the subtotal score of all the criteria, excluding match points, and dividing that subtotal by the grant application amount. Projects will be scored relative to each other by taking the raw scores and distributing them from highest to lowest. The projects with the highest cost benefit ratio will receive 18 points, and the projects with the lowest cost benefit ratio will receive 1 point.

7. PUBLIC HEALTH

Up to 10 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (2 points)
- Describe the targeted populations and the health issues that the project will address (2 points) Assess health data using the online CHIS tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (3 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at heatwalkingcycling.org (3 points)

8. EVALUATION – EDUCATION/AWARENESS/ENCOURAGEMENT/ENFORCEMENT AND BICYCLE PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

Up to 20 points are available for education/encouragement/enforcement grants and up to 10 points available for bicycle parking/carrying facilities/bike share grants. Points will be awarded according to the quality of the evaluation proposed for the project. 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
- 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.

9. INNOVATION – EDUCATION/AWARENESS/ENCOURAGEMENT/ENFORCEMENT AND BICYCLE PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

Up to 10 points are available for education/awareness/encouragement/enforcement grants, and up to 30 points are available for bicycle parking/carrying facilities/bike share grants. Points will be awarded for innovative projects that show potential to serve as a replicable model for the region. Highest scoring projects will include innovative methods of accomplishing project goals that have not yet been tried in the San Diego region to date. Lesser points will be awarded to project activities that are relatively new to the region. No points will be awarded if the project proposes activities that are already in practice in the region.

If the proposed practice has been tried in other regions, the applicant must make the case that it has proven to be successful in those regions.

Examples of innovative encouragement projects could include but are not limited to Ciclovía or Sunday Streets programs, and bikesharing. Innovative bicycle parking projects include but are not limited to bike corrals, and development of bicycle parking ordinances.

10. DEMAND (GIS ANALYSIS) – PLANNING AND PARKING/CARRYING FACILITIES/BIKE SHARE GRANTS ONLY

This criterion includes seven factors, listed below. SANDAG will analyze the area relative to the factors below, using GIS. A buffer of a half-mile will be created around the project area for projects with pedestrian improvements, and one mile for projects with bicycle improvements. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other, by ranking the raw scores from highest (20 points) to lowest (1 point).

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

NON-CAPITAL PROJECT SCORING CRITERIA

No.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE			
				PLANNING	E/A/E/E	BIKE PARKING	
ALL GRANTS							
1.	Relationship to Program Objectives	How well does the proposed project address program objectives?	N/A	30	20	20	
2.	Comprehensiveness	Planning: How comprehensive is the proposed plan? (geographic area and emphasis on bike/pedestrian/traffic calming, CATS) Education/awareness/encouragement/enforcement: Does this effort accompany an existing or proposed capital improvement project? Parking/carrying facilities/bike share: Does this effort accompany an existing or proposed capital improvement project?	0-30	16	16	12	
3.	Methodology	Planning: How well will the planning process or proposed effort meet the demonstrated need and project goals? Education/awareness/encouragement/enforcement, parking/carrying facilities/bike share: How effective will the proposed effort be in meeting the demonstrated need and project goals?	0-25	30	30	10	
4.	Community Public Support/Public Participation	Planning: Does the planning project include an inclusive process? Other: Does the project involve broad segments of the community and does it have broad and meaningful community support?	0-15	16	16	10	
5.	Matching Funds	Matching funds can be from any of the following sources: 1. Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter approval 2. Approved match grant 3. In-kind services. Please provide adequate support documentation	N/A	20	20	20	
6.	Cost/Benefit	Subtotal Score (not counting match points)/Grant Application Amount	0-10	18	18	18	
7.	Public Health	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	0-10	10	10	10	
EDUCATION AWARENESS, ENCOURAGEMENT, ENFORCEMENT AND BIKE PARKING GRANTS ONLY							
8.	Evaluation	How will the project evaluate its effectiveness?	0-10		20	10	
9.	Innovation	Is this project new to the region and does it have the potential to serve as a replicable model for other cities in the region?	N/A		10	30	
PLANNING AND BIKE PARKING GRANTS ONLY							
10.	Demand (GIS analysis)	Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	N/A	20		20	
TOTAL POINTS*					160	160	160
*TOTAL SCORING AFTER REACHING 25% FOR DISADVANTAGED COMMUNITIES							

CAPITAL ELIGIBILITY CRITERIA AND PROJECT ACTIVITIES

Eligible applicants must also submit projects that meet all of the following criteria to be considered eligible for capital funding:

1. Consistency with Regional Transportation Plan

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

2. Minimum Design Standards and Guidelines

Proposed bicycle and pedestrian elements must meet the minimum geometric standards set forth in the Caltrans Highway Design Manual (Chapter 10), the California MUTCD, and the Americans with Disabilities Act (ADA). Projects may also use AASHTO standards and must also be consistent with the guidelines outlined in *Riding to 2050: The San Diego Regional Bike Plan* and *Planning and Designing for Pedestrians*.

3. Project Readiness

Applicant must have completed a feasibility study or an equivalent evaluation of project feasibility. For smaller-scale projects, an equivalent evaluation of project feasibility must have included the following:

- Agency staff field evaluation
- Concept drawings
- Horizontal alignment
- Identification of potential challenges
- Identification of right-of-way
- Identification of environmental requirements
- Cost estimate
- Preliminary community input

4. SANDAG Board Policy Number 031, Rule 21

Active transportation projects that are a component of major roadway reconstruction projects funded by *TransNet*, and therefore subject to the Routine Accommodations Provisions outlined in SANDAG Board Policy No. 031, Rule 21, are not eligible.

5. Baseline Data Collection

- Applicants must include baseline data collection within its scope of work, budget, and schedule. Prior to project construction, grantee must collect data on (at minimum) observed bicycle and pedestrian **demand** and **safety** in the project area, and submit results to SANDAG. A subset of grantees may be selected for in-depth evaluation by SANDAG, in which case, SANDAG will conduct the data collection effort with required participation from grantee staff. Such in-depth evaluation conducted by SANDAG will take place solely for the purpose of SANDAG Active Transportation data collection and monitoring efforts, and will not impact grantees' budgets.
- Bicycle and pedestrian observed **demand** data must be collected prior to project construction, through counts, observations of bicyclist/pedestrian/driver behavior, and intercept surveys using the National Bicycle and Pedestrian Documentation Project methodology:
 - Counts must be conducted prior to project construction, during National Documentation Days in the second week of September. Supplementary counts and surveys can be conducted during January, May, and July to provide seasonal data if desired.
 - Counts should be conducted for two hours, at peak times relative to the facility. For example, facilities attracting utilitarian trips should be counted on a Tuesday, Wednesday, or Thursday from 5 p.m. to 7 p.m., whereas facilities attracting recreational trips should be counted on a Saturday, from 9a.m. to 11a.m.
 - Counts must be conducted using standard forms, to be provided by SANDAG. Completed forms must be submitted to SANDAG as a project deliverable.

- Bicycle and pedestrian **safety** data must be submitted as part of the project application.
- Plan to budget up to \$5,000 for data collection, depending on the size of the project.
- For assistance with data collection, contact Christine Eary at christine.eary@sandag.org, or (619) 699-6928.

6. Program Evaluation

The ATP will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. Applicants that receive funding for a project must collect and submit data to Caltrans as described in the "Project Reporting" section of the statewide ATP Guidelines.

7. Fully Funded Projects

A project that is already fully funded will not be considered for funding in the ATP. The Commission will make an exception to this policy by allowing the supplanting of federal funds on a project for the 2014 ATP.

8. Federal Requirements

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Below are examples of federal requirements that must be met when administering ATP projects.

- National Environmental Policy Act (NEPA) compliance and documentation is required on all projects. Refer to Chapter 6, Environmental Procedures, of the Local Assistance Procedures Manual for guidance and procedures on complying with NEPA and other federal environmentally related laws.
- Project applicants may not proceed with the final design of a project or request "Authorization to proceed with Right-of-Way" or "Authorization to proceed with Construction" until Caltrans has signed a Categorical Exclusion, a Finding of No Significant Impact, or a Record of Decision. Failure to follow this requirement will make the project ineligible for federal reimbursement.
- If the project requires the purchase of right of way (the acquisition of real property), the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 apply. For more information, refer to Chapter 13, Right of Way, of the Local Assistance Procedures Manual.
- If the project applicant requires the consultation services of architects, landscape architects, land surveyors, or engineers, the procedures in the Chapter 10, Consultant Selection, of the Local Assistance Procedures Manual must be followed.
- Contract documents are required to incorporate applicable federal requirements such as Davis Bacon wage rates, competitive bidding, Disadvantaged Business Enterprises/Equal Employment Opportunity provisions, etc. For more information, refer to Chapter 9, Civil Rights and Disadvantaged Business Enterprises, and Chapter 12, Plans, Specifications & Estimate, of the Local Assistance Procedures Manual.

Failure to comply with federal requirements may result in the repayment to the State of ATP funds.

9. Funding Limits

The total amount of funding requested by each applicant cannot exceed the total amount available. The minimum grant request for each capital project is \$250,000.

10. Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The median household income is less than 80 percent of the statewide median based on the most current census tract level data from the American Community Survey. Data is available at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
- An area identified as among the most disadvantaged 10 percent in the state according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores. Scores are available at <http://oehha.ca.gov/ej/ces11.html>
- At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefitting school students, explain why this measure is representative of the larger community.

If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria, the applicant must submit for consideration a quantitative assessment of why the community should be considered disadvantaged.

ELIGIBLE PROJECT ACTIVITIES

Eligible capital grant projects will result in construction of facilities intended for use by bicyclists and pedestrians, or will provide safer roadway access for bicyclists and pedestrians through traffic calming. Eligible activities include design, right-of-way acquisition, construction, and installation of traffic control devices. Capital projects include both infrastructure projects and infrastructure projects with non-infrastructure components.

Eligible capital grant projects may include but are not limited to:

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users:
 - New bicycle facilities including paths and bicycle boulevards
 - New sidewalks
 - New pedestrian facilities
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users:
 - Elimination of hazardous conditions on existing bikeways and walkways
 - Preventative maintenance of bikeways and walkways with the primary goal of extending the service life of the facility
 - Bicycle lane striping and widening
 - Widening of sidewalks and sidewalk gap closures
 - Pedestrian over and under crossings
 - Shortcuts to shorten bike/walk travel time and provide for safer connections
 - Bulb outs and intersection treatments
 - Road diets
 - Pedestrian-scale lighting
 - Median refuges
 - Signage and wayfinding
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists:
 - Pedestrian and bicycle-related traffic control devices and pavement markings
 - High visibility crosswalks (ladder/zebra/continental style)

- Roundabouts and traffic circles
 - Speed humps and speed tables
 - Raised intersections
- Full or half street closures Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
 - Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops

Applicants are encouraged to utilize innovative solutions that are new to the region, and to focus efforts in project areas that (1) lend themselves to development of neighborhood-level bicycle and pedestrian networks, (2) connect residential areas to activity centers such as schools, transit centers, commercial districts, and parks, and (3) are comprehensive and include all of the following: bicycle, pedestrian, and traffic calming improvements.

SAFE ROUTES TO SCHOOLS PROJECTS

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to School infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop.

RECREATIONAL TRAILS

For trail projects that are primarily recreational to be eligible for ATP funding, the projects must meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/). Multi-purpose trails and paths that serve both recreational and transportation purposes are generally eligible in the ATP, so long as they are consistent with one or more goals of the program.

CAPITAL

SCORING CRITERIA GUIDANCE:

How Will Projects Be Scored?

PROJECT READINESS

1. Completion of Major Milestones

Projects will be scored based on the number of milestones completed. Up to 20 points are available. The scores will be assigned for either completion of each milestone, or proof that it is not required (environmental and right-of-way below) as follows:

- Neighborhood-level plan, corridor study, or Community Active Transportation Strategy- 2 points
- Environmental clearance (CEQA and/or NEPA; or evidence that environmental clearance is not required) – 4 points
- Right-of-way acquisition (must be complete, including all necessary entitlements, or evidence that no right-of-way acquisition is required) – 4 points
- Final design (plans, specifications, and estimates) – 10 points

PROJECT CONNECTIONS AND SAFETY

2. Connection to Regional Bicycle Network

Up to 8 points are available. Regional Bicycle Network is defined in *Riding to 2050: The San Diego Regional Bicycle Plan*.

- Project will build direct connection to the network (project must directly connect to an existing or proposed segment of the network) – 6 points OR
- Project will build part of the network, consistent with facility classification proposed in *Riding to 2050* – 8 points

3. Completes Connection/Linkage in Local Bicycle Network

Eight (8) points will be awarded if the project proposes to close a gap between existing bicycle facilities. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type (e.g., a project proposing to change a segment of class III between two class II segments into class II).

4. Completes Connection/Linkage in Existing Pedestrian Network

Eight (8) points will be awarded if the project proposes to 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.

5. Connection to Transit

Up to 12 points are available; projects that include both bicycle and pedestrian improvements are eligible for points for both modes. SANDAG staff will analyze the project area via GIS to determine score. A regional transit station is defined as any station served by COASTER, SPRINTER, San Diego Trolley, Bus Rapid Transit, or Rapid Bus. Distance is defined as walkable distance (accounting for barriers such as canyons). A local transit stop is any existing bus stop not defined as a regional transit station.

- Bike improvements
 - Project is within 1.5 miles of regional transit station – 6 points
- Pedestrian improvements: Score will be based on actual available walking paths, as mapped in GIS.

- Project is within a quarter mile of a local transit stop – 2 points
- Project directly connects to a local transit stop (proposed improvements must directly connect to transit stop) – 4 points
- Project is within a half mile of a regional transit station – 4 points
- Project directly connects to a regional transit station (proposed improvements must directly connect to the station) – 6 points

6. Safety Improvements and Overcoming Barriers

Points will be awarded based on applicant description of safety hazard or collision history. Collision data must be highlighted to point out which collisions are applicable to the project area and why they are relevant. Up to 12 points are available.

Completes connection in existing network at location with documented safety hazard or collision history, specifically, correctable crashes involving bicyclists or pedestrians within the last 7 years:

- 1 – 2 correctable collisions – 2 points
- 3 – 4 correctable collisions – 4 points
- 5 or more correctable collisions – 6 points

and/or

- Creates access or overcomes barriers in area where hazardous conditions prohibited safe access for bicyclists and pedestrians – up to 6 points.

To gain points for creating access or overcoming barriers, applicant must describe detractors in the project area that prohibited safe access, such as a lack of facilities, high traffic volumes and speeds in an area with origins and destinations that would warrant bicycle or pedestrian trips if access were safe, freeway on/off ramps, blind curves, steep slopes, etc. Points will be awarded based on degree of hazard and potential for increased bicycle or pedestrian trips.

Points will be awarded for both collision history **and** hazardous conditions lacking collision history in two ways:

1. Project area with multiple hazardous locations - A project area encompasses two hazardous locations, one with collision data and one that is so unsafe that it prohibits safe access
2. Project area with an intersection or roadway segment that has both barriers **and** crash data - A location within a project area has crash data, but also has been identified as a high barrier roadway in *The San Diego Regional Bicycle Plan* Bicycle Barriers Model

QUALITY OF PROJECT

7. Effectiveness and Comprehensiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures

Points will be awarded based on the quality of traffic calming and bicycle and pedestrian priority measures proposed, and the potential for the proposed measures to address the area need as stated by the applicant. Design guidelines such as those outlined in *Planning and Designing for Pedestrians, Riding to 2050: The San Diego Regional Bicycle Plan*, and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide will be used as a guide to inform scoring.

The highest scoring projects will make significant changes to the area's transportation infrastructure in a way that results in an environment where reduced vehicular speeds provide for safer access for bicyclists and pedestrians, and definitively prioritizes bicycle and pedestrian access. Examples of highest scoring projects include road diets that reallocate right-of-way and/or reconfigure the roadway to balance access for all modes, and projects that include a broad array of context-appropriate traffic calming devices and bicycle/pedestrian priority measures.

Lower-scoring projects will have fewer features and make only minimal improvements for bicycle and pedestrian access.

Up to 15 points are available.

- Traffic calming measures – up to 5 points
- Bicycle priority measures – up to 5 points
- Pedestrian priority measures – up to 5 points

Traffic calming measures will be analyzed for frequency, relative to the following guidelines:

- Residential Street – 20 mph = Devices every 250 feet, so 1 device would be effective 250 feet. on either side
- Collector or Main Street – 25 mph = 400 feet
- Arterial street (traffic taming) – 35 mph = 800 feet

8. Relationship to Program Objectives

Up to 18 points will be awarded based on how well the proposed project meets the Active Transportation Grant Program objectives:

- Encourage the development of a cohesive network of complete streets and improve bicycle/pedestrian neighborhood connectivity to transit and destinations such as schools, retail, places of work, parks, and other community gathering places, and support smart growth placemaking
- Improve safety for bicyclists and pedestrians through traffic calming and complete streets design principles
- Serve as models for the region by featuring innovative solutions that comprehensively prioritize access for bicyclists and pedestrians
- Ensure access to jobs, services, and recreation for populations with fewer transportation choices, and create equitable transportation opportunities for all users, regardless of age, ability, race, ethnicity, or income
- Increase community support for bicycling and walking as a viable transportation choice for all trip purposes, and promote active transportation as a means of improving health outcomes
- Support reductions in greenhouse gas emissions and facilitate an increase in levels of bicycling and walking in the region, by providing supportive facilities, amenities and programs for bicyclists and pedestrians

Consideration will be given to both the number of objectives that the project addresses, and how well the project meets the program objectives, particularly with respect to the following:

- | | |
|--|--|
| ➤ Complete streets | ➤ Prioritization of bicycle and pedestrian access |
| ➤ Improved bicycle/pedestrian connectivity to destinations | ➤ Social equity |
| ➤ Potential to support smart growth places | ➤ Potential to increase bicycling and walking for everyday trips |
| ➤ Improved safety | ➤ Potential to improve health outcomes over time |
| ➤ Innovation and ability to serve as a model in the region | ➤ Reduction of greenhouse gas emissions |

9. Innovation

Up to 8 points will be awarded. Four points will be awarded if the applicant provides evidence of the project being an FHWA or State experimentation effort.

Up to 4 points will be awarded if the project proposes solutions that are relatively new to the region, such as colored bike lanes or shared access lanes, sharrows, cycletracks, reverse angled parking, and other examples. The highest scoring projects will utilize the following innovations such as, but not limited to, those found in the NACTO Urban Bikeway Design Guide, specifically:

Bike Lanes and Cycle tracks

- Buffered bike lanes
- Left-side bike lanes
- Cycle tracks (one-way protected, raised, two-way)

Intersections

- Bike boxes
- Intersection crossing markings
- Two-stage turn queue boxes
- Median refuge island
- Through bike lanes
- Cycle track intersection approach

Bicycle Signals

- Bicycle signal heads
- Signal detection and actuation
- Active warning beacon for bike facility crossing at unsignalized intersection
- Hybrid signal for bike route crossing of major street

Bikeway Signing & Marking

- Colored bike facilities
- Shared lane markings
- Bike route wayfinding signage and markings system
- Innovative pedestrian/traffic calming solutions could include:

Crossings

- Automated pedestrian detection devices at signalized crossings, including infrared, microwave, and video detectors
- Pre-crossing safety information such as illuminated push buttons and safety advisories to pedestrians and drivers
- Automated "WALK" clearance phase extension for slower crossings such as those made by elderly and disabled pedestrians

Crossings (cont'd)

- "Animated eyes" and/or pavement markings to remind pedestrians to look for turning vehicles
- HAWK signals
- Rectangular Rapid flash beacons (must include ADA accommodation: a locator note and audible speech to convey that warning lights have been activated, not just

that a signal has been activated); in-street lighting is discouraged

- Mid-block chokers
- Mid-block crossings with accompanying signage and enhanced area lighting
- Dynamic lighting at marked crosswalks: focused on the crosswalk and activates when a pedestrian crosses
- High visibility crossings (ladder/zebra/continental style)
- Advance yield bars

Intersections

- Right-turn slip lane and crosswalk, with geometry designed to slow turning vehicles
- Right-turn slip lane with raised crosswalk
- Raised crosswalks
- Raised intersections
- Median refuge island with corral
- Median refuge island with pedestrian activation button
- Pedestrian scramble
- Freestanding crosswalk yielding signs
- Traffic circles and roundabouts
- Semi- and Partial Diverters
- Forced Turn Channelization
- Advance stop bars
- Stencils and signage
- Prohibited right turns on red

Access for Elderly and Disabled Persons

- Use of rapid ticks and slow chirps instead of speech to indicate when to cross and when to wait (where it is technically feasible to have two poles at least 10 feet apart on a corner)
- Vibro-tactile walk indicators
- Push button locator tone
- Locator tone and walk indication ticks/tones that adjust in response to ambient noise levels
- On traffic pole, tactile arrow running parallel to associated crosswalk

SUPPORTIVE POLICIES & PROGRAMS

10. Complementary Programs

Up to 3 points will be awarded if the project includes program activities that complement the capital improvements, such as an awareness program, education or encouragement efforts, and enforcement activities. Consideration will be given to both the breadth and depth of programs proposed.

11. Supportive Policies and Plans

Up to 3 points will be awarded if the project is preceded by a complete streets policy included in a community or specific plan, or a community active transportation strategy. The highest scoring projects will have completed a community active transportation strategy specific to the project area.

FORMULA SCORES

12. Demand (GIS Analysis)

This criterion includes seven factors, listed below. SANDAG will analyze the area relative to the factors below, using GIS. A buffer of a half-mile will be created around the project area for projects with pedestrian improvements, and one mile for projects with bicycle improvements. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other, by ranking the raw scores from highest (15 points) to lowest (1 point).

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

13. Matching Funds

Other sources of funding for cooperative projects must be explicitly identified. The application must include supporting documentation that shows matching funds have been secured. Matching funds that have not been secured will not count toward this score.

Projects will be scored relative to each other, by ranking the matching funds amounts from highest to lowest. Points will be distributed from highest to lowest. The projects with the most matching funds will receive 10 points, and the projects with the least matching funds will receive 1 point. Projects without secured matching funds will not receive any points for this category.

14. Cost/Benefit

Score will be determined by taking the subtotal score of all the criteria, excluding match points, and dividing that subtotal by the grant application amount. Projects will be scored relative to each other by taking the raw scores and distributing them from highest to lowest. The projects with the highest cost benefit ratio will receive 10 points, and the projects with the lowest cost benefit ratio will receive 1 point.

For projects that only include phases prior to construction:

1. Project will be scored and ranked together with construction projects
2. Score will be reduced according to ultimate phase proposed in project, as follows:
 - Environmental clearance – subtract 75 percent

- Right-of-way acquisition – subtract 50 percent
- Final design – subtract 25 percent

15. Public Health

Up to 10 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community - 2 points
- Describe the targeted populations and the health issues that the project will address - 2 points
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> - 3 points
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> - 3 points

16. 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. Up to 5 points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. Applicants will not be penalized if either corps determines that they cannot participate in a project.

The California Conservation Corps can be contacted at ccc.ca.gov. Community conservation corps can be contacted at californialocalconservationcorps.org.

CAPITAL PROJECT SCORING CRITERIA

NO.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE	PERCENTAGE
PROJECT READINESS					
1.	Completion of Major Milestones	Projects are eligible for points following the completion of each phase: Community active transportation strategy/neighborhood-level plan/corridor study Environmental Clearance Right-of-Way Final Design	N/A	Up to 20 2 4 4 10	13%
PROJECT CONNECTIONS AND SAFETY					
2.	Connection to Regional Bicycle Network	Project directly connects to the Regional Bikeway Network OR Project is a part of the Regional Bikeway Network	0-30	Up to 8 6 8	5%
3.	Completes Connection/Linkage in Local Bicycle Network	Closes a gap between existing bicycle facilities (guidance will include definition of gap, and will include situations where there exists an undesirable change in facility type)	0-30	8	5%
4.	Completes Connection/Linkage in Existing Pedestrian Network	Closes a gap in the existing network	0-30	8	5%
5.	Connection to Transit	Bike improvements proximity: Project is within 1.5 miles of regional transit station Pedestrian improvements proximity: Project is within 1/4 mile of a local transit stop Project directly connects to a local transit stop Project is within 1/2 mile of a regional transit station Project directly connects to a regional transit station	N/A	Up to 12 6 2 4 4 6	8%
6.	Safety Improvements and Overcoming Barriers	Completes connection in existing network at location with documented safety hazard or accident history. A. 1-2 correctable crashes involving nonmotorized users with the last 7 years B. 3-4 correctable crashes involving nonmotorized users within the last 7 years C. 5 or more correctable crashes involving nonmotorized users within the last 7 years and/or Creates access or overcomes barriers in area where hazardous conditions prohibited safe access for bicyclist and pedestrians.	0-25	Up to 12 2 4 6 6	8%
QUALITY OF PROJECT					

NO.	CATEGORY	CRITERIA	STATE SCORING RANGE	MPO POINTS POSSIBLE	PERCENTAGE
7.	Effectiveness and Comprehensive ness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	How well will the proposed traffic calming address the identified need in the project area? How well will the proposed pedestrian improvements address the identified need in the project area? How well will the proposed bicycle improvements address the identified need in the project area?	N/A	Up to 15 Up to 5 Up to 5 Up to 5	9%
8.	Relationship to Program Objectives	How well does the project meet the program objectives?	N/A	Up to 18	11%
9.	Innovation	Is this project an FHWA or state experimentation effort? Does the project propose solutions that are new to the region, and have the potential to serve as a replicable model for other cities in the region? Does the project utilize innovative solutions such as those listed in the NACTO Urban Bikeway Guide?	N/A	Up to 8 4 Up to 4	5%
SUPPORTIVE POLICIES & PROGRAMS					
10.	Complementary Programs	Is this project accompanied by programs that complement the capital improvements, such as an awareness campaign, education efforts, and increased enforcement?	N/A	Up to 3	2%
11.	Supportive Policies and Plans	Demonstrated policy language in approved plan, or a completed community active transportation strategy/plan.	0-15	Up to 3	2%
FORMULA SCORES					
12.	Demand (GIS Analysis)	Factors not contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	N/A	Up to 15	9%
13.	Matching Funds	Matching funds can be from any of the following sources: <ul style="list-style-type: none"> Identified and approved capital funding from identified source. Please provide proof in the form of a resolution or letter of approval Approved match grant In-kind services. Please provide adequate support documentation 	N/A	Up to 10	6%
14.	Cost/Benefit	Subtotal Score (not counting matching points) / Grant Application amount	0-10	Up to 10	6%
15.	Public Health	Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	0-10	Up to 10	6%
16.	California Conservation Corps	Has the applicant sought California Conservation Corps or a qualified Community Conservation Corps participation on the project?	0 to -5	0 to -5	-3%
		TOTAL POINTS*		160	
		*TOTAL SCORING AFTER REACHING 25% FOR DISADVANTAGED COMMUNITIES			

SANDAG REGION – SUPPLEMENTAL APPLICATION QUESTIONS

NON-CAPITAL APPLICATIONS:

Applicants that would like to be considered for non-capital funding for the regional ATP competition will be asked to answer the following question, as a supplement to the state-wide application:

- **INNOVATION:** Does this project propose any solutions that are new to the San Diego Region?

CAPITAL APPLICATIONS:

Applicants that would like to be considered for capital funding for the regional ATP competition will be asked to answer the following questions, as a supplement to the statewide application:

- **PROJECT READINESS – COMPLETION OF MAJOR MILESTONES:** Which of the following steps for the project have been completed?
 - Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
 - Environmental Documentation/Certification
 - Right-of-Way Acquisition
 - Final Design
- **LINKAGES TO BICYCLE, PEDESTRIAN, AND TRANSIT NETWORKS:** Provide a map that clearly illustrates the project's relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the projects closes any gaps in bicycle and pedestrian facilities.
- **EFFECTIVENESS AND COMPREHENSIVENESS OF PROPOSED PROJECT:** Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area.
- **COMPLEMENTARY PROGRAMS:** Describe any programs that complement the proposed capital improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the project Scope of Work, Schedule, and Budget.
- **INNOVATION:** Is this project an FHWA or State Experimentation Effort? Does this project propose any solutions that are new to the San Diego region?