



2021  
SAN DIEGO REGIONAL  
ACTIVE TRANSPORTATION  
PROGRAM (ATP)  
CALL FOR PROJECTS

### BACKGROUND

The Active Transportation Program (ATP) was created by Senate Bill (SB) 99 (Chapter 359, Statutes of 2013) and Assembly Bill (AB) 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. SB 1 (Chapter 2031, statutes of 2017) added an additional \$100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and California Department of Transportation (Caltrans).

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

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

#### QUESTIONS

If you have any questions regarding the ATP, please contact the SANDAG Grants Division at [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org).

A minimum of 25 percent of the funds distributed by each of the three competitions must benefit Disadvantaged Communities as defined by the Guidelines.

### PROGRAM GUIDELINES

SB 99 and AB 101 require the CTC to develop program guidelines for each cycle of the ATP that describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in this document and should be reviewed by applicants prior to submitting an application for ATP funding. The Guidelines are posted on the CTC's website at <https://catc.ca.gov/programs/active-transportation-program> as well as the Caltrans website at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

## CYCLE 5 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 5 ATP.

STATEWIDE COMPETITION	
CTC adoption of ATP Guidelines, estimated available funding released	3/25-3/26/2020
Statewide Call for Projects released	3/25-3/26/2020
Application submittal deadline for Statewide Competition	9/15/2020
CTC staff recommendation of projects for Statewide Competition	2/15/2021
CTC adoption of recommended projects for Statewide Competition	3/24/2021
SAN DIEGO REGIONAL COMPETITION	
SANDAG Board of Directors considers San Diego Regional ATP Guidance	3/27/2020
CTC considers San Diego Regional Guidance for approval	6/24-6/25/2020
San Diego Regional Call for Projects released	6/25/2020
Application submittal deadline for San Diego Regional Competition	9/30/2020
Scoring and ranking of San Diego Regional Competition applications	10/1/2020-2/19/2021
<i>TransNet</i> Swap coordination with applicants for San Diego Regional Competition (if applicable)	2/22-3/5/2021
Deadline for applicants to submit Resolution for <i>TransNet</i> ATP funding exchange (if applicable)	3/27/2021
Publication of recommended ranked project list for San Diego Regional Competition (through posting of Transportation Committee Agenda)	4/7/2021
SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews <i>TransNet</i> ATP funding exchange concept (if applicable)	4/14/2021
SANDAG Transportation Committee reviews project rankings for San Diego Regional Competition	4/16/2021
SANDAG Board of Directors considers project rankings for San Diego Regional Competition	4/23/2021
CTC considers adoption of project rankings for San Diego Regional Competition	6/23/2021

### FUNDING

#### Amount of Funding Available in San Diego Regional Component

Cycle 5 of the ATP includes funding for four years; 2021-2022, 2022-2023, 2023-2024, and 2024-2025. The amount of funding available for the San Diego Regional Competition is estimated to be \$16,019,000.

### DISADVANTAGED COMMUNITY REQUIREMENT

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

The application must clearly articulate how the project benefits the Disadvantaged Community. There is no presumption of benefit, even for projects located within a Disadvantaged Community. For a project to qualify as directly benefiting a Disadvantaged Community, the project must:

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

For a project to qualify as benefitting a Disadvantaged Community in the Regional Competition, the community served by the project must either meet at least one of the criteria outlined in the [2021 ATP Guidelines](#) (p.10-11) or meet one of the criteria as adopted in the SANDAG regional transportation plan (San Diego Forward: The Regional Plan, available at [sdforward.com/regionalplan](http://sdforward.com/regionalplan)). San Diego Forward: The Regional Plan defines Disadvantaged Communities as minority, low-income, and senior populations.

- The term "minority" as used by SANDAG is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.

### PROJECT APPLICATION REQUIREMENTS

To apply for the San Diego Regional Competition, all applicants must complete and submit an application using the applicable statewide template, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>.

New this cycle, applicants may submit an application to the Regional Competition without having submitted the application to the Statewide Competition. **Applicants of the Statewide and the Regional Competition must submit their application directly to SANDAG in the manner specified below.**

#### Application Submittal Deadline

One electronic (PDF) copy of the application must be received by SANDAG no later than **5 p.m. on Wednesday, September 30, 2020**. Applications should be sent to [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org). Applicants can submit applications to SANDAG using the file transfer site WeTransfer, which can be accessed at the following link: <https://wetransfer.com>.

### RESOLUTION FOR FUNDING EXCHANGE, IF APPLICABLE

Historically, SANDAG has been able to offer a *TransNet*-ATP funding exchange under special circumstances. If the opportunity becomes available, applicants who wish to be considered for a *TransNet*-ATP funding exchange must also submit a resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:

- Applicant's governing body commits to providing the amount of matching and leveraging funds set forth in the grant application.
- Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

The resolution must be received by SANDAG no later than March 27, 2021 at 5 p.m. The resolution will be utilized in the event a *TransNet*-ATP funding exchange is implemented.

*See the section of this document entitled "TransNet-ATP Funding Exchange (Optional Step)" for additional information.*

### PROJECT SELECTION PROCESS

#### Step 1: Eligibility Screen

Applications will be screened for eligibility, which will consist of the following:

- Consistency with the 2050 Regional Transportation Plan/Sustainable Community Strategy
- Consistency with a relevant, adopted active transportation plan or other similar plan
- Use of the appropriate application
- Supplanting funds: a project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: the project must be one of the four types of projects listed in the [CTC ATP Guidelines](#) (p. 10-13).
- With the exceptions outlined in the [CTC ATP Guidelines](#) (Section 25, p. 20-21) and applicants using the large infrastructure application, an applicant applying for pre-construction phases must also apply for funding in the construction phase.
- Request of at least \$250,000 in ATP funding. This minimum does not apply to non-infrastructure projects, safe routes to school projects, recreational trail projects, plans, and quick-build pilot projects as outlined in the [CTC ATP Guidelines](#) (Section 15, p. 9-10)
- Projects that are already fully funded or projects that are a capital improvement required as a condition for private development approval or permits are not eligible for ATP funding.
- A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the following cycle.

Projects that are screened out because of the above listed criteria will not be considered eligible for the ATP and will not be evaluated or given a score. Applicants with projects that are screened out will be notified as soon as non-eligibility has been determined.

#### Step 2: Quantitative Evaluation

SANDAG will conduct the quantitative evaluation, which includes all scores that use Geographic Information Systems (GIS) or a formula to award points.

#### Step 3: Qualitative Evaluation

A multidisciplinary review panel will conduct the qualitative evaluation for each application using the scoring criteria and rubrics developed for the Cycle 5 San Diego Regional ATP.

#### Step 4: Initial Ranking

A project's quantitative score will be added to the qualitative score given by each evaluator. Each evaluator's scores will be ranked highest to lowest and the "Sum of Ranks" will be used to determine an overall ranked project list.

See the section of this document entitled “Project Rankings” for additional information.

### Step 5: Disadvantaged Communities Minimum Funding Requirement

Funding recommendations will be reviewed to ensure that 25 percent of the available funds will be dedicated to projects and programs that benefit Disadvantaged Communities. If necessary, adjustments to funding recommendations will be made to meet the minimum requirement.

### Step 6: Final Ranking & Contingency Project List

The final list of project rankings will be produced.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained to the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, SANDAG will include a list of contingency projects, listed in order based on the project’s final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 San Diego Regional ATP. This will ensure that the San Diego Regional ATP will use all ATP funds allotted to the San Diego region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

The final ranking and contingency project list will be provided to the CTC in April 2021 for consideration by the CTC in June 2021.

### Step 7: *TransNet*-ATP Funding Exchange (Optional Step)

If a SANDAG project is recommended to receive ATP funding through the Regional Competition, and the funding plan for that project contains *TransNet* funds, there may be an opportunity to implement a funding exchange with projects from local jurisdictions recommended for ATP funding through the Regional Competition. This exchange would reduce the administrative burden to local jurisdictions associated with ATP funding requirements and would consolidate the allocation of ATP funds to as few projects as practicable.

Should a funding exchange be proposed, local jurisdiction projects that elect to participate in the exchange would be removed from the Regional Competition and be funded through the *TransNet* Active Transportation Grant Program (ATGP). The *TransNet*-funded projects would be administered in the same manner as other *TransNet* ATGP projects and be subject to the terms and conditions of SANDAG [Board Policy No. 035](#).

Projects from applicants other than local jurisdictions are ineligible for the *TransNet*-ATP funding exchange.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 5 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG’s sole discretion and this determination will be made for Cycle 5 only.

Note:

- Projects that are a component of major roadway reconstruction projects funded by *TransNet* are subject to the Routine Accommodations Provisions outlined in SANDAG [Board Policy No. 031: \*TransNet\* Ordinance and Expenditure Plan Rules, Rule 21](#) and will not be eligible for the funding exchange.
- Per the adoption of San Diego Forward: The Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, local jurisdictions receiving *TransNet* ATGP funding must have both a locally adopted Climate Action Plan (CAP) and Complete Streets (CS) Policy. The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets

Act of 2008. Local jurisdictions that do not have an adopted CAP or CS in place at the time of the *TransNet*-ATP exchange is offered will not be eligible for the funding exchange.

### EVALUATION PANEL

Applications will be scored by an Evaluation Panel consisting of members from several SANDAG working groups – Active Transportation Working Group (ATWG), Cities/County Transportation Advisory Committee (CTAC), and Regional Planning Technical Working Group (TWG); and/or academic or other individuals with expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit Disadvantaged Communities.

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

Eligible applicants that do not apply for ATP funding and do not have a conflict of interest will be encouraged to participate in the multidisciplinary review panel.

### SCORING CRITERIA AND PROCESS

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

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

Within the two sets of scoring criteria, there are two general categories:

- Objective/quantitative criteria are data-oriented and relate to existing or planned bicycle and pedestrian network connections, access to transit services, other transportation safety measures, cost effectiveness, and matching funds. These points will be based on GIS data, the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, *Riding to 2050: The San Diego Regional Bike Plan*, and the 2050 Regional Growth Forecast. Points will be calculated by either the SANDAG Data Analytics and Modeling staff or Contracts and Grants staff in accordance with the scoring criteria/rubrics for the San Diego Regional ATP. Those criteria are marked with an asterisk (\*).
- Subjective/qualitative criteria relate to the quality of the proposed plan or project. Points for these criteria will be awarded by the Evaluation Panel.

### PROJECT RANKINGS

Project rankings will be produced using a “Sum of Ranks” approach. Projects will receive two scores: (1) objective, formula-based points that are calculated by either SANDAG Data Analytics and Modeling staff or Contracts and Grants staff and (2) subjective, quality-based points that are awarded by members of the

Evaluation Panel. The objective points earned will be added to the subjective points awarded by each Evaluation Panel member to derive a project score. That project score will then be converted into a project rank for each evaluator by arranging projects by scores in descending order. For example, the project awarded the most points will rank number one; the project awarded the second most points will rank number two; and so on. The project rankings from each individual evaluator will then be added together to produce an overall project rank (Sum of Ranks). Projects with the lowest Sum of Ranks will have performed the best.

The list of overall project rankings will be used to recommend funding. The top-ranking projects will be recommended for funding in descending rank until funding is exhausted. If two or more project applications receive the same rank that is at the funding cut-off, the following criteria will be used to determine which project(s) will be funded, in order of priority:

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

## SELECTION PROCESS

SANDAG Contracts and Grants staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings at its meeting in June 2021.

INFRASTRUCTURE SCORING CRITERIA

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

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

## SCORING CRITERIA

C.	Alignment with ATP Goals	How well does the project align with the ATP goals?	Up to 18
D.	Innovation	Is this project a Federal Highway Administration or state experimentation effort? Does the project propose innovative solutions that are new to the region/city? Does the project leverage advanced technologies?	Up to 12
4.	SUPPORTIVE POLICIES AND PROGRAMS		
A.	Complementary Programs	Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 6
B.	Greenhouse Gas (GHG) Emission Reductions	How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, complete streets policy, parking strategies, advanced technologies, or other strategies?	Up to 10
5.	PROJECT READINESS/COMPLETION OF MAJOR MILESTONES		
		<ul style="list-style-type: none"> <li>• Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points)</li> <li>• Environmental clearance (CEQA and NEPA) (4 points)</li> <li>• Completed right-of-way acquisition (4 points)</li> <li>• Progress toward obtaining final design (Up to 10 points)</li> </ul>	Up to 20
6.	PUBLIC HEALTH		
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10
7.	USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS		
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	Up to 6
8.	BENEFIT TO DISADVANTAGED COMMUNITY		
		Does the project benefit a Disadvantaged Community?	Up to 10
9.*	MATCHING FUNDS		
		Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 8
10.*	COST EFFECTIVENESS		
		Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.	Up to 10
<b>TOTAL POINTS</b>			<b>200</b>

NON-INFRASTRUCTURE SCORING CRITERIA

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

No.	CATEGORY	CRITERIA	MAXIMUM POINTS POSSIBLE	
			PLANS	EEA
1*	Demand Analysis			
		Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 28	N/A
2.	Alignment with ATP Goals			
		How well does the proposed project align with the ATP objectives?	Up to 30	Up to 30
3.	Comprehensiveness and Greenhouse Gas Emission Reductions			
A.	Comprehensiveness	How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?	Up to 30	Up to 30
B.	Greenhouse Gas Emission Reductions	Does the relevant local jurisdiction have an adopted a Climate Action Plan (CAP)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?	Up to 10	Up to 10
4.	Methodology			
		How well will the planning process or proposed effort meet the demonstrated need and project goals?	Up to 30	Up to 30
5.	Community Support			
		Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?	Up to 15	Up to 15
6.	Project Effectiveness			
		How will the project evaluate its effectiveness?	N/A	Up to 20
7.	Innovation			
		Does the project propose solutions that show the potential to serve as a replicable model to the region/city?	N/A	Up to 15

## SCORING CRITERIA

8.	Public Health			
		Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 15	Up to 15
9.	Use of California Conservation Corps or a Qualified Community Conservation Corps			
		Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	N/A	Up to 5
10.	Benefit to Disadvantaged Community			
		Does the project benefit a Disadvantaged Community?	Up to 20	Up to 10
11.*	Matching Funds			
		Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	Up to 10	Up to 10
12.*	Cost Effectiveness			
		Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.	Up to 12	Up to 10
			<b>TOTAL POINTS</b>	<b>200</b>
				<b>200</b>

### INFRASTRUCTURE SCORING RUBRIC

The following narrative descriptions will be used to assist the Evaluation Panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria on pages 10 and 11 is a summary of this information. References to the statewide application where additional information may be found are shown in **green text below**.

#### 1. DEMAND ANALYSIS

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

##### Infrastructure Application (all size projects): Part A2

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 2 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 2 points per factor). *(Up to 14 points possible)*

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

#### 2. PROJECT CONNECTIONS

##### A. REGIONAL BICYCLE NETWORK

\*NOTE: The SANDAG Data Analytics and Modeling staff will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in [SANDAG Riding to 2050: The San Diego Regional Bike Plan](#). *(Up to 8 points possible)*

##### Infrastructure Application (all size projects): Part A2, A4

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

##### B. EXISTING OR PROGRAMMED TRANSIT

\*NOTE: The SANDAG Data Analytics and Modeling staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. Distance refers to walking distance based on actual available pathways. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

### Infrastructure Application (all size projects): Part A2

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

and/or

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

and/or

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

### C. COMPLETES CONNECTION IN LOCAL BICYCLE NETWORK

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

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

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

### D. EXISTING PEDESTRIAN NETWORK

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

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

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

## 3. SAFETY AND QUALITY OF PROJECT

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

### A. SAFETY AND ACCESS IMPROVEMENTS

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions. To earn points without collision data, the applicant must describe detractors in the project area that prohibit safe access (e.g. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and average daily traffic information will be considered in identifying the degree of hazard. *(Up to 18 points possible)*

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

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

### B. IMPACT AND EFFECTIVENESS OF PROPOSED BICYCLE, PEDESTRIAN, AND/OR TRAFFIC CALMING MEASURES

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

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

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

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

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

- Residential street (20 mph) = Devices every 250 feet (on either side)

- Collector or main street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Traffic calming measures that consist of roadway improvements that benefit motorists only will receive zero points.

### C. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Up to 18 points possible)*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### D. INNOVATION

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region/city and if the project leverages advanced technologies. The [NACTO Urban Bikeway Design Guide](http://nacto.org/cities-for-cycling/design-guide/) available at <http://nacto.org/cities-for-cycling/design-guide/> will be referred to for examples of innovative improvements, such as:

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

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

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

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

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

## 4. SUPPORTIVE POLICIES AND PROGRAMS

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

### A. COMPLEMENTARY PROGRAMS

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

**Infrastructure Application (medium and small size projects): Part B, Question 4**

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

### B. CLIMATE ACTION PLAN AND COMPLETE STREETS POLICIES

Points will be awarded based on whether the Applicant or relevant local jurisdiction (as defined by the project location) has an adopted Climate Action Plan (CAP) and/or complete streets policy or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction. *(Up to 2 points possible)*

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

- The applicant/relevant local jurisdiction has an adopted CAP. *(1 point)*

- The applicant/relevant local jurisdiction has an adopted complete streets policy or the equivalent, including policies in its general plan or other documents adopted by the applicant or relevant local jurisdiction. *(1 point)*

### C. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

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

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

## 5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

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

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

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

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

Infrastructure Application (all size projects): Part A5

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

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

- Progress toward obtaining final design (plans, specifications, and estimates):

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

- 30 percent design completed *(3 points)*
- 60 percent design completed *(6 points)*
- 90 percent design completed *(9 points)*
- Final design completed *(10 points)*

## 6. PUBLIC HEALTH

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

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. *(Up to 10 points possible)*

### 7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

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

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

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

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

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

### 8. BENEFIT TO DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a Disadvantaged Community.

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

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

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

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

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

### 9. MATCHING FUNDS

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

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

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

Infrastructure Application (small size projects): Part A6

## SCORING RUBRICS

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

- 0% *(zero points)*
- 0.01– 7.99% *(2 points)*
- 8.00 – 15.99% *(3 points)*
- 16.00 – 23.99% *(4 points)*
- 24.00 – 31.99% *(5 points)*
- 32.00 – 39.99% *(6 points)*
- 40.00 – 47.99% *(7 points)*
- 48.00% and above *(8 points)*

### 10. COST EFFECTIVENESS

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

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

## NON-INFRASTRUCTURE SCORING RUBRIC

The following narrative descriptions will be used to assist the Evaluation Panel in scoring non-infrastructure project applications. The Non-Infrastructure Scoring Criteria on pages 12 and 13 is a summary of this information. References to the statewide application where additional information may be found are shown in **green text** below.

### 1. DEMAND ANALYSIS

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

#### Plan Application: Part A2

Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest) for all projects. The project(s) with the highest rank (or lowest rank in the case of vehicle ownership) will receive 4 points. The remaining projects will then receive points by comparing their rank for each factor to the best (highest or lowest) rank possible, then multiplying that number by the number of points available (up to 4 points per factor). *(Plans: Up to 28 points possible; Non-Infrastructure Projects: Not Applicable)*

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

### 2. ALIGNMENT WITH ATP GOALS

Points will be awarded based on how well the proposed project aligns with the ATP goals. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Up to 30 points possible)*

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

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

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

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

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

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

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

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

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

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

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

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

### 3. COMPREHENSIVENESS AND GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

#### A. COMPREHENSIVENESS

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

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

Plan Application: Part B, Question 2; Exhibit 22-Plan

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

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

#### B. CLIMATE ACTION PLAN AND COMPLETE STREETS POLICIES

Points will be awarded based on whether the applicant or relevant local jurisdiction has an adopted Climate Action Plan (CAP) and/or complete streets policy or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction. *(Up to 2 points possible)*

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

- The applicant/relevant local jurisdiction has an adopted CAP. *(1 point)*

- The applicant/relevant local jurisdiction has an adopted complete streets policy or the equivalent, including policies in its general plan or other documents adopted by the applicant or relevant local jurisdiction. *(1 point)*

### C. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

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

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. *(Up to 8 points possible)*

## 4. METHODOLOGY

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

- Plans: Highest scoring projects will include a comprehensive planning process in their scope of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. *(Up to 30 points possible)*

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

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

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

## 5. COMMUNITY SUPPORT

Plan Application: Part B, Question 3; Exhibit 22-Plan; Letters of Support  
Non-Infrastructure Application: Part B, Question 4; Letters of Support

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

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, and/or fail to account for limited English proficiency populations. *(Up to 15 points possible)*

## 6. PROJECT EFFECTIVENESS

Non-Infrastructure Application: Part B, Question 5

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified

performance measures in the application, or will include a task for identification of performance measures in the scope of work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project's effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. *(Plans: Not Applicable; Non-Infrastructure Projects: Up to 20 points possible)*

### 7. INNOVATION

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

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

### 8. PUBLIC HEALTH

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

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

Points will be awarded based on how well the project will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. *(Up to 15 points possible)*

### 9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

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

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

Points will be awarded as follows:

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

### 10. BENEFIT TO DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a Disadvantaged Community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a Disadvantaged Community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

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

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

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

**Non-Infrastructure Application: Part B, Question 1**

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

### 11. MATCHING FUNDS

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

**Plan Application: Part A6; Project Programming Request**

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

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. (*Up to 10 points possible*)

- |                                      |   |
|--------------------------------------|---|
| • 0% ( <i>zero points</i> )          | • 25.00 – 29.99% ( <i>6 points</i> )    |
| • 0.01– 4.99% ( <i>1 point</i> )     | • 30.00 – 34.99% ( <i>7 points</i> )    |
| • 5.00 – 9.99% ( <i>2 points</i> )   | • 35.00 – 39.99% ( <i>8 points</i> )    |
| • 10.00– 14.99% ( <i>3 points</i> )  | • 40.00 – 44.99% ( <i>9 points</i> )    |
| • 15.00 – 19.99% ( <i>4 points</i> ) | • 45.00% and above ( <i>10 points</i> ) |
| • 20.00 – 24.99% ( <i>5 points</i> ) |   |

### 12. COST EFFECTIVENESS

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

A ratio of the ATP funding request to the project score will be calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 11. The ratios will then be ranked in descending order. The project(s) with the highest rank will receive the maximum number of points possible. The remaining projects will then receive points by comparing their rank to the highest rank possible, then multiplying that number by the number of points possible. (*Plans: Up to 12 points possible; Non-Infrastructure Projects: Up to 10 points*).