

## **CAPITAL GRANTS**

### **ELIGIBLE PROJECTS**

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Eligible Capital Projects must be located in an “Existing/Planned” Smart Growth Opportunity Area (SGOA) on the SANDAG Smart Growth Concept Map. Eligible projects include pedestrian improvements, bicycle facilities, transit access improvements, and other innovative smart growth-supporting infrastructure. Eligible Capital Projects may include, but are not limited to:

- Public plazas
- Pedestrian street crossings
- Streetscape improvements (such as, median landscaping, street trees, lighting, and street furniture)
- Parklets
- Traffic calming features (such as, pedestrian bulb-outs or traffic circles)
- Access improvements to transit stations/routes
- Wayfinding signage
- Community gateway features
- Pedestrian and bicycle paths and bridges
- On street bike lanes
- Bicycle parking
- Low impact development elements included as part of the above

Applicants are encouraged to use innovative solutions that are comprehensive in scope.

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**SCORING CRITERIA MATRIX**

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

NO.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	WEIGHT	SCORE POSSIBLE	%
<b>1.</b>	<b>LAND USE AND TRANSPORTATION CHARACTERISTICS OF THE AREA AROUND THE PROPOSED CAPITAL PROJECT IMPROVEMENT</b>						<b>26%</b>
<b>A. Intensity of Planned Development in the Project's SGOA</b>							
A1.*	Planned Densities Relative to SGOA Place Type Thresholds	3 2 1  3 2 1  6 4 2	<p><i>For Metropolitan Center/Urban Centers/Town Centers:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><b>AND</b></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><b>OR</b></p> <p><i>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%
A2.	Expedited Approval Process		Specific plan, master EIR, or other mechanism allows for administrative approval of development projects.	4	1	4	1%
<b>B. EXISTING and ENTITLED Land Development Around the Proposed Capital Project</b>							
B1.*	EXISTING Development Density within 1/4 mile radius of proposed capital project site	3 2 1  3 2 1  6 4 2	<p><i>For Metropolitan Center/Urban Centers/Town Centers:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><b>AND</b></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><b>OR</b></p> <p><i>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%
B2.*	ENTITLED Development Density within 1/4 mile radius of proposed capital project site	3 2 1  3 2 1  6 4 2	<p><i>For Metropolitan Center/Urban Centers/Town Centers:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p> <p><b>AND</b></p> <p>Exceeds minimum employment requirements by 100 percent or more</p> <p>Exceeds minimum employment requirements by 50-99 percent</p> <p>Exceeds minimum employment requirements by 25-49 percent</p> <p><b>OR</b></p> <p><i>For Community Centers/Rural Village/Mixed-Use Transit Corridor:</i></p> <p>Exceeds minimum residential requirements by 100 percent or more</p> <p>Exceeds minimum residential requirements by 50-99 percent</p> <p>Exceeds minimum residential requirements by 25-49 percent</p>	Up to 6	1	6	2%
B3.*	Mix of Uses	3 2 1	<p>(Single-family residential, retail, office, civic, parks, visitor within 1/4 mile of project site):</p> <p>Multi-family residential + 6 other uses</p> <p>Multi-family residential + 4-5 other uses</p> <p>Multi-family residential + 2-3 other uses</p>	Up to 3	2	6	2%

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B4.*	New Uses	2	New uses will be added to the project area	2	1	2	1%
<b>C. New Affordable Housing Development</b>							
C1.*	New Affordable Housing	3 2 1	Percent of income-restricted affordable housing provided in proposed new development (within 1/4 mile of project site): 100 percent of units affordable 99-75 percent of units affordable 74-25 percent of units affordable	Up to 3	2	6	2%
C2.*	Low to very low-income affordable units	2	50-100 percent of units in the development are restricted to low to very low-income residents	2	1	2	1%
<b>D. Transportation Characteristics (Within walking and biking distance of proposed capital project)</b>							
D1.*	Relation to Transit	12 10 8 6	Scale of actual walking distance to existing or programmed transit station or transit stop: <i>Regional or Corridor Transit Station:</i> Project abuts or is onsite Project is within 1/4 mile Project is within 1/2 mile <i>Transit Stop with High-Frequency Local Bus Service (15 minutes all day):</i> Project is within 1/4 mile	Up to 12	1	12	4%
D2.*	Bicycle Facilities	2 1	EXISTING or PLANNED bicycle lanes, bike boulevards, cycle tracks, or separated bike paths (Class I) (as identified in <i>San Diego Regional Bicycle Plan</i> or local bicycle master plan): Direct connection to proposed project Facilities within 1/4 mile radius of project	Up to 2	2	4	1%
D3.*	Walkability	4 3 2 1	Intersection Density per square mile: 290 or greater 225-289 100-224 Less than 100	Up to 4	2	8	3%
D4.*	TDM Strategies	2 1	EXISTING TDM programs or policies in place PROPOSED TDM programs or policies, including implementation strategy	Up to 2	2	4	1%
<b>E. Community Design Features</b>							
E1.	Urban Design Characteristics and Community Context	6	Design Characteristics of existing community, AND/OR proposed design characteristics prescribed by documented guidance for the area or jurisdiction through design guidelines, form-based codes, or renderings of proposed development.	Up to 6	2	12	4%
<b>2. QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT</b>							<b>30%</b>
A.	Support for Public Transit	5	How well does the project support use of regional public transit service in the project area?	Up to 5	5	25	8%
B.	Providing Transportation Choices	5	How well does the project support transportation choices that would reduce vehicle miles traveled, specifically walking and bicycling?	Up to 5	5	25	8%
C.	Community Enhancement	5	How well does the project enhance the public realm in the project area, to engender support for smart growth, through place making and creating regional destinations?	Up to 5	4	20	7%

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D.	Addressing Project Area Issues	5	How well does the project address identified special needs and concerns of the community, such as improving access for elderly, disabled, low-mobility populations, or increasing public safety? How well does the project preserve and appropriately integrate cultural and natural resources in the project area?	Up to 5	3	15	5%
E.	Sustainability	2	How well does the proposed project incorporate Green Streets / Low-Impact Development principles, to address stormwater runoff, energy conservation, and landscaping and street trees?	Up to 2	1	2	1%
F.	Universal Design	2	How well does the project incorporate Universal Design principles, to ensure access for users of all ages and abilities?	Up to 2	1	2	1%
<b>3.</b>	<b>PROJECT READINESS</b>						<b>11%</b>
A.*	Major Milestones Completed	1 1 1 1	Environmental Clearance Right-of-way Acquisition Final Design Project Fully Funded (matching funds secured OR grant will fully fund project)	Up to 4	5	20	7%
B.	Evidence of Local Commitment	2	Project is supported by the community, and is the result of a comprehensive, public participation process that significantly involved a diverse group of stakeholders.	Up to 2	6	12	4%
<b>4.*</b>	<b>COST EFFECTIVENESS</b>						<b>5%</b>
	Ratio of grant request to project score		Project grant request, divided by score in Categories 1 and 2, ranked relative to each other.	Up to 16	1	16	5%
<b>5.*</b>	<b>MATCHING FUNDS</b>						<b>3%</b>
			Points for matching funds are awarded by dividing the total project cost as proposed in the application by the grant request. The project(s) with the largest quotient will receive ten points, and the project(s) with no matching funds will receive no points.	Up to 10	1	10	3%
<b>6.*</b>	<b>REGIONAL HOUSING NEEDS ASSESSMENT – POLICY NO. 033 POINTS</b>						<b>25%</b>
			Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.	Up to 75	1	75	25%
<b>TOTAL PROJECT SCORE</b>						<b>300</b>	<b>100%</b>