

CAPITAL GRANTS

ELIGIBLE PROJECTS

Eligible Capital Projects will construct facilities intended for use by bicyclists and pedestrians and/or provide safer roadway access through traffic calming. Eligible activities include design, right-of-way acquisition, construction, and installation of traffic control devices. Eligible Capital Projects may include, but are not limited to:

- New bicycle facilities including paths and bicycle boulevards
- Bicycle lane striping and widening
- New sidewalks, widening of sidewalks, sidewalk gap closures
- New pedestrian facilities
- Pedestrian over and under crossings
- Shortcuts to shorten bike/walk travel time and provide for safer connections
- High visibility crosswalks (ladder/zebra/continental style)
- Bulb outs and intersection treatments
- Roundabouts and traffic circles
- Speed humps and speed tables
- Raised intersections
- Median refuges
- Road diets
- Full or half street closures
- Pedestrian and bicycle-related traffic control devices and pavement markings
- Pedestrian-scale lighting
- Signage and wayfinding

Applicants are encouraged to use innovative solutions that are new to the region and to focus efforts in project areas that (1) lend themselves to the 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.

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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	%
1.	PROJECT CONNECTIONS AND SAFETY (24 % of total points)				
A.*	Regional Bicycle Network	6 8	Project will directly connect to the Regional Bikeway Network or Project will construct part of the Regional Bikeway Network	Up to 8	4%
B.	Local Bicycle Network	8	Closes a gap between existing bicycle facilities	Up to 8	4%
C.	Existing Pedestrian Network	8	Closes a gap in the existing pedestrian network	Up to 8	4%
D.*	Connection to Transit	6 2 4 4 6	Bicycle improvement within 1 ½ miles of a regional transit station and/or Pedestrian improvement within 1/4 mile of a local transit stop Pedestrian improvement directly connects to a local transit stop Pedestrian improvement within 1/2 mile of a regional transit station Pedestrian improvement directly connects to a regional transit station	Up to 12	6%
E.	Safety and Access Improvements	2 4 6 6	Completes connection in existing network at location with documented safety hazard or accident history <i>within the last seven years</i> : 1 to 2 correctable crashes involving nonmotorized users 3 to 4 correctable crashes involving nonmotorized users 5 or more correctable crashes involving nonmotorized users and/or Creates access or overcomes barriers in area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	Up to 12	6%
2.	QUALITY OF PROPOSED CAPITAL IMPROVEMENT PROJECT (20.5% of total points)				
A.	Project Impact and Effectiveness	Up to 5 Up to 5 Up to 5	How well will the proposed traffic calming address the identified need in the project area? Are the proposed solutions appropriate for the situation? 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?	Up to 15	7.5%
B.	Program Objectives		How well does the project meet the ATGP program objectives?	Up to 18	9%
C.	Innovation	Up to 4 Up to 4	Is this project an FHWA or state experimentation effort? Does the project utilize innovative solutions or propose solutions that are new to the region and can potentially serve as a replicable model?	Up to 8	4%

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No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
3. SUPPORTIVE POLICIES AND PROGRAMS (3% of total points)					
A.	Complementary Programs		Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?	Up to 3	1.5%
B.	Supportive Plans and Policies		Demonstrated complete streets policy in an approved plan or completed community active transportation strategy?	Up to 3	1.5%
4.* DEMAND ANALYSIS (GIS) (7.5% of total points)					
			Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.	Up to 15	7.5%
5.* PROJECT READINESS(10% of total points)					
	Completion of Major Milestones	2	Neighborhood-level plan, corridor study, or community active transportation strategy.	Up to 20	10%
		4	Environmental Clearance		
		4	Right-of-way Acquisition		
		10	Final Design		
6.* COST EFFECTIVENESS (5% of total points)					
	Ratio of grant request to project score		Project grant request, divided by score in Categories 1 through 5, ranked relative to each other.	Up to 10	5%
7.* MATCHING FUNDS (5% of total points)					
			<p>Matching funds can be from any of the following sources:</p> <ol style="list-style-type: none"> 1. Identified and approved capital funding from identified source 2. Approved match grant 3. In-kind services. <p>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.</p>	Up to 10	5%
8.* REGIONAL HOUSING NEEDS ASSESSMENT – POLICY NO. 033 POINTS (25% of total points)					
			Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.	50	25%
TOTAL PROJECT SCORE				200	100%