

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.16, Action

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Subject: Adoption of the 2027 Active Transportation Program Regional Guidelines for Two Metropolitan Planning Organizations, Resolution G-26-67

Recommendation:

Staff recommends that the California Transportation Commission (Commission) adopt the 2027 Active Transportation Program Regional Guidelines for the following metropolitan planning organizations, as proposed in Attachment B:

- San Diego Association of Governments
- Tahoe Regional Planning Agency

Issue:

Streets and Highways Code Section 2382 allows the Commission to adopt separate Active Transportation Program guidelines for the state and for the metropolitan planning organizations to manage the competitive selection process for the Metropolitan Planning Organization Component. Alternatively, a metropolitan planning organization may choose to delegate project selection to the Commission if it uses the Commission's statewide criteria and guidelines.

The Commission adopted the statewide 2027 Active Transportation Program Guidelines at its March 19-20, 2026 meeting. Under the 2027 Active Transportation Program Guidelines, metropolitan planning organizations may develop and seek Commission approval of regional guidelines or may delegate project selection to the Commission. Regional guidelines allow metropolitan planning organizations to emphasize regional priorities in their project selection process. Metropolitan planning organization regional guidelines may include the following differences from the Commission's statewide competition:

- Project selection criteria and weighting
- Minimum fund request
- Match requirement
- A regional definition of disadvantaged communities
- Supplemental call for projects

The Commission adopted regional guidelines for six metropolitan planning organizations at the March and June 2026 Commission meetings. The San Diego Association of Governments (SANDAG) and the Tahoe Metropolitan Planning Agency (TRPA) requested additional time to adopt regional guidelines.

Commission staff reviewed the guidelines submitted by SANDAG and TRPA. The following table and list summarize the areas that differ from the statewide 2027 Active Transportation Program Guidelines for each metropolitan planning organization:

	SANDAG	TRPA
Scoring criteria and weighting*	X	X
Minimum project size	X	
Match requirement		
Regional definition of a disadvantaged community	X	
Supplemental application or call for projects	X	X

*In some cases, the metropolitan planning organization and state guidelines use a similar criterion but differ on the specific metrics; further, some differences occur when the state guidelines use a criterion solely to determine project eligibility, while the metropolitan planning organization guidelines also use it for scoring purposes.

San Diego Association of Governments

- Establishes additional scoring criteria or metrics:
 - Infrastructure projects
 - Project connectivity including closing gaps, construction of a regional bike network, existing or planned transit and demand analysis of population density, employment density, vehicle ownership, and activity centers data.
 - Safety and quality of the project
 - Project readiness and completion of major milestones
 - Non-infrastructure and Plan projects
 - Comprehensiveness and benefit to active transportation users including demand analysis, project nexus to a capital improvement project or Transportation Demand Management effort, inclusive public engagement and enhanced user safety. (Non-infrastructure only)
 - Comprehensiveness and feasibility of the proposed plan, including data analysis, gap identification and project prioritization, and inclusive public engagement. (Plan only)
 - Methodology
 - Community need and support
- Establishes a different weighting system for statewide scoring criteria.
- Caps funding requests for Plan projects at \$450,600.

- Requires all applicants to submit a supplemental application.
 - Agencies may submit a scaled-down version or scalability plan for a state-submitted project for consideration in the regional program.
 - Agencies that did not submit to the statewide competition can submit to the regional competition only.
- Quick-Build projects are not accepted as part of its regional call for projects.
- Use of a regional disadvantaged community definition from SANDAG's 2025 Regional Plan as an additional definition of a disadvantaged community.

Tahoe Regional Planning Agency

- Establishes additional scoring criteria or metrics, including:
 - Benefits to Community Priority Zones established by TRPA
 - Alignment with regional goals as outlined in TRPA's Connections 2050: Regional Transportation Plan.
 - Consistency with other regional planning and identification of the project in the TRPA's 2024 Active Transportation Plan or other approved plan.
 - Current project activity and readiness.
- Requires all applicants to submit a supplemental application.
 - Agencies must submit a scaled-down version of a state-submitted project to the regional competition to adapt to the Tahoe Regional Planning Agency's total programming capacity.
 - Agencies that did not submit to the statewide competition can submit to the regional competition only.
- Quick-Build projects are not accepted as part of its regional call for projects.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The 2027 Active Transportation Program Guidelines describe the policies, standards, criteria, and procedures for the program's development, adoption, and management. The guideline development workshops were open to all interested stakeholders, including state, federal, local, and regional agencies, Tribal governments, and organizations interested in walking, biking, active transportation, safe routes to school projects, environmental, social equity, and other perspectives.

The Commission approved the Metropolitan Transportation Commission's 2027 Active Transportation Program Regional Guidelines at its March 19-20, 2026, meeting. The Commission approved the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Joaquin Council of Governments, the Santa Barbara County

Association of Governments, and the Southern California Association of Governments' Regional Guidelines at its June 25-26, 2026 meeting. The Kern Council of Governments and the Stanislaus Council of Governments elected not to submit regional guidelines and will delegate project selection to the Commission.

Attachments:

- Attachment A: Resolution G-26-67
- Attachment B: 2027 Active Transportation Program Regional Guidelines for the San Diego Association of Governments and the Tahoe Regional Planning Agency

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2027 Active Transportation Program Regional Guidelines for Two
Metropolitan Planning Organizations

RESOLUTION G-26-67

- 1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2 **WHEREAS**, Streets and Highway Code Section 2382 allows the California Transportation Commission (Commission) to adopt separate Active Transportation Program guidelines outlining the policies and procedures for the state and the metropolitan planning organizations in urban areas with populations over 200,000; and
- 1.3 **WHEREAS**, metropolitan planning organizations with large, urbanized areas are responsible for overseeing a competitive project selection process for projects funded in the Metropolitan Planning Organization Component; and
- 1.4 **WHEREAS**, the Commission adopted the statewide 2027 Active Transportation Program Guidelines at its March 19-20, 2026, meeting; and
- 1.5 **WHEREAS**, the 2027 Active Transportation Program Guidelines require metropolitan planning organizations to submit their supplemental regional guidelines to the Commission by May 8, 2026; and
- 1.6 **WHEREAS**, the San Diego Association of Governments and the Tahoe Regional Planning Agency requested late adoption of their regional guidelines by the May 8, 2026 deadline, and submitted their regional guidelines on July 7, 2026 and June 26, 2026 respectively; and
- 1.7 **WHEREAS**, Commission staff has reviewed the above-named metropolitan planning organizations' 2027 Active Transportation Program Regional Guidelines and find that they were prepared in accordance with the policies described in the statewide 2027 Active Transportation Program Guidelines.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED**, that the Commission adopts the regional guidelines proposed by the San Diego Association of Governments and the Tahoe Regional Planning Agency (as shown in Attachment B) for the administration of the metropolitan planning organization competitive program of the 2027 Active Transportation Program as presented by Commission staff at the August 20-21, 2026 Commission meeting.

2027 Active Transportation Program Regional Guidelines

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1. San Diego Association of Governments
2. Tahoe Regional Planning Agency



Active Transportation Grant Programs Call for Projects

Regional Active Transportation Program (ATP) Cycle 8 and Active Transportation Grant Program (ATGP) Cycle 5

Program Websites

Regional ATP

SANDAG

<https://www.sandag.org/funding/grant-programs/active-transportation/california-active-transportation-program>

CTC

<https://catc.ca.gov/programs/active-transportation-program>

Caltrans

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle8>

ATGP

<https://www.sandag.org/funding/grant-programs/active-transportation/transnet-active-transportation-grant-program>

Program Contact

SANDAG Grants Distribution Team

grantsdistribution@sandag.org

Eligible Applicants

Regional ATP

- Local, Regional, or State Agencies
- Caltrans
- Transit Agencies
- Natural Resources or Public Land Agencies.
- Public Schools or school districts.
- Tribal Governments
- Private nonprofit tax-exempt organizations that are responsible for the management of public lands

ATGP

- Local jurisdictions in the San Diego region (the 18 cities and the County of San Diego)

Program Description

Regional ATP

The Regional Active Transportation Program (ATP) funds projects that encourage increased use of active modes of transportation, such as biking and walking, increase safety and mobility for non-motorized users, and advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals.

Active Transportation Grant Program

The Active Transportation Grant Program (ATGP) provides funding for bike and pedestrian infrastructure improvements, as well as for plans and programs that educate, encourage, and/or raise awareness of the use of bike and pedestrian facilities.

Funding

Regional ATP

- Source: State and federal funds from the California Transportation Commission
- Fiscal Years of Funding: 2028-2031
- Amount of Funding Available: \$22,530,000

ATGP

- Source: Transportation Development Act
- Amount of Funding Available: \$8 million

Funding Requirements

Minimum Grant Award

- Regional ATP: \$250,000 minimum per project (except for Non-infrastructure projects, Safe Routes To School, Recreational Trail projects, and Plans)
- ATGP: \$250,000 for infrastructure

Match Requirement

A match is not required; however, points are awarded based on evidence of Matching Funds

Timeline

Activity	Date
Release of the Call for Projects	8/21/2026
Deadline to Protest the Call for Projects contents	8/28/2026
CTC posts staff recommendations for Statewide Competition	11/2/2026
Call for Projects Question Deadline (by 5 p.m.)	11/6/2026
Deadline to request application assistance	11/6/2026
Responses to all questions released in BidNet	11/13/2026
Application Deadline (by 5 p.m.)	11/20/2026
CTC adopts Statewide Competition funding recommendations	12/3-12/4/2026
SANDAG Transportation Committee Meeting (proposed funding recommendations)	3/19/2027
SANDAG Board of Directors Meeting (proposed funding recommendations)	3/26/2027
CTC considers adoption of the Regional Competition projects	June 2027
RTIP Amendment Approval	July 2027
ATGP Grant Agreements Executed/Notices to Proceed Issued	September 2027



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1. Glossary of Key Terms

Active Transportation Grant Program (ATGP) is a competitive grant program, funded and administered by SANDAG, to support bike and pedestrian infrastructure improvements, as well as plans and programs that seek to educate, encourage, and/or raise awareness about the use of bike and pedestrian facilities.

Active Transportation Program (ATP) is a competitive funding program, administered by the California Transportation Commission (CTC), to encourage increased use of active modes of transportation, such as walking and biking.

Applicant is an organization that is considering or has submitted an application in response to a Call for Projects.

Application Deadline is the date and time when applications must be submitted to the CTC's ATP Application Portal in order to be considered for this CFP. Applications submitted after the Application Deadline will not be considered. The Application Deadline is located on the first page of this CFP.

ATGP Grantee is an organization that has been awarded ATGP funding by the SANDAG Board of Directors and entered into a grant agreement with SANDAG.

ATP Grantee is an organization that has been awarded ATP funding by the CTC and entered into a grant agreement with Caltrans.

ATP Guidelines is the CTC document that describes the policies, standards, Statewide Competition evaluation 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.

Average Qualitative Score is the sum of all evaluator scores for an application divided by the number of evaluators. The score is added to the application's Quantitative scores to produce the Total Application Score.

California Communities Environmental Health Screening Tool (CalEnviroScreen) is a mapping tool that ranks census tracts in the state based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and the prevalence of certain health conditions. The most recent version of the tool is available at <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

California Department of Transportation (Caltrans) is the state agency responsible for administering ATP projects. Applicants selected to receive ATP funds will enter into a grant agreement with Caltrans to receive their ATP funding and will follow Caltrans policies and procedures during the implementation of their project.

California Healthy Places Index (HPI) is an interactive tool that combines 25 community characteristics, such as access to healthcare, housing, and education, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool is available here: <https://map.healthyplacesindex.org>

California State Transportation Agency (CalSTA) is one of the state government's executive agencies responsible for transportation-related departments, including the California Highway Patrol, CTC, Caltrans, and others.

California Transportation Commission (CTC) is the state agency responsible for programming and allocating the ATP funds.

Call for Projects (CFP) is the document that SANDAG releases to solicit applications to receive grant funding. The CFP includes information on Applicant and project eligibility, application submission requirements, the evaluation criteria, and the process SANDAG uses to select applications for funding.

Climate Action Plan (CAP) is a comprehensive policy document that outlines the actions a local jurisdiction is taking or will take to reduce community-wide greenhouse gas (GHG) emissions.

Climate Action Plan for Transportation Infrastructure (CAPTI) is the plan adopted by CalSTA that describes how the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals. More information is available here: <https://calsta.ca.gov/subject-areas/climate-action-plan>.

Complete Streets is a regional planning approach that designs roadways to be safe, comfortable, and accessible for everyone, regardless of age, physical ability, or mode of transportation.

Contingency List projects are projects that were submitted through this CFP that could be awarded funding should additional grant funds be made available as a result of the procedures in Board Policy No. 035, or other circumstances.

CTC ATP Application Portal is the web-based portal where Applicants will submit their applications for consideration. Applicants will use the portal that aligns with their proposed project's type and size. The portals are available here:

- Large Infrastructure Project Application
- Large Infrastructure/Non-Infrastructure Combination Project Application
- Medium Infrastructure Project Application
- Medium Infrastructure/Non-Infrastructure Combination Project Application
- Small Infrastructure Project Application
- Small Infrastructure/Non-Infrastructure Combination Project Application
- Non-Infrastructure Project Application
- Plan Project Application

Direct Cost is an expense that can be directly assigned to a grant relatively easily and with high accuracy. It typically consists of items such as salaries, consultant or contractor services, and other expenses that would not otherwise exist if the project were not in existence.

Disadvantaged Community means the community served by the project must meet at least one of the following criteria:

- An area with a median household income less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey. Communities with a population of less than 15,000 may use data at

the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available on the [United States Census Bureau Website](#). The median household income in the project area must be less than \$79,297.60 for this ATP cycle.

- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on CalEnviroScreen 4.0 scores. The score must be greater than or equal to 40.05 for this cycle of the ATP. The EPA's list is available under "[SB 535 List of Disadvantaged Communities](#)".
- At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must also be located within 2 miles of the school(s) for this criterion to apply.
- A census tract in the 25th or lower percentile in the California Healthy Places Index. The index is available here: <https://map.healthyplacesindex.org/>.
- Projects located within Federally Recognized Tribal Lands and projects submitted by tribal governments (Federally Recognized Native American Tribes)
- An area identified in [Appendix E of the 2025 Regional Plan](#) as a disadvantaged community. The Regional Plan defines disadvantaged communities as minority, low-income, and senior populations.
 - The Census defines "minority" as a person who is 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 household income levels below 200 percent of the 2016 federal poverty level.
 - Senior populations include anyone 75 years old and older.

Federal Highway Administration (FHWA) is an agency within the US Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal-owned lands. Through financial and technical assistance to State and local governments, the FHWA is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

Federally Negotiated Indirect Cost Rate (FNICR) is an Indirect Cost rate applicable to a specified past period that a federal agency has approved for use. All federal agencies and pass-through entities must accept the rate. An agency typically receives a Negotiated Indirect Cost Rate Agreement that includes the rate.

Generally Accepted Accounting Principles (GAAP) consists of a common set of accounting rules, requirements, and practices issued by the Financial Accounting Standards Board and the Governmental Accounting Standards Board that ATGP Grantees are required to follow. GAAP is located in the Financial Accounting Standards Board Accounting Standards Codification, which is available at <https://www.fasb.org/standards>.

Geographic Distribution is a mechanism used by SANDAG to reduce the concentration of awards among Applicants with more than one high-scoring application, allowing other Applicants an opportunity to receive an award before multiple awards are made to Applicants with multiple higher-scoring projects. This allows funding to be distributed more broadly across the region rather than concentrated in a particular geographic area.

Grant Award is financial assistance by a government entity to an eligible recipient to provide support or stimulation to accomplish a public purpose. The maximum Grant Award is outlined in this CFP. Grant Awards are formalized in grant agreements or other contracts that outline the terms, conditions, and requirements of the Grant Award.

Grant Term is the period of time during which expenses for project-related activities can be incurred to be eligible for reimbursement.

Greenhouse Gas Emissions (GHG) are the release of water vapor, ozone, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, chlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride that influence global climate change.

Independent Taxpayer Oversight Committee (ITOC) is a group of community members appointed by SANDAG to provide an enhanced level of accountability for expenditures of TransNet funds, as outlined in the TransNet Extension Ordinance and Expenditure Plan. The ITOC helps ensure that all voter mandates are carried out as required and develops recommendations to improve the TransNet program's financial integrity and performance. The ITOC meetings are generally held on the second Wednesday of every month. More details on ITOC are available [here](#).

Indirect Cost Allocation Plan (ICAP) is the documentation prepared by an agency that is used to substantiate its request for the establishment of an Indirect Cost Rate.

Indirect Cost is an expense incurred for a common or joint purpose benefiting more than one cost objective or project and cannot be readily assigned to a specific grant, contract, or other activity. Indirect Costs typically include rent, insurance, copying expenses, fringe benefits, and other costs not directly charged to the grant project that the organization's general fund typically supports.

Indirect Cost Rate is the ratio (expressed as a percentage) of the Indirect Costs to a Direct Cost base.

Infrastructure (I) project is a capital project that will further the goals of the ATP and ATGP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

Infrastructure project with Non-infrastructure component is a capital project with an education or encouragement component. The Non-infrastructure component should be mentioned throughout the application and enhance the Infrastructure project.

Large project is a project with a total cost of greater than \$10 million.

Match Percentage is calculated by dividing the total Matching Funds by the sum of the Matching Funds and the Grant Award.

Matching Funds is the amount of funding other than the Grant Award that goes towards the Total Project Cost. It is often represented as a percentage of the Total Project Cost.

Medium project has a total cost of more than \$3.5 million but less than or equal to \$10 million.

Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making body composed of representatives from local governments and transportation authorities. MPOs were created to ensure regional cooperation in transportation planning. SANDAG is the MPO for the San Diego region.

Minimum Total Application Score is the Total Application Score value that an application must be equal to or greater than to be eligible to receive funding from this CFP.

National School Lunch Program is a federally-assisted meal program operating in public and nonprofit private schools and residential childcare institutions that provides nutritionally balanced, low-cost, or free lunches to children each school day.

Negotiated Indirect Cost Rate Agreement (NICRA) is a formal document that establishes an organization's Indirect Cost Rate with a federal agency. To obtain a NICRA, an organization must submit an Indirect Cost Rate proposal to its cognizant federal agency for review and negotiation, a process that typically takes several months. All federal agencies and passthrough entities must accept a NICRA.

Non-infrastructure (NI) project is a type of project with education and encouragement programs that further the goals of the ATP and ATGP. All ATP-funded NI projects must demonstrate that the program is sustainable and will continue after ATP funding is exhausted.

Notice to Proceed (NTP) is a written notice issued by SANDAG that allows the ATGP Grantee to begin working on the project and marks the beginning of the Grant Term.

Performance Measure is the numeric value assigned to the performance metric to show the quantity or extent of the item being observed by the metric. For example, the number of participants that attend an outreach meeting for a project is the Performance Measure that could be used to demonstrate the Performance Metric on increased stakeholder engagement.

Performance Metric is the specific, quantifiable unit of measurement that will be used to determine a project's success in meeting the goals and objectives of the [ATGP](#). For example, a performance metric could be the number of linear feet of class IV bicycle facilities constructed in the project area.

Plan project is a type of project that will develop a community-wide active transportation plan that is located in or encompasses a Disadvantaged Community. Eligible Plan types include bicycle, pedestrian, Safe Routes to School, and comprehensive active transportation plans.

Project Milestone and Completion Deadlines are outlined in SANDAG Board Policy No. 035 and require ATGP Grantees to complete and implement projects quickly so the public can

benefit from project deliverables as soon as possible. Failure to meet the deadlines following SANDAG's issuance of the NTP on the ATGP-funded project may result in the revocation of all grant funds not already expended.

Qualitative Criteria are subjective criteria in which discretion is needed to provide a score. Often, Qualitative Criteria seek to evaluate how well an Applicant responded to an application question or how well the proposed project will achieve a stated goal. These criteria are subjective, and scores are determined at the evaluator's discretion.

Quantitative Criteria are objective criteria for which a formula or conditional statement is used to provide a score. Often, Quantitative Criteria evaluate a project-related data point or metric against a range or scale and assign a point value based on its position within that range or scale. Other Quantitative Criteria assign a point value based on responses to a conditional statement, such as a yes/no question or the presence or absence of a condition.

Quick-Build project is a type of project that requires minor construction activities and is typically built with durable, low- to moderate-cost materials. These projects are typically designed to last from one to five years and to immediately address safety needs, allowing a community to benefit quickly from improvements and enabling the people affected by the project to provide input and test the improvements before they are permanently constructed.

Recreational Trail project is a type of project that benefits motorized and nonmotorized recreation, including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Recreational Trails Program is a funding program administered by the FHWA to develop and maintain Recreational Trails and trail-related facilities for both nonmotorized and motorized Recreational Trail uses.

Regional Competition is one component of the ATP that allocates 40% of ATP funds to MPOs in urban areas with populations over 200,000. These funds are distributed based on the total MPO population. The projects allocated funding under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. SANDAG is the administrator for the San Diego Regional Competition.

Regional Plan refers to the SANDAG Regional Transportation Plan, a federal- and state-mandated planning document prepared by SANDAG that describes existing and projected transportation needs, conditions, and financing affecting all modes of transportation over a planning period of at least 20 years. The most recently adopted version, the 2025 Regional Plan, was approved in December 2025. More information on the Regional Plan is available here: <https://www.sandag.org/regional-plan>.

Regional Transportation Improvement Program (RTIP) is a multi-billion-dollar, multi-year program of proposed major transportation projects in the San Diego region. Projects funded with federal, state, or local money must be included in an approved RTIP before a grant agreement can be executed. More information can be found on the [SANDAG website](#).

Safe Routes to School (SRTS) is a movement to promote walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives. Funding for SRTS projects in California is provided through the ATP.

Safe Routes to School project is a type of project that directly increases safety and convenience for public school students to walk and/or bike to school.

- Infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop, and the school community, including students, parents, caregivers, teachers, and staff, must be the intended beneficiaries of the project.
- For Non-infrastructure projects, the program must benefit school students, parents, caregivers, teachers, and/or staff and primarily be based at the school.

Small project is a project with a total cost of \$3.5 million or less.

Small Urban/Rural Competition is one component of the ATP that distributes 10% of ATP funds to small urban and rural areas with populations of 200,000 or less. This competitive process is administered jointly by the CTC and Caltrans. Small urban areas have populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects from the San Diego region are not eligible for funding in the Small Urban/Rural Competition.

Statewide Competition is one component of the ATP that distributes 50% of ATP funds to projects across the state. This competitive process is administered jointly by the CTC and Caltrans. Projects not selected for programming in the Statewide Competition must be considered in the Regional ATP Competition.

Sub-applicant is an entity that would serve as a third-party contractor or consultant under an Applicant if the Applicant's proposed project is awarded funding.

Subregion is a geographic subdivision of the larger San Diego Region that shares the region's characteristics but has its own distinct features, such as climate, culture, policies, and community goals. There are six Subregions:

- North County Coastal, which includes locations within the cities of Oceanside, Carlsbad, Encinitas, Solana Beach, and Del Mar.
- North County Inland, which includes locations within the cities of Vista, San Marcos, Escondido, and Poway.
- East County, which includes locations within the cities of Santee, El Cajon, La Mesa, and Lemon Grove.
- South County, which includes locations within the cities of Coronado, Imperial Beach, National City, and Chula Vista.
- City of San Diego, which includes locations within the entire geographic boundaries of the City of San Diego.
- Unincorporated, which includes locations within the unincorporated areas of the region, represented by the County of San Diego.

Total Application Score is the sum of an application's Average Qualitative Score and the application's Quantitative scores. The score determines the order in which projects are recommended to receive funding through this CFP.

Total Project Cost is calculated as the sum of the Grant Award and the Matching Funds.

Transportation Committee (TC) is one of six policy advisory committees at SANDAG that advises the Board of Directors on policy-level matters related to transportation, including the Regional Plan. The TC reviews and recommends to the Board the eligibility and evaluation criteria for the CFP and which Applicants should be awarded grant funding. More details on TC are available [here](#).

Transportation Development Act (TDA) is a California state law enacted in 1971 to improve public transportation services and encourage regional transportation coordination. It provides funding for both transit and certain non-transit transportation purposes that align with approved Regional Plans.

United States Department of Transportation (US DOT) is one of the executive departments of the federal government whose mission is to ensure the United States has the safest, most efficient, and modern transportation system in the world. The US DOT has 11 operating administrations, including the Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and National Highway Traffic Safety Administration, among others.

2. List of Resources

Below is a list of resources referenced in this CFP, along with a description of how to use them.

Resource/Links	What to do?
ATGP Performance Metrics	Review the examples of performance metrics that can be used to measure a project's success in meeting the ATGP goals. Awarded ATGP Grantees will select the metrics that apply to the project scope of work. This resource is available in BidNet with the CFP materials.
ATP Application Portal (Submittable) • Large Infrastructure Project Application • Large Infrastructure/Non-Infrastructure Project Application • Medium Infrastructure Project Application • Medium Infrastructure/Non-Infrastructure Project Application • Small Infrastructure Project Application • Small Infrastructure/Non-Infrastructure Project Application • Non-Infrastructure Project Application • Plan Project Application	Use these online application portals, hosted by the CTC, to access ATP application templates and related forms, and to submit your application for consideration. Applicants will utilize the Portal that matches the type and size of their proposed project.

ATP Cycle 8 Disadvantaged Communities Mapping Tool	Use this map to help determine if a project is located in a Disadvantaged Community.
ATP Guidelines	Learn about the policies and procedures that govern the ATP.
BidNet	Access the CFP materials, submit and receive responses to questions, and receive any updates to the CFP.
Caltrans ATP Cycle 8 webpage	Review the resources and relevant information, including the dates for the Statewide Competition and Regional Competition, the ATP application templates and attachments, application instructions, Statewide Competition scoring rubrics, and other guidance and resources.
Caltrans Local Assistance Procedures Manual (LAPM) and Caltrans Local Assistance Program Guidelines (Chapter 25)	Review these two documents to understand the various procedures required to implement ATP projects.
CTC ATP website	Review the CTC resources and relevant information on the ATP, including the ATP Guidelines, scoring rubrics, workshops, and historical records from past ATP cycles.
Eligible Infrastructure Costs Guidance	Review this guide to determine whether a proposed cost for an Infrastructure project would be eligible for ATP reimbursement.
Non-Infrastructure Program Expenditure and Cost Guidance	Review this guide to determine whether a proposed cost for a Non-infrastructure project would be eligible for ATP reimbursement.
Project Study Report Guidelines	Review the Guidelines that outline the requirements for a Project Study Report.
SANDAG ATGP Webpage	Learn about the ATGP program, including program goals, past Grant cycles, and awarded projects.
SANDAG ATP Webpage	Learn about the ATP program, including program requirements, past Grant Awards, and resources.
SANDAG Board Policy No. 035	Review the Board Policy governing the ATGP and outlining the milestone and completion deadlines for each project type.

SANDAG Grants Webpage	Explore SANDAG's grant programs, review grant project progress reports, access documents applicable across all grant programs, such as the Grant Program Protest Procedures, and BidNet registration and navigation information.
SANDAG Traffic Safety Dashboard	Interactive site with crash data from the Statewide Integrated Traffic Records System, National Transit Database, and Federal Railroad Administration.

3. Background

3.1 About SANDAG

The San Diego Association of Governments (SANDAG) is the primary public planning, transportation, and research agency for the San Diego region, which consists of the 18 cities and the County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG's vision is to pursue a brighter future for all people living, working, or recreating in the San Diego region. To this end, SANDAG plans and implements projects that seek to use land more wisely, build a more efficient and accessible transportation system, protect the environment, improve public health, promote a strong regional economy, better manage access to energy, incorporate equity into the planning process, address pressing needs on tribal lands, and support a vibrant international border.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of the funding it receives through several [competitive grant programs](#). These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to accomplish regional goals at the local level. Grants awarded range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region's quality of life.

3.2 Active Transportation Programs

3.2.1 ATP

The ATP is a state program created in 2013 to encourage the increased use of active modes of transportation, such as biking and walking. In 2017, state legislation added an additional \$100 million per year in funding to the Program. The CTC administers the ATP, while Caltrans administers project implementation.

State and federal law separate the ATP into multiple overlapping components. ATP funds are distributed through three separate competitive programs: the Small Urban/Rural Competition, Statewide Competition, and Regional Competitions.

A minimum of 25% of the funds distributed by each of the three competitions must benefit Disadvantaged Communities, per the ATP Guidelines.

3.2.2 ATGP

The ATGP provides funding to the region's 18 cities and the County of San Diego for projects that encourage the increased use of active modes of transportation, including biking and walking. Since the program was launched in 2009, four funding cycles have supported dozens of bike and pedestrian projects that improve travel choices for the region's residents. The ATGP has awarded nearly \$29 million in funding throughout the San Diego region. A total of 85 projects have been awarded funding, with approximately 75 percent of the funds spent on Infrastructure grants and the remaining 25 percent on Non-infrastructure and Plan projects.

Proposed projects must be aligned with the Regional Plan.

3.3 Goals of the Grant Programs

3.3.1 ATP

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including the reduction of childhood obesity through the use of programs, including, but not limited to, projects eligible for Safe Routes to School 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.

In addition to the goals listed in the statutes, the ATP will also consider state goals and provisions set forth in CAPTI.

3.3.2 ATGP

- Encourage the planning and development of Complete Streets.
- Provide multiple travel choices for the region's residents, visitors, and businesses through safe and well-connected bike and pedestrian networks.
- Increase connectivity and safety for people walking and biking.

Projects funded by the ATGP must support the objectives outlined above and implement the Regional Plan.

4. Eligibility

4.1 Eligible Applicants

4.1.1 ATP

The following entities within the State of California are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies.** Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- **Caltrans***
 - Caltrans-nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
 - Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources such as the State Highway Operations and Protection Program (SHOPP).
- **Transit Agencies.** Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- **Natural Resources or Public Land Agencies.** A Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or 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** that are responsible for the management of public lands may only apply if they have projects eligible for Recreational Trails Program funds. Eligible project types include 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, not only a private entity.

* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible Applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

4.1.2 ATGP

The following entities are eligible to apply for ATGP funds: Local jurisdictions in the San Diego region, which include the 18 cities and the County of San Diego.

4.1.2.1 Competitive Procurement Requirements for ATGP Sub-applicants, Consultants and Contractors

Any third-party contract for a non-public agency Sub-applicant, consultant, or contractor for which an Applicant intends to seek reimbursement must be awarded competitively. Applicants are advised not to name any non-public agency Sub-applicant, consultant, or contractor in the application unless the third-party contractor has been selected in compliance with competitive procurement requirements. SANDAG does not accept requests for sole source contracts based on a third-party contractor's role in preparing an application or an existing relationship that an Applicant may have established without complying with competitive procurement requirements. See the grant agreement for additional details regarding third-party contracting requirements.

4.2 Eligible Project Types

- Infrastructure projects
- Plan projects
- Non-infrastructure projects
- Infrastructure projects with Non-infrastructure components

See the Glossary for examples of each project type. Quick-Build projects are not eligible under this CFP.

4.3 Other Project Eligibility Requirements

4.3.1 ATP

All ATP projects must meet the following eligibility requirements:

- Projects must be consistent with the Regional Plan.
- Project scopes must have independent utility (must have standalone benefits).
- Projects must have a complete Project Study Report (PSR) or PSR Equivalent. See the ATP Guidelines for additional details.
- ATP funds cannot be used to supplant other committed funds. A Plan or Non-Infrastructure project that is already funded through the ATP will not be considered for additional ATP funding. An Infrastructure project that has already received ATP funding in a phase will only be considered for ATP funding in other phases that have not yet received ATP funding.
- With the exceptions outlined in the CTC ATP Guidelines and Applicants using the Large Infrastructure Application, Applicants for pre-construction phases must also apply for funding in the construction phase.

The ATP will not fund:

- A project that proposes installing new sharrows on a roadway that has a posted speed limit greater than 30 miles per hour. (Streets and Highways Code Section 891.9)
- A project that creates a Class III bikeway, unless, pursuant to Streets and Highways Code Section 2384 (b), any of the following apply:

- The Class III bikeway or marking is on a highway with a design speed limit of 25 miles per hour or less.
- The project will implement improvements to reduce the design speed limit to 25 miles per hour or less.
- The project Applicant demonstrates that the use of the Class III bikeway or marking is appropriate for the local community context and advances a lower-stress environment or a low-stress network.
- Projects that are proposing to use ATP funds to supplant other committed funds.
- Ongoing or existing Non-infrastructure projects and related operations.
- Cost increases.
- Projects that are a capital improvement required as a condition for private development approval or permits.

4.3.2 ATGP

4.3.2.1 Project Milestone and Completion Deadlines

When signing an ATGP grant agreement, ATGP Grantees agree to the project deliverables and schedule in the agreement. In addition, an ATGP Grantee's project schedule must adhere to the deadlines listed below. Failure to meet the Project Milestone and Completion Deadlines following SANDAG's issuance of the NTP on the project may result in the revocation of all grant funds not already expended.

- **Infrastructure Projects.** If the grant will fund the construction of a public facility, the project must be completed as follows:
 - Any capital project requiring a construction contract must be open to the public within three and a half years following SANDAG's issuance of the NTP on the project. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities.
 - If no construction contract is necessary, the project must be open to the public within eighteen months following SANDAG's issuance of the NTP on the project.
- **Plan and Non-infrastructure Projects.** If the grant will fund Plan or Non-infrastructure activities, the project must be completed:
 - Any Plan or Non-infrastructure project requiring a consultant contract must be completed within three years following SANDAG's issuance of the NTP on the project. Completion for purposes of this policy shall be when the ATGP Grantee approves the final Plan or Non-Infrastructure project deliverable specified in the grant agreement.
 - If no consultant contract is necessary, the project must be completed within two years of SANDAG's issuance of the NTP on the project.

ATGP Grantees may request and be granted a twelve-month extension at the SANDAG staff level. This twelve-month period is cumulative over the entire grant period. ATGP Grantees must request and receive approval from the ITOC and TC for time extensions exceeding 12 months. In all instances, an ATGP Grantee seeking an extension must document prior efforts to maintain the project schedule, explain the reasons for the delay and why the delay is

unavoidable, and demonstrate the ability to succeed within the extended timeframe the ATGP Grantee proposes.

4.3.2.2 Indirect Costs

ATGP grant funds may be used toward Indirect Costs if they are related to the project scope of work. ATGP Grantees must use one of the following options to receive reimbursement for Indirect Costs:

- If the ATGP Grantee has a FNICR recognized by the federal government, that rate must be used, and the approval must be submitted to SANDAG.
- Elect the de minimis rate under 2 CFR 200 if the ATGP Grantee has never received a FNICR. The current de minimis rate is 15%. ATGP Grantees who have an ICAP approved by their elected body (City Council or Board of Supervisors), management, another individual within the agency, or any other non-federally approved agency must choose to elect the de minimis rate when charging Indirect Costs.

4.3.2.3 Performance Measures

SANDAG has identified performance metrics that can be used to measure a project's success in meeting the ATGP goals and objectives. ATGP Grantees must review the ATGP Performance Metrics, select the metrics that apply to their project, and provide baseline data to SANDAG to measure their project's success at the end of the grant agreement. The ATGP Performance Metrics are available in BidNet.

All ATGP Grantees must meet the Performance Measures they select, which are included in the grant agreement. The ATGP Grantee must report on its progress toward meeting the Performance Measures in its quarterly progress report. If SANDAG believes the grantee will not be able to achieve the Performance Measures in its grant agreement, SANDAG will require the ATGP Grantee to submit a plan outlining how the ATGP Grantee will meet those Performance Measures and a timeline for doing so. If the ATGP Grantee cannot meet its stated Performance Measures, the ITOC and TC may be asked to provide direction to SANDAG staff, including whether to terminate the grant and for the ATGP Grantee to repay any previously reimbursed expenses.

4.3.2.4 Baseline Data Collection (Infrastructure projects only)

Before constructing grant-funded improvements, the ATGP Grantee must work with SANDAG and its consultant to develop a baseline data collection plan to gather information on walking and biking activity in the project area.

4.3.2.5 Reports and Invoices

Quarterly Progress Reports

ATGP Grantees must complete and submit quarterly progress reports that illustrate the grantee's efforts to make timely progress on their project, including meeting the Performance Measures. SANDAG will provide a standard progress report template that the ATGP Grantee must use. Quarterly reports will be due on the last day of the month following the quarter's close. SANDAG will summarize the information in the ATGP Grantee's progress report, which will be provided to the TC at its next meeting. Staff also provides semi-annual progress reports to the ITOC in January and June.

Quarter	Performance Period	Report Due Date	TC Meeting Date
1	7/1 – 9/30	10/31	November
2	10/1 – 12/31	1/31	February
3	1/1 – 3/31	4/30	May
4	4/1 – 6/30	7/31	September

SANDAG will monitor the ATGP Grantee's progress and performance against the scope of work and schedule in the grant agreement. If SANDAG believes the grantee is not making timely progress or is not adhering to the terms of the grant agreement, this information will be reported to the ITOC and TC. SANDAG will notify the ATGP Grantee if it believes the ATGP Grantee's performance warrants notification of ITOC and TC. Poor performance may be grounds for termination of the grant agreement and revocation of the grant, as determined by the TC.

Invoices

Grant funding is by reimbursement only. Funds will not be disbursed until SANDAG and the ATGP Grantee have fully executed a grant agreement, and project expenses incurred by the ATGP Grantee prior to the issuance of the NTP are not eligible for reimbursement.

To be reimbursed for project expenses, the ATGP Grantee must submit an invoice packet consisting of an invoice coversheet, expense summary, and invoice history. ATGP Grantees are required to use the invoice template provided by SANDAG. Invoices submitted without a corresponding progress report will not be processed. Any third-party consultant or contractor expenses must be accompanied by proof of a competitive procurement or a sole source justification signed by the SANDAG Grants Program Manager to be eligible for reimbursement.

To qualify for reimbursement, the following requirements must be met:

- Staff costs must be submitted with payroll documentation. Personally identifiable information (social security numbers, home addresses, etc.) must not be provided to SANDAG.
- Third-party vendor (consultant or contractor) invoices must be submitted with:
 - Proof of payment, such as a copy of a check provided to the vendor or a printout for the ATGP Grantee's financial system showing the funds were dispersed.
 - The vendor's invoice and backup documentation (schedule of values, receipts for expenses)
- Clearly identify all grant-related expenses that include non-related costs. ATGP Grantees can highlight, circle, or use a separate document/spreadsheet to differentiate grant-related costs from other, non-grant-related costs.
- All receipts and invoices must be detailed, dated, directly related to the project scope of work, and incurred after the NTP date and before the grant expiration date.

SANDAG will make payments for undisputed, eligible invoices within 30 days upon receipt of the ATGP Grantee's invoice packet, backup documentation, deliverables, and confirmation by the ATGP Program Manager that the ATGP Grantee is in compliance with the requirements in the grant agreement. SANDAG shall retain 10 percent of the amounts invoiced until the project is completed.

Final Progress Report, Invoice, and Project Closeout

Once the ATGP Grantee determines the project is complete, a final progress report and invoice will be submitted to SANDAG. SANDAG will provide the final progress report template that the ATGP Grantee must use. Final progress reports should detail all completed project activities, challenges, successes, and a description of how the project is expected to continue to support ATGP program goals. The report will also include the Performance Measures listed in the grant agreement and document the ATGP Grantee's ability to achieve them. The ATGP Grantee should provide the deliverables listed in the scope of work with the final progress report. The final progress report should accompany the final invoice and include all remaining project expenses.

Upon receipt of the final progress report, invoice, and deliverables, SANDAG will verify that the full scope of work in the grant agreement has been completed and that the Performance Measures have been met. For Infrastructure projects, SANDAG will conduct a site visit to ensure the entire scope of work is completed. Photos of the completed project will be taken and provided to the ITOC and TC. SANDAG will also confirm whether the contractor and the ATGP Grantee have met all labor compliance requirements.

Once SANDAG verifies that the project has been completed and can be closed out, the ATGP Grantee will be asked to submit an invoice for the retention amounts withheld. Following SANDAG's payment of the ATGP Grantee's retention invoice, the project will be closed.

5. Funding

5.1 Available Funding

\$30,530,000 is available through this CFP, including \$22,530,000 from the ATP and \$8,000,000 from the ATGP. SANDAG reserves the right to partially fund applications. See the section titled "Partial Awards".

5.2 Minimum and Maximum Grant Awards

The minimum and maximum Grant Awards for each project type are listed in the table below.

Project Type	Minimum Award	Maximum Award
Infrastructure	\$250,000	No maximum established
Non-infrastructure	No minimum established	No maximum established
Plan	No minimum established	\$450,600

5.3 Matching Funds Requirement

No Matching Funds are required; however, points will be awarded based on evidence of Matching Funds.

6. Application and Submittal Process

6.1 Application Materials

Applications must be submitted using the CTC's ATP Application Portal. Different applications and portals are available depending on the project type and size. The Applicant is responsible for completing the appropriate application for their project. Applicants with infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. The CTC ATP Application Portals are available here:

- Large Infrastructure Project Application
- Large Infrastructure/Non-Infrastructure Combination Project Application
- Medium Infrastructure Project Application
- Medium Infrastructure/Non-Infrastructure Combination Project Application
- Small Infrastructure Project Application
- Small Infrastructure/Non-Infrastructure Combination Project Application
- Non-Infrastructure Project Application
- Plan Project Application

Applicants can download a Word version of each application template from the [CTC ATP webpage](#). This can assist Applicants in preparing their applications before entering the final responses in the CTC ATP Application Portal.

Applicants will submit their completed application through the CTC's ATP Application Portal by the Application Deadline. An incomplete application may be considered nonresponsive. For an application to be considered complete, it must include all the materials described in the Application and be submitted through the CTC's ATP Application Portal prior to the Application Deadline.

SANDAG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this CFP. If SANDAG revises and/or cancels the CFP prior to the Application Deadline, Applicants who have downloaded the CFP materials in BidNet will be notified by email.

6.1.1 Applications Submitted through Statewide Competition

Project applications submitted for the Statewide Competition will automatically be considered for the Regional Competition. Applicants do not need to submit another copy of their application to SANDAG if they have already provided one as part of the Statewide Competition.

As part of this CFP, Applicants may revise their Statewide Competition application, including adding or removing scope or providing a scalability plan. If an Applicant makes any changes to an application submitted through the Statewide Competition, the Statewide Competition application will become invalid, and only the Regional Competition application will be considered in this CFP.

6.1.2 Applications Submitted for Regional Competition

Applicants can submit projects solely for consideration in the Regional Competition. To apply for the Regional Competition, Applicants must complete and submit an application utilizing the CTC's ATP Application Portal.

6.2 ATP Application Portal Workshop, Questions, and Application Assistance

6.2.1 ATP Application Portal Workshop

The CTC hosted a workshop for the CTC's ATP Application Portal on March 25, 2026, to provide an overview of the CTC's ATP Application Portal and the application process and to address any questions. The presentation, workshop recording, and frequently asked questions are available on the [CTC ATP webpage](#).

6.2.2 CFP Questions

Potential Applicants may submit questions through the SANDAG web-based vendor portal BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Questions submitted after the Question Deadline or outside of BidNet will not be answered.

See the Timeline for the deadline to submit questions.

6.2.3 Application Assistance

Potential Applicants may request a meeting with SANDAG Grants staff to obtain assistance with an application, including a discussion of a possible project or assistance with utilizing BidNet. See the Timeline for the deadline to request a meeting.

6.3 Submittal Process

Applicants shall submit application documents via the CTC's ATP Application Portal. Applications submitted anywhere other than the CTC's ATP Application Portal will not be accepted and may be considered nonresponsive.

Applicants are responsible for fully completing their entire application before the stated deadline. It is the Applicant's sole responsibility to contact the CTC's ATP Application Portal provider, "Submittable", to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating an account password, updating profiles, uploading/downloading documents, and submitting an electronic application, prior to the submission deadline. Submittable is available Monday through Friday from 8 a.m. to 4 p.m. Pacific Time at <https://www.submittable.com/help/submitter/>.

7. Application Evaluation Process

This CFP does not commit SANDAG to award a contract, defray any costs incurred in the preparation of an application pursuant to this CFP, or procure or contract for work. SANDAG may reject applications without providing the reason(s) underlying the rejection. Failure by Caltrans or the CTC to award an ATP funding agreement to Applicants will not result in a cause of action against SANDAG.

7.1 Responsiveness and Eligibility Review

7.1.1 Responsiveness Review

SANDAG Grants staff will review submitted applications to ensure they are responsive to the requirements outlined in this CFP. Below is a list of Application materials that, if not submitted before the Application Deadline, will render the Application nonresponsive. These items are not permitted after the Application Deadline, as doing so would compromise the integrity of the competitive selection process.

- Completed CTC Application

SANDAG Grants staff will notify an Applicant in writing if their application is deemed nonresponsive. Applicants may protest a nonresponsive determination pursuant to the protest procedures (see the section entitled “Protest Procedures”). A nonresponsive application will not continue in the competitive selection process unless a protest is filed and substantiated.

7.1.2 Eligibility Review

Following the application submittal period and concurrently with the responsiveness review, SANDAG staff will conduct an eligibility review of all Applicants and projects against the eligibility requirements set forth in this CFP and the ATP Guidelines. During the eligibility screening process, SANDAG reserves the right to request additional information and/or clarification from an Applicant, but is not required to do so. Staff may also seek input from the ITOC to determine ATGP eligibility. Applications deemed eligible will proceed to the competitive selection process.

Any Applicant deemed ineligible or whose project has been deemed ineligible during the eligibility review will be notified in writing when the determination is made. Applicants may protest the eligibility determination pursuant to the protest procedures (see the section entitled “Protest Procedures”). Unless a protest is filed and substantiated, an ineligible application will not continue in the competitive selection process.

7.1.3 Notice to Cure Application Deficiencies

During the responsiveness and eligibility review phase, SANDAG staff also verify that eligible and responsive applications are consistent with the CFP instructions and that the submitted data and information are accurate. SANDAG may provide an Applicant with identified deficiencies an opportunity to correct or cure their applications if those corrections do not impact the competitive selection process. SANDAG staff, in their sole discretion, will determine whether an application can be cured without impacting the competitive selection process.

If staff identifies application deficiencies that an Applicant may cure without affecting the competitive process, SANDAG staff will send the Applicant a written notice to cure the Application deficiencies. This notice identifies the Application deficiencies, outlines the required corrections, and sets a deadline for the Applicant to make the corrections.

7.2 Scoring and Awarding of Funds

Responsive and eligible Applications will be scored using the Qualitative and Quantitative criteria approved by the SANDAG Board of Directors and included in this CFP. There are three sets of scoring criteria: Infrastructure, Non-infrastructure, and Plan. The type of application used will dictate which of the scoring criteria are used by the Evaluation Committee:

- Infrastructure Scoring Criteria
 - Large, Medium, or Small Infrastructure Applications
- Non-infrastructure Scoring Criteria
 - Non-Infrastructure Applications
- Plan Scoring Criteria
 - Plan Applications

7.2.1 Qualitative Scoring

An evaluation panel will provide the Qualitative criteria scores for eligible applications. The evaluation panel will typically consist of at least three but no more than five members of the public who:

- Are familiar with the San Diego region and the ATP and ATGP goals and objectives,
- Have expertise in bicycling and pedestrian transportation, Safe Routes to Schools, and projects benefiting Disadvantaged Communities
- Do not have a prohibited conflict of interest with any of the Applicants or proposed projects that would preclude a fair evaluation, and
- Agree to keep confidential information related to this CFP protected from disclosure.

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 Applicant as a result of the project being selected for funding will not be permitted to serve as evaluators due to a potential conflict of interest.

7.2.2 Quantitative Scoring

SANDAG Grants and Data Science staff will provide the Quantitative Criteria scores for each project. Points associated with Quantitative Criteria undergo a quality assurance/quality control review to ensure that the data used in the Quantitative scoring process is accurate and points are awarded appropriately.

7.2.3 Calculation of Total Application Scores

An application's Average Qualitative Score will be calculated by summing all evaluator scores for that application and dividing by the number of evaluators. The application's Average

Qualitative Score will then be added to the Quantitative scores to produce the Total Application Score.

7.2.4 Tiebreakers

In the event that two or more projects receive the same Total Application Score, the following methodology, in descending order, will be used as the tiebreaker:

- Infrastructure projects will be prioritized above Non-infrastructure or Plan projects.
- Infrastructure projects that have completed environmental clearance will be prioritized above other Infrastructure projects that have not completed environmental clearance.

If there still remains a tie, the score of each application for the following criterion in descending order will be used as the tiebreaker:

- Highest score on the following question:
 - Infrastructure projects: Criteria #3 - Project Readiness/Completion of Major Milestones
 - Non-infrastructure projects: Criteria #2 – Methodology
 - Plan projects: Criteria #2 – Methodology
- Highest score on the following question:
 - Infrastructure Projects: Criteria #2 – Safety and Quality of the Project
 - Non-infrastructure projects: Criteria #1 - Comprehensiveness and Greenhouse Gas Emission Reductions
 - Plan projects: Criteria #1 - Comprehensiveness and Greenhouse Gas Emission Reductions

7.2.5 Minimum Total Application Score

To ensure grant funds support quality projects, an Application must receive a Total Application Score of at least 75 points to be eligible for funding.

7.2.6 Recommendations and Geographic Funding Distribution

Following the scoring process outlined above, applications will be placed in descending order by Total Application Score (from the highest to lowest). Projects will be recommended to receive funding based on the following process:

- First, the application with the highest Total Application Score for each Applicant that is above the Minimum Total Application Score will be recommended to receive funding, in descending Total Application Score order, until funding is exhausted.
- If funding remains, the next highest-scoring applications – including secondary projects from previously funded Applicants - will be recommended to receive funding in descending Total Application Score order until funding is exhausted.

7.2.7 Partial Awards

Given the competitive nature of this grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards in one of two ways:

- Applicants with an Infrastructure project that requested funding for pre-construction phases (PA&ED, PS&E, and Right-of-Way) may be offered a partial award where one or more of the pre-construction phases are funded by the ATP or ATGP, up to the amount of funding available. The Applicant will be required to contribute Matching Funds to ensure each ATP- or ATGP-funded phase of the project is fully funded. The Application will also be added to the Contingency List so that the remaining unfunded phases can be considered should additional ATP or ATGP funding become available.
- Applicants with an Infrastructure project that did not request funding for pre-construction phases, a Non-infrastructure project, or a Plan project will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the Application, must be completed. Applicants will be required to contribute Matching Funds to ensure the project is fully funded. The project will not be placed on the Contingency list.

If an Applicant cannot provide the Matching Funds requested by SANDAG and declines the partial funding award, the award will be offered to the project with the next-highest Total Application Score. (See the section entitled “Application Evaluation Process.”) If no Applicant accepts the funding, it will be returned to the CTC or to the ATGP.

7.2.8 Designation of Award Source

Due to the limited amount of ATGP funding available, all projects will be considered for ATP funding first. The following factors will be taken into consideration when determining which project(s) could receive ATGP funding:

- Projects that do not benefit Disadvantaged Communities, so that the 25% CTC requirement for ATP funding can be met (See the section entitled “Disadvantaged Communities Adjustment”.)
- Projects that requested ATP funding in 2028
- Projects whose schedule can comply with Board Policy No. 035 requirements (See the section entitled “Project Milestone and Completion Deadlines”)
- Projects whose Grant Award could be fully funded with the ATGP and do not require separate funding by the ATP.

7.2.9 Disadvantaged Communities Adjustment

The ATP funding recommendations will be reviewed to ensure that 25% of available funds are dedicated to projects and programs that benefit Disadvantaged Communities, as identified in the CTC Guidelines.

7.2.10 Notice of Intent to Award

Once the funding recommendations have been finalized, staff will email all Applicants a Notice of Intent to Award. The Notice will include detailed scores for each Application and the funding recommendations to be presented to the TC and Board of Directors. Applicants may protest the funding recommendations pursuant to the protest procedures (see the section

entitled “Protest Procedures”). See the Timeline for the anticipated date of issuance of the Notice of Intent to Award.

7.2.11 Protests

SANDAG grant program protest procedures are available on the SANDAG website at <https://www.sandag.org/funding/grant-programs>.

7.2.12 ITOC Review of Project Eligibility

Prior to presenting the ATGP funding recommendations to the TC and Board of Directors, ITOC will be asked to review the recommended ATGP projects and verify that they are consistent with the TransNet Extension Ordinance and eligible for ATGP funding.

7.2.13 Approval of the Funding Recommendations and Contingency List

Following the ITOC eligibility review of the ATGP projects, the ATGP and ATP funding recommendations will be presented to the TC for recommendation to the Board of Directors. The Board of Directors will then be asked to approve the proposed funding recommendations. The funding recommendations and contingency project list for the ATP will be provided to the CTC for consideration.

7.2.14 Programming of Funds

Once the Board and CTC have approved the ATP and ATGP funding recommendations, SANDAG staff will add the awarded projects to the RTIP. This process includes preparing the RTIP amendment, holding a 15-day comment period, and presenting it to the Board of Directors for approval.

- For ATGP-funded projects, once the Board of Directors has approved the RTIP amendment, funding becomes available for use in an ATGP grant agreement.
- For ATP-awarded projects, once the Board has approved the RTIP amendment, it will be submitted to Caltrans for inclusion in the FSTIP for approval by the FHWA and FTA. Once these federal agencies have approved the FSTIP, funding becomes available for use in an ATP grant agreement.

See the Timeline for the anticipated date of the RTIP amendment.

7.2.15 Application Debriefs

Following the Board of Directors' approval of the proposed funding recommendations, SANDAG can provide Applicants with a debrief on the strengths and weaknesses of their application. SANDAG can also provide copies of a grant application to any requester under the California Public Records Act.

7.3 Grant Agreement

7.3.1 ATP

If awarded ATP funds by the CTC, an Applicant will enter into a grant agreement with Caltrans for the approved project scope of services and become a Caltrans ATP Grantee.

Caltrans and the CTC will monitor the ATP Grantee's progress and compliance with the ATP rules and regulations. SANDAG will not have any involvement in the awarded project unless requested by the CTC or Caltrans.

7.3.2 ATGP

If awarded ATGP funds by SANDAG, the Applicant will enter into a grant agreement with SANDAG and become an ATGP Grantee. A sample grant agreement is included with the CFP. Applicants are encouraged to review the sample grant agreement within their organization prior to submitting an application. Aside from any potential errors or omissions, the terms of the grant agreement will be substantially the same as those in the sample grant agreement and are non-negotiable.

7.3.2.1 Grant Agreement Signature

SANDAG will prepare the ATGP grant agreement utilizing the sample provided with the CFP. Once the draft has been approved by SANDAG staff for signature, it will be sent electronically to the ATGP Grantee's designated signatory. Failure by the ATGP Grantee to sign and return the grant agreement within 45 days of receipt from SANDAG may result in revocation of the Grant Award. See the section entitled "SANDAG Board Policy No. 035."

7.3.2.2 Notice to Proceed and Grant Term

ATGP Grantees cannot begin work on their grant-funded project until they receive a written NTP from SANDAG. The NTP specifies the date on which the ATGP Grantee may begin work on the project and marks the beginning of the Grant Term. Any work performed before the NTP is not eligible for reimbursement.

Infrastructure Scoring Criteria and Rubric

Infrastructure projects will be scored based on applicants' responses to the Infrastructure Scoring Criteria below. The Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*). References to the Statewide Competition application, where information may be found to assign a score, are shown in *pink italicized* text in the Scoring Rubric.

Infrastructure Scoring Criteria

No.	Criteria	Points Possible
1.	Connectivity	35
A.*	Existing or Planned Transit: Will the project connect to existing or planned transit facilities included in the SANDAG Regional Plan and available by 2035? i. Bicycle Improvements Near a Regional Transit Station or Local Transit Stop (5 points) ii. Pedestrian Improvements Near A Regional Transit Station or Local Transit Stop (5 points)	10
B.	Closing Gaps to Bike and Pedestrian Networks or Construction of the Regional Bike Network: How will the project close a gap between existing bicycle facilities or pedestrian networks or construct part of the Regional Bike Network?	13
C.*	Demand Analysis: Utilizes population and employment densities, vehicle ownership, and activity centers data	12
2.	Safety And Quality of the Project	40
A.*	Portion of the Project Location on or Near the Safety Focus Network (SFN) or Systemic Safety Network (SSN)?	15
B.	Collisions and Safety Hazards and Proposed Improvements to Address Them: How will the project create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and will the project improvements include Proven Safety Countermeasures?	25
3.	Project Readiness/Completion of Major Milestones	40
A.*	Status of Planning Phase: Has the project completed a neighborhood-level plan, corridor study, or community active transportation strategy?	3
B.*	Status of Environmental Phase: Has the project completed environmental clearance (CEQA and NEPA) or evidence that environmental clearance is not required?	6
C.*	Status of Right-of-Way Phase: Has the project completed right-of-way acquisition and all necessary entitlements, or is there evidence that right-of-way acquisition is not required?	10

D.*	Status of Construction Phase: Has the project made progress toward the project being ready to bid for construction?	15
E.	Supportive Policies and Programs to Complement the Proposed Improvements: Is the project complemented by supportive programs and policies, such as an awareness campaign, education efforts, increased encouragement, and/or bicycle parking?	6
4.*	Use of the California Conservation Corps or A Qualified Community Conservation Corps	5
	Did the applicant seek the California Conservation Corps or a qualified Community Conservation Corps for participation in the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	
5.	Benefit to a Disadvantaged Community	20
A.	Direct Benefit: Does the project provide a direct, meaningful, and assured benefit to a Disadvantaged Community?	15
B.*	Public Health Risk Factors: Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	5
6.*	Matching Funds	10
	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.	
	Total	150

Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent, with substantive documentation or evidence
Sufficiently	to a satisfactory extent, with adequate documentation or evidence
Mostly	to a large extent, with general documentation or evidence
Partially	to a limited extent, with incomplete documentation or evidence
Minimally	to a small extent, and without documentation or evidence
Does Not Demonstrate	unable to address the criterion, even to a minimal extent

1. CONNECTIVITY

1.A. Existing or Planned Transit*

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Each project location will be mapped using GIS. Points will be awarded based on the proposed project's proximity to existing or planned transit facilities included in the SANDAG 2025 Regional Plan that will be available by 2035. Projects that propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category.

An interactive map showing the transportation facilities currently available and those expected by 2035 is available here: <https://www.sandag.org/regional-plan/2025-regional-plan>. Applicants should ensure the options for Existing/Under Construction Transportation Network and Transportation Network by 2035 are displayed to ensure accurate results.

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. A local transit stop is defined as any stop served by MTS bus routes or NCTD BREEZE services.

1.A.i. Bicycle Improvements Near a Regional Transit Station or Local Transit Stop*

Up to 5 points possible

Infrastructure Application (Large projects): Part B2 and Project Location Map
Infrastructure Application (Medium & Small projects): Project Location Map

Applicant Response	Points
Bicycle improvements directly connect to an existing regional transit station	5 points
Bicycle improvements directly connect to a planned regional transit station or are within 1.5 miles of an existing regional transit station	4 points
Bicycle improvements within 1.5 miles of a planned regional transit station or that directly connect to an existing local transit station	3 points
Bicycle improvements directly connect to a planned local transit station or are within 1.5 miles of an existing local transit stop	2 points
Bicycle improvements within 1.5 miles of a planned local transit stop	1 point
The project does not include bicycle improvements or is not within 1.5 miles of a regional transit station or local transit stop.	0 points

1.A.ii. Pedestrian Improvements Near A Regional Transit Station or Local Transit Stop*

Up to 5 points possible

Infrastructure Application (Large projects): Part B2 and Project Location Map
Infrastructure Application (Medium & Small projects): Project Location Map

Applicant Response	Points
Pedestrian improvements directly connect to an existing regional transit station	5 points
Pedestrian improvements directly connect to a planned regional transit station or are within 0.25 miles of an existing regional transit station	4 points
Pedestrian improvements within 0.25 miles of a planned regional transit station or that directly connect to an existing local transit stop	3 points
Pedestrian improvements directly connect to a planned local transit stop or are within 0.25 miles of an existing local transit stop	2 points
Pedestrian improvements within 0.25 miles of a planned local transit stop	1 point
The project does not include pedestrian improvements or is not within 0.25 miles of a local transit stop.	0 points

1.B. Closing Gaps to Bike and Pedestrian Networks or Construction of the Regional Bike Network

Up to 13 points possible

Infrastructure Application (all size projects): Parts A4 and B2

Points will be awarded based on how well the project will close a gap in existing bicycle facilities or pedestrian networks, or complete part of the [Adopted Regional Bike Network](#) laid out in [the 2025 Regional Plan](#). Closing a gap specifically addresses fixing broken, missing, or high-stress segments within the existing system. Examples include installing a crosswalk at a major intersection that connects two trail segments, adding a bridge over a highway, upgrading connections, or replacing a sidewalk gap. The applicant must demonstrate evidence of an existing gap.

Applicant Response	Points
Clearly and convincingly demonstrates how it will close a gap between existing local bicycle facilities or the pedestrian network, or will complete part of the Regional Bike Network, and provides substantive documentation or evidence.	13 points
Sufficiently demonstrates how it will close a gap between existing local bicycle facilities or the pedestrian network, or will complete part of the Regional Bike Network, and provides adequate documentation or evidence.	10 points

Applicant Response	Points
Mostly demonstrates how it will close a gap in the existing local bicycle facilities/pedestrian network or complete part of the Regional Bike Network, and provides general documentation or evidence.	8 points
Partially demonstrates how it will close a gap in the existing local bicycle facilities/pedestrian network or complete part of the Regional Bike Network, and provides incomplete documentation or evidence.	5 points
Minimally demonstrates how it will close a gap between existing local bicycle facilities/pedestrian network, or will complete part of the Regional Bike Network, and does not provide documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

1.C. Demand Analysis*

Up to 12 points possible

Infrastructure Application (all size projects): Part A2 and Project Location Map

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the four factors listed below. A half-mile buffer will be created around pedestrian improvement projects, and a one-mile buffer around bicycle improvement projects. Pedestrian and bike projects will use a one-mile buffer. Data will be gathered for each factor for each project buffer using the most recent data available to SANDAG. This data will be provided to Grants staff, who will calculate the points awarded for this criterion. The process described below will be conducted simultaneously across all project types (e.g., not as separate analyses for Infrastructure, Non-Infrastructure, and Plan projects).

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 3 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 3 points per factor).

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

2. SAFETY AND QUALITY OF THE PROJECT

2.A. Portion of Project Location on or Near the SFN or SSN*

Up to 15 points possible

Infrastructure Application (all size projects): Part A2 and Project Location Map

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion. The Applicant's project map will be used. The total project length will be measured, and the portion of the project that is on the SFN or SSN will be used to allocate points.

Applicant Response	Points
75-100% of the project extent is on the SFN or SSN.	15 points
50-74% of the project extent is on the SFN or SSN.	10 points
25-49% of the project extent is on the SFN or SSN.	5 points
0-24% of the project extent is on the SFN or SSN.	0 points

2.B. Collisions and Safety Hazards and Proposed Improvements to Address Them

Up to 25 points possible

Infrastructure Application (Large projects): Parts B3, B5, and B6

Infrastructure Application (Medium projects): Parts B3 and B5

Infrastructure Application (Small projects): Part B3

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 the proposed measures that will be implemented through the project to address those conditions. 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.

Data can be obtained from the [SANDAG Traffic Safety Dashboard](#). Vehicle speed limit, intersection control types and geometry, and average daily traffic information will be considered in identifying the degree of hazard. Intersection control assigns right-of-way among motorists, bicyclists, and pedestrians, reducing conflict points and regulating traffic flow. Intersection geometry refers to the physical layout, shape, and design elements of an intersection that directly influence safety and capacity.

Some hazards may be so unsafe as to prohibit access, resulting in a lack of collision data. However, projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions and can utilize data from parallel routes within a quarter mile of the project location. 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- and off-ramps, blind curves, steep slopes, etc.).

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates how the project will create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and provides substantive documentation or evidence. The improvements include Proven Safety Countermeasures that will clearly and convincingly address the identified need for bicycle improvements in the project area.	25 points
Sufficiently demonstrates how the project will create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and provides adequate documentation or evidence. The improvements include Proven Safety Countermeasures that will sufficiently address the identified need for bicycle improvements in the project area.	20 points
Mostly demonstrates how the project will create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and provides general documentation or evidence. The improvements include Proven Safety Countermeasures that will mostly address the identified need for bicycle improvements in the project area.	15 points
Partially demonstrates how the project will create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and provides incomplete documentation or evidence. The improvements include Proven Safety Countermeasures that will partially address the identified need for bicycle improvements in the project area.	10 points
Minimally demonstrates how the project will create access or overcome barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians, and does not provide documentation or evidence. The improvements include Proven Safety Countermeasures that will minimally address the identified need for bicycle improvements in the project area.	5 points
Unable to address the criterion, even to a minimal extent.	0 points

3. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion. Points will be awarded for project development milestones completed on or before the Active Transportation Grant Programs CFP Application Deadline, as specified in the applicant's Project Programming Request (PPR).

3.A. Status of Planning Phase*

Up to 3 points possible

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

Neighborhood-level plan, corridor study, or community active transportation strategy (Project Study Report Approved).

Applicant Response	Points
The Project Study Report Approved Milestone is on or before the Active Transportation Grant Programs CFP Application Deadline.	3 points
The Project Study Report Approved Milestone is after the Active Transportation Grant Programs CFP Application Deadline.	0 points

3.B. Status of Environmental Phase*

Up to 6 points possible

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

Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act, or evidence that environmental clearance is not required (PA&ED Milestone).

Applicant Response	Points
The PA&ED Milestone will be reached on or before the Active Transportation Grant Programs CFP Application Deadline.	6 points
The PA&ED Milestone will be reached after the Active Transportation Grant Programs CFP Application Deadline.	0 points

3.C. Status of Right-of-Way Phase*

Up to 10 points possible

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

Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required (Right of Way Certification Milestone).

Applicant Response	Points
The Right of Way Certification Milestone will be reached on or before the Active Transportation Grant Programs CFP Application Deadline.	10 points
The Right of Way Certification Milestone will be reached after the Active Transportation Grant Programs CFP Application Deadline.	0 points

3.D. Status of Construction Phase*

Up to 15 points possible

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

Progress toward completion of plans, specifications, and estimates (Ready to List for Advertisement Milestone).

Applicant Response	Points
Ready to List for Advertisement Milestone Date is 6 months or less from the Active Transportation Grant Programs CFP Application Deadline	15 points
Ready to List for Advertisement Milestone Date is greater than 6 months but within 12 months or less of the Active Transportation Grant Programs CFP Application Deadline	12 points
Ready to List for Advertisement Milestone Date is greater than 12 months but within 18 months or less of the Active Transportation Grant Programs CFP Application Deadline	9 points
Ready to List for Advertisement Milestone Date is greater than 18 months but within 24 months or less of the Active Transportation Grant Programs CFP Application Deadline	6 points
Ready to List for Advertisement Milestone Date is greater than 24 months but within 30 months or less of the Active Transportation Grant Programs CFP Application Deadline	3 points
Ready to List for Advertisement Milestone Date is 30 months or greater than the Active Transportation Grant Programs CFP Application Deadline	0 points

3.E. Supportive Policies and Programs to Complement the Proposed Improvements

Up to 6 points possible

Infrastructure Application (all size projects): Parts A3 and B4

This section will be scored based on the applicant's demonstration of plans, policies, and programs that support the proposed project. Points will be awarded based on how well the applicant demonstrated that the proposed project will be complemented by supportive programs or policies, including, but not limited to, awareness campaigns, education efforts, increased encouragement, and/or bicycle parking. Projects that

demonstrate collaboration and integration with the supportive program(s) will be given higher scores.

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that the project will be complemented by supportive programs or policies and provides substantive documentation or evidence.	6 points
Sufficiently demonstrates that the project will be supported by relevant programs or adopted policies and provides adequate documentation or evidence.	5 points
Mostly demonstrates that the project will be complemented by supportive programs or policies, but offers limited detail on how they strengthen project outcomes and provides only general documentation or evidence.	4 points
Partially demonstrates that the project will be complemented by supportive programs or policies with minimal explanation and provides incomplete documentation or evidence.	3 points
Minimally demonstrates that the project will be complemented by supportive programs or policies and does not provide documentation or evidence.	2 points
Does not demonstrate that the project will be complemented by supportive programs or policies.	0 points

4. **USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS***

Up to 5 points possible

Infrastructure Application (Large projects): Part B9

Infrastructure Application (Medium projects): Part B8

Infrastructure Application (Small projects): Part B6

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

<i>Applicant Response</i>	<i>Points</i>
The applicant sought participation in the project by the California Conservation Corps or a qualified community conservation corps.	5 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant does not intend to use the Corps on a project in which the Corps can participate	0 points

5. BENEFIT TO A DISADVANTAGED COMMUNITY

5.A. Direct Benefit to a Disadvantaged Community

Up to 15 points possible

Infrastructure Application (all size projects): Part B1

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

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community and provides substantive documentation or evidence.	15 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community and provides adequate documentation or evidence.	12 points
Mostly demonstrates a direct benefit to a Disadvantaged Community and provides general documentation or evidence.	9 points
Partially demonstrates a direct benefit to a Disadvantaged Community but provides incomplete documentation or evidence.	6 points
Minimally demonstrates a direct benefit to a Disadvantaged Community and does not provide documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

5.B. Public Health Risk Factors*

Up to 5 points possible

Infrastructure Application (all size projects): Part B1 and Project Location Map

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion. Points will be awarded based on whether the project will improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. The Healthy Places Index Score will be used to calculate points for this criterion. For projects with multiple Healthy Places Index Scores, the average score will be used.

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than the 10th percentile	5 points
Healthy Places Index Score (overall HPI score) 10th through 13th Percentile	4 points
Healthy Places Index Score (overall HPI score) 14th through 17th Percentile	3 points
Healthy Places Index Score (overall HPI score) 18th through 21st Percentile	2 points
Healthy Places Index Score (overall HPI score) 22nd through 25th Percentile	1 point
Healthy Places Index Score (overall HPI score) above 25th Percentile	0 points

6. MATCHING FUNDS*

Up to 10 points possible

Infrastructure Application (Large projects): Parts A5, B8, and Project Programming Request

Infrastructure Application (Medium projects): Parts A5, B6, and Project Programming Request

Infrastructure Application (Small projects): Part A5 and Project Programming Request

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

Percentage of Matching Funds	Points
50.00% and above of the Total Project Cost - Applications submitted by Tribal Governments (federally recognized Native American Tribes) - Projects that are on Tribal Lands	10 points
24.00%- 49.99% of Total Project Cost	8 points
16.00% – 23.99% of Total Project Cost	6 points
8.00% – 15.99% of Total Project Cost	4 points
0.01%– 7.99% of Total Project Cost	2 points
0% of Total Project Cost	0 points

Non-Infrastructure Scoring Criteria and Rubric

Non-Infrastructure projects will be scored based on applicants' responses to the Non-Infrastructure Scoring Criteria below. The Non-Infrastructure Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*). References to the Statewide Competition application, where information may be found to assign a score, are shown in *pink italicized* text in the Scoring Rubric.

Non-Infrastructure Scoring Criteria

No.	Criteria	Points Possible
1.	Comprehensiveness and Benefit to Active Transportation Users	45
A.	Comprehensiveness: How comprehensive is the proposed project or program? Focus areas are as follows: i. Demand Analysis (12 points)* ii. Project Nexus to a Capital Improvement Project or TDM effort (8 points) iii. Inclusive Public Engagement (10 points)	30
B.	Benefit to Active Transportation Users or Enhanced Safety or Experience: How well will the proposed effort lead to increased active transportation users or enhance the safety or experience of active transportation users?	15
2.	Methodology	40
A.	Clarity and Specificity: How clear and specific are the proposed Project's Goals, Objectives, and Work Plan?	20
B.	Context-Sensitive Efforts: How is the project tailored to the local context, and how does it advance efforts for all ages and abilities to walk and bike?	10
C.	Proven Methods of Success and Best Practices: How does the project advance evidence-based designs that have been proven to work?	10
3.	Community Need and Support	30
A.	Alignment Between Community Need and Project Work Plan	15
B.	Demonstrated Community Support	15
4.*	Use of the California Conservation Corps or a Qualified Community Conservation Corps	5
	Did the applicant seek the California Conservation Corps or a qualified Community Conservation Corps for participation in the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?	

5.	Benefit To A Disadvantaged Community	20
A.	Direct Benefit: Does the project provide a direct, meaningful, and assured benefit to a Disadvantaged Community?	15
B.*	Public Health Risk Factors: Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	5
6.*	Matching Funds	10
	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.	
	TOTAL	150

Non-Infrastructure Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent, with substantive documentation or evidence
Sufficiently	to a satisfactory extent, with adequate documentation or evidence
Mostly	to a large extent, with general documentation or evidence
Partially	to a limited extent, with incomplete documentation or evidence
Minimally	to a small extent, and without documentation or evidence
Does Not Demonstrate	unable to address the criterion, even to a minimal extent

1. COMPREHENSIVENESS AND BENEFIT TO ACTIVE TRANSPORTATION USERS

1.A. Comprehensiveness

Points will be awarded based on the comprehensiveness of the proposed project or program in terms of both scope and scale, as well as the quality and potential to address community needs identified by the applicant. Factors contributing to the score include population and employment densities, vehicle ownership, and activity centers. Points will also be awarded for projects that clearly complement an existing or planned capital improvement project or are integrated into a broader Transportation Demand Management (TDM) effort

The highest-scoring projects will be larger in scope, scale, or duration, clearly address identified community needs, and provide a well-rounded, detailed plan that shows a thorough understanding of the issue and potential impact. Lower-scoring projects may be smaller in scope, scale, or duration, and may only partially address community needs or provide limited detail on implementation and outcomes.

1.A.i. Demand Analysis*

Up to 12 points possible

Non-Infrastructure Application: Part A2

*NOTE: SANDAG Data Science staff will conduct a GIS analysis of the project area relative to the four factors listed below. Data will be gathered for each factor in the project area using the most recent data available to SANDAG. This data will be provided to Grants staff, who will calculate the points awarded for this criterion. The process described below will be conducted simultaneously across all project types (e.g., not as separate analyses for Infrastructure, Non-Infrastructure, and Plan projects).

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 3 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 3 points per factor).

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

1.A.ii. Project Nexus to a Capital Improvement Project or TDM Effort

Up to 8 points possible

Non-Infrastructure Application: Part B2 and Non-Infrastructure Work Plan

Points will be awarded for projects that clearly complement an existing or planned capital improvement project or are integrated into a broader Transportation Demand Management (TDM) effort. The highest-scoring projects will demonstrate strong alignment with the capital improvement project or TDM goals, such as promoting bicycling, walking, and transit use. High-scoring projects will also show how the project enhances or leverages existing infrastructure or programs, and provide clear, detailed explanations of the intended benefits and outcomes. Lower-scoring projects may indicate some connection to a capital improvement project or TDM initiative but provide minimal detail, weak alignment, or limited explanation of benefits.

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates how the project complements a capital improvement project or is part of a larger TDM effort, and provides substantive documentation or evidence of alignment, integration, and expected benefits.	8 points

Applicant Response	Points
Sufficiently demonstrates how the project complements a capital improvement project or is part of a larger TDM effort, and provides adequate documentation or evidence of alignment, integration, and expected benefits.	6 points
Mostly demonstrates how the project complements a capital improvement project or is part of a larger TDM effort, and provides general documentation or evidence of alignment, integration, and expected benefits.	4 points
Partially demonstrates how the project complements a capital improvement project or is part of a larger TDM effort, but provides incomplete documentation or evidence of alignment, integration, and expected benefits.	2 points
Minimally demonstrates how the project complements a capital improvement project or is part of a larger TDM effort, and does not provide documentation or evidence of alignment, integration, or expected benefits.	1 point
Unable to address the criterion, even to a minimal extent.	0 points

1.A.iii. Inclusive Public Engagement Up to 10 points possible

Non-Infrastructure Application: Part B4

Points will be awarded to applications that clearly describe the project-specific outreach and engagement activities that have or will be conducted. Specific attention will be paid to how well the project identifies key stakeholders, including underserved and limited English proficiency (LEP) populations, and ensures their opportunity for input and meaningful participation. Applicants should also state how community input will be considered and used to guide decision-making and project implementation. High-scoring projects clearly demonstrate a targeted outreach plan that identifies impacted populations, includes tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and specific approaches to reduce participation barriers, with multiple opportunities for engagement across all phases of the project. Lower-scoring projects may identify some stakeholders or include general outreach but offer limited engagement, accessibility measures, or strategies for meaningful participation.

Applicant Response	Points
Clearly and comprehensively demonstrates, with substantive documentation or evidence, a targeted outreach plan, or task to create one, identifying key stakeholders, including underserved and LEP populations, with highly tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	10 points

Applicant Response	Points
Substantially demonstrates, with adequate documentation or evidence, a targeted outreach plan, or task to create one, identifying some key stakeholders, including some underserved and LEP populations, with targeted methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	8 points
Mostly demonstrates, with general documentation or evidence, a targeted outreach plan, or task to create one, identifying stakeholders, with adapted methods to gather and incorporate stakeholder feedback, and opportunities for meaningful input across all project phases.	6 points
Partially demonstrates, with incomplete documentation or evidence, a targeted outreach plan, or task to create one, identifying limited stakeholder outreach with standardized methods to gather and incorporate stakeholder feedback.	4 points
Minimally demonstrates, without documentation or evidence, a targeted outreach plan, or task to create one, identifying minimal stakeholders and with minimal methods identified to gather and incorporate stakeholder feedback.	2 points
Unable to address the criterion, even to a minimal extent.	0 points

1.B. Benefit to Active Transportation Users

Up to 15 points possible

Non-Infrastructure Application: Part B2, Part B, and Non-Infrastructure Work Plan

Points will be awarded based on how well the proposed effort will lead to increased active transportation users, or enhance the safety or experience of active transportation users. The highest-scoring projects will identify specific strategies to be used and outline how those activities will increase trips accomplished by biking and walking or make the experience safer or more comfortable for the individual. Lower-scoring projects will include general information, be focused on benefits to motorists, or fail to address how the effort can encourage safer or more comfortable conditions for active transportation.

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed effort will directly increase trips made by biking and walking, or provide a safer or more comfortable experience for active transportation users, with substantive documentation or evidence.	15 points

Sufficiently demonstrates that the proposed effort will directly increase trips accomplished by biking and walking or provide a safer or more comfortable experience for active transportation users, providing adequate documentation or evidence.	12 points
Mostly demonstrates that the proposed effort will directly increase trips accomplished by biking and walking or provide a safer or more comfortable experience for active transportation users, providing general documentation or evidence.	9 points
Partially demonstrates that the proposed effort will directly increase trips accomplished by biking and walking or provide a safer or more comfortable experience for active transportation users, but provides incomplete documentation or evidence.	6 points
Minimally demonstrates that the proposed effort will directly increase trips accomplished by biking and walking or provide a safer or more comfortable experience for active transportation users, but provides no documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

2. METHODOLOGY

2.A. Clarity and Specificity of Project Goals, Objectives, and Work Plan Up to 20 points possible

Non-Infrastructure Application: Parts A5, B2, B5, Project Location Map, and Non-Infrastructure Work Plan

Points will be awarded for projects in which goals, objectives, and the Work Plan are clearly defined; there is a realistic schedule; and there is consistency among the project map, the cost estimate, and the Work Plan.

Highest-scoring projects will have a well-defined and realistic Work Plan and measurable outcomes that can demonstrate whether the Work Plan will achieve the project's goals and objectives. Lower-scoring projects will include high-level Work Plans without details or measurable outcomes and will therefore be unable to demonstrate whether the Work Plan will be achievable.

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that goals, objectives, and the Work Plan are defined; there is a realistic schedule; and there is consistency among the project map, the cost estimate, and the Work Plan.	20 points
Sufficiently demonstrates that goals, objectives, and the Work Plan are defined; there is a realistic schedule; and there are minimal	16 points

Applicant Response	Points
discrepancies among the project map, the cost estimate, and the Work Plan.	
Mostly demonstrates that goals, objectives, and the Work Plan are defined; there is a schedule with some missing details; and there is a slight inconsistency among the project map, the cost estimate, and the Work Plan.	12 points
Partially demonstrates that goals, objectives, and the Work Plan are defined; the schedule is ambitious; and there is a lack of consistency among the project map, the cost estimate, and the Work Plan.	8 points
Minimally demonstrates that goals, objectives, and the Work Plan are defined; the schedule is unrealistic; and there are major inconsistencies among the project map, the cost estimate, and the Work Plan.	4 points
Unable to address the criterion, even to a minimal extent.	0 points

2.B. Context-Sensitive Efforts

Up to 10 points possible

Non-Infrastructure Application: Parts B2, B3, and B6

Points will be awarded based on the best recognized solutions appropriate to the local community context. The applicant should discuss how the project advances efforts for children, older adults, and persons with disabilities to safely walk, bike, and roll to key destinations.

Applicant Response	Points
Clearly and convincingly demonstrates that the project is tailored to the local context and advances efforts for biking and walking for the targeted population, and includes substantive documentation or evidence.	10 points
Sufficiently demonstrates that the project is tailored to the local context and advances efforts for biking and walking for the targeted population and includes adequate documentation or evidence.	8 points
Mostly demonstrates that the project is tailored to the local context and advances efforts for biking and walking for the targeted population and includes general documentation or evidence.	6 points
Partially demonstrates that the project is tailored to the local context and advances efforts for biking and walking for the targeted population but includes incomplete documentation or evidence.	4 points

Minimally demonstrates that the project is tailored to the local context and advances efforts for biking and walking for the targeted population and does not provide documentation or evidence.	2 points
Unable to address the criterion, even to a minimal extent.	0 points

2.C. Proven Methods of Success and Best Practices

Up to 10 points possible

Non-Infrastructure Application: Part B6

Points will be awarded based on the use of proven methods and best practices to achieve project goals. Highest-scoring projects will clearly identify methods that are evidence-based or demonstrated to be effective, show how these methods will achieve the project's goals and objectives, and describe the expected positive impact on the community. Lower-scoring projects may describe methods in vague or general terms, fail to reference proven practices, or do not clearly connect methods to measurable outcomes and impact.

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that the project incorporates evidence-based methods and proven best practices that will achieve the project's goals and have a positive community impact, and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates that the project incorporates evidence-based methods and proven best practices that will achieve the project's goals and have a positive community impact, and provides adequate documentation or evidence.	8 points
Mostly demonstrates that the project incorporates evidence-based methods and proven best practices that will achieve the project's goals and have a positive community impact, and provides general documentation or evidence.	6 points
Partially demonstrates that the project incorporates evidence-based methods and proven best practices that will achieve the project's goals and have a positive community impact, but provides incomplete documentation or evidence.	4 points
Minimally demonstrates that the project incorporates evidence-based methods and proven best practices that will achieve the project's goals and have a positive community impact, but does not provide documentation or evidence.	2 points
Unable to address the criterion, even to a minimal extent.	0 points

3. COMMUNITY NEED & SUPPORT

3.A. Alignment between Community Need and Project Work Plan

Up to 15 points possible

Non-Infrastructure Application: Parts B2, B3, B4, and Non-Infrastructure Work Plan

Points will be awarded based on the project's scope and direct impact on addressing the identified community need. Highest-scoring projects will clearly and succinctly identify community needs and demonstrate how the project Work Plan will directly address them. Lower-scoring projects may be limited in their detail on community needs or fail to clearly articulate how the Work Plan will address them.

Applicant Response	Points
Clearly and convincingly demonstrates that the project Work Plan will meet the community's demonstrated needs and provides substantive documentation or evidence.	15 points
Sufficiently demonstrates that the project Work Plan will meet the community's demonstrated needs and provides adequate documentation or evidence.	12 points
Mostly demonstrates that the project Work Plan will meet the community's demonstrated needs and provides general documentation or evidence.	9 points
Partially demonstrates that the project Work Plan will meet the community's demonstrated needs, but provides incomplete documentation or evidence.	6 points
Minimally demonstrates that the project Work Plan will meet the community's demonstrated needs and does not provide documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

3.B. Demonstrated Community Support

Up to 15 points possible

Non-Infrastructure Application: Part B4, Letters of Support

Points will be awarded based on the strength and quality of community support for the project. The highest-scoring projects will clearly demonstrate strong support through letters or other documentation from a diverse range of stakeholders, showing commitment, interest, and active engagement in the project. Considerations will include whether the project has been driven by the public interest and community need. Lower-scoring projects may include fewer or less diverse letters of support, include generic letters of support that fail to demonstrate substantive stakeholder involvement, or provide limited evidence that stakeholders are meaningfully engaged or invested in the project.

Applicant Response	Points
Clearly and convincingly demonstrates strong community support, with substantive letters or documentation from a diverse range of stakeholders showing commitment, interest, and active engagement in the project.	15 points
Sufficiently demonstrates strong community support, with adequate letters or documentation from a diverse range of stakeholders showing commitment, interest, and active engagement in the project.	12 points
Mostly demonstrates strong community support, with general letters or documentation from a diverse range of stakeholders showing commitment, interest, and active engagement in the project.	9 points
Partially demonstrates strong community support, with incomplete letters or documentation from stakeholders showing commitment, interest, and engagement in the project.	6 points
Minimally demonstrates strong community support and does not include letters or documentation from stakeholders showing clear commitment, interest, or active engagement in the project.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

4. **USE OF THE CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS***

Up to 5 points possible

Non-Infrastructure Application: Part B8

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

Applicant Response	Points
The applicant sought participation in the project from the California Conservation Corps or a qualified community conservation corps.	5 points
The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation in the project, or the applicant does not intend to use the Corps on a project in which the Corps can participate	0 points

5. BENEFIT TO A DISADVANTAGED COMMUNITY*

5.A. Direct Benefit to a Disadvantaged Community

Up to 15 points possible

Non-Infrastructure Application: Part B1

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

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community and provides substantive documentation or evidence.	15 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community and provides adequate documentation or evidence.	12 points
Mostly demonstrates a direct benefit to a Disadvantaged Community and provides general documentation or evidence.	9 points
Partially demonstrates a direct benefit to a Disadvantaged Community but provides incomplete documentation or evidence.	6 points
Minimally demonstrates a direct benefit to a Disadvantaged Community and does not provide documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

5.B. Public Health Risk Factors*

Up to 5 points possible

Non-Infrastructure Application: Part B1 and Project Location Map

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion. Points will be awarded based on whether the project will improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. The Healthy Places Index Score will be used to calculate points for this criterion. For projects with multiple Healthy Places Index Scores, the average score will be used.

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than the 10th percentile	5 points
Healthy Places Index Score (overall HPI score) 10th through 13th Percentile	4 points
Healthy Places Index Score (overall HPI score) 14th through 17th Percentile	3 points
Healthy Places Index Score (overall HPI score) 18th through 21st Percentile	2 points
Healthy Places Index Score (overall HPI score) 22nd through 25th Percentile	1 point
Healthy Places Index Score (overall HPI score) above 25th Percentile	0 points

6. MATCHING FUNDS*

Up to 10 points possible

Non-Infrastructure Application: Part A5 and Project Programming Request

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

Percentage of Matching Funds	Points
50.00% and above of the Total Project Cost - Applications submitted by Tribal Governments (federally recognized Native American Tribes) - Projects that are on Tribal Lands	10 points
24.00%- 49.99% of Total Project Cost	8 points
16.00% – 23.99% of Total Project Cost	6 points
8.00% – 15.99% of Total Project Cost	4 points
0.01%– 7.99% of Total Project Cost	2 points
0% of Total Project Cost	0 points

Plan Scoring Criteria and Rubric

Plan projects will be scored based on applicants' responses to the Plan Scoring Criteria below. The Plan Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*). References to the Statewide Competition application, where information may be found to assign a score, are shown in *pink italicized* text in the Scoring Rubric.

Plan Scoring Criteria

No.	Criteria	Points Possible
1.	Comprehensiveness and Feasibility	40
A.	Comprehensiveness: How comprehensive is the proposed plan? Focused areas are as follows: i. Data Analysis, Gap Identification, and Project Prioritization (15 points) ii. Inclusive Public Engagement (15 points)	30
B.	Feasibility: How well will the plan leads to the implementation of the identified projects, and is the scope for developing the plan clear, complete, and organized?	10
2.	Methodology	50
A.	Multimodal Prioritization with Data-Driven Safety Strategies for All Ages and Abilities	25
B.	Safe Routes to School Coordination and School Access Planning	15
C.	Enhance Connectivity to Employment and Activity Centers	10
3.	Community Need and Support	30
A.	Alignment Between Community Need and Project Scope	15
B.	Demonstrated Community Support	15
4.	Benefit To A Disadvantaged Community	20
A.	Does the project provide a direct, meaningful, and assured benefit to a Disadvantaged Community?	15
B.*	Public Health Risk Factors: Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	5
5.*	Matching Funds	10
	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.	
	TOTAL	150

Plan Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent, with substantive documentation or evidence
Sufficiently	to a satisfactory extent, with adequate documentation or evidence
Mostly	to a large extent, with general documentation or evidence
Partially	to a limited extent, with incomplete documentation or evidence
Minimally	to a small extent, and without documentation or evidence
Does Not Demonstrate	unable to address the criterion, even to a minimal extent

1. COMPREHENSIVENESS AND FEASIBILITY

1.A. Comprehensiveness

Points will be awarded based on the overall comprehensiveness, analytical rigor, and the feasibility of implementation of the proposed plan. This section evaluates whether the project scope meaningfully addresses community needs at an appropriate scale; integrates complete streets principles; prioritizes pedestrian and bicycle access; incorporates safety and traffic-calming considerations; and yields actionable recommendations that support greenhouse gas (GHG) emission reductions.

The highest-scoring projects will demonstrate a coordinated, data-informed planning effort that advances multimodal access and safety, aligns with adopted policies, and produces a clear path toward implementation.

1.A.i. Data Analysis, Gap Identification, and Project Prioritization

Up to 15 points possible

Plan Application: Parts B2, B3, B4, and Plan Scope of Work

This criterion evaluates the extent to which the proposed plan is data-driven and includes a transparent methodology for identifying needs and prioritizing improvements. Applications should demonstrate the use of relevant data (e.g., safety, connectivity, equity, collision history, school access, or demographic information), clearly document gaps in the existing network, and describe a defined, replicable prioritization framework.

<i>Applicant Response</i>	<i>Points</i>
Clearly and convincingly demonstrates that the proposed plan includes data analysis; uses relevant data (e.g., safety, connectivity, equity); documents the needs gap; and includes a defined prioritization method.	15 points
Sufficiently demonstrates that the proposed plan includes data-supported analysis and identifies needs, gaps, or priority locations	12 points
Mostly demonstrates that the proposed plan includes analysis, but the prioritization method is unclear or not fully described.	9 points
Partially demonstrates that the proposed plan includes basic existing-conditions information, with limited data support.	6 points
Minimally demonstrates analytical support for the proposed plan.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

1.A.ii. Inclusive Public Engagement Up to 15 points possible

Plan Application: Part B3 and Plan Scope of Work

Points will be awarded to applications that clearly describe the project-specific outreach and engagement activities that have or will be conducted. Specific attention will be paid to how well the project identifies key stakeholders, including underserved and limited English proficiency (LEP) populations, and ensures their opportunity for input and meaningful participation. Applicants should also state how community input will be considered and used to guide decision-making and project implementation. High-scoring projects clearly demonstrate a targeted outreach plan that identifies impacted populations, includes tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and specific approaches to reduce participation barriers, with multiple opportunities for engagement across all phases of the project. Lower-scoring projects may identify some stakeholders or include general outreach but offer limited engagement, accessibility measures, or strategies for meaningful participation.

<i>Applicant Response</i>	<i>Points</i>
Clearly and comprehensively demonstrates, with substantive documentation or evidence, a targeted outreach plan or a task to create one, identifying key stakeholders, including underserved and LEP populations, and outlining tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	15 points
Substantially demonstrates, with adequate documentation or evidence, a targeted outreach plan, or task to create one, identifying key stakeholders, including underserved and LEP populations, with tailored methods to gather and incorporate stakeholder feedback,	12 points

Applicant Response	Points
accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	
Mostly demonstrates, with general documentation or evidence, a targeted outreach plan, or task to create one, identifying key stakeholders, including underserved and LEP populations, with tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	9 points
Partially demonstrates, with incomplete documentation or evidence, a targeted outreach plan, or task to create one, identifying key stakeholders, including underserved and LEP populations, with tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	6 points
Minimally demonstrates, without documentation or evidence, a targeted outreach plan, or task to create one, identifying key stakeholders, including underserved and LEP populations, with tailored methods to gather and incorporate stakeholder feedback, accessibility strategies, translated materials, and multiple opportunities for meaningful input across all project phases.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

1.B. Feasibility

Up to 10 points possible

Plan Application: Part B4

The score is based on evidence that the plan will lead to the implementation of the identified projects, and the scope for developing the plan is clear, complete, and organized.

Applicant Response	Points
Clearly and convincingly demonstrates, with concrete evidence, that the plan is actionable, realistic, and organized, ensuring a direct link between goals and implementation.	10 points
Sufficiently demonstrates, with concrete evidence, that the plan is actionable, realistic, and organized, ensuring a direct link between goals and implementation.	8 points
Mostly demonstrates, with evidence, that the plan is actionable, realistic, and organized, ensuring a direct link between goals and implementation.	6 points
Partially demonstrates, with evidence, that the plan is actionable, realistic, and organized, ensuring a direct link between goals and implementation.	4 points

Applicant Response	Points
Minimally demonstrates, with evidence, that the plan is actionable, realistic, and organized, ensuring a direct link between goals and implementation.	2 points
Unable to address the criterion, even to a minimal extent.	0 points

2. METHODOLOGY

Points will be awarded based on how clearly and effectively the proposed planning process will address documented community needs and achieve stated project goals. The highest-scoring projects will present a structured, data-informed scope of work that advances Complete Streets principles, prioritizes bicyclist and pedestrian safety and access, enhances connectivity to employment and activity centers, incorporates traffic calming strategies, and integrates Safe Routes to School (SRTS) considerations where applicable.

Applications must clearly demonstrate how identified needs translate into specific tasks, deliverables, and measurable outcomes.

2.A. Multimodal Prioritization with Data-Driven Safety Strategies for All Ages and Abilities

Up to 25 Points possible

Plan Application: Part B2, Plan Scope of Work

This criterion evaluates how effectively the project incorporates Complete Streets principles and prioritizes safe, accessible travel for bicyclists and pedestrians of all ages and abilities. Applicants should demonstrate how multimodal access, safety, and equity considerations are embedded throughout the planning process, and the extent to which the project includes data-driven safety strategies for risk factors to inform the recommended countermeasures.

Applicant Response	Points
Clearly and convincingly demonstrates that the project incorporates Complete Streets principles, prioritizes pedestrian and bicycle access for all ages and abilities, and integrates data-driven safety strategies.	25 points
Sufficiently demonstrates that the project incorporates Complete Streets principles and prioritization of pedestrian and bicycle access for all ages and abilities, and includes data-driven safety strategies.	20 points
Mostly demonstrates that the project incorporates multimodal planning elements and references data-driven safety improvements, but lacks a defined analytical or planning approach.	15 points
Partially demonstrates that the project incorporates multimodal considerations with limited detail and includes limited consideration of traffic calming or safety strategies.	10 points

Applicant Response	Points
Minimally demonstrates that the project incorporates Complete Streets or multimodal planning elements and minimally includes safety or traffic calming considerations	6 points
Unable to address the criterion, even to a minimal extent.	0 points

2.B. Safe Routes to School Coordination and School Access Planning Up to 15 Points possible

Plan Application: Parts A3, B2, B3, and Plan Scope of Work

This criterion evaluates how well the project integrates Safe Routes to School (SRTS) planning and addresses school access within the planning area. Applicants should identify affected schools, assess access conditions, and describe how SRTS considerations will be incorporated into the scope of work.

Applicant Response	Points
Clearly and convincingly demonstrates coordination with Safe Routes to School efforts or school access planning, including identification of affected schools and integration into the scope of work.	15 points
Sufficiently demonstrates consideration of Safe Routes to School or school access within the planning effort.	12 points
Mostly demonstrates reference to school access but lacks defined coordination or analytical approach.	9 points
Partially demonstrates limited consideration of Safe Routes to School.	6 points
Minimally demonstrates school access considerations.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

2.C. Enhance Connectivity to Employment and Activity Centers Up to 10 Points possible

Plan Application: Parts A4, A6, B2 and Plan Scope of Work

This criterion evaluates how effectively the project will plan for future improvements in multi-modal access to major destinations and regional hubs. High-scoring applications will demonstrate a clear plan to bridge the gap between residential areas and key employment centers, commercial districts, and essential service nodes. Applicants should identify the specific activity centers within the planning area, assess current barriers to access—such as fragmented sidewalk networks or high-speed corridors—and describe how the proposed scope of work will lead to future improvements that create seamless, safe, and efficient connections to these vital economic and social destinations.

Applicant Response	Points
Clearly and convincingly demonstrates a comprehensive, data-driven strategy to bridge residential areas with job hubs and activity centers. The application identifies specific destinations and provides a definitive, actionable strategy to eliminate major barriers to access.	10 points
Sufficiently demonstrates a solid understanding of project connectivity. The application identifies key centers and outlines specific, actionable future projects (e.g., dedicated bike lanes or pedestrian crossings) that will enhance access. It clearly connects proposed studies or designs to improved future mobility.	8 points
Mostly demonstrates a consistent intent to improve connectivity. The application identifies general activity areas, though the link between the proposed scope of work and specific destination access could be more detailed.	6 points
Partially demonstrates limited identification of employment or activity centers. The application mentions connectivity but lacks a structured approach or concrete, future-focused planning to address the specific barriers that separate residents from destinations.	4 points
Minimally demonstrates and sparingly mentions actions proposed to enhance connectivity to employment and activity centers.	2 points
Unable to address the criterion, even to a minimal extent.	0 points

3. COMMUNITY NEED AND SUPPORT

Points will be awarded based on the quality, inclusiveness, and effectiveness of the proposed community engagement process, and on the extent to which stakeholders will have a meaningful role in the project's development. The highest-scoring projects will demonstrate a clearly defined, structured public engagement strategy; the identification of key stakeholders, including underserved and limited English proficiency (LEP) populations; and a demonstrated process for incorporating community input into project outcomes.

Lower-scoring projects will provide minimal detail regarding outreach activities, rely primarily on generic letters of support, or fail to demonstrate inclusive engagement practices.

3.A. Alignment between Community Need and Project Scope

Up to 15 points possible

Plan Application: Parts B2, B2, and Plan Scope of Work

Points will be awarded based on the project's scope and direct impact on addressing the identified community need. Highest-scoring projects will clearly and succinctly identify community needs and demonstrate how the project scope of work will directly address them. Lower-scoring projects may be limited in their detail on community needs or fail to clearly articulate how the scope of work will address them.

Applicant Response	Points
Clearly and convincingly demonstrates that the project scope will meet the community's demonstrated needs and provides substantive documentation or evidence.	15 points
Sufficiently demonstrates that the project scope will meet the community's demonstrated needs and provides adequate documentation or evidence.	12 points
Mostly demonstrates that the project scope will meet the community's demonstrated needs and provides general documentation or evidence.	9 points
Partially demonstrates that the project scope will meet the community's demonstrated needs, but provides incomplete documentation or evidence.	6 points
Minimally demonstrates that the project scope will meet the community's demonstrated needs and does not provide documentation or evidence.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

3.B. Demonstrated Community Support

Up to 15 points possible

Plan Application: Part B3, Letters of Support

Points will be awarded based on the strength and quality of community support for the project. The highest-scoring projects will clearly demonstrate strong support through letters or other documentation from a diverse range of stakeholders, showing commitment, interest, and active engagement. Considerations will include whether the project has been driven by the public interest and community need. Lower-scoring projects may include fewer or less diverse letters of support, include generic letters of support that fail to demonstrate substantive stakeholder involvement, or provide limited evidence that stakeholders are meaningfully engaged or invested in the project.

Applicant Response	Points
Clearly and convincingly demonstrates strong community support, with substantive letters or documentation from a diverse range of stakeholders showing commitment, interest, and active engagement in the project.	15 points
Sufficiently demonstrates strong community support, with adequate letters or documentation from a diverse range of stakeholders showing commitment, interest, and active engagement in the project.	12 points
Mostly demonstrates strong community support, with general letters or documentation from a diverse range of stakeholders	9 points

showing commitment, interest, and active engagement in the project.	
Partially demonstrates strong community support, with incomplete letters or documentation from stakeholders showing commitment, interest, and engagement in the project.	6 points
Minimally demonstrates strong community support and does not include letters or documentation from stakeholders showing clear commitment, interest, or active engagement in the project.	3 points
Unable to address the criterion, even to a minimal extent.	0 points

4. BENEFIT TO A DISADVANTAGED COMMUNITY

4.A. Direct Benefit to a Disadvantaged Community

Up to 15 points possible

Plan Application (all size projects): Part B1

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

Applicant Response	Points
Clearly and convincingly demonstrates a direct benefit to a Disadvantaged Community and provides substantive documentation or evidence.	15 points
Sufficiently demonstrates a direct benefit to a Disadvantaged Community and provides adequate documentation or evidence.	12 points
Mostly demonstrates a direct benefit to a Disadvantaged Community and provides general documentation or evidence.	9 points
Partially demonstrates a direct benefit to a Disadvantaged Community but provides incomplete documentation or evidence.	6 points
Minimally demonstrates a direct benefit to a Disadvantaged Community and does not provide documentation or evidence.	3 points

Unable to address the criterion, even to a minimal extent.	0 points
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4.B. Public Health Risk Factors*

Up to 5 points possible

Plan Application: Part B1 and Project Location Map

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion. Points will be awarded based on whether the project will improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. The Healthy Places Index Score will be used to calculate points for this criterion. For projects with multiple Healthy Places Index Scores, the average score will be used.

Applicant Response	Points
Healthy Places Index Score (overall HPI score) less than the 10th percentile	5 points
Healthy Places Index Score (overall HPI score) 10th through 13th Percentile	4 points
Healthy Places Index Score (overall HPI score) 14th through 17th Percentile	3 points
Healthy Places Index Score (overall HPI score) 18th through 21st Percentile	2 points
Healthy Places Index Score (overall HPI score) 22nd through 25th Percentile	1 point
Healthy Places Index Score (overall HPI score) above 25th Percentile	0 points

5. MATCHING FUNDS*

Up to 10 points possible

Plan Application: Part A5, Project Programming Request, and Plan Scope of Work

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

Percentage of Matching Funds	Points
50.00% and above of the Total Project Cost - Applications submitted by Tribal Governments (federally recognized Native American Tribes) - Projects that are on Tribal Lands	10 points
24.00% – 49.99% of Total Project Cost	8 points

16.00% – 23.99% of Total Project Cost	6 points
8.00% – 15.99% of Total Project Cost	4 points
0.01%– 7.99% of Total Project Cost	2 points
0% of Total Project Cost	0 points



TRPA
PO Box 5310
128 Market Street
Stateline, NV 89449

June 26, 2026

Anja Aulenbacher
Associate Deputy Director
Active Transportation Program
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: 2027 Active Transportation Program Regional Guidelines and Board Resolution

Dear Ms. Aulenbacher.

Please accept the Tahoe Regional Planning Agency, in its role as the Tahoe Metropolitan Planning Organization (TMPO), approved 2027 Active Transportation Program (ATP) Regional Guidelines. On June 24, 2026, the TMPO Governing Board adopted Resolution 2026-02, approving the 2027 ATP Regional Guidelines.

If you have any questions or require additional information, please reach out at (775) 589-5203 or jweber@trpa.gov.

Regards,

A handwritten signature in blue ink that reads "Judy Weber".

Judy Weber
Associate Transportation Planner

Attachments

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2026 – 02

ADOPTION OF THE 2027 ACTIVE TRANSPORTATION PROGRAM
METROPOLITAN PLANNING ORGANIZATION GUIDELINES

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization for the Lake Tahoe Region; and

WHEREAS, the TMPO is required to prepare and adopt a Transportation Improvement Program which includes federal funds; and

WHEREAS, the TMPO is responsible for allocating certain state and federal transportation funds available to the Lake Tahoe Region; and

WHEREAS, the California State Legislature passed into law Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) establishing the Active Transportation Program (ATP) and Senate Bill 1 (Beall, Chapter 5, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP; and

WHEREAS, TMPO is responsible for overseeing a competitive project selection process for the ATP Metropolitan Planning Organization (MPO) Component; and

WHEREAS, TMPO has developed the 2027 ATP MPO Guidelines to complement the California Transportation Commission's (CTC) 2027 ATP Guidelines; and

WHEREAS, the TMPO will conduct a supplemental call for projects for the 2027 ATP MPO Component; and

WHEREAS, the TMPO will use CTC's 2027 ATP State Guidelines and scoring rubrics, and incorporate additional regional criteria for the evaluation and selection of the supplemental applications; and

WHEREAS, the TMPO will assemble a multi-disciplinary committee to evaluate applications submitted through the supplemental call for projects and recommend projects for inclusion in the ATP MPO program of projects based on the criteria set forth in the guidelines; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2027 ATP MPO Guidelines.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with the CTC, California Department of Transportation, and the Federal Highway Administration, to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization on Wednesday, June 24, 2026 by the following vote:

Ayes: Ms. Aldean, Mr. Rodriguez (for Mr. Aguilar), Mr. Bass, Ms. Conrad-Saydah, Ms. Faustinos, Ms. Gustafson, Mr. Stephens (for Mr. Guthreau), Ms. Hill, Mr. Hoenigman, Mr. Kieckhefer, Ms. Laine, Ms. Leumer, Ms. Williamson

Absent: Mr. Tolbert (for Mr. Rice)

A handwritten signature in black ink, appearing to be 'Hayley Williamson', with a horizontal line extending to the right.

Hayley Williamson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Tahoe Regional Planning Agency

2027 Active Transportation Program

MPO Component Guidelines for Cycle 8

Tahoe Regional Planning Agency (TRPA), as the Tahoe Metropolitan Planning Organization (MPO), has developed the following 2027 Active Transportation Program (ATP) MPO Component Guidelines for Cycle 8. These guidelines complement the California Transportation Commission ATP Statewide guidelines and incorporate additional requirements that directly support TRPA's regional priorities.

I. Supplemental Call for Projects

TRPA is issuing a supplemental call for projects for the MPO Component of the Active Transportation Program. Applications not selected for funding in the Statewide Component will automatically be considered for the MPO Component unless the applicant specifically requests otherwise. Quick-Build projects will not be considered in the supplemental call.

Applicants may also choose to submit exclusively to the MPO Component but must provide a complete Statewide application and include the supplemental elements identified in these MPO Component Guidelines. All Statewide Component applicants must also submit a supplemental application that appropriately sizes the project or provides a scalability plan to adapt to TRPA's total programming capacity of \$1,260,000. Included in the programming capacity is the ATP Cycle 7 loan repayment of \$270,000 from Santa Barbara County Association of Governments.

Applications must demonstrate full funding of the project in the Project Programming Request form.

Additional information can be found at the California Transportation Commission 2027 ATP Application Portal for the Statewide Component: <https://catc.submittable.com/submit>

MPO Component Application Deadline: January 11, 2027

II. Project Scoring

Applications for the MPO Component will be reviewed by a multi-disciplinary evaluation team using both the appropriate state and regional ATP scoring described below.

A. 2027 ATP Statewide Scoring

- [Large Infrastructure — or — Infrastructure + Non-Infrastructure Project Application Scoring Rubric](#)
- [Medium Infrastructure — or — Infrastructure + Non-Infrastructure Project Application Scoring Rubric](#)
- [Small Infrastructure — or — Infrastructure + Non-Infrastructure Project Application Scoring Rubric](#)
- [Non-Infrastructure Project Application Scoring Rubric](#)
- [Plan Project Application Scoring Rubric](#)

B. Lake Tahoe Regional Criteria and Scoring

1. Benefits to Community Priority Zones (CPZ) — 5 Points

In addition to the Disadvantaged Communities criteria in the Statewide Component, TRPA will award five (5) additional points to projects that will benefit a Community Priority Zone as defined in TRPA's *Connections 2050: Regional Transportation Plan*.

Applicants must submit a map of the project area in relation to TRPA's identified Community Priority Zones. CPZ map can be found here : [Transportation Map](#). (note zones are only visible once you zoom in on map)

Community Priority Zones are defined as:

- | | |
|--|--|
| • Zero Vehicle Households | • Individuals with a disability |
| • Households Below Poverty or Median Income Levels | • Black, Indigenous, and People of Color |

2. Regional Goals — 5 Points

Five (5) additional points will be awarded to projects listed in TRPA's *Connections 2050: Regional Transportation Plan (RTP)* that demonstrate direct advancement of at least one of the RTP's six goals through implementation. Applicants must provide appropriate reference to the RTP and a narrative demonstrating advancement of the relevant Regional Goal.

Goal 1 — Safety	Increase safety and security for all users of Tahoe's transportation system.
Goal 2 — Environment	Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions.
Goal 3 — Mobility	Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.
Goal 4 — Prosperity	Foster economic well-being, sustainability, and community vitality by optimizing the movement of goods and people and advancing equitable transportation solutions in centers and throughout the Tahoe Region.
Goal 5 — Resilience	Provide for the preservation and sustainability of the existing transportation system by actively identifying and pursuing new transportation funding and by performing maintenance activities that support climate resiliency, water quality, and safety.
Goal 6 — Performance	Provide a dynamic, reliable, and efficient transportation network through coordinated operations, system management, technology, and monitoring.

3. Consistency with Other Regional Planning Documents — 3 Points

Three (3) additional points will be awarded for projects demonstrating consistency with the TRPA Active Transportation Plan and other approved planning documents. Applicants must provide appropriate reference information confirming the project's inclusion in the TRPA 2024 Active Transportation Plan or another approved planning document.

4. Project Activity/Readiness — Lake Tahoe Info Transportation Tracker — 2 Points

Two (2) additional points will be awarded to applications demonstrating current activity and readiness by confirming that the proposed project is listed in the [LT Info Transportation Tracker](#) and providing the project number.

III. Contingency List

TRPA will maintain a contingency list of ATP projects ranked in order by final application score. This list will remain in effect until the adoption of the next cycle's ATP MPO Component. TRPA may amend projects into the program if funds become available or if a project is deleted in Cycle 8. The contingency list is intended to safeguard that no MPO ATP funds are lost from the region.

For questions regarding these guidelines or the MPO Component application process, please contact TRPA staff at jweber@trpa.gov.