

Capital Projects (Points Possible: 60)

1) Safety

- a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.

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| 8-10 points | Project has been designed expressly to resolve a demonstrated and/or reported safety or security problem (e.g. collision statistics are high, there are a large number of complaints/near misses or there are many significant reported security issues that inhibit bicycle or pedestrian travel). |
| 4-7 points | Project will improve an existing facility/corridor where there are some safety or security concerns (e.g. high vehicle traffic volumes or speeds, some reported collisions or security issues, bike security, etc.). |
| 0-3 point | Project will likely improve safety or security, even though there are no known problems, and project was not designed specifically to address safety or security issues. |

2) Demand

- a) Serves a high volume of existing or potential pedestrians and bicycle riders.
- b) Serves multiple school routes.

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| 8-10 points | Project will serve a high number of users (relative to other projects on the South Coast), has a high potential of attracting new bicycling and/or walking trips), and/or will serve more than one school route. |
| 4-7 points | Project will serve a high number of existing and/or new users (relative to other projects on the South Coast) and/or will serve more than one school route. |
| 2-3 points | Project will serve a moderate number of existing and/or new users (relative to other projects on the South Coast). |
| 0-1 points | Project will serve a small number of existing and/or new users. |

3) Access and Connectivity

- a) Priority to projects that provide interface with other modes of transportation.
- b) Priority to projects that eliminate a gap or overcome an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel, including bike security and parking.

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| 8-10 points | Project closes a major gap in a bicycle or pedestrian facility, eliminating extremely circuitous travel. There are no existing options for traveling along the corridor (e.g. a bridge, overcrossing, a major pedestrian shortcut). |
| 4-7 points | Project provides the missing link which will complete a bikeway corridor or a significant corridor segment (e.g. bike lanes that will connect otherwise discontinuous bike lanes), or a pedestrian facility (such as a sidewalk, pathway or crosswalk). Or, project makes improvements to a significant barrier to walking or biking, such as at a difficult intersection or roadway segment. |

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| 2-3 points | Project extends an existing bicycle or pedestrian facility, working toward closing a gap but not eliminating it. Or, project makes improvements to a moderate barrier to walking or biking, such as at difficult intersection or roadway segment. |
| 0-1 points | Not a gap closure project and/or project does not interface with any other modes of transportation. |

4) Outside Funding

- a) Priority to project(s) that have secured funding from other sources, including, but not limited to, Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

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| 10 points | 50% or more of the funding for the overall project is coming from other secured sources. (Secure funds are grant and other funds that are committed to the project.) |
| 8 points | 40% to 49% of the funding for the project is coming from other secured sources; or 50% or more of funding is coming from other sources, some of which may not yet be secured. |
| 6 points | 30% to 39% secured outside funding; or 40% to 49% from other sources some of which may not yet be secured. Or the requested funds are highly important for securing outside funding as no other funds are available for this purpose. |
| 4 points | 20% to 29% secured outside funding; or 30% to 39% of funding is coming from other sources, some of which may not yet be secured. |
| 2 points | 10% to 19% secured outside funding; or 20% to 29% from other sources some of which may not yet be secured. |
| 0 points | Less than 10% secured outside funding or less than 20% from other sources some of which may not yet be secured. |

5) Local Support

- a) Project is in a locally or regionally adopted plan; or
- b) Community outreach has been or is being completed; or
- c) There is other demonstrated community support

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| 8-10 points | Project has strong demonstrated community support. The specific project is included in more than one of the agency’s adopted policy documents (e.g. General Plan, Community Plan, Bicycle or Pedestrian Plan); and/or outreach meetings have taken place. |
| 4-7 points | Project has some community support. Project is included in one of the agency’s adopted policy documents and/or some community outreach has been completed for this project. |
| 0-3 points | Community outreach is planned as part of the project, but none completed to date. |

6) Project Readiness & Schedule

Submitted projects will be ranked based on project readiness. Priority will be given to:

- a) Projects which are fully funded, if application is approved.
- b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.

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| 8-10 points | Full funding would be in place if application is approved. Cost estimates and timeline are realistic and reasonable. Feasibility issues have been considered and no major obstacles to implementing the project are apparent. Project is ready to move forward and can easily be completed within 24 months, if not sooner. |
| 4-7 points | Full funding is anticipated but not yet secured. Cost estimates and timeline are mostly realistic and reasonable. Project will likely take a full 24 months to complete. |
| 0-3 points | Full funding is not yet secured and/or cost estimates and timeline are less realistic and reasonable, given project scope. Project may have difficulty being completed within 24 months. |

Plans & Studies (Points Possible: 60)

- 1) Plan Status and Study Significance
 - a) Priority to jurisdictions with no safe routes to school plan, then to those with plans that are more than five years old, and thereafter to those with plans between three and five years old.
 - a) Priority to studies that can be applied outside the jurisdiction completing the study and that can be shared with other jurisdictions.
 - b) Priority to studies that have regional significance beyond their local benefits. Completion of study is advantageous to the regional network.

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| 24-30 points | Jurisdiction has no existing safe routes to school plan. OR Study can be widely applied to any jurisdiction and applicant has a defined plan to share the study results with other jurisdictions. OR Study will <i>strongly enhance</i> the region’s ability to expand <i>and</i> improve the safe routes to school network or utilization of the network. |
| 16-23 points | Jurisdiction has a plan that is more than five years old. OR Study can be applied to any jurisdiction and applicant will make study results available (e.g. online, upon request). OR Study will <i>enhance</i> the region’s ability to expand <i>and/or</i> improve the safe routes to school network or utilization of the network. |
| 8-15 points | Jurisdiction has a plan that is between three and five years old. OR Study may be applicable to other jurisdictions. OR Study will have <i>some</i> impact on the region’s ability to expand <i>and/or</i> improve the network or utilization of the network. |
| 0-7 points | Jurisdiction has a plan that is less than three years old. OR Study applies only to jurisdiction completing the study. OR Study will benefit the <i>local</i> jurisdiction’s safe routes to school network, but not necessarily on the <i>region’s</i> safe routes to school network or utilization of the network. |

2) Outside Funding

- a) Priority to plan(s) that have secured funding from other sources, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

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| 25-30 points | 35% or more of the funding for plan development is coming from other secured sources. (Secure funds are grant and other funds that are committed to the plan.) |
| 19-24 points | 30% to 34% of the funding for plan development is coming from other secured sources; or 35% or more of funding is coming from other sources, some of which may not yet be secured. |
| 13-18 points | 20% to 29% of the funding for plan development is coming from other secured sources; or 30% to 34% of funding is coming from other sources, some of which may not yet be secured. |
| 7-12 points | 10% to 19% of the funding for plan development is coming from other secured sources; or 20% to 29% of funding is coming from other sources, some of which may not yet be secured. |
| 1-6 points | Less than 10% of the funding for plan development is coming from other secured sources; or the requested funds are highly important as no other funds are available for this purpose; or applicant has tried to secure other funding but has not been successful. |
| 0 points | No outside funding is identified. |

Programs (Points Possible: 60)

1) Safety

- a) Priority to programs that focus on the safety of pedestrians and/or bicyclists near schools.

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| 8-10 points | Program is designed to address a specific demonstrated safety issue (e.g. collision rates are high for the targeted population or area) |
| 4-7 points | Addressing perceived and/or demonstrated safety is a significant component of the program. |
| 1-3 points | Addressing perceived and/or demonstrated safety is one of many components of the program. |
| 0 points | Safety is not a focus of the program. |

2) Demand

- a) Priority to programs that serve a high number of South Coast students.

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| 8-10 points | Program will serve a high number of users (relative to other projects on the South Coast) and is likely to attract new users to bicycling and/or walking. |
| 4-7 points | Program will serve a moderate number of users (relative to other projects on the South Coast) and may attract new users to bicycling and/or walking. |
| 0-3 points | Program will serve a low number of users (relative to other projects on the South Coast). |

3) Outside Funding

- a) Priority to program(s) that have secured additional funds, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, private donations and grants, in-kind donations, and volunteer hours.

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| 10 points | 50% or more of the program funding is coming from other secured sources. (Secure funds are grant and other funds that are committed to the plan). |
| 7 points | 25% to 49% of the program funding is coming from other secured sources; or 50% or more of funding is coming from other sources, some of which may not yet be secured. |
| 4 points | Less than 25% secured outside funding; or 40% to 49% from other sources some of which may not yet be secured. Or the requested funds are highly important for securing outside funding as no other funds are available for this purpose. |
| 1 point | No outside funding is identified. |

4) Local Support

a) There is demonstrated community support for the program.

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| 8-10 points | Program has demonstrated community support from a variety of entities. Working with the community is the focus of the program. |
| 4-7 points | Program has demonstrated community support from a variety of entities. |
| 0-3 points | Community outreach will be completed as a part of the program, but none has been done to date. |

5) Effectiveness

a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety near schools.

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| 8-10 points | The type of program (or similar type) has been shown to be highly effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety near schools. Program has been thoughtfully developed, demonstrating creativity and is likely to be continued/sustainable after grant funds are spent. |
| 4-7 points | The type of program (or similar type) has been shown to be effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety near schools and is well-thought out. |
| 0-3 points | The type of program (or similar type) is well-thought out, but potential effectiveness is unclear. |

6) Implementation/Readiness

a) Priority to programs that have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

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| 8-10 points | All partners have demonstrated full support for the program, there is a clear program lead agency. All funding is in place. Cost estimates, timeline, and staffing needs are highly realistic and reasonable. Feasibility issues have been considered and no major obstacles are apparent for program implementation. |
| 4-7 points | Program partners have coordinated, full funding is in place. Cost estimates, timeline and staffing needs are realistic and reasonable. |
| 0-3 points | Unclear if all program partners have coordinated, full funding is not yet secured and/or cost estimates, timeline and staffing needs are not realistic and reasonable, given program scope. |