

**Disadvantage Communities (Points Possible: 10)**

a) Project is located within a DAC

5 points	Project location(s) are/is fully (100%) located within a DAC.
3-4 points	Project location(s) are/is partially (more than 50%) within a DAC.
1-2 points	Project location(s) are/is partially (less than 50%) within a DAC.
0 points	None of the project location(s) are/is within a DAC.

b) Applicant’s ability to demonstrate how the project will provide direct benefit to the disadvantaged community affected by the project

3-5 points	The application clearly and convincingly explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network, and/or meets an important disadvantaged community need. For Non-infrastructure projects, how the non-infrastructure events and programs will be targeted towards the disadvantaged community.
2-3 points	The application somewhat explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network. It may meet an important disadvantaged community need; For NI projects, how the non-infrastructure events and programs will be targeted towards the disadvantaged community
0-1 points	The application does not clearly explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network. It minimally meets an important disadvantaged community need.

**Infrastructure Projects (Points Possible: 100)**

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.

24-35 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.
13-23 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.)
0-12 points	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) 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

14-20 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.
7-13 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.
0-6 points	Community outreach is planned as part of the project, but none completed to date.

3) Demand

- a) Serves a high volume of existing or potential pedestrians and bicycle riders.

11-15 points	Project will serve a high number of users (relative to relative to the size of the community) and has a high potential of attracting new bicycling and/or walking trips.
6-10 points	Project will serve a high number of existing and/or new users (relative to the size of the community)
1-5 points	Project will serve a moderate number of existing and/or new users (relative to the size of the community)
0 points	Project will serve a small number of existing and/or new users

4) Access and Connectivity

- a) Priority to projects that provide or improve bikeway/pedestrian facility continuity to activity centers such as public buildings, transit facilities including bus stops, business districts, shopping centers, schools, etc.
- b) Priority to projects that provide interface with other modes of transportation.
- c) 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.

14-20 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.) <b>OR</b> Project is designed to serve major activity centers by providing direct, convenient, safe routes, both throughout the project itself and at either end of the project. Project will serve multiple areas (i.e. a bus stop and an activity center or more than one activity center)
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7-13 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. <b>OR</b> Project is designed to serve one major activity center or area.
1-6 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. <b>OR</b> Project serves a “local” activity center such as a local park, local commercial center or one neighborhood.
0 points	Not a gap closure project and/or project does not interface with any other modes of transportation or provide access to activity centers.

5) 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.

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 (Points Possible: 100)**

1) Safety

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

31-45 points	Plan is designed to address a specific demonstrated safety issue (e.g. collision rates are high for the targeted population or area)
16-30 points	Addressing perceived and/or demonstrated safety is a significant component of the plan.
1-15 points	Addressing perceived and/or demonstrated safety is one of many components of the plan.
0 points	Safety is not a focus of the program.

2) Local Support

- a) Priority will be given to plans that have demonstrated coordination with regional or other locally adopted plans.

11-15 points	Plan will coordinate with other General Plan, Community Plan, or local Bicycle or Pedestrian Plan. Or applicant clearly demonstrates how variety of community members/stakeholder will be engaged in development of plan.
6-10 points	Applicant generally demonstrates how variety of community members/stakeholder will be engaged in development of plan.
0-5 points	Applicant somewhat demonstrates how variety of community members/stakeholder will be engaged in development of plan.

3) Plan Status

- a) Priority to jurisdictions with no bicycle or pedestrian plan, than to those with plans that are more than five years old, and thereafter to those with plans between three and five years old.

31-40 points	Jurisdiction has no existing bicycle or pedestrian plan. <b>OR</b>
21-30 points	Jurisdiction has a plan that is more than five years old. <b>OR</b>
11-20 points	Jurisdiction has a plan that is between three and five years old. <b>OR</b>
0-10 points	Jurisdiction has a plan that is less than three years old.

**Non-Infrastructure Projects (Points Possible: 100)**

1) Safety

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

31-45 points	Program is designed to address a specific demonstrated safety issue (e.g. collision rates are high for the targeted population or area)
16-30 points	Addressing perceived and/or demonstrated safety is a significant component of the program.
1-15 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) Local Support

- a) There is demonstrated community support for the program; or
- b) Project is in a locally or regionally adopted plan.

11-15 points	Program is included in an adopted General Plan, Community Plan, or local Bicycle or Pedestrian Plan. Or program has demonstrated community support from a variety of entities. Working with the community is the focus of the program.
6-10 points	Program has demonstrated community support from a variety of entities. Working with the community is a focus of the program.
0-5 points	Community outreach will be completed as a part of the program, but none has been done to date.

3) Demand

- a) Priority to programs that serve a high number of residents.

11-15 points	Program will serve a high number of users and is likely to attract new users to bicycling and/or walking.
6-10 points	Program will serve a moderate number of users and may attract new users to bicycling and/or walking.
0-5 points	Program will serve a low number of users.

4) 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.

11-15 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. Program has been thoughtfully developed, demonstrating creativity and is likely to be continued/sustainable after grant funds are spent.
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6-10 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 and is well-thought out.
0-5 points	The type of program (or similar type) is well-thought out, but potential effectiveness is unclear.

5) 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.

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.