



MEASURE A & W CYCLE 7 PEDESTRIAN AND BICYCLE PROGRAM CALL FOR PROJECTS

SCORING RUBRIC Small and Large Capital Projects (Infrastructure)

The San Mateo County Transportation Authority (SMCTA) has prepared this Scoring Rubric to provide additional guidance on the evaluation process. This document is intended as a guide for the evaluators when scoring the Cycle 7 Pedestrian and Bicycle Program FY25-26 capital project applications. Applicants may find this a useful resource when developing their applications to ensure maximum competitiveness. Please note that this document is not intended as the definitive formula for how applications will be scored. Evaluators may take other factors into consideration when scoring applications, such as the overall application quality, project context, and project readiness. It is ultimately up to each evaluator to determine their appropriate score.

PROJECT READINESS (PR)

POINTS AVAILABLE: 15

Scoring Summary

Criteria ID	Criteria	Points Available	Location in the Application
PR-1	Clear and complete proposal	0, 1, 2, or 3	Page 9
PR-2	Demonstrates stakeholder support/community engagement	0, 1, or 3	Page 10
PR-3	Ease and speed of implementation	0, 1, or 3	Page 11
PR-4	Project status and schedule	0, 1, 2, or 3	Page 12
PR-5	Project has a credible cost estimate and funding plan	0, 1, or 3	Pages 12-13



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Instructions for Reviewer

PR-1: Clear and complete proposal		
Criteria	Scoring Instructions	Points to Assign
Full Credit	All the following must be met: 1. Application is complete and not missing any information or required attachments	3
Partial Credit - Lower	Application is complete and may be missing some information or required attachments but provides an adequate justification.	1
No Credit	Application is missing required information or incomplete.	0



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PR-2: Demonstrates stakeholder support/community engagement		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Applicant has described <u>documented</u> support for the <u>specific project</u> from members of the community that will benefit directly from the project AND 2. Applicant has described how input received from public engagement activities related to the <u>specific</u> project helped shape the project scope of work AND 3. Applicant identifies concerns raised and plans for resolving those concerns if possible AND 4. Applicant lists non-sponsor stakeholders that have taken a formal position on the project. 	3
Partial Credit	<p>Any of the following must be met:</p> <ol style="list-style-type: none"> 1. Applicant has described <u>documented</u> support from the community as part of an outreach process for a larger planning effort (not specifically for the project) but it is unclear if the supporters will directly benefit from the project AND 2. Applicant has described community engagement activities, but not demonstrated how input was used to shape the project scope of work AND 3. Applicant has identified concerns raised by the community, but not included any discussion of ways to mitigate concerns. 	1
No Credit	<p>Application lacks <u>documented</u> support from the community or the applicant has not engaged the community on this project.</p>	0



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PR-3: Ease and speed of implementation ("Shovel Readiness")		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project is 100% within the Implementing Agency's right-of-way or is within their control at the time of this application submittal (this includes temporary construction easements) AND 2. Applicant has begun permitting process with at least one required permit, agreement, or environmental clearance approval completed at the time of the application. 	3
Partial Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project is 100% within the Implementing Agency's right-of-way or is within their control at the time of this application submittal (this includes temporary construction easements) AND 2. Applicant has not begun permitting process. 	1
No Credit	<p>Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.</p>	0



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PR-4: Project status and schedule		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Phase start and end dates are realistic given the project size and complexity AND 2. Plans, Specifications, and Estimates (PS&E) is at 65% or higher level of completion at the time of the application AND 3. The applicant submits current plans to verify that level of completion. 	3
Partial Credit - High	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Phase start and end dates are realistic given the project size and complexity AND 2. Plans, Specifications, and Estimates (PS&E) is at least 35% level of completion at the time of the application AND 3. The applicant submits current plans to verify that level of completion. 	2
Partial Credit - Low	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Phase start and end dates are realistic given the project size and complexity AND 2. Plans, Specifications, and Estimates (PS&E) is not started or less than 35% complete. 	1
No Credit	Phase start and end dates are not realistic given the project size and complexity.	0



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PR-5: Project has a credible cost estimate and funding plan		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Funding information is provided for each phase and realistic given the size and complexity of the project AND 2. Project is fully funded for every scope phase with either Measure A & W program request or other secured matching funds AND 3. Applicant submits documentation to show matching funds are secured (letter from City Manager or similar Chief Officer is acceptable indicating all matching funds listed are or will be secured) AND 4. Applicant anticipates no funding shortfalls. 	3
Partial Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Funding information is provided for each phase and realistic given the size and complexity of the project AND 2. Project is not fully funded for every scope phase with either Measure A & W program request or other secured matching funds, however applicant describes credible plan to close funding gap within one year of the funding award date OR 3. Applicant describes phased approach to completing the project with associated costs. 	1
No Credit	<p>Any of the following may be met:</p> <ol style="list-style-type: none"> 1. Funding information is either not provided for each phase or is unrealistic given the size and complexity of the project OR 2. Project is not fully funded and there is no credible plan for obtaining funding within one year of the funding award OR 3. Applicant cannot phase the project if funding cannot be obtained. 	0



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FUNDING LEVERAGE (FL)

POINTS AVAILABLE: 10

Scoring Summary

Criteria ID	Criteria	Points Available	Location in the Application
FL-1	Percent of matching funds	2, 3, 4, 5, 6, or 8	Page 14
FL-2	Private sector contribution, including public/private partnerships	0, 1, or 2	Page 14

Instructions to Reviewer

FL-1: Percent of matching funds		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Local match percentage is greater than 70%	8
Partial Credit	Local match percentage is between 50% and 70%	6
	Local match percentage is between 30% and 49%	5
	Local match percentage is between 20% and 29%	4
	Local match percentage is greater than 10% and less than 20%	3
	Local match percentage is equal to 10%. This is the minimum local match required OR Reduced equity-based match of 5-9% provided.	2

FL-2: Private sector contribution, including public/private partnerships		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Private sector contribution to local match is equal to or greater than 10% of total project cost.	2
Partial Credit	Project includes any amount of private sector contribution, but less than 10% of the total project cost.	1
No Credit	No private sector funding is part of this project application.	0



SAN MATEO COUNTY
**Transportation
Authority**

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PROJECT NEED (PN)

POINTS AVAILABLE: 19

Scoring Summary

Criteria ID	Criteria	Points Available	Location in the Application
PN-1	Need for safety improvement/enhancement	0, 2, 4, or 5	Page 15
PN-2	Accommodates multiple transportation modes	0, 2, 4, or 6	Page 16
PN-3	Extent that project serves a transportation need	0, 3, or 5	Page 16
PN-4	Project recognized in adopted statewide, regional, county or local planning and fund programming documents	0, 1, 2, or 3	Page 17



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PN-1: Need for safety improvement/enhancement		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Applicant provides detailed description of current site and safety conditions AND 2. Project is located at a safety hotspot where a higher percentage of the jurisdiction's total bicycle and pedestrian related collisions have occurred AND 3. Project is located on the Pedestrian or Bicycle High Injury Network layers of the C/CAG High Injury Network 4. Site photos and TIMS ATP Printout or Ped/Bike Plan collisions map AND C/CAG Youth-based High Injury Network are included in the application. 	5
Partial Credit - High	<p>All of the following must be met:</p> <ol style="list-style-type: none"> 1. Applicant provides detailed description of current site and safety conditions AND 2. Project is located at a safety hotspot where a higher percentage of the jurisdiction's total bicycle and pedestrian related collisions have occurred AND 3. Site photos and TIMS ATP Printout or Ped/Bike Plan collisions map are included in the application. 	4
Partial Credit - Low	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. If the project is <u>not</u> located at a safety hotspot, the applicant has adequately described how the site conditions match conditions where severe or fatal collisions have been documented elsewhere in San Mateo County AND 2. Site photos and TIMS ATP Printout are included in the application. 	2
No Credit	None of the above conditions were met.	0



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PN-2: Accommodates multiple transportation modes		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Application describes how the project will be designed to meet the specific needs of people walking AND bicycling AND using micromobility devices as a means to provide greater direct access to transit stations or bus stop locations.	6
Partial Credit	Application describes how the project will support walking OR bicycling as a means to provide greater direct access to transit stations or bus stop locations.	4
	Application describes how the project will support walking AND bicycling to key destinations (e.g. schools, employment centers, high-density housing, etc.) but does not connect to transit stations or bus stop locations.	2
No Credit	Project only accommodates one transportation mode (walking or bicycling) to connect with key destinations but does not provide direct access to transit stations or bus stop locations.	0

PN-3: Extent that project serves a transportation need		
Criteria	Scoring Instructions	Points to Assign
Full Credit	The project primarily serves a transportation need OR can support <u>both</u> transportation and recreation.	5
Partial Credit	The project primarily services only a transportation need.	3
No Credit	The project primarily serves a recreation purpose.	0



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PN-4: Project recognized in adopted statewide, regional, county or local planning and fund programming documents		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Project is recognized as a <u>high priority</u> project in an <u>adopted or draft statewide, regional, or countywide</u> planning and fund programming document (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, Caltrans District 4 Bicycle Plan, MTC Regional Active Transportation Network, etc).	3
Partial Credit - Higher	Project is recognized as a <u>high priority</u> project in an <u>adopted local</u> planning and fund programming document (e.g. City Bicycle and/or Pedestrian Plan, Vision Zero Plan, Specific Plan, Climate Action Plan, etc.)	2
Partial Credit - Lower	Project is recognized in an <u>adopted local</u> planning and fund programming documents but <u>not as a high priority</u> project. OR Applicant describes how the project is consistent with other state, regional, or local policy goals and identifies why the project may not be included in draft or adopted documents.	1
No Credit	Project is not included in a draft or adopted plan AND the application did not adequately describe how the project is consistent with state, regional, or local plan and policy goals.	0



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EFFECTIVENESS (E)

POINTS AVAILABLE: 42

Scoring Summary

Criteria ID	Criteria	Points Available	Location in the Application
E-1	Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	0, 3, 5, or 7	Page 18 (TA Auto-calculates with CFP Portal Export)
E-2	Potential increase in person throughput, mode share	0, 3, 5, or 7	Page 18 (TA Auto-calculates with CFP Portal Export)
E-3	Degree to which the project reduces stress level, increases safety and accommodates people of all abilities	0, 3, 5, or 7	Pages 19-20
E-4	Closes gap in or extends Countywide pedestrian and bicycle network	0, 2, 4, 5, or 6	Page 21
E-5	Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck”)	0, 2, or 5	Page 21
E-6	Degree to which project reduces GHG emissions and improves air quality	0, 2, 3, or 4	Page 22 & Appendix E
E-7	Potential VMT reduction per capita	0, 1, 2, or 3	Page 22 & Appendix E
E-8	Potential travel time savings	0, 1, or 3	Page 22



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Instructions to Reviewer

<p>E-1: Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas <i>Quantitative Metric: Active Trip Potential & Proximity to High Quality Transit – Auto calculated from CFP Web Portal Export</i></p>		
Criteria	Scoring Instructions	Points to Assign
Full Credit	The active trip potential and proximity to high quality transit composite calculation for the proposed project is in the Top 25th percentile (4th quartile) compared to all other submitted project applications.	7
Partial Credit - Higher	The active trip potential and proximity to high quality transit composite calculation for the proposed project is in the 51-75th percentile (3rd quartile) compared to all other submitted project applications.	5
Partial Credit - Lower	The active trip potential and proximity to high quality transit composite calculation for the proposed project is in the 26-50th percentile (2nd quartile) compared to all other submitted project applications.	3
No Credit	The active trip potential and proximity to high quality transit composite calculation for the proposed project is in the 0-25th percentile (1st quartile) compared to all other submitted project applications.	0

<p>E-2: Potential increase in person throughput, mode share <i>Quantitative Metric: Existing Vehicle Miles Traveled (VMT) – Auto calculated from CFP Web Portal Export</i></p>		
Criteria	Scoring Instructions	Points to Assign
Full Credit	The proportional VMT density calculated for the proposed project is in the Top 25th percentile (4th quartile) compared to all other submitted project applications.	7
Partial Credit - Higher	The proportional VMT density calculated for the proposed project is in the 51-75th percentile (3rd quartile) compared to all other submitted project applications.	5
Partial Credit - Lower	The proportional VMT density calculated for the proposed project is in the 26-50th percentile (2nd quartile) compared to all other submitted project applications.	3
No Credit	The proportional VMT density calculated for the proposed project is in the 0-25th percentile (1st quartile) compared to all other submitted project applications.	0

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E-3: Degree to which the project reduces stress level, increases safety and accommodates people of all abilities		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Application indicates the type of roadway facility, existing speed limit, and traffic volume to calculate the FHWA Bikeway Selection Guide Recommendation (Figure 9 Urban/Suburban and Figure 10 Rural) AND/OR indicates the type of FHWA STEP treatment or other treatments maximize pedestrian comfort and safety. 2. Application clearly and convincingly explains how the project is consistent with or exceeds the FHWA all ages and abilities recommendations 	7
Partial Credit - Higher	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Application indicates the type of roadway facility, existing speed limit, and traffic volume to calculate the FHWA Bikeway Selection Guide Recommendation (Figure 9 Urban/Suburban and Figure 10 Rural) AND/OR indicates the type of FHWA STEP treatment or other treatments maximize pedestrian comfort and safety. 2. Application indicates the project does not meet or exceed the recommended FHWA or other all ages abilities recommendation but clearly and convincingly explains why the lesser facility was selected AND explains how the project still mitigates/reduces stress levels, increases safety, and accommodates people of all abilities AND 3. Application narrative is supported by analysis, survey results, best practice documents, or relevant studies to support claims. 	5
Partial Credit - Lower	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Application indicates the type of roadway facility, existing speed limit, and traffic volume to calculate the FHWA Bikeway Selection Guide Recommendation (Figure 9 Urban/Suburban and Figure 10 Rural) AND/OR indicates the type of FHWA STEP treatment or other treatments maximize pedestrian comfort and safety. 	3



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	<ol style="list-style-type: none"> 2. Application indicates the project does not meet or exceed the recommended FHWA all ages abilities recommendation but only somewhat or unconvincingly explains why the lesser facility was selected AND explains how the project still mitigates/reduces stress levels, increases safety, and accommodates people of all abilities AND 3. Application narrative is supported by analysis, survey results, best practice documents, or relevant studies to support claims. 	
No Credit	<p>Either of the following may be met:</p> <ol style="list-style-type: none"> 1. Application does not clearly explain how the project reduces stress level, increases safety and accommodates people of all abilities OR 2. Application narrative is not supported by analysis, survey results, best practice documents, or relevant studies to support claims. 	0

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E-4: Closes gap in or extends Countywide pedestrian and bicycle network		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>The project is located on a designated key corridor in the Countywide Bikeway Backbone Network or in a designated Pedestrian Focus Area in the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and meets either of the following may be met:</p> <ol style="list-style-type: none"> 1. Project closes a gap between two or more existing bicycle or pedestrian facilities OR 2. Extends an existing bicycle or pedestrian facility. 	6
Partial Credit - Higher	<p>Upgrades an existing bicycle or pedestrian facility (beyond routine maintenance) located on a designated key corridor in the Countywide Bikeway Backbone Network or in a designated Pedestrian Focus Area in the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, but does not fill a gap or extend the pedestrian or bicycle network.</p>	5
Partial Credit - Medium	<p>The project is <u>not</u> located on a designated countywide key corridor or in Pedestrian Focus Area but does meet either of the following may be met:</p> <ol style="list-style-type: none"> 1. Project closes a gap between two or more existing bicycle or pedestrian facilities OR 2. Extends an existing bicycle or pedestrian facility. 	4
Partial Credit - Lower	<p>Upgrades an existing bicycle or pedestrian facility (beyond routine maintenance), but does not fill a gap or extend the pedestrian or bicycle network.</p>	2
No Credit	<p>The project does not fill a gap in the pedestrian or bicycle network, does not extend the pedestrian or bicycle network (an isolated project), and does not upgrade an existing facility.</p>	0



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E-5: Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck”		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Application clearly and convincingly explains how the project is a “Quick Build/Rapid Implementation” style project by incorporating the lowest cost materials in order to maximize impact of the project.	5
Partial Credit - Higher	Application clearly and convincingly explains how the project provides a benefit relative to the amount of funding requested. High cost projects should discuss safety and mobility benefits that cannot be accomplished by less expensive solutions or life-cycle cost savings due to reduced maintenance/operations costs.	4
Partial Credit - Lower	Application somewhat explains how the project provides a benefit relative to the amount of funding requested.	2
No Credit	Application does not clearly explain how the project provides a benefit relative to the amount of funding requested.	0



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E-6: Degree to which project reduces GHG emissions and improves air quality		
Criteria	Scoring Instructions	Points to Assign
Full Credit	GHG emissions reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in Top 25% (4th quartile) relative to all submitted applications in this call for projects.	4
Partial Credit - Higher	GHG emissions reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in 26-50% range (3rd quartile) relative to all submitted applications in this call for projects.	3
Partial Credit - Medium	GHG emissions reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in 51-75% range (2nd quartile) relative to all submitted applications in this call for projects.	2
Partial Credit – Lower	GHG emissions reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in Lowest 25% (1st quartile) relative to all submitted applications in this call for projects OR	1
No Credit	Application is missing Attachment H: GHG Emission Reduction and VMT Impact	0

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E-7: Potential VMT reduction per capita		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Average annual VMT reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in Top 25% (4th quartile) relative to all submitted applications in this call for projects.	3
Partial Credit	Average annual VMT reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in 26-50% range (3rd quartile) relative to all submitted applications in this call for projects.	2
Partial Credit	Average annual VMT reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in 51-75% range (2nd quartile) relative to all submitted applications in this call for projects.	1
No Credit	Either of the following may be met: <ol style="list-style-type: none"> 1. Average annual VMT reductions as reported in Attachment H: GHG Emission Reduction and VMT Impact is in the Lowest 25% (1st quartile) relative to all submitted applications in this call for projects OR 2. Application is missing Attachment H: GHG Emission Reduction and VMT Impact 	0

E-8: Potential travel time savings		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Application clearly and convincingly explains how the project has a potential to contribute to travel time savings for the intended user of the facility AND reduce regional congestion.	3
Partial Credit	Application somewhat explains how the project has a potential to contribute to travel time savings for the intended user of the facility or reduce regional congestion.	1
No Credit	Application does not clearly explain how the project has a potential to contribute to travel time savings for the intended user of the facility or reduce regional congestion.	0



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SUSTAINABILITY (S)

POINTS AVAILABLE: 14

Scoring Summary

Criteria ID	Criteria	Points Available	Location in the Application
S-1	Serves high density/affordable housing	0, 1, 3, or 4	Page 23
S-2	Serves low income, transit dependent and or other vulnerable populations	0, 2, 3, or 4	Page 24
S-3	Innovative low environment impact/green infrastructure	0, 1, 2, or 3	Page 25
S-4	Project accounts for long term repair/maintenance/operations needs	0 or 2	Page 25
S-5	Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	0 or 1	Page 26



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Instructions to Reviewer

S-1: Serves high density/affordable housing		
<i>Quantitative Metric: Priority Development Areas – Auto calculated from CFP Web Portal Export</i>		
Criteria	Scoring Instructions	Points to Assign
Full Credit	The proportional overlap with a PDA calculated for the proposed project is in the Top 25th percentile (4th quartile) compared to all other submitted project applications.	4
Partial Credit - Higher	The proportional overlap with a PDA calculated for the proposed project is in the 51-75th percentile (3rd quartile) compared to all other submitted project applications.	3
Partial Credit - Lower	The proportional overlap with a PDA calculated for the proposed project is in the 26-50th percentile (2nd quartile) compared to all other submitted project applications.	1
No Credit	The proportional overlap with a PDA calculated for the proposed project is in the 0-25th percentile (1st quartile) compared to all other submitted project applications.	0

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S-2: Serves low income, transit dependent and/or other vulnerable populations		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project is located primarily within or crosses through a regional MTC Equity Priority Community or at least one (1) of the listed statewide Disadvantaged Community criterion listed in the application 2. Application convincingly explains how the project serves low income, transit dependent, seniors, students, and/or other vulnerable populations 	4
Partial Credit - Higher	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project is located primarily within or crosses through C/CAG Equity Focus Areas (Scores 8 to 10 only) or Reimagine SamTrans Equity Priority Area Equity Priority Areas 2. Application convincingly explains how the project serves low income, transit dependent, seniors, students, and/or other vulnerable populations 	3
Partial Credit - Lower	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Application convincingly explains how the project serves low income, transit dependent, seniors, students, and/or other vulnerable populations AND 2. Application is supported by documentation that describes how the project serves low income, transit dependent, and/or other vulnerable population. 	2
No Credit	<p>Either of the following must be met:</p> <ol style="list-style-type: none"> 1. Application does not clearly explain how the project serves low income, transit dependent, and/or other vulnerable populations OR 2. Application is supported by documentation that describes how the project serves low income, transit dependent, and/or other vulnerable population. 	0

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S-3: Innovative low environment impact/green infrastructure		
Criteria	Scoring Instructions	Points to Assign
Full Credit	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project IS identified as a Planned or New Recommended Sustainable Street Project Opportunity in the San Mateo Countywide Sustainable Streets Master Plan. 2. Application clearly and convincingly explains how the project includes low environment impact/green infrastructure AND 3. Application is supported by detailed cost estimates or plans that can confirm inclusion of low environment impact/green infrastructure in the project. 	3
Partial Credit - Higher	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project IS NOT identified as a Planned or New Recommended Sustainable Street Project Opportunity in the San Mateo Countywide Sustainable Streets Master Plan. 2. Application clearly and convincingly explains how the project includes low environment impact/green infrastructure AND 3. Application is supported by detailed cost estimates or plans that can confirm inclusion of low environment impact/green infrastructure in the project. 	2
Partial Credit - Lower	<p>All the following must be met:</p> <ol style="list-style-type: none"> 1. Project IS NOT identified as a Planned or New Recommended Sustainable Street Project Opportunity in the San Mateo Countywide Sustainable Streets Master Plan. 2. Application somewhat explains how the project includes or will evaluate how to include low environment impact/green infrastructure. 	1
No Credit	<p>Application does not clearly explain how low environment/green infrastructure will be included in the project and/or no proof identified in cost estimate.</p>	0



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S-4: Project accounts for long-term repair/maintenance/operations needs		
Criteria	Scoring Instructions	Points to Assign
Full Credit	All the following must be met: 1. Application clearly describes the long-term repair/maintenance/operations needs AND 2. Application clearly and convincingly explains how the long-term repair/maintenance/operations needs will be funded	2
No Credit	Application does not clearly describe the long-term repair/maintenance/operations needs OR how they will be funded.	0

S-5: Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity		
Criteria	Scoring Instructions	Points to Assign
Full Credit	Application clearly and convincingly explains how the project can support existing economic activity and help spur new economic development in the immediate vicinity.	1
No Credit	Application does not clearly explains how the project can support existing economic activity and help spur new economic development in the immediate vicinity.	0