

SIX-COUNTY REGIONAL 2021 ACTIVE TRANSPORTATION PROGRAM SCORING RUBRIC

The Scoring Rubric is guidance for how the Regional ATP Working Group will score competing Regional ATP projects.

QUANTITATIVE AND QUALITATIVE EVALUATION OF PROJECTS

Each project competing in the Regional ATP includes a regional analysis supporting transportation investment decisions at the project level. Project applicants will use the [SACOG Project Performance Assessment](#) tool for this analysis. PPA data is included as part of the evaluation with each question except for “Demonstrating Cost Effectiveness” and “Readiness to Move Forward on a Timely Schedule and Past Performance on ATP Grants”. The PPA summarizes existing data about areas in the region and compares the data metrics of a project to the average metrics of similar communities. The Sacramento region has active transportation needs across all cities and counties, and the different community types help compare project areas to similar project areas, instead of trying to compare an established suburban community neighborhood to an urban neighborhood.

The data metrics are a uniform piece of information for each project’s evaluation but can only provide part of the story of a project’s potential. For example, you may evaluate a project located in an area with large projected increases in biking and walking, but the project design does not address the needs of potential bikers and walkers. Also, there may be local planning efforts, studies, surveying, or other initiatives that do not show up in a regional data set. Each member of the Regional ATP Working Group will consider the data and the information provided in the project narrative to evaluate each project, and ultimately develop a funding recommendation reflective of the region’s diversity and needs.

1. INCREASE BIKING AND WALKING BY CONNECTING PEOPLE TO DESTINATIONS AND STRENGTHENING THE ACTIVE TRANSPORTATION NETWORK WITH SOLUTIONS DESIGNED FOR THE INTENDED USERS

Project increases walking and bicycling by connecting people to destinations and strengthening the active transportation network with solutions designed for the intended users.

CONNECTING PEOPLE TO DESTINATIONS DATA METRICS

- **Base Year Service Accessibility by Mode** the number of services (parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks) accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, in the project area. This metric is applied to show the total number of services near households and the potential for shorter biking and walking trips.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: CONNECTING PEOPLE TO DESTINATIONS</i>	<i>POINTS DISTRIBUTION</i>
The project demonstrates excellent potential for increasing biking and/or walking access to specific community-identified destinations.	16 to 20 points
The project demonstrates significant potential for increasing biking and/or walking access to community-identified destinations.	11 to 15 points
The project demonstrates modest potential for increasing biking and/or walking access to destinations.	6 to 10 points
The project demonstrates poor biking and/or walking connectivity to destinations.	1 to 5 points
No destinations will be accessed by the project.	0 points

STRENGTHENING THE ACTIVE TRANSPORTATION NETWORK DATA METRICS

- **bike lane + path / total road mileage** - number of class 1 (trail), 2 (bike lane), and 4 (cycle track) centerline miles in the project area divided by the total number of centerline miles (road miles) in the same area. This metric is applied to quantify how much supporting/connecting bike infrastructure is around the proposed project. *(most relevant for on-street projects)*
- **3- or 4-way intersections per acre** - the number of 3-way and 4-way intersections per acre of project area. This metric is applied related to research showing that areas with a higher intersection density are more supportive of walking. *(most relevant for on-street projects)*

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: STRENGTHENING THE ACTIVE TRANSPORTATION NETWORK</i>	<i>POINTS DISTRIBUTION</i>
The project clearly demonstrates how it will strengthen a larger active transportation network that connects people to community-identified destinations.	12 to 15 points
The project demonstrates how it will strengthen a larger active transportation network that connects people to destinations.	8 to 11 points
The project somewhat demonstrates potential to strengthen an active transportation network that connects people to destinations.	4 to 7 points
The project only minimally demonstrates a connection to an active transportation network.	1 to 3 points
Projects that do not contribute to an active transportation network.	0 points

DESIGNING FOR THE INTENDED USERS DATA METRICS

- Facility speed and Annual Average Daily Traffic (AADT) provide context for the surrounding environment.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: DESIGNING FOR THE INTENDED USERS</i>	<i>POINTS DISTRIBUTION</i>
The project exceptionally demonstrates community-appropriateness and potential to maximize user comfort for people biking and walking in the project area.	8 to 10 points
The project somewhat considers the current community setting and balances user comfort for people biking and walking in the project area.	4 to 7 points
The project demonstrates minimal potential to increase the comfort of people biking or walking in the project area.	1 to 3 points
Projects with no potential to address needs of people biking and walking in the project area.	0 points

2. REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES

Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries.

Safety Data Metrics

These data metrics are provided for additional context. The State ATP application used a statewide data tool that also provides context for bike/ped safety issues. For all projects, data metrics are meant to be coupled with the qualitative discussion about the project’s benefits and impacts for that community.

- **Total Collisions/100M VMT** - the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 100,000,000. This metric is applied to show if the facility has a high rate of collisions (*includes all modes, not just biking and walking*).
- **Percent Bike/Ped Collisions** – the percent of all collisions that involved a person biking or walking. This metric is applied to show if people biking and walking are involved in collisions.

- **Bike + Ped fatalities per project centerline mile** – the number of collisions involving people biking or walking per mile of road. This metric is applied to make it easier to compare longer projects with shorter projects.
- **Collision Heat Map** – This map shows where there are many collisions in the project area. This metric is applied to show where there is a concentrated history of crashes.

Points Breakdown

<i>PROJECT PERFORMANCE: IMPROVING SAFETY</i>	<i>POINTS DISTRIBUTION</i>
The project demonstrates excellent potential to remedy or mitigate safety hazards for people biking and/or walking in the project area.	16 to 20 points
The project demonstrates significant potential to remedy or mitigate safety hazards for people biking and/or walking in the project area.	11 to 15 points
The project demonstrates moderate potential to address or somewhat improve safety hazards for people biking and/or walking.	6 to 10 points
The project demonstrates minimal potential to improve safety for people biking and/or walking.	1 to 5 points
Projects with no potential.	0 points

3. DEMONSTRATING COST EFFECTIVENESS WHILE BRINGING VALUE TO THE ACTIVE TRANSPORTATION NETWORK

Project demonstrates cost effectiveness while bringing value to the active transportation network.

COST EFFECTIVENESS DATA METRICS

There are no regional data metrics associated with the Performance Potential criterion.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: PERFORMANCE POTENTIAL</i>	<i>POINTS DISTRIBUTION</i>
The project utilizes the strongest options from a thorough analysis of alternatives to maximize biking and/or walking and achieve future policy goals for the project area.	8 to 10 points
The project uses viable options from an alternatives analysis to increase biking and/or walking and maintain consistency with policy goals for the project area.	4 to 7 points
The project demonstrates poor commitment to considering different options to increase biking and/or walking or making progress towards future policy goals in the project area.	1 to 3 points
The project does not appear to utilize options to increase biking or walking.	0 points

4. ADVANCING ACTIVE TRANSPORTATION EFFORTS TO ACHIEVE GREENHOUSE GAS REDUCTION GOALS

Project advances active transportation efforts to achieve greenhouse gas reductions goals through reducing vehicle trips today and over time, as established pursuant to SB 375 and SB 391, with special consideration given for projects demonstrating consistency with Green Means Go.

Applicants will discuss the project’s role in serving utilitarian purposes to replace or shorten vehicle trips, and/or how the project will build on changes in land uses or densities to support increased biking and walking trips.

GREENHOUSE GAS REDUCTION DATA METRICS

For all projects, data metrics are meant to be coupled with the qualitative discussion about the project’s benefits and impacts for that community.

- **Land Use Diversity Index** - The land use diversity index ranges from 0 to 1 and measures an area’s ratio of households to K-12 student enrollment, park acreage, and employment in the retail, service, and food sectors. This metric is applied to show where there is high ratio of households to amenities that people use on a daily basis like shopping, restaurants, schools, etc. that in turn increases the likelihood that people living in those households will either walk or bike to these destinations.
- **Residential mode split within a half mile of the project**- The share of all trips made by biking and walking (and other transportation modes) now and in 2040. This metric is applied to show where biking and walking trips are expected to increase by the last year of the MTP/SCS.
 - This metric shows the where “tours” start. For example, a bike “trip” would be “from home to the store”, while a bike “tour” would be “from home to the store and back home again”. The number may be lower if there is less housing in the area, even if it is an area where many people would bike.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: GREENHOUSE GAS REDUCTION</i>	<i>POINTS DISTRIBUTION</i>
Project demonstrates excellent potential to reduce greenhouse gas reductions through replacing vehicle trips and maximizing the surrounding land uses in support of more biking and walking trips.	8 to 10 points
Project demonstrates moderate potential to reduce greenhouse gas reductions through replacing some vehicle trips and supporting land use changes in favor of more biking and walking trips.	4 to 7 points
Project demonstrates minimal potential to reduce greenhouse gas reductions through replacing few vehicle trips and not considering how land use changes could support more biking and walking trips.	1 to 3 points
Project demonstrates no potential to replace vehicle trips in the region and surrounding land uses do not support biking and walking in place of vehicle trips.	0 points

5. SUPPORTING ECONOMIC PROSPERITY GOALS AND STRATEGIES

Project supports economic prosperity goals and strategies in the project area.

ECONOMIC PROSPERITY DATA MEASURES

For all projects, data metrics are meant to be coupled with the qualitative discussion about the project’s benefits and impacts for that community.

- **Access to jobs in all sectors by mode** - The number of jobs accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, in the project area. This metric is applied to show if the project is serving an area of high employment.
- **Education Facility (K12 schools and higher education) Access** - The number of educational facilities accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, in the project area. This metric is applied to show if the project is serving an area with many educational institutions that may support educational training opportunities for the future workforce.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: ECONOMIC PROSPERITY</i>	<i>POINTS DISTRIBUTION</i>
The project demonstrates excellent alignment with and support of local or regional economic goals and strategies.	8 to 10 points
The project demonstrates consistency with local or regional economic goals and strategies.	4 to 7 points
The project demonstrates minimal alignment or consistency with local or regional economic goals and strategies.	1 to 3 points
Project demonstrates no potential to support economic prosperity.	0 points

6. PROVIDE MEANINGFUL BENEFIT TO A DISADVANTAGED COMMUNITY

The score for this question is used to determine which recommended investments will count towards the region’s state-identified requirements. The State ATP Guidelines identify that SACOG must award 25% of the total Regional ATP to projects benefiting disadvantaged communities. Additionally, the SACOG Board of Directors identified 35% investment goal for disadvantaged community-benefiting projects. In the event the minimum DAC threshold for the Regional ATP is not obtained using the above listed scoring criteria, the Benefit to Disadvantaged Community points (0-10) will be applied to the entire project list and the projects re-ranked.

DISADVANTAGED COMMUNITY DATA METRICS

These metrics are specific to the regional definition of disadvantaged community used in the 2020 MTP/SCS. A project sponsor may still use statewide definitions used to identify disadvantaged communities (e.g., CalEnviroScreen 3.0 scores, median household income, etc.) and receive full points for this question.

For all projects, data metrics are meant to be coupled with the qualitative discussion about the project’s benefits and impacts for that community. Strong data metrics in this section should not be interpreted as meaningful community benefit from the project.

- **Population within 0.5 mi of project living in a designated Environmental Justice (EJ) community** – the total number of people living in an EJ area within a half mile of the project area. This metric is applied to show the surrounding population is living in an area that meets the EJ population thresholds. It is an absolute number; it is not a proxy for community benefit.
- **Share of population living in EJ community within 0.5 mi of project location** - the percent of the total population in the project area that lives in an EJ community. This metric is applied to show the percent of the population that meets the EJ population thresholds; it is not a proxy for community benefit.
- **Total Job Accessibility for EJ Populations Adjacent to Project** - The number of jobs accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, for EJ residents in the project area. This metric is applied to show the number of employment opportunities accessible for residents of the disadvantaged community; it is not a proxy for community benefit.

- **Education Accessibility for EJ Populations Adjacent to Project** - The number of educational facilities accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, for EJ residents in the project area. This metric is applied to show the number of educational facilities accessible for residents of the disadvantaged community; it is not a proxy for community benefit.
- **Service Accessibility for EJ Populations Adjacent to Project** - the number of services (parks, K-12 schools, higher education facilities, libraries, hospitals, other medical service facilities, grocery stores, pharmacies, clothing stores, and banks) accessible by mode, e.g. within a 30-minute walk or within a 30-minute bike ride, for EJ residents in the project area. This metric is applied to show the total number of services accessible for residents of the disadvantaged community; it is not a proxy for community benefit.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: DISADVANTAGED COMMUNITY BENEFIT</i>	<i>POINTS DISTRIBUTION</i>
Project clearly and significantly demonstrates a meaningful benefit to the disadvantaged community residents by meeting an important community need.	8 to 10 points
Project adequately demonstrates a meaningful benefit to the disadvantaged community through addressing identified needs.	4 to 7 points
Project minimally demonstrates a benefit to the disadvantaged community through improving the active transportation network without any connections to community needs.	1 to 3 points
Project demonstrates no benefit to disadvantaged community residents.	0 points

7. READINESS TO MOVE FORWARD ON A TIMELY SCHEDULE AND PERFORMANCE ON PAST ATP GRANTS

The Regional ATP emphasizes the importance of a deliverable project that will be able use the funds awarded to it.

<i>SCORING SUBCATEGORY</i>	<i>ADDITIONAL CONTEXT</i>	<i>POSSIBLE POINTS</i>
Past grant performance <i>(scored by Regional ATP Team)</i>	Demonstration of the sponsor's performance on past grants and/or federal aid projects	0 OR -3
Project readiness/timely schedule	Demonstration of the necessary partnerships to deliver the project on time as scoped	5
<i>TOTAL POINTS FOR SECTION</i>		5

READINESS TO MOVE FORWARD ON A TIMELY SCHEDULE AND PERFORMANCE ON PAST ATP GRANTS DATA METRICS

There are no regional data metrics associated with these criteria.

POINTS BREAKDOWN

<i>PROJECT PERFORMANCE: PROJECT READINESS/TIMELY SCHEDULE</i>	<i>POINTS DISTRIBUTION</i>
Applicant demonstrated immediate project readiness and a timely schedule	5 points
Applicant adequately demonstrated good project readiness and a timely schedule	3 to 4 points
Applicant demonstrated poor project readiness	1 to 2 points
Applicant did not describe how the project met the criteria of this section	0 points