

2021 Regional Active Transportation Program Small Infrastructure Application Scoring Rubrics

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

If this project does not qualify as a Disadvantaged Community, applicant may and move onto question 2.

If the applicant checked the box for “This project does not qualify as a Disadvantaged Community” the score for Question #1 will be zero “0”.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- *Median Household Income*
- *CalEnviroScreen*
- *Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.*
- *Healthy Places Index*
- *Other*
 - *Regional Definition*
 - *Federally Recognized Tribal Land*
 - *Other Determinant of MHI*

C. Direct Benefit: (0 - 4 points)

Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable.

Special Instructions & Expectations for Evaluators:

Sub-questions A & B do not receive any points.

- If the applicant does not check the box “This project does not qualify as a Disadvantaged Community” they are **required** to provide project map(s) and provide the DAC information as required in both A & B.
 - Maps should include **all** census tracts/schools that the project reaches, not just the ones that are disadvantaged

When evaluating sub-question C the evaluator should consider:

- Does the project provide reasonable improvements to close missing gaps; increase needed routes or connections (such as access to and/or community safety for disadvantaged community residents to parks, greenways, open space, health care centers, transit stops, and other community assets); or address the poor conditions of an existing route?
- If developing a new route/connection, will the project result in a convenient and logical route that residents will want to use because it offers improved access to destinations the community commonly utilizes?

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- Will the project address the lack of, or need for, active transportation planning? And/or does the project address the community concerns about the lack of pedestrian or bicycle safety education in their community?
- If the project is not located in the DAC, will they have reasonable access points to the project?
- Applicants should also, when applicable, explain how anti-displacement policies and actions are being implemented in their community/city/county to discourage gentrification of the community being impacted by the project.
 - Applicant should address this, even if just to say that displacement is not an issue in their community. If displacement is not an issue an applicant should not be downgraded as long as it was addressed as not a concern of their Disadvantaged Community. Say WHY it is not applicable for your community.
 - Talk about how this is being addressed, whether through policies or work groups

| Points | Applicant's ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community. |
|----------|---|
| 4 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. |
| 3 Points | The application convincingly explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need. |
| 2 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. |
| 1 Point | 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. |
| 0 Points | Evaluators can award a score of zero if they believe the application does not address how the project will directly benefit a disadvantaged community. |

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community?

| Points | Applicant's ability to demonstrate the project is located within a DAC. |
|----------|--|
| 2 Points | Project location(s) are/is <u>fully</u> (100%) located within a DAC. |
| 1 Point | Project location(s) are/is <u>partially</u> (less than 100%) within a DAC. |
| 0 Points | None of the project location(s) are/is within a DAC. |

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E. Severity: (0-4 points)

| Points | Median Household Income (MHI) Criteria – MHI = \$56,982 | |
|----------|---|---------------------------------|
| 0 Points | Greater than 80% of the MHI | greater than \$56,982.40 |
| 1 Point | 75% through <80% of MHI | \$53,421 through \$56,982.40 |
| 2 Points | 70% through <75% of MHI | \$49,859.60 through \$53,421 |
| 3 Points | 65% through <70% of MHI | \$46,298.20 through \$49,859.60 |
| 4 Points | < 65% of MHI | less than \$46,298.20 |
| Points | CalEnviroScreen Criteria | |
| 0 Points | Above 25% most disadvantaged | less than 39.34 |
| 1 Point | 20% through 25% most disadvantaged | 39.34 through 42.86 |
| 2 Points | 15% through < 20% most disadvantaged | 42.87 through 46.63 |
| 3 Points | 10% through < 15% most disadvantaged | 46.64 through 51.18 |
| 4 Points | < 10% most disadvantaged | 51.19 through 94.09 |
| Points | Free or Reduced Lunches | |
| 0 Points | Less than 75% of students receive free or reduced lunches | |
| 1 Point | ≥ 75% through 80% of students receive free or reduced lunches | |
| 2 Points | > 80% through 85% of students receive free or reduced lunches | |
| 3 Points | > 85% through 90% of students receive free or reduced lunches | |
| 4 Points | > 90% of students receive free or reduced lunches | |
| Points | Healthy Places Index Percentile | |
| 0 Points | Healthy Places Index Score above 25 Percentile | |
| 1 Point | Healthy Places Index Score 20 through 25 Percentile | |
| 2 Points | Healthy Places Index Score 15 through <20 Percentile | |
| 3 Points | Healthy Places Index Score 10 through <15 Percentile | |
| 4 Points | Healthy Places Index Score <10 Percentile | |

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| Category | Points | Other DAC Criterion |
|---|--------------|--|
| Other MHI or CalEnviroScreen Assessment | 0 or 1 point | If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income. |
| Regional Definition | 0 or 1 point | If the applicant believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition. |
| Federally Recognized Tribal Lands | 4 points | Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria). |

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QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NONMOTORIZED USERS.

(0-50 POINTS)

A. Statement of Project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-25 points)

Discuss:

- *Destinations and key connectivity the project will achieve*
- *How the project will increase walking and or biking*
- *The lack of mobility if applicable - Does the population have limited access to cars? Bikes? And transit?*
 - *Does the project have an unserved or underserved demand?*
- *The **local** health concerns responses should focus on:*
 - *Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").*
 - *Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the [Healthy Places Index \(HPI\)](#).*
- *For combined I/NI: discuss the need for an encouragement, education, and/or enforcement program.*

Special Instructions & Expectations for Evaluators:

- Applicants are not required to submit user counts at the time of application. User counts will be collected from applications that are successful in the program. **"Need"** must be considered in the context of the **"Potential** for increased walking and bicycling"
- **"Need"** must be considered in the context of **all** the following:
 - Connectivity to key destinations
 - Mobility to access everyday destinations and services
 - Local public health concerns
- To receive the maximum points, applicants must thoroughly demonstrate **all** of the above aspects of "need".

The following checks and analysis must be done by the evaluator prior to awarding points:

- Review the data provided for reasonableness from the proposed project.
 - The evaluator should consult the attached photos, and any other information available to make an informed decision.
 - A project does **not** need to have, or create, large numbers in order to cause great change to a community's active transportation increases, and this can be reflected in the scores given to a project.
- Evaluate the level to which the applicant demonstrated the need for improvements in the project area.
 - When citing key destinations, does the applicant also explain *why* those destinations are important for the community being impacted?
 - Do they cite *specific* destinations or just say "schools" or "stores" or "amenities"?

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- Did the applicant identify specific local public health concerns, health disparity, and/or conditions in the built and social environment affecting the project community that can be addressed by increasing walking and biking? Including:
 - ❖ Thorough and nuanced discussion of existing health condition(s) amongst targeted users (responses should be more sophisticated than simply stating, “Walking and biking is good for health because it increases physical activity.”) AND
 - ❖ The physical or social conditions (known as the social determinants of health) in the target community that contribute to the current health conditions (beyond other elements already addressed in the application including bike/ped infrastructure gaps and barriers, collision rates, etc.).
- Provides local public health data demonstrating the above public health concern or health disparity, including:
 - ❖ Inclusion of health data at the smallest geography available (i.e., census tract or county level if census tract is not available) AND
 - ❖ Health status of targeted users given as percentages or rates using relevant and local health indicators AND stated as ranks or comparisons to non-targeted user data (e.g., the community has a higher/lesser obesity rate compared to both the state and other rural communities of similar size).

| Points | Applicant’s ability to demonstrate a specific active transportation need. |
|-----------------|--|
| 19-23 Points | <p>The application compellingly demonstrates “need” in the project area, and documents all of the following in a clear narrative:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community, • For NI components – the need for the education, encouragement and/or enforcement program |
| 13-18 Points | <p>The application duly demonstrates “need” in the project area, and documents: only 2 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable <ul style="list-style-type: none"> • For projects benefiting a disadvantaged community – the need for the project in that community, • For NI components – the need for the education, encouragement and/or enforcement program |
| 7-12 Points | <p>The application demonstrates “need” in the project area, and documents: only 1 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • data showing the local health concerns, including a comparison to statewide health data AND if applicable |

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|------------|---|
| | <ul style="list-style-type: none"> For NI components – the need for the education, encouragement and/or enforcement program |
| 1-6 Points | <p>The application minimally demonstrates “need” in the project area, and partially documents 1 of the following:</p> <ul style="list-style-type: none"> the lack of connectivity, the lack of mobility for non-motorized users, local health concerns <p>AND if applicable</p> <ul style="list-style-type: none"> For NI components – the need for the education, encouragement and/or enforcement program |
| 0 Points | <p>The application does not demonstrate “need” in any way in the project area in any of the three areas of need, and there is no mention of the need of the disadvantaged community and there is no mention of the NI program (if applicable).</p> |

PLUS:

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Does the applicant address how students will use and have access to the project?
- Projects can receive points for demonstrating the transportation needs of students of all ages, including high school and college/community college
- If the applicant simply states “schools” as a destination the project will connect, that does not warrant the two points
- An applicant **DOES NOT** have to be a safe routes to school project in order to receive these points

| Points | Applicant’s ability to demonstrate the active transportation needs of STUDENTS. |
|----------|--|
| 2 Points | The application addresses the active transportation needs of students |
| 0 Points | The application does not address or mention the active transportation needs of students |

B. Describe how the proposed project will address the active transportation need: (0-25 points) What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

Proposed project addresses:

- Close a gap?*
- Creation of new routes?*
- Removal of barrier to mobility?*
- Other Improvements to existing routes?*
 - Must provide a map identifying the location of each: gap closures and connections; new routes; and barriers and improvements.*
 - Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate.*
 - Referencing this map, describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit*

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facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified.

- *For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.*

Breakdown of points:

- **“Need”** must be considered in the context of the “Potential for increased walking and bicycling”
- **“The proposed project will address”** must be considered in all of the following “needs”:
 - the lack of connectivity,
 - the lack of mobility for non-motorized users,
 - local health concerns
- To receive the maximum points, applicants must demonstrate **all** of the above aspects of “need” for each improvement category.
 - Since each category addresses a different need, the answers provided should be specific to the improvement category.
- The amount of points an applicant/project receives on this sub-questions is **not impacted by the number of categories documented** for addressing the active transportation need.
 - An application only documenting **one category** has the potential to receive full points as long as it can fully meet the scoring criteria. It is up to the applicant to demonstrate that additional categories are not appropriate for the project to better or more fully address the need.
 - Applications documenting numerous categories should not automatically receive additional points. It is up to the applicant to demonstrate that the project scope connected to each category is **relevant** to the non-motorized users’ needs in the project limits.

Special Instructions & Expectations for Evaluators:

A “very important destination”, includes those that offer access to goods, services, and activities that society considers particularly important i.e. a hospital, a grocery store, a transit station, a community center, retail center, or an employment center (where the community can reasonably expect to find employment). The applicant may be able to make a case for other destinations that are very important to the community benefitting from the proposed project.

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluate if the applicant demonstrates that the proposed improvements are the best solution to address the need described in sub-question A.
- Evaluate if the destinations shown in the application are reasonably accessible by non-motorized users.
- Determine if an increase in active transportation modes can be realized by the project.
- Determine if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities
 - was involved in aspects of the application such as supporting public engagement, developing project scope, supporting data and statistics to highlight the public health need, etc. AND
 - will continue to be engaged in the implementation of the project/program.

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| Points | Applicant's ability to make a case that the project will address need for active transportation. |
|-----------------|---|
| 19-24 Points | The application clearly and convincingly demonstrates that the project will best address the active transportation need presented in part A by: <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. |
| 13-18 Points | The application demonstrates that the project will likely address the active transportation need presented in part A by: <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. |
| 7-12 Points | The application somewhat demonstrates that the project will address the active transportation need presented in part A by: (at least 1 of the following) <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. |
| 1-6 Points | The application minimally demonstrates that the project may address the active transportation need presented in part A by: (partially 1 or more of the following) <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations. |
| 0 Points | The application did not demonstrate the project would address the need presented in Part A. |

PLUS:

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Does the applicant address how the improvements will help students access to the project?
- Projects can receive points for demonstrating the transportation needs of students of all ages, including high school and college/community college
- If the applicant simply states "schools" as a destination that does not warrant the one point
- An applicant DOES NOT have to be a safe routes to school project in order to receive this point

| Points | Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS. |
|----------|---|
| 1 Point | The project will increase the proportion of active transportation trips accomplished by students |
| 0 Points | The project will not increase the proportion of active transportation trips accomplished by students |

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QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)

Expectations for Evaluators:

Evaluators should evaluate all attachments, including:

- The "County/City Heat Map" and the "Community Heat Map" of the area surrounding the project limits: Points are based on the maps demonstrating that the relative collision history within the project limits is significant when compared to the overall jurisdiction/community's collision history, suggesting that the project limits will be positively impacted by the proposed safety improvements.
 - Note: If an applicant can explain **why** they are building the project despite the lack of collision data, they can still receive the majority or all of the points. Examples of reasons why an applicant may choose to build a project in an area with no collisions are:
 - It is a new facility.
 - It is so unsafe that there is no bike/ped activity, or it has been banned (i.e. school campus rules).
 - Some communities have residents that do not report collisions.
 - If the project is not in one of the highest density crash locations, does the applicant **thoroughly** explain *why* this location was chosen?
- Project Area Collision Map: Points are based on the map demonstrating that the past collision locations are within the "**Influence Area**" of the proposed safety improvements. Evaluators should consider the overall project limits AND the limits of the specific improvements/scope of the project.
- Collision Summaries and collision lists/reports: Points are based on summaries, lists, and reports demonstrating the overall number of collisions and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
 - Note: Applicants are allowed to provide safety data in a different format if they prefer OR if they do not believe the TIMS ATP tool accurately depicts the collision data.
 - These different data formats applicants can use to show the safety need include: surveys from communities asking how they feel about the safety of the area, near miss data, information from crowd sourcing applications (such as Street Story), a systemic safety analysis identifying high risk features or typologies, etc.
 - If an applicant uses an alternate format for safety data, they **must** still attach the appropriate documentation to prove the safety concerns of the project area

Influence Area Guidance

A project's expected safety "Influence Area" (i.e. Where a project has the potential to mitigate) must be reasonable. The project's "Influence Area" is established by the applicant and in the TIMS ATP Tool is depicted by the "Project Area Collision Map". The following are some general criteria to guide applicants and evaluators in determining appropriate "Influence Area" and/or overall project area for their proposed safety improvements/countermeasures (these criteria are defined in the Caltrans Highway Safety Improvement Program Application Instructions).

Prior to scoring the Safety Question, the evaluator should assess and try to confirm that the applicant's "project area" (or Influence Area) shown in their maps is reasonable with respect to the following criteria:

- New Traffic Signals: crashes within 250 feet of the new signal.
- For intersection or mid-block crossing improvements, collisions that occurred within 250 feet of the

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intersection/mid-block crossing in all directions affected by the improvement may be used.

- Longitudinal Improvements (bike lanes, sidewalks, road diets, etc.): crashes potentially effected by and within the limits of the improvement.
- If the improvements represent a new route and there is no past crash and safety data available within the limits of the proposed improvements, the applicant should consider the potential for the project to eliminate or reduce existing conflict points on parallel routes.
- The crash data from parallel routes can be included where the new facility/route can be reasonably expected to reduce the likelihood of past crashes from reoccurring. The overall applicant data provided in the Narrative Questions and various attachments must support the use of parallel crash data.

Special Instructions & Expectations for Evaluators:

Applicants are **required** to respond to question **1 or 2**, and have the **option** to respond to **both**.

Sub-questions 1 and/or 2 and 3 do not receive any points. The evaluator should verify that the required information in 1 and/or 2 and 3 is provided and complete. If the evaluator team determines the information is **incomplete, inconsistent, or has been manipulated** they should note this in their evaluation comments and application should **not** receive full points for Part A.

The following “Minimum Requirements” must be met for the application to receive any of these points:

- Applicant must provide the output files from the new TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents)
- Only pedestrian and bicycle collisions are included.
- The output files provided by the Applicant must meet the following parameters:
 - The project’s “Influence Area”, as defined by the applicant and shown in the output documents, must be consistent with the project maps/plans attached to the application AND must be reasonable per the “Influence Area” guidance below.
 - Evaluators should consider additional point reductions for this question if the applicant included crash data that does not **reasonably** tie to the Influence Area of the proposed “safety” improvements.
 - The collisions represent the most recent 5-11 years of available crash data. (Note: SWITRS and TIMS crash data is typically 1.5 to 2.5 years old before it is loaded into the crash database).
 - If the applicant does not use the TIMS ATP tool and instead uses their own collision database data/software, then the following additional checks and analysis must be done by the evaluators prior to awarding points:
 - Crashes are from official crash reports. The full crash reports do not have to be included, but their report number and agency must be identifiable.
 - Only pedestrian and bicycle crashes are included. All crashes that do not include a non-motorized user as one of the primary victims must be excluded.
 - The number of crashes entered into the table is directly supported by both the map and the listing.
 - Attachments **must** be included to support alternative data (community surveys, school policy or letter from school explaining policy to discourage walking and biking due to safety, etc.)
- The data entered in the application-table is accurate and reflects the documentation the applicant provides abiding to the above requirements.
- The applicant demonstrated that they **analyzed** the past crash/safety data to identify the **specific crash-type trends** which will likely occur in the future if no action is taken.
- The applicant demonstrated there are significant safety threats to pedestrians and/or bicycles which can be mitigated by ATP eligible improvements.

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| Points | Applicant’s ability to demonstrate the project location represents one of the agency’s top priorities for addressing ongoing safety. And applicant’s ability to demonstrate that they have analyzed their past Crash/Safety Data and the proposed safety improvements correspond to the types and locations of the past collisions. |
|----------------|---|
| 9-12 Points | <p>The applicant included a <u>Project Area Collision Map</u> that demonstrates that the past collision locations are within the Influence Area of the proposed safety improvements. <u>Collision Summaries and collision lists/reports</u> demonstrate the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements, OR an applicant was able to clearly and convincingly explain why they are building the project despite the lack of collision data and why this location is one of the top safety concerns despite the collision history.</p> <p>The application clearly and convincingly shows:</p> <ul style="list-style-type: none"> • That the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, • Collision types and collision details will be positively impacted by the proposed safety improvements. • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements. AND if applicable • For NI components – clearly explains how the project educates bicyclists, pedestrians, and/or drivers about safety hazards and encourages safe behavior which <i>can include</i> enforcement. |
| 5-8 Points | <p>The applicant included a <u>Project Area Collision Map</u> demonstrates that some of the past collision locations are within the “<i>Influence area</i>” of the proposed safety improvements. <u>Collision Summaries and collision lists/reports</u> demonstrate the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements, OR an applicant was able to convincingly explain why they are building the project despite the lack of collision data and why this location is one of the top safety concerns despite the collision history.</p> <p>The application convincingly shows: that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken,</p> <ul style="list-style-type: none"> • Collision trends, collision types, and collision details will be somewhat impacted by the proposed safety improvements. • there are moderate safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements. AND if applicable • For NI components – moderately explains how the project educates bicyclists, pedestrians, and/or drivers about safety hazards and encourages safe behavior which <i>can include</i> enforcement. |

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|---------------|--|
| 1-4 Points | <p>The applicant included a <u>Project Area Collision Map</u> demonstrates that a few of the past collision locations are within the Influence Area of the proposed safety improvements. <u>Collision Summaries and collision lists/reports</u> demonstrate the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements, OR an applicant was able to somewhat explain why they are building the project despite the lack of collision data and why this location is one of the top safety concerns despite the collision history.</p> <p>The application somewhat shows: that the past crash/safety data was looked at by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken,</p> <ul style="list-style-type: none"> • Collision trends, collision types, and collision details will be minimally impacted by the proposed safety improvements. • there are minimal safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements. <p>AND if applicable</p> <ul style="list-style-type: none"> • For NI components – minimally explains how the project educates bicyclists, pedestrians, and/or drivers about safety hazards and encourages safe behavior which <i>can include</i> enforcement. |
| 0 Points | <p>The applicant included a <u>Project Area Collision Map</u> demonstrates that a few of the past collision locations are within the Influence Area of the proposed safety improvements. <u>Collision Summaries and collision lists/reports</u> demonstrate the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements, OR an applicant was able to minimally explain why they are building the project despite the lack of collision data and why this location is one of the top safety concerns despite the collision history.</p> <p>The application doesn't really show: that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken,</p> <ul style="list-style-type: none"> • there are almost no safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements. <p>AND if applicable</p> <ul style="list-style-type: none"> • For NI components – does not explain how the project educates bicyclists, pedestrians, and/or drivers about safety hazards or encourages safe behavior which <i>can include</i> enforcement. |

B. Safety Countermeasures (13 points max): Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

Breakdown of points:

The amount of points an applicant/project receives on this sub-questions is not impacted by the number of “Potential safety hazards” and “Countermeasures” documented in the application.

- Applications only documenting one “Potential safety hazard” / “Countermeasure” has the potential of receiving full points **as long as** it can fully meet the scoring criteria and demonstrate that implementing only one countermeasure is appropriate to fully address the existing hazards.

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- Applications documenting numerous “Potential safety hazards” / “Countermeasures” should not automatically receive additional points. It is up to the applicant to demonstrate that each safety hazard is relevant to the non-motorized users in the project limits and that **each** countermeasure being funded by the project is **necessary** to mitigate the potential for future crashes.
- Projects that appear to include elements/costs with little safety benefits should **not** receive as many points as projects with highly effective & efficient use of limited funding.

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to evaluate the level to which the applicant demonstrated that they analyzed the past crash/safety data trends and appropriately selected safety countermeasure(s) with proven track record(s) for addressing the past trends.
 - Safety countermeasures can include both on-road improvements, as well as separated paths and trails.
- Evaluators are to evaluate the level to which the applicant demonstrated each proposed safety countermeasure(s) is appropriately included in the project to mitigate the potential for future non-motorized crashes in the area of the project.

| Points | Applicant’s ability to demonstrate the project will remedy (one or more) potential safety hazards with the project limits. |
|-----------------|--|
| 11-13 Points | The applicant clearly and convincingly demonstrates that: <ul style="list-style-type: none"> • the proposed countermeasure(s) have a proven track record for addressing the past crash/safety needs addressed in Part A, • the applicant has described remedies for each need addressed in Part A, AND • the proposed implementation of the countermeasure(s) should fully mitigate the potential for future non-motorized crashes in the area of the project. |
| 7-10 Points | The applicant demonstrates fairly well that: <ul style="list-style-type: none"> • the proposed countermeasure(s) have a proven track record for addressing the past crash/safety needs addressed in Part A, • the proposed countermeasure(s) should significantly (but not fully) mitigate the potential for future non-motorized crashes in the area of the project. |
| 4-6 Points | The applicant somewhat demonstrates that: <ul style="list-style-type: none"> • the proposed countermeasure(s) address the past crash/safety needs addressed in Part A, • the proposed implementation of the countermeasure(s) should somewhat mitigate the potential for future non-motorized crashes in the area of the project. |
| 1-3 Points | The applicant minimally demonstrates that: <ul style="list-style-type: none"> • the proposed countermeasure(s) have a track record for addressing the past crash/safety needs addressed in Part A, • there are doubts as to whether the implementation of the proposed countermeasure(s) will mitigate the potential for future non-motorized crashes in the area of the project. |

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| | |
|----------|---|
| 0 Points | Evaluators can award a score of zero if they believe that the application does not prove the safety need of the proposed project and the countermeasures explained do not have the potential to mitigate the potential for future collisions. |
|----------|---|

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QUESTION #4: PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

General Guidance on stakeholders and their involvement in a project:

There is a difference between outreach and engagement. Applicants that engage constituents should receive a higher score than those that conduct only outreach.

- **Engagement:** is a two-way process, involving inclusive interaction and listening, with the goal of generating mutual benefit and agreement on a project. Engagement allows stakeholders to initiate input, provide input that may change the design or the scope of the project.
- **Outreach:** is a way to connect, inform, and get feedback from stakeholders. Outreach does not always allow for changes to the design or scope of a project; it is akin to an in-depth and well-informed marketing campaign to a targeted audience.

- **Public** stakeholders can include, but are not limited to: residents, targeted end users, and community leaders, elected officials, advocacy organizations, local businesses, and members of vulnerable or underserved populations (i.e. elderly, youth, physically and/or mentally disabled, members from disadvantaged communities, etc.).
- **Governmental** stakeholders can include other departments, agencies, jurisdictions, etc. impacted by the proposed project that are NOT the applicant (these can include, but are not limited to law enforcement, transportation, local health department, schools/school districts, emergency services, metropolitan planning organization, etc.)
- **Meetings and/or events** and how many were held to engage stakeholders is key to Public Participation. These can include, but are not limited to:
 - **The type of meetings or events:** open houses, community charrettes, city council meetings, planning commission meetings, tables or booths at farmer's markets, door-to-door solicitation, etc.
 - **How the meetings or events were noticed:** local newspaper, county website, on the radio, Facebook, Twitter, at school parents group meetings, at church, local publications in other languages, flyers, etc.
 - **How the meetings or events were documented:** Meeting sign-in sheets, meeting notes, letters of support, photos, etc.
 - **Where the meetings or events took place:** school, community center, city hall, etc.
 - **The accessibility of the meetings or events:** accessible by public transportation, translation services provided, child care provided, time of day the meetings or events were held that best meet the needs of the community, food provided, etc.
 - **The stakeholders' involvement in the decision-making body:** technical advisory committee, citizens' advisory committee, etc.

Special Instructions & Expectations for Evaluators:

The level of expected planning for a project is **directly connected** to the **magnitude and complexity** of the proposed changes/designs and to the impacts to the overall active transportation network.

- Projects with smaller scopes and costs should not have to demonstrate as extensive of an internal planning process, including the analysis of a wide range of alternatives, as a project with a much larger scope.

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The following checks and analysis must be done by the evaluator prior to awarding points:

- Consider whether or not the applicant appropriately used their agency's active transportation technical planning to develop and refine the project scope.
- Consider the level to which the technical planning considered both existing and future needs of the project users and transportation system.
- Consider the level to which the planning process was effectively integrated into the public participation process.
- Consider whether or not the outreach and engagement process was ongoing and shows **continued** stakeholder support.
 - Outreach and engagement from previous Plans can be cited, but applicants should explain how it was determined that this project was still a high priority for the community
- Give consideration to all attachments the agency provided in connection with this question, including but not limited to: any applicable public outreach process/proposal/plan, links to websites, meeting agendas, meeting sign-in sheets, meeting minutes, public service announcements, letters of support, new alternatives or major revisions that were identified, etc.
 - Consider the level to which the letters of support emphasize that the project represents the top or one of the top active transportation priorities for the community, targeted end users, or public stakeholders.
 - Consider the level to which the attachments show the applicant engaged the disadvantaged community the project is supposed to be benefitting (when applicable).
 - IF an applicant did not attach ANY documentation to show a thorough and effective public engagement process the application should NOT receive full points.
- Consider the extent that the public participation and planning process was utilized to identify and improve the effectiveness of the project and ensure the project is one of the highest community/regional active transportation priorities.
 - Additional consideration can be given for outreach which has been ongoing for a longer duration.
- Consider the magnitude of the proposed project when considering the extent to which the project represents one of the highest community/regional active transportation priorities.

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| Points | Applicant's ability to demonstrate what the process to prepare for existing and future needs of users of this project was, who was engaged in the public participation and planning process and how the stakeholders will continue to be engaged in the implementation of the project. |
|----------------|---|
| 9-10 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) • The planning process considered the existing and future needs of the project users and transportation system • The planning process was effectively integrated into the public participation process and reached out to all necessary stakeholders. • AND the applicant attached documentation that supports a thorough and effective public engagement process. |
| 6-8 Points | <p>The applicant demonstrates that:</p> <ul style="list-style-type: none"> • The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) • The planning process considered the existing and future needs of the project users and transportation system • The planning process was effectively integrated into the public participation process. • AND the applicant attached documentation that supports a thorough and effective public engagement process. |
| 3-5 Points | <p>The applicant somewhat demonstrates that:</p> <ul style="list-style-type: none"> • The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) • The planning process considered the existing and future needs of the project users and transportation system • The planning process was somewhat integrated into the public participation process. • AND the applicant attached documentation that supports a public engagement process. |
| 1-2 Points | <p>The applicant minimally demonstrates that:</p> <ul style="list-style-type: none"> • The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) • The planning process considered the existing and future needs of the project users and transportation system • The planning process was minimally integrated into the public participation process. • AND the applicant did not attach documentation or attached very little documentation to support a thorough public engagement process. |
| 0 Points | <p>Evaluators can award a score of zero if they believe that the application does not prove the project scope is a result of technical planning, that the applicant did not consider the existing and future needs of the project users, and the planning process was not in any way integrated into the public engagement process.</p> |

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QUESTION #5: SCOPE AND PLAN CONSISTENCY (0-3 POINTS)

A. Complete Attachment B (Engineer’s Checklist).

Applicants are *required* to complete Attachment B as part of all Infrastructure and 22-R for combination (Infrastructure & Non-Infrastructure) applications.

Breakdown of points:

Evaluators will consider the following:

- Consistency between the Layouts/Maps, Engineer’s estimate and Proposed Scope
 - The layouts should clearly show all of the proposed scope (the scale should be appropriate)
 - The evaluator should easily be able to determine if improvements are on one or both sides of the roadway or at all corners of an intersection such as for bulb outs.
 - Are the right-of-way lines shown? Especially if the improvements are outside of the existing facilities. Are existing power poles and other utilities shown?
 - Was a cross section included showing the existing facilities and how the improvements will meet the existing facility?
 - Does the supplied cross section resemble the location? Or if existing facility widths differ, are there cross sections for them?
 - For Combo Projects (Projects with Infrastructure (IF) and Non-Infrastructure (NI)), evaluators will also consider the Exhibit 22-R for a complete, clear, and detailed scope.
- Compliance with the Engineer’s Checklist
 - Were items checked as completed that are not shown in the documents?
 - New traffic signals require a traffic warrant showing that the signal is needed. Is/are the warrants attached?
 - For Combo Projects, evaluators will also consider the Exhibit 22-R for compliance with Non-Infrastructure Guidance.
- Complete project schedule
 - Does the schedule allow adequate time to complete each phase, including:
 - Environmental studies, if needed?
 - Acquisitions and Utility relocations, if needed?
 - For Combo Projects, evaluators will also consider how the NI phase coordinates with IF phases and if it is a school program, coordination with school schedules.

Special Instructions & Expectations for Evaluators:

If the applicant failed to follow any directions in filling out the Engineer’s checklist and associated attachments, the evaluator should **not** give full points for these sub-questions.

| Points | Evaluating Layouts/Maps |
|---------|---|
| 1 Point | The submitted layouts/maps are complete, clear, and/or provide sufficient detail to determine the full scope of the proposed project. |
| 0 Point | The submitted layouts/maps are poorly developed or vague in outlining the various elements of the proposed project, or the applicant failed. |

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| Points | Evaluating Engineer's Estimate |
|----------|---|
| 1 Point | The submitted estimate is thorough and consistent with the elements and phases of the proposed project. |
| 0 Points | The applicant failed to provide an estimate that matches the proposed elements. |

| Points | Evaluating the Project Schedule |
|----------|--|
| 1 Point | The submitted schedule fully incorporates all necessary phases and provides adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI). |
| 0 Points | The submitted schedule failed to incorporate all necessary phases and/or does not provide adequate time to complete the phases (PA&ED, PS&E, ROW, CON and CON-NI). |

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SUPPLEMENTAL APPLICATION QUESTION #1: LEVERAGING OF OTHER FUNDING (0-10 POINTS)

A. The application funding plan will show all federal, state and local funding for the project.

Describe the leveraged funding the applicant is committing to invest in the project if it is awarded competitive funding (total value in dollars). The application funding plan must show all federal, state, and local funding for the project. Non-competitive Measure K Bicycle, Pedestrian, and Safe Routes to School funds and other Measure K funds derived by formula may be used as matching funds.

Leveraged Funds

Funds either already expended by the applicant for a previous phase, or funds to be programmed for use on elements within the requested project. This funding can only be considered "leveraged" funding if it goes towards eligible participating project costs.

Breakdown of points:

- Points will be awarded based on the amount of the leveraged funding pledged to the project.

| | |
|-------------|--|
| 0-10 Points | 1 point provided per every 2% provided as a match. Maximum of 10 points for 20% or more. |
|-------------|--|

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SUPPLEMENTAL APPLICATION QUESTION #2: PROJECT READINESS (0-20 POINTS)

Provide detailed information on any completed project milestones and the project schedule. For completion of environmental clearance, provide a copy of the resolution or other documentation adopting the environmental document.

| Points | Project Readiness |
|----------|--|
| 2 Points | <ul style="list-style-type: none">• Feasibility Study/Project Study Report or Equivalent |
| 4 Points | <ul style="list-style-type: none">• Environmental Clearance |
| 6 Points | <ul style="list-style-type: none">• Plans, Specifications, & Estimates |
| 6 Points | <ul style="list-style-type: none">• Right-of-Way Acquisition |
| 2 Points | <ul style="list-style-type: none">• Other pre-construction requirements (permits, utility relocations, etc.) |

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SUPPLEMENTAL APPLICATION QUESTION #3: Project Location (0-20 POINTS)

A. Describe the location of the project. Describe how the project provides or improves connectivity across a combination of following key Community Activity Centers (CACs): (0-10 points)

- Employment centers
- Compact commercial areas
- Transit Hubs/Station
- Residential concentrations or downtown/community cores
- Schools

| Points | The project provides or improves connectivity across a combination of key CACs. |
|-----------|--|
| 10 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project falls within an area meeting 5 of 5 CACs or is within the ½ mile area around the downtown/community core consistent with the Measure K Smart Growth Infill Opportunity Sites |
| 8 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project falls within an area meeting 4 of 5 CACs |
| 6 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project falls within an area meeting 3 of 5 CACs |
| 4 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project falls within an area meeting 2 of 5 CACs |
| 2 Points | <p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • The project falls within an area meeting 1 of 5 CACs |
| 0 Points | Evaluators can award a score of zero if they believe that the application does not adequately prove the project provides or improves connectivity across a combination of key CACs |

B. Describe how the project supports development that reinforces and logically extends existing and planned development. (0-5 points)

| Points | Project Location |
|----------|--|
| 5 Points | <ul style="list-style-type: none"> • The project is adjacent to a previously developed site, has developed areas on three or more sides, complete water, sewer, and roadway infrastructure exists to support development, and is located within 1/8 mile of a Measure K Smart Growth Infill Opportunity Site |
| 4 Points | <ul style="list-style-type: none"> • The project is adjacent to previously developed site, has developed areas on three or more sides, complete water, sewer, and roadway infrastructure exists to support development, and is located within ¼ mile of a Measure K Smart Growth Infill Opportunity Site |
| 3 Points | <ul style="list-style-type: none"> • The project is adjacent to previously developed site, has developed areas on three or more sides, and complete water, sewer, and roadway infrastructure exists to support development. |
| 2 Points | <ul style="list-style-type: none"> • The project is adjacent to a previously undeveloped site, has existing development on three or more sides, and complete water, sewer, and roadway infrastructure exists to support development. |

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| | |
|----------|---|
| 1 Points | <ul style="list-style-type: none"> The project is adjacent to a previously undeveloped site, has existing development on three or more sides and some water, sewer, and roadway infrastructure exists to support development. |
| 0 Points | <ul style="list-style-type: none"> The project is adjacent to a previously developed site, without existing water, sewer, and roadway infrastructure, and has developed areas on two or fewer sides. |

C. Describe how the project is located in an area (within a ¼ mile walk distance) with high levels of street connectivity for vehicles, bicyclists, pedestrians, and transit. (0-5 points)

| Points | Street connectivity in the project area |
|----------|--|
| 5 Points | <ul style="list-style-type: none"> The project area has an internal street network that is a highly connected grid, with streets spaced no more than 350 feet apart on average. Major thoroughfares are closely spaced so that each one requires fewer lanes. All streets are designed for vehicle speeds of 25 miles per hour or less, and every street is designed to accommodate pedestrians. The project either provides or support the inclusion of striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations. |
| 4 Points | <ul style="list-style-type: none"> Most parts of the internal street network in the project area are a highly connected grid, with streets space no more than 400 feet apart on average. All streets in the area are designed for vehicle speeds of 30 miles per hour or less, and every street is designed to accommodate pedestrians. The project either provides or supports the inclusion of striped bicycle lanes on all major streets or a separate bicycle path serving the same destinations. |
| 3 Points | <ul style="list-style-type: none"> The street network in the project area has some internal connectivity, with streets spaced no more than 500 feet apart on average. Most streets in the area are designed for vehicle speeds of 35 miles per hour or less, and every street is designed to accommodate pedestrians. |
| 2 Points | <ul style="list-style-type: none"> Only one or two arterial roads connect the project to surrounding areas. Most circulation in the project area is channeled onto one or two collector roads. Many streets do not include bicycle facilities or traffic calming measures that would facilitate use by pedestrians and bicyclists. |
| 1 Point | <ul style="list-style-type: none"> The project has limited connectivity to surrounding areas. Collector and arterial roads connect the project to surrounding areas. Streets are designed for vehicle speeds of 45 miles per hour or more, and do not include bicycle facilities or traffic calming measures that would facilitate use by pedestrians and bicyclists. |
| 0 Points | <ul style="list-style-type: none"> The project has poor connectivity to surrounding areas. Only one or two arterial roads connect the project to surrounding areas. Streets are designed for vehicle speeds of 55 miles per hour or more, and do not include bicycle facilities or traffic calming measures that would facilitate use by pedestrians and bicyclists. |

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SUPPLEMENTAL APPLICATION QUESTION #4: TRANSIT ACCESS (0-20 POINTS)

A. Describe how the project is in an area with nearby passenger rail and/or bus transit service that is accessible and provides regular service, or if future transit service will be provided to the area as documented in a “will-serve” letter from the transit operator. Describe any existing or proposed passenger amenities at transit stops in the area and all existing or proposed headways between buses in the area. (0-20 points)

| Points | Transit access in the project area. |
|-----------|---|
| 20 Points | <ul style="list-style-type: none"> The project is within a 1/8 mile walk of a regional transit center served by passenger rail and connecting bus service OR a transit center serving as a major hub for bus service with 6 or more lines meeting in one place |
| 15 Points | <ul style="list-style-type: none"> The project is within a ¼ mile walk of a regional transit center served by passenger rail and connecting bus service OR Nearly all of the project is within ¼ mile of a transit corridor, or a transit stop that serves at least two different routes, with headways no longer than 15 minutes on the same route. Transit stops include multiple passenger amenities such as benches, passenger shelters, posted timetables, and real-time arrival information. OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 15 minutes or less. |
| 10 Points | <ul style="list-style-type: none"> Most of the project is between ¼ mile and ½ mile of a transit corridor, station, or stop with transit service on headways of 30 minutes or less. Transit stops include at least one passenger amenity. OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 30 minutes or less. |
| 5 Point | <ul style="list-style-type: none"> The project is within ½ mile of a transit corridor, station, or stop with transit service on headways more than 30 minutes but less than 60 minutes. OR, a transit agency has provided a “will-serve” letter indicating that transit will be provided in the project area on headways of 60 minutes or less. |
| 0 Points | <ul style="list-style-type: none"> There is no public transit service within ½ mile OR headways between buses on each route within ½ mile are longer than 60 minutes. |

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SUPPLEMENTAL APPLICATION QUESTION #5: MIXED LAND USES AND DEVELOPMENT INTENSITY (0-15 POINTS)

When considering the mix of land uses, refer to this list:

- Single-family housing
- Recreation
- Multi-family housing
- Education
- Commercial
- Institution
- Office
- Industrial

A. Describe how the project is in an area (within a ¼ mile walk of the project) that provides a variety of land uses. (0-5 points)

| Points | Mix of land uses in the project area. |
|----------|--|
| 5 Points | <ul style="list-style-type: none"> • The project area includes six or more land uses |
| 4 Points | <ul style="list-style-type: none"> • The project area includes five or more land uses |
| 3 Points | <ul style="list-style-type: none"> • The project area includes four land uses |
| 2 Points | <ul style="list-style-type: none"> • The project area includes three land uses |
| 1 Point | <ul style="list-style-type: none"> • The project area includes two land uses |
| 0 Points | <ul style="list-style-type: none"> • The project area includes a single land use |

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Development Intensities are defined as follows:

- **Low Intensity:** Fewer than 12 dwelling units per acre AND/OR 0.29 or less Floor Area Ratio (FAR)
- **Moderate Intensity:** 12 to 15 dwelling units per acre AND/OR 0.30-0.69 FAR
- **High Intensity:** 16 or more dwelling units per acre AND/OR 0.7-0.99 FAR
- **Very High Intensity:** 20 or more dwelling units per acre AND/OR 1.0 or higher FAR

B. Describe how the project is in an area (within a ¼ mile walk of the project) that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. (0-5 points)

| Points | Project area development intensity. |
|----------|---|
| 5 Points | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a very high intensity, including at least 50% housing. The project is located in a core area, such as a downtown, AND is of the highest intensity found in the community. |
| 4 Points | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a very high intensity, including at least 50% housing. The project is located in a core area, such as a downtown/ |
| 3 Points | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a high intensity, including at least 50% housing. |
| 2 Points | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a moderate intensity, including at least 50% housing. |
| 1 Point | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a moderate intensity, including at least 25% housing |
| 0 Points | <ul style="list-style-type: none"> • The project is located in an area that is developed or planned at a low intensity for 50% or more of its area. |

C. Describe how the project would support development that exhibits a smart growth pattern of development intensity. Refer to the definitions above for intensities. (0-5 points)

| Points | Project's ability to support development intensity. |
|----------|---|
| 5 Points | <ul style="list-style-type: none"> • The project would support development at a very high intensity, such as a downtown, AND is of the highest intensity found in the community. |
| 4 Points | <ul style="list-style-type: none"> • The project would support development at a very high intensity, such as a downtown |
| 3 Points | <ul style="list-style-type: none"> • The project would support development at a high intensity, AND higher than that in the surrounding area. |
| 2 Points | <ul style="list-style-type: none"> • The project would support development at a high intensity |
| 1 Point | <ul style="list-style-type: none"> • The project is located in an area that is developed at a moderate intensity, AND higher than that in the surrounding area. |
| 0 Points | <ul style="list-style-type: none"> • The project would not support significant development, or development is at a low or moderate intensity. |

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QUESTION #11: HOUSING DIVERSITY AND AFFORDABILITY (0-15 POINTS)

When considering housing diversity, use the following housing types

- *Single family detached*
- *Small lot single family detached*
- *Single family attached*
- *Townhouses*
- *Duplexes/Triplexes*
- *Apartments*
- *Senior housing*
- *Mobile home park*

A. Describe how the project is in an area (within a ¼ mile walk of the project) that has a diverse array of housing types. (0-5 points)

| Points | Housing types in the project area |
|----------|--|
| 5 Points | • The project is in an area with six or more types of housing. |
| 4 Points | • The project is in an area with five or more types of housing. |
| 3 Points | • The project is in an area with four types of housing. |
| 2 Points | • The project is in an area with three types of housing. |
| 1 Point | • The project is in an area with two types of housing. |
| 0 Points | • The project is in an area with no housing or a single type of housing. |

B. Describe how the project would support development that has a diverse array of housing types. (0-5 points)

| Points | Housing types in the project area |
|----------|--|
| 5 Points | • The project would support development with six or more types of housing. |
| 4 Points | • The project would support development with five or more types of housing. |
| 3 Points | • The project would support development with four types of housing. |
| 2 Points | • The project would support development with three types of housing. |
| 1 Point | • The project would support development with two types of housing. |
| 0 Points | • The project would not support significant development, or the development includes no housing or a single type of housing. |

When considering housing affordability, use the following 2020 Income Limits for San Joaquin County as set by the Department of Housing and Community Development:

| County | Income Category | Number of Persons in Household | | | | | | | |
|---|----------------------|--------------------------------|-------|-------|--------------|-------|--------|--------|--------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| San Joaquin County 4-Person Area Median Income: \$75,000 | Extremely Low | 15750 | 18000 | 21720 | 26200 | 30680 | 35160 | 39640 | 44120 |
| | Very Low Income | 26250 | 30000 | 33750 | 37500 | 40500 | 43500 | 46500 | 49500 |
| | Low Income | 42000 | 48000 | 54000 | 60000 | 64800 | 69600 | 74400 | 79200 |
| | Median Income | 52500 | 60000 | 67500 | 75000 | 81000 | 87000 | 93000 | 99000 |
| | Moderate | 63000 | 72000 | 81000 | 90000 | 97200 | 104400 | 111600 | 118800 |

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C. Describe how the project located in proximity to or supports development that includes affordable housing. (0-5 points)

| Points | Housing Affordability |
|----------|---|
| 5 Points | <ul style="list-style-type: none"> 100% of the housing in the development would be affordable to a range of income levels, with a minimum of 20% moderate, 20% low and 20% very low income households. |
| 4 Points | <ul style="list-style-type: none"> At least 75% of the housing in the development would be affordable to moderate, low or very low income households. |
| 3 Points | <ul style="list-style-type: none"> At least 50% of the housing in the development would be affordable to low or very low income households. |
| 2 Points | <ul style="list-style-type: none"> At least 25% of the housing in the development would be affordable to low or very low income households. |
| 1 Point | <ul style="list-style-type: none"> At least 20% of the housing in the development would be affordable to moderate income households. |
| 0 Points | <ul style="list-style-type: none"> The project would not support significant development, or the development includes only market rate housing, or no housing at all. |

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Final Score:

| Category | Points Available | Points Awarded |
|--|------------------|----------------|
| Benefits to Disadvantaged Communities | 10 | |
| Need | 50 | |
| Safety | 25 | |
| Public Participation and Planning | 10 | |
| Scope and Plan Layout Consistency and Cost Effectiveness | 5 | |
| Leveraging of Other Funding | 10 | |
| Project Readiness | 20 | |
| Project Location | 20 | |
| Transit Access | 20 | |
| Housing Diversity and Affordability | 15 | |
| Mixed Land Uses and Development | 15 | |
| TOTAL | 200 | |