

2010 Statewide Transportation Enhancements Program Regional Project Evaluation Criteria

The twelve eligible Transportation Enhancements categories have been grouped into four categories to provide for comparison of similar projects and a rating system based on factors that are most appropriate to each category. Part 1 contains evaluation criteria that will be applied to ALL projects. Part 2 contains evaluation criteria based on the four categories; project sponsors are asked to pick the category that best fits their project.

Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the impacts. Projects that most directly support each criterion will be rated "High." The highest possible total score a project can receive is 100 points.

Projects will be evaluated against the criteria based on the responses provided in the application found in Attachment F of the Call for Projects. After all projects have been scored by the Regional Council's staff, the scoring committee will use the scores as a tool to help determine which projects to recommend for funding to the Regional Council's Boards for final approval.

Part 1: Criteria for All Projects

A. The project supports regional growth centers, local town or activity centers and the corridors connecting these locations. 15 Points

Projects are rated on their ability to provide service to the greatest number of people, as expressed through their relationship to regional growth centers designated through countywide planning policies, town/activity centers identified in local comprehensive plans, and the corridors connecting these locations.

Guidance: The emphasis of this category relates to objectives established under VISION 2040, PSRC's growth management, transportation and economic strategy. VISION 2040 calls for preserving and developing compact communities and directing employment and housing growth into centers that support walking, biking, and transit use. In addition to regional growth centers, VISION 2040 also calls for the support of rural cities and towns, as well as the protection and enhancement of the natural environment, open space and recreational opportunities, and scenic and historic areas. Preference will be given to those projects located within one of these designated urban or rural centers, or along a corridor that connects such places.

Projects will be rated:

High: The project is located within a designated urban or rural town center or activity area, or is located along a corridor connecting two of these areas.

Medium: The project is located within an area of concentrated development that has not been formally designated, or is located along a corridor that provides direct access to such an area.

Low: The project is not located within a center or area of concentrated development, and is not located along a corridor that provides direct access to such an area, but is within the urban growth area.

B. The community demonstrates support for the project. 15 Points

Projects are rated according to the breadth and strength of local community support. Projects will be evaluated based on the following information:

- The dates, times, and places of all relevant public presentations (such as planning commission or community council meetings, etc.)

- Letters received or other types of support for the project (including in-kind and financial support, fundraising efforts, etc.¹)
- The public review process, date completed, and any negative response or resistance to the project

Guidance: In some instances, projects may not have an opportunity to generate direct public support due to a need for confidentiality (for example, archaeological resources or properties associated with religious and cultural practices) or due to the nature of the project (for example, non-capital projects such as resource tools or planning studies). Under those circumstances, projects will be evaluated based on their relationship to state, regional and/or local planning objectives.

A project will be rated:

High: The project demonstrates strong, broad based support in the community. The project has been presented in one or more public forums [separate from a required public process such as a hearing for local plans] or has received support from a diversity of community members, organizations, or interests likely to be affected by the project. Alternatively, the project demonstrates that it meets identified state, regional and/or local planning objectives.

Medium: The project has not been presented in a public forum but has received some support in the community (more than one organization or interest). Alternatively, the project is consistent with identified state, regional and/or local planning objectives.

Low: The project has received community support from a single community group.

C. Project Readiness/Financial Plan. 20 Points

Projects are rated according to the extent to which projects are “ready to go.” The status of the project will be based on the following factors: approval of environmental documentation, status of environmental permits, status of right-of-way or easement acquisition, if needed, and status of design. Completion of environmental documentation will require that the project address all environmental mandates (for example the National and State Environmental Policy Acts, Endangered Species Act, National Historic Preservation Act, etc.).

Projects will be evaluated based on the following (please refer to <http://www.psrc.org/transportation/tip/applications/tipreference> for definition of technical terms [e.g. “obligation”] and other assistance):

- When the sponsor will complete all prerequisites needed to obligate the project’s requested regional funds.
- When the sponsor plans to obligate the requested regional funding.
- The amounts and sources of secured funding for the project.
- Other public or private agencies or organizations financially partnered with the project sponsor.
- Whether or not the funds will complete the project or a phase of the project.

Guidance: The emphasis of this category is to rate projects based upon the sponsor’s ability to obligate requested regional funds at the earliest possible time, as demonstrated by having completed all applicable prerequisites for obligation and securing all needed funding to complete the project or phase of the project. Please note: this program does not require a local match, and projects may be funded 100% with Enhancement funds, however WSDOT requires that all Enhancement funds be obligated within two years of selection approval.

Projects will be rated:

High:

- The applicant can demonstrate that all prerequisites for obligation have been met at the time the competition application is submitted.
- The sponsor plans to obligate funds at an early date (2011).
- All other needed funding is fully secured at the time the competition application is submitted.

¹ There is no matching funds requirement for this program, so any in-kind and financial support will be evaluated solely from the perspective of community support for the project.

- The requested regional funding will be sufficient to complete the project or phase of the project.

Medium:

- The applicant can demonstrate that all prerequisites for obligation will be met by the estimated obligation date.
- The sponsor plans to obligate funds sometime during 2012.
- All other needed funding will be fully secured by the estimated obligation date.
- The requested regional funding will be used to complete a key element of the project, but will not complete an entire phase of the project (for example the environmental documentation will be completed but the full Preliminary Engineering phase will not).

Low:

- The applicant fails to demonstrate that all prerequisites for obligation will be met by the estimated obligation date.
- There is reason to doubt that all other needed funding will be fully secured by the estimated obligation date.
- The requested regional funding will not be sufficient to complete a key element or a phase of the project.

Part 2: Category Specific Criteria

D. The project significantly enhances the transportation experience for a variety and multitude of users. 50 points

Projects will be rated according to their relationship to the transportation system, their benefit to the community, and how well they meet certain elements particular to each of the following four project categories. These four categories will provide for comparison of similar projects and a rating system based on factors that are most appropriate to each category.

Project sponsors will select the category most appropriate for their project, and projects will be evaluated based on the evaluation criteria specific to that category. All categories are of equal weight, and each project will receive up to 50 points from this section.

The twelve eligible Transportation Enhancements project categories have been grouped into the four categories shown below. All projects must meet the appropriate Transportation Enhancements eligibility requirements (refer to the Eligibility information in the Call for Projects) and follow federal design and other professional standards.

Nonmotorized	Scenic Resources	Historic Resources	Environmental
Provision of facilities for bicycles and pedestrians	Acquisition of scenic easements and scenic or historic sites	Historic preservation	Control and removal of outdoor advertising
Provision of safety and educational activities for pedestrians and bicyclists	Scenic or historic highway programs (including tourist and welcome center facilities)	Rehabilitation and operation of historic transportation buildings, structures or facilities	Mitigation of water pollution due to highway runoff <i>or</i>
Preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails)	Landscaping and other scenic beautification	Archaeological planning and research	Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
		Establishment of transportation museums	

D1. Nonmotorized Projects. 50 Points

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow federal design and other professional standards. Projects will be evaluated based on the following elements:

- The project extends or completes a nonmotorized system, and/or adds facilities to an existing nonmotorized system or network (regional network [Metropolitan Transportation Nonmotorized System], county network, or city/community network).
- The project connects to other multimodal facilities (for example, high capacity or other transit stations).
- The project addresses current nonmotorized needs in the community – for example gaps in the system, safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, etc. that would be expected to provide utilization of the facility).

Nonmotorized projects will be rated:

High:

- The project extends, completes or otherwise adds to an existing nonmotorized system.
- The project is complementary or links to other multimodal facilities (for example, high capacity or other transit stations).
- The project has or will have a high level of usage in the community (for example, is easily accessible to a high density area or to a large proportion of the local community).
- The project addresses a need in the community, for example, safety or missing link issues (can include safety and education programs).

Medium:

- The project extends, completes or otherwise adds to an existing nonmotorized system.
- The project has or will have a moderate level of usage in the community (for example, is accessible to a fair-sized portion of the local community, but not the most densely populated area).

Low:

- The project does not link to an existing nonmotorized system.
- The project has or will have a low level of usage in the community (for example, is easily accessible to only a small portion of the local community).

D2. Scenic Resources Projects. 50 Points

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Projects will be evaluated based on the following elements:

- The project promotes greater public appreciation or use of the transportation system.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Perpetual ownership of the property.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.

Scenic Resources projects will be rated:

High:

- The project contributes to preservation of significant scenic resources.
- The project enhances appreciation of the transportation system to a high level of the local population.
- The project has a long-term plan.
- The project is in perpetual ownership.
- The project is part of a corridor and/or a larger plan.
- The project supports appreciation of the transportation system to a variety of modes (vehicles, bicycles, pedestrians, etc.).

Medium:

- The project enhances appreciation of the transportation system to a moderate level of the local population (not the highest density area or the most heavily traveled roadway).
- The project has a long-term plan.
- The project is in perpetual ownership.

Low:

- The project enhances appreciation of the transportation system to a low level of the local population.
- The project is in perpetual ownership.
- The project does not have a long-term plan.

D3. Historic Resources Projects. 50 Points

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Due to the variety of possible project types, the evaluation criteria has been separated into two categories: site-specific and/or capital projects and planning projects. Projects will be evaluated based on the following elements:

For site-specific and/or capital projects:

- The current or former transportation use of the facility.
- The historic significance of the facility.
- The planned use of the facility; the project's relationship to the transportation system.
- The project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.
- Long-term preservation and/or maintenance plans for the facility.
- The project has an operating plan, including a feasibility study and a financial plan (demonstrating the project's ability to promote economic revitalization and tourism, as well as the financial solvency of the facility).

For planning projects:

- The project's relationship to the transportation system.
- The project has a long-term plan for ongoing management, updating and training.
- The project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.
- The project's relationship to the protection of historic or archaeological resources.

Historic Resources projects will be rated:

High:

- There is access to the project for a high proportion of the local population.
- There is access to the project for a variety of modes (vehicles, bicycles, pedestrians, etc.).
- The project is part of a larger historic preservation plan.
- The project has a long-term maintenance plan.
- The planned use of the facility will have a strong connection to the existing transportation system.
- The project contributes to the preservation of significant historic or archaeological resources.

Medium:

- There is access to the project for a moderate level of the local population.
- The project has a long-term maintenance plan.
- The project has a moderate impact on the preservation of historic or archaeological resources.

Low:

- There is access to the project for a low level of the local population.
- The project does not have a long-term maintenance plan.
- The project has a limited impact on the preservation of historic or archaeological resources.

D4. Environmental Projects. 50 Points

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Projects will be evaluated based on the following elements:

- The relationship of the project to the transportation system, and the level of public exposure or access to the project.
- The need for the project.
- How well the project goes over and above what is normally required.
- Long-term maintenance plans for the project.
- There will be a loss of opportunity if this project is not funded.

Environmental Projects will be rated:

High:

- The project has a long-term maintenance plan.
- The project has a high level of exposure to the public (for example, the project is along a heavily traveled route, there are a variety of modes [vehicles, bicycles, pedestrians, etc.], there is a high population density surrounding the project, etc.).
- There is a demonstrated need for the project, and the project provides benefits beyond those of mitigation.
- The resource is threatened; there will be a loss of opportunity if the project is not funded.

Medium:

- The project has a long-term maintenance plan.
- The project has a moderate level of exposure to the public.
- There is a demonstrated need for the project, and the project provides benefits beyond those of mitigation.

Low:

- The project has no long-term maintenance plan.
- The project has a low level of exposure to the public.