

2022 Regional Project Evaluation Criteria For PSRC's FHWA Funds

INTRODUCTION

As described in the adopted *2022 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2022 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the regional economic strategy, *Amazing Place*. For the regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2050 and designated by PSRC.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth and manufacturing/industrial centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*; improved system performance and efficiency; benefits to a variety of user groups; opportunities for active transportation and improved public health; equity; safety; air quality/climate change benefits; and project readiness. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

INSTRUCTIONS

There are three project categories: projects within a regional growth center, projects within a manufacturing/industrial center, and projects on a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors are asked to pick the category that best fits their project. Projects will then be scored using the corresponding criteria under Part 1. In addition, the evaluation criteria under Parts 2 through 4 will be applied to all projects.

The objective of the regional evaluation criteria is to review and rate similar types of projects. Projects will be compared to one another within their category in order to determine the magnitude of the improvement and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion, addressing each bullet point within a given section, will be rated "High." The highest possible total score a project can receive is 100 points. Projects from all three categories will be ranked together based upon total points received.

Projects will be evaluated against the criteria based on the information and responses provided in the regional application found in the Call for Projects. Each criterion contains specific bullet points that are equally important to the evaluation of that criterion, unless otherwise specified. The questions in the application reflect each of these bullet points. Sponsors will be asked on the regional application to select one funding source, Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ); the point values of the criteria below differ depending on which funding source is selected (refer to the table below).

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	57	29
Category 1A: Designated Regional Growth Centers		
<i>Development of Regional Growth Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Category 1B: Manufacturing / Industrial Centers		
<i>Development of Manufacturing / Industrial Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Category 1C: Corridors Serving Centers		
<i>Development of Regional Growth or Manufacturing / Industrial Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Part 2: Equity Criteria for all Projects	10	10
<i>Equity</i>	10	10
Part 3: Safety Criteria for all Projects	8	6
<i>Safety and Security</i>	8	6
Part 4: Technical Criteria for all Projects	25	55
<i>Air Quality/ Climate Change</i>	20	50
<i>Project Readiness/Financial Plan</i>	5	5
TOTAL	100	100

Details of each criteria element are provided in the following sections.

Part 1: Category Specific Questions

A: DESIGNATED REGIONAL GROWTH CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Development of Regional Growth Center = 30 Points STP, 15 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the adopted regional economic strategy, and implements specific policies or projects identified for the center in an adopted plan.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the regional economic strategy, and implements adopted general or programmatic policies for the center.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned population/employment activity and users in the center and is consistent with the development goals for the center.

Guidance:

Regional growth centers are areas of compact, pedestrian-oriented development with a mix of uses supporting existing and future population and employment. PSRC and local jurisdictions have prioritized these areas for housing and job growth and regional investments.

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth.

Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional growth center and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity for a variety of user groups within the center. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity within the center, thereby supporting increased housing and employment activity in a regional growth center.

Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. For example, a project proposing increased connectivity through a new pedestrian route could provide a new customer base for businesses within a center by providing a new mode of connection. Another example may be improving the ability of a business to draw its workforce and customer base from a wider area, or improved travel time for goods delivery benefiting the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the regional growth center should be

redeveloped into multimodal, pedestrian friendly facilities. Proposed projects that introduce or advance additional transportation modes on existing roadways, such as new or improved sidewalks, landscaping, traffic calming, pedestrian crossings, bicycle lanes, and/or bus facilities, would accomplish this objective. Another example might be a subarea plan that calls for better circulation in the center through improved cross-street connections and reduction in length of city blocks. A project proposing to create a new cross-street with multimodal facilities for more direct access to center services, where none previously existed, may meet this goal.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how the project provides access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.
- Describe how the project will improve circulation within the center and enhance opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement).
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

High: A project will receive a high rating if it significantly improves safe and convenient access and circulation within the regional growth center, provides a variety of travel modes and opportunities for increased public health benefits through active transportation improvements, employs innovative design (e.g. in traffic calming or parking management), and remedies a clearly demonstrated existing or anticipated problem.

Medium: A project will receive a medium rating if it moderately improves access and circulation within the center, provides moderate travel and safety benefits for more than one mode, provides moderate opportunities for active transportation, and remedies an existing or anticipated problem.

Low: A project will receive a low rating if it improves access and circulation to a limited degree within the center, provides benefits for a single mode with limited opportunities for active transportation, and resolution of an existing or anticipated problem has not been clearly demonstrated.

Guidance:

The project should clearly identify the problem being remedied, and its impact on the center. For example, how does the project address a significant problem clearly identified in plans or programs, such as an area with significant congestion or other identified issues? How does the project help achieve mode split goals for the center?

The applicant should describe how the proposed project provides access to destinations within the center such as sports or recreation facilities, arts venues, employment

concentrations, government centers, transportation hubs, and freight facilities. Multimodal projects that consider the needs of pedestrians, public transit, bicycles, and automobiles have positive benefits for a wider variety of users than do projects focusing on a single mode. These projects also provide opportunities for active transportation that can lead to public health benefits.

The applicant should describe how the project will enhance circulation within the regional growth center, for example by providing a missing link or mode, transportation demand management (TDM) program or intelligent transportation systems (ITS). For example, projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Wide streets and large expanses of surface parking can have negative effects on the pedestrian environment because they increase the distances between active uses and make streetscapes less friendly to pedestrians. Applicants should describe how projects have been designed to be compatible with a pedestrian oriented environment. Examples can be seen in structured parking that can minimize the surface area devoted to parking in regional growth centers, and street parking that can help to buffer pedestrian walkways from traffic on streets, while providing convenient access to businesses. Spaces reserved for carpools and vanpools can also minimize the overall amount of required parking, enhancing the pedestrian environment.

B. MANUFACTURING/INDUSTRIAL CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Development and User Benefit = 30 Points STP, 15 Points CMAQ

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will support the existing and planned employment densities in the manufacturing/industrial center.
- Describe how the project will benefit a variety of user groups, including freight, commuters, residents, and/or commercial users.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements specific projects or policies identified for the center, and benefits a variety of user groups, including the groups identified above.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned employment activity in the center, including employment within the industry clusters

identified in the adopted regional economic strategy, implements adopted general or programmatic policies for the center, and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned employment activity in the center, is consistent with the development goals for the center, and would benefit a limited number and variety of users.

Guidance:

Manufacturing/industrial centers are dense concentrations of employment that form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages. Transportation projects are a fundamental part of maintaining these centers and accommodating future employment growth.

Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how the jurisdiction envisions the future of the manufacturing/industrial center and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, improved travel time for commuters or goods delivery, or enhanced circulation with the center are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies.

The project should have the potential to serve a variety of users, including freight, commuters, residents, and commercial users. Applicants should consider the transportation needs of these various users to, from and within the center and describe how the project would benefit the applicable user groups.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the freight and goods system.
- Describe how the project improves access for one or more modes to major employment sites.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

High: A project will receive a high rating if it provides improvements for freight movement resulting in a significant reduction in travel time and/or increased safety and efficiencies (such as through the provision of a new link or removal of a barrier, separation with other modes, the promotion of CTR and TDM activities, etc.), and improves access to employment for a variety of modes and provides opportunities for active transportation.

Medium: A project will receive a medium rating if it provides improvements for freight movement resulting in a moderate reduction in travel time and/or increased safety and efficiencies, improves access to employment for one or more modes, and provides modest opportunities for active transportation.

Low: A project will receive a low rating if it provides limited improvements for the movement of freight and safe access to employment in the center, with limited opportunities for active transportation.

Guidance: Sponsors should describe the benefits of the project in terms of time savings, circulation within the center, safety, mode share, and improved public health through active transportation. Examples could include: a grade separation of roadway and rail line that removes a bottleneck or improves the travel time for moving goods and improves pedestrian and bicycle safety; an ITS project that significantly improves people and goods movement and provides information on travel; or transit-supportive investments that improve transit use among employees and customers. Sponsors should describe how the project helps achieve mode split goals for the center. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits.

C: CORRIDORS SERVING CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Benefit to Regional Growth or Manufacturing/Industrial Center = 30 Points STP, 15 Points CMAQ

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will be rated high if it clearly supports a significant amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy; provides

benefits to a range of travel modes or provides a missing mode to or from a center; and provides benefits to a variety of user groups, including the groups identified above.

Medium: A project will be rated medium if it supports a moderate amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy, and provides benefits to a moderate number and variety of user groups and modes.

Low: A project will be rated low if it has limited benefits to a center and provides benefits for a single mode and for a limited number and variety of user groups.

Guidance:

Many transportation projects may be on corridors outside of regionally designated centers but play an important role in executing the envisioned future of these areas. The region's two types of designated centers, regional growth centers and manufacturing/industrial centers, both play important roles. Regional growth centers are areas of compact, pedestrian-oriented development with a mix of uses supporting existing and future population and employment. PSRC and local jurisdictions have prioritized these areas for future housing and job growth and regional investments. Manufacturing/industrial centers are dense concentrations of employment that form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

Transportation projects are a fundamental part of supporting development in these centers and accommodating future growth. Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how the jurisdiction envisions connections to regional centers and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within one or more centers. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity to or from a center, thereby supporting increased housing and employment activity. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses. Applicants should also explain how the improvement to the corridor is benefiting a variety of modes traveling to and from the center.

The applicant should describe how the proposed project would implement the policies and objectives identified in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups traveling to and from one or more regional centers. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on the location of any given group. Further, sponsors should be specific to user groups within the project area, rather than at the jurisdiction level.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

High: A project will be rated high if it provides significant improvements to the efficiency of a corridor leading to one or more regional centers, for people and/or freight, resulting in a significant reduction in travel time and/or increased safety and efficiencies (e.g., through the provision of a missing link or removal of a barrier, provision of TDM activities or ITS improvements, provision of safe opportunities for active transportation, and/or other long-term strategies to address an identified problem).

Medium: A project will be rated medium if it provides moderate improvements to the efficiency of a corridor leading to one or more regional centers, resulting in a moderate reduction in travel time and/or increased safety and efficiencies (such as by addressing but not completing a gap in the system, providing modest opportunities for active transportation, or by providing shorter-term improvements along the corridor).

Low: A project will be rated low if it provides limited and/or short term-improvements to the efficiency of a corridor, provides limited benefit to an identified problem and provides limited opportunities for active transportation.

Guidance: Applicants should describe the benefits of the project in terms of time savings, safety, completing gaps in the system, overcoming of barriers, provision of active transportation that can lead to public health benefits, etc. Projects that provide system continuity and long-term benefits could include new dedicated transit facilities, completion of the final multimodal gap in arterial improvements leading to a center, removing a bottleneck for freight movement to and from a center, ITS components that improve traffic flow and provide travel information, etc. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Part 2: Equity Criteria

Equity = 10 Points STP, 10 Points CMAQ

Section 1. Addressing population groups, benefits and disparities (7 points)

- Identify the population groups to be served by the project.
 - I.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations
- Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.
- Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.

High: A project will receive a high rating if it provides a clearly demonstrated benefit and reduces a clearly demonstrated disparity for one or more of the specific groups identified above. The benefit and disparity are also clearly tied to travel to, from or within the center.

Medium: A project will receive a medium rating if the disparity and benefit has only been partially demonstrated for travel to, from or within the center for any of the specific groups identified above.

Low: A project will receive a low rating if the disparity and benefit has not been clearly demonstrated for travel to, from or within the center for any of the specific groups identified above.

Guidance: The project should have the potential to serve the population groups identified in Step 1, in the project areas. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these population groups within their project area. Sponsors should clearly describe how the project reduces disparities or gaps currently experienced by these population groups, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while gaps are considered missing links in the transportation system. Additional resources, including an interactive web map and the Transportation System Visualization Tool, are also provided in the Call for Projects to assist sponsors in determining disparities and gaps experienced by populations within their project area. Further, sponsors should be specific to population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these population groups.

Section 2. Addressing outreach (2 points)

- Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

- Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

High: A project will receive a high rating if it clearly addresses a demonstrated problem or need specifically identified by community members from the population groups identified in the previous section, either from general or project specific outreach.

Medium: A project will receive a medium rating if it addresses a demonstrated problem or need of the transportation system and connects broadly to more general feedback provided by community members from the population groups identified in the previous section, either from general or project specific outreach.

Low: A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the population groups identified in the previous section.

Guidance: Sponsors should clearly describe the feedback received from population groups identified in Section 1 during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor of a complete streets project may reference a comment for a plan that may state, “Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc.” Or the sponsor may reference a comment specific to the project that may state, “Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42nd St. to Gramercy Park.” Responses will be scored based on how well feedback from communities was taken into consideration.

Section 3. Addressing displacement (1 point)

- Is the project in an area of low, medium, or high displacement risk?
- If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

High: A project will receive a high rating if it is located in an area of low displacement risk. The project will also receive a high rating if it is located in an area that is of medium or high displacement risk and the applicant clearly demonstrates the jurisdiction has policies in place to address and reduce the overall likelihood of displacement.

Low: A project will receive a low rating if it is located in an area of medium or high displacement risk and fails to demonstrate that the jurisdiction has policies in place to address and reduce the overall likelihood of displacement.

Guidance: The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Displacement Risk Map provides information on locations where residents are most at risk for displacement. Sponsors should contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter

displacement. For example, a jurisdiction's comprehensive plan may include policies that eliminate unnecessary large minimum lot size requirements for development, mandate inclusionary zoning, encourage affordable housing near high-capacity transit stations, etc. Other examples of mitigation strategies can be found in the VISION 2050 FSEIS, the Housing Background Paper and Housing Innovations Program (HIP); refer to the Equity Guidance document in the Call for Projects for more information and resources. Sponsors that clearly note their project is located in an area of low displacement risk, or area of medium or high displacement risk with broader mitigation strategies in place, will score higher than those that do not.

Part 3: Safety Criteria

Safety and Security = 8 Points STP, 6 Points CMAQ

- Describe how the project addresses safety and security. *(4 / 2 points)*
- Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort. *(2 points)*
- Describe how the project reduces reliance on enforcement and/or designs for decreased speeds. *(1 point)*
- Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project? *(1 point)*

High: A project will receive a high rating if it identifies and addresses a clearly demonstrated existing or future safety or security issue, includes features that directly address vulnerable users of the system, implements the agency's adopted safety policies, and includes element(s) that may decrease speeds and/or reduce reliance on enforcement.

Medium: A project will receive a medium rating if it addresses an existing or future safety and security issue, includes features that support vulnerable users of the system, is consistent with the agency's adopted safety policies, and does not include elements that may reduce speeds and/or reduce reliance on enforcement.

Low: A project will receive a low rating if it does not clearly demonstrate how it addresses an existing or potential future safety and security issue, does not include features that support vulnerable users of the system, has no clear connection to adopted safety policies and does not include elements that may reduce speeds and/or reduce reliance on enforcement.

Guidance: Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions. Applicants should describe how the project improves safety and comfort for pedestrians and bicyclists as well as wheelchair users and other vulnerable users. For

example, projects may be addressing unsafe conditions for these modes, provide a separation of vulnerable users from other modes, improve lighting and other security conditions, improving steep grade conditions, etc.

Applicants should also highlight features of the project that may result in decreased vehicle speeds. Examples of these features include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc.

In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

Part 4: Technical Criteria

AIR QUALITY / CLIMATE CHANGE = 20 POINTS STP, 50 POINTS CMAQ

- Describe how the project will reduce emissions, particularly of diesel particulates, through one or more of the following:
 - Eliminating vehicle trips;
 - Inducing a mode shift away from single occupant vehicles (SOVs);
 - Reducing vehicle miles traveled (VMT);
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck);
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles.
- For CMAQ projects only: What is the anticipated useful life of the project?
- For CMAQ projects only: Is the project located in an area identified as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map? (10 points)

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

STP Projects

High: A project will rate high if it will substantially reduce fine particulates from diesel exhaust or will substantially reduce emissions of greenhouse gases and other air pollutants, and the air quality benefits will occur by 2035.

Medium: A project will rate medium if it will moderately reduce fine particulates from diesel exhaust or will moderately reduce emissions of greenhouse gases and other air pollutants (for example, a project that reduces VMT by shortening a vehicle trip but does not eliminate a vehicle trip), and the air quality benefits will occur by 2035.

Low: A project will rate low if it results in a limited amount of emission reductions, and the air quality benefits will occur after 2035.

CMAQ Projects

High: A project will rate high if the combination of emissions reductions, useful life and amount requested results in a strong cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution.

Medium: A project will rate medium if the combination of emissions reductions, useful life and amount requested results in a moderate cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution.

Low: A project will rate low if the combination of emissions reductions, useful life and amount requested does not result in the cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution, as long as some estimated emission reduction is estimated to occur.

Guidance: The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions, with increased emphasis on the reduction of diesel particulate emissions. These pollutants pose significant health risks, such as an increase in respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation.

For STP funding requests, projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce a significant amount of VMT or reduce fine particulates through diesel vehicle and equipment retrofits or the reduction of diesel truck idling (e.g. along a freight corridor). Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score.

For CMAQ funding requests, projects will be evaluated on their emissions reduction potential as described above, as well as their useful life and the amount of funding requested. Projects

resulting in the most cost-effective reduction of emissions will score the highest. The formula for calculating cost-effectiveness is as follows:

$$(\text{CMAQ \$ requested} / \text{Useful life}) / \text{Emissions reduced}$$

Projects requesting CMAQ funds will receive additional points if they are located in an area noted above for exposure to diesel pollution, as long as some estimated emission reduction is estimated to occur. The Air Quality Guidance document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, data on useful life from the Federal Highway and Transit Administrations, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the Washington Environmental Health Disparities map. This guidance document is provided in the Call for Projects on PSRC's website.

PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

- When will the sponsor complete all prerequisites needed to obligate the project's requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already secured for the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply a full financial budget and project schedule in the application. Depending on the type and scale of the project, information should be provided on the following project milestones: environmental documentation, permits, right of way approvals, percent design completed, contract dates, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured at the time of application or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured at the time of application, but funds are reasonably expected by the obligation deadline for the phase(s) requested.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds needed to complete the phase(s) are secured, and there is risk that the sponsor's plan to secure all necessary funding will not be achieved by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

F. OTHER CONSIDERATIONS (NO POINTS)

Project sponsors have the opportunity to describe additional aspects of the project that are not addressed in the evaluation criteria that could be relevant to the final recommendation and decision-making process.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
- Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.