

2022 King County Countywide Grant Program Framework and Call for Projects

Issued: March 7th, 2022

Screening Forms Due: March 25th, 2022

Applications due: April 29th, 2022– No Later than 11:59 p.m.

The Call for Projects package contains the information needed to apply for 2022 King County Countywide grant programs competitions. The Call for Projects package is located at:
<https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>

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For questions, contact:

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King County Countywide 2022 Project Selection

Section I - Schedule of Events -

A. Puget Sound Regional Council's Regional FHWA Grant Program: King County Area Project Selection Schedule (shaded rows are Countywide actions)

Date	Action
February 11	Puget Sound Regional Council (PSRC) Releases Call for Regional Grant Program Competition
February 18, 23, 28	PSRC Regional Grant Program Competition Workshop
March	King County Area Transportation Boards Review Regional Competition Candidate Proposals - SeaShore – March 4th, ETP – March 11th, SCATBd – March 15th - Project presentations
March 11	PSRC Screening Forms Due (eligibility & financial review)
March 14	Regional Competition Candidate Proposals Applications due to Countywide for Evaluation
March 18	King County Area Members of the PSRC's Regional Project Evaluation Committee Members evaluate Regional Competition Candidate Proposals Project presentations
March 22	King County Project Evaluation Committee Develops recommendation of projects for PSRC's Regional FHWA Competition
March 30	King County Members of the PSRC's Transportation Policy Board - Selects Projects for Regional FHWA competition
April 11	Regional Applications due to PSRC
April 21 & 22	PSRC Regional Project Evaluation Committee - Project presentations
May 26 & 27	PSRC Regional Project Evaluation Committee – Develop funding recommendation
July 14	PSRC Transportation Policy Board – Approve funding recommended to Executive Board
July 28	PSRC Executive Board – Approves funding distribution recommendation
September to October	Draft Transportation Improvement Program out for public comment
October 27	PSRC's Executive Board – Adopts 2023-2026 Regional Transportation Improvement Program
January - 2023	Final state and federal approvals

B. King County Countywide Grant Program: Project Selection Schedule

Date	Action
March 3	King County Members of the PSRC Transportation Policy Board - Approve 2022 King Countywide Grant Program Framework and Call for Projects
March 7	King County Countywide Call for Projects Released
March 22	Countywide Grant Program Competition Workshop - Tuesday March 22nd King County Project Evaluation Committee Meeting: 10:00 to 12:00 - Join Zoom Meeting: https://kingcounty.zoom.us/j/83877915316, Meeting ID: 838 7791 5316, Passcode: 693948
March 25	Countywide Screening Forms Due to Puget Sound Regional Council
April 29	King County Countywide Applications Due
May 9 and 10	King County Project Evaluation Committee – Countywide Programs Scoring Subcommittee Project Presentations: - Larger Jurisdiction Program - Smaller Jurisdiction Program - All Others Program - Rural Area Program
May 16 & 17	King County Project Evaluation Committee – Countywide Programs Scoring Subcommittee: Score Validation Meetings
May 19 & 20	King County Project Evaluation Committee - Project Presentations: Non-Motorized Program
June 1 & 2	King County Project Evaluation Committee – Non-Motorized Program Scoring Subcommittee: Scoring Validation Meetings
June 14	King County Project Evaluation Committee - Develops Funding Recommendation
June 23	King County Area Members of the Puget Sound Regional Council's Transportation Policy Board - Review and Action on Funding Recommendation
July 14	Transportation Policy Board – Approve funding recommended to Executive Board
July 28	Executive Board – Approves funding distribution recommendation
September to October	Draft Transportation Improvement Program - public comment period
October 27	Executive Board – Adopts 2023-2026 Regional Transportation Improvement Program
January - 2023	Final state and federal approvals

Section IIa - King County Countywide Adopted Processes

2022 King County Members of the Puget Sound Regional Council's Transportation Policy Board Approval

To: King County Project Evaluation Committee

From: King County Members of the Puget Sound Regional Council's Transportation Policy Board

RE: Approval of the 2022 King Countywide Grant Program Framework and Call for Projects

King County Transportation Policy Board Member	Attended March 3rd 2022 meeting
Councilmember Jennifer Robertson, City of Bellevue	X
Mayor Mary Lou Pauly, City of Issaquah	
Councilmember Rod Dembowski, King County	X
Councilmember Girmay Zahilay, King County	X
Councilmember, Dave Upthegrove King County	
Mayor Dana Ralph, City of Kent	X
Councilmember Peter Kwon, City of SeaTac	
Councilmember Alex Pedersen, City of Seattle	
Councilmember Dan Strauss, City of Seattle	
Councilmember Kate Kruller, City of Tukwila	X
Councilmember, Janice Zahn, City of Bellevue - Alternate	
Deputy Mayor Jay Arnold, City of Kirkland – Alternate	
Deputy Mayor Wendy Weiker, City of Mercer Island - Alternate	
Councilmember Debora Juarez, City of Seattle - Alternate	

This memorandum will document that we accept your proposed process (enclosed) for recommending and selecting King County Regional and Countywide projects to receive federal funding in 2025 and 2026. We agree that the recommended project selection processes are in keeping with the policy framework and project funding priorities approved by the Puget Sound Regional Council's Executive Board on January 27th, 2022.

We appreciate your work on this and authorize you to coordinate the selection of the regional projects, releasing the 2022 Call for Projects for the King County Countywide grant program.

Section IIb. 2022 King County Regional Project Selection Process

The Puget Sound Regional Council (PSRC) for their Regional Surface Transportation Program and Congestion Mitigation Air Quality grant program has limited the number of applications to be submitted into the Regional Project selection process at a total of 36 proposals. The 36 applications slots are distributed as follows: 6 each from Kitsap, Pierce and Snohomish Countywide groups; 12 from the King County Countywide group; and 2 each from the Washington State Department of Transportation (WSDOT), Sound Transit, and the Puget Sound Clean Air Agency.

One of the responsibilities delegated to the King County Project Evaluation Committee (KCPEC) is the develop of a recommendation to the King County Members of the Transportation Policy Board for which 12 projects from the King County area are eligible to complete in the PSRC's Regional STP and CMAQ grant program competition.

To identify the 12 proposals from the King County area, the KCPEC has established a process where 20 candidate proposals compete to be one of the 12 projects from the King County area.

The 20 candidate proposals slots are distributed as follows: King County Transportation Boards: Eastside Transportation Partnership (ETP) (5), South County Area Transportation Board (SCATBd) (5), SeaShore (5 - Seattle 3 and rest of SeaShore 2), King County (4) and Port of Seattle (1).

Once the Transportation Boards and specified agencies (Seattle, Port of Seattle, and King County) have selected the projects, the King County members of the Regional Project Evaluation Committee (RPEC) review and prioritize the projects using the PSRC Regional Competition criteria. This ranking will be reviewed by the KCPEC which will develop and forward a recommendation to the King County Members of the PSRC Transportation Policy Board for review and approval.

Section IIc. 2022 King County Countywide Project Selection Process

Within King County there are 40 jurisdictions, multiple transit agencies and special districts (e.g. Port of Seattle) that have identified needs for preservation, safety, system efficiency improvements and capacity expansion to the transportation system within the county.

2022 Grant Program Structure

To meet the diverse needs of the county area the 2022 King County Countywide grant program has been arranged into four programs. These programs are:

- Smaller Jurisdiction Program
- Larger Jurisdiction Program
- Rural Area Program
- All Others Program

In addition to the four Countywide programs the KCPEC is also responsible for the project selection process for the following two regionally identified set-aside programs within the King County area:

- Non-Motorized Set-Aside Program
- Preservation Set-Aside Program

Federal Funding Source

For the 2022 Countywide Grant Program, all projects that are eligible for Congestion Mitigation and Air Quality (CMAQ) funding will be scored for and considered for funding during the evaluation and prioritization process under both the CMAQ and Surface Transportation Program (STP). This flexibility will aid in selecting the most beneficial air quality projects and assist in the balancing that must occur to satisfy the amount available of each type of funding.

Evaluation Structure

For the 2022 Countywide Grant Programs and the two set-aside programs the following process will be used to evaluate the submitted proposals:

- King County Countywide Programs: A single evaluation committee will review the proposals from the Smaller Jurisdiction, Larger Jurisdiction, Rural Area and All Others programs using the approved criteria. Once the submitted projects have been evaluated, a recommendation will be developed by full KCPEC.
- Set-aside Programs:
 - Non-Motorized Program: A non-motorized evaluation committee will review the submitted proposals using the approved criteria. This committee will also develop a recommendation for the full KCPEC to consider.
 - Preservation Program: Due to the technical bases of the criteria the proposals will be evaluated by a small team of interagency staff and the results presented to the full KCPEC for its review and inclusion in the final funding recommendation.

These programs are described in detail below and the funding levels have been set to the amounts shown in the following table.

FHWA Funding Estimates to the King County 2022 Project Selection Process
(In millions)

Funding Program	Funding Years		Total Available
	2025	2026	
Surface Transportation Program	20.81	20.81	41.62
Congestion Mitigation Air Quality	7.48	7.48	14.96
Total:	28.29	28.29	56.58

Distribution of Funding to King County Grant Programs
(In millions)

Funding Program	Funding Years		Total Available
	2025	2026	
Countywide Programs¹			34.38
Smaller Jurisdiction	1.00	1.00	2.00
Larger Jurisdiction	12.96	12.96	25.92
All Others	2.00	2.00	4.00
Rural Area Program ²	1.23	1.23	2.46
Regional Set Aside Programs³			
Nonmotorized	4.74	4.74	9.48
Preservation	6.35	6.35	12.70
Total Available:	26.76	26.76	56.56

Countywide Grant Programs

Smaller Jurisdiction Program:

Purpose of program is to provide funding for preservation, safety, system efficiency improvements and capacity expansion projects identified by local jurisdictions with a population with less than 15,000 (see following Grant Eligibility Table).

- There is no limit on the number of proposals that a single jurisdiction can submit.
- The cap on the amount of funding that can be requested per application is \$1.00 million per year.
- Jurisdictions eligible for this program may submit proposals to the Larger Jurisdiction Program. Jurisdictions cannot submit the same project to the Smaller and Larger Jurisdiction programs.

¹ The methodology used to distribution the STP/CMAQ funding is as follows: Smaller Jurisdiction program is allocated \$1 million per year, All Others Program is allocated \$2 million per year, Rural Area Program is allocated \$1.23 million per year. The remaining funds are distributed to the Larger Jurisdictions programs.

² Includes the federally required amount of STP funding to be spent outside of the federal aid urbanized area boundary and STP funding as directed by the King County Members of the PSRC's Transportation Policy Board.

³Funding levels for the Non-motorized and Preservation Set-Aside programs are established in the adopted PSRC 2022 Policy Framework.

Larger Jurisdiction Program:

Purpose of program is to provide funding for preservation, safety, system efficiency improvements and capacity expansion projects identified by local jurisdictions with a population of 15,000 or higher (see following Grant Eligibility Table).

- There is no limit on the number of proposals that a single agency can submit.
- The cap on the amount of funding that can be requested per application is: \$5.48 million per year.

All Others Program:

The purpose of this program is to provide funding for eligible projects proposed by transit agencies, special districts (Port of Seattle), Tribal Governments, and other non-city/county agencies that reside within King County.

- No limit on the number of applications per agency.
- The cap on the amount of funding that can be requested per application is \$2.00 million per year.

Rural Area Program:

The purpose of this program is to provide funding for preservation, safety, system efficiency and capacity expansion improvements projects located outside the federal aid urbanized area.

- Eligible agencies: Jurisdictions that reside partially or totally outside the Federal Aid Urbanized Area Boundary (see attached Federal Urban/Urbanized and Rural Areas –King County map).
- There is no limit on the number of proposals that a single agency can submit.
- The cap on the amount of funding that can be requested per application is: \$1.23 million per year.

Non-Motorized Set-Aside Program:

The purpose of this program is to provide funding for priority non-motorized projects within King County.

- Funding level for this program is set as King County's population share of the 10% of funding taken off the top of the total available STP and CMAQ programs set-aside for funding non-motorized projects.
- Eligible agencies: cities, county, transit agencies, special districts, and tribal nations. etc.
- No limit on the number of applications per agency.
- Amount of funding that can be requested per application is set at 50% of the available funding for each year, \$2.37 million.

Preservation Set-Aside Program:

Purpose of program is to provide funding for preservation of the existing transportation network.

- There is a limit of two applications per agency and a maximum request amount of \$1.5 million per application.
- Project sponsors will be required to provide information on their agency's level of effort to maintain their roadway infrastructure as part of the application submittal process.

Table: Grant Eligibility**

	Small Jurisdiction Program	Larger Jurisdiction Program	All Others Program*	Nonmotorized Set-Aside Program*	Preservation Set-Aside Program
Algona	X	X		X	X
Auburn (part)		X		X	X
Beaux Arts Village	X	X		X	X
Bellevue		X		X	X
Black Diamond	X	X		X	X
Bothell (part)		X		X	X
Burien		X		X	X
Carnation	X	X		X	X
Clyde Hill	X	X		X	X
Covington		X		X	X
Des Moines		X		X	X
Duvall	X	X		X	X
Enumclaw (part)	X	X		X	X
Federal Way		X		X	X
Hunts Point	X	X		X	X
Issaquah		X		X	X
Kenmore		X		X	X
Kent		X		X	X
King County, Urban		X		X	X
King County, Rural				X	X
Kirkland		X		X	X
Lake Forest Park	X	X		X	X
Maple Valley		X		X	X
Medina	X	X		X	X
Mercer Island		X		X	X
Milton (part)	X	X		X	X
Newcastle	X	X		X	X
Normandy Park	X	X		X	X
North Bend	X	X		X	X
Pacific (part)	X	X		X	X
Redmond		X		X	X
Renton		X		X	X
Sammamish		X		X	X
SeaTac		X		X	X
Seattle		X		X	X
Shoreline		X		X	X
Skykomish				X	X
Snoqualmie	X	X		X	X
Tukwila		X		X	X
Woodinville	X	X		X	X
Yarrow Point	X	X		X	X
Special Districts (Port of Seattle)			X	X	X
Tribal Governments			X	X	
Transit Agencies			X		
WSDOT			X	X	X

* Non-Municipal agencies may also apply for All Others & Nonmotorized Grants

** See map for Rural Program Eligibility

Section III – 2022 Regional and Countywide FHWA Funding Splits

2025-2026 FHWA Funding Estimates (in millions)					
Surface Transportation Program (STP) Funding				\$	120.20
Congestion Mitigation Air Quality (CMAQ) Funding				\$	59.40
Total				\$	179.60
Off the Top Funds					
10% for bicycle/pedestrian set-aside (STP & CMAQ)				\$	17.96
6.4% for Kitsap County adjustment (per 2021 OFM population estimate) (STP)				\$	7.73
20% of STP for preservation set-aside				\$	24.04
5% for a new Equity Pilot Program				\$	6.01
PSRC Work Program (STP) - \$1m per year				\$	2.00
Total				\$	57.74
Amount Remaining for Regional and Countywide Competitions				\$	121.86
Regional/Countywide 50-50% Split					
Regional Competition				\$	60.93
Countywide Competitions				\$	60.93
Total				\$	121.86
Regional Competition					
Rural Town Centers and Corridors (RTCC) (STP funding; 10% of Regional funds)				\$	6.09
Regional Competition				\$	54.84
Total				\$	60.93
Regional Competition Amounts by Source & Year					
	CMAQ (60%)		STP (40%)		Total
	2025	2026	2025	2026	
Regional Competition	\$ 16.45	\$ 16.45	\$ 10.97	\$ 10.97	\$ 54.84
					\$ 54.84
Countywide Competitions					
50% to Countywides				\$	60.93
6.4% for Kitsap County adjustment (per 2021 OFM population estimate) (STP)				\$	7.73
10% for bicycle/pedestrian set-aside (STP & CMAQ)				\$	17.96
20% of STP for preservation set-aside				\$	24.04
Total				\$	110.66
Countywide Competitions	Total Share	Non Motorized	Preservation	Total	
King County	\$ 34.38	\$ 9.48	\$ 12.70	\$ 56.56	
Kitsap County	\$ 7.73	\$ 1.15	\$ 1.54	\$ 10.42	
Pierce County	\$ 13.95	\$ 3.85	\$ 5.15	\$ 22.95	
Snohomish County	\$ 12.59	\$ 3.48	\$ 4.65	\$ 20.72	
(figures may be different due to rounding)	\$ 68.66	\$ 17.96	\$ 24.04	\$ 110.66	
Countywide Amounts by Source & Year					
County	CMAQ		STP		Total
	2025	2026	2025	2026	
King County	\$ 7.48	\$ 7.48	\$ 20.81	\$ 20.81	\$ 56.56
Kitsap County	n/a	n/a	\$ 5.21	\$ 5.21	\$ 10.42
Pierce County	\$ 3.03	\$ 3.03	\$ 8.44	\$ 8.44	\$ 22.95
Snohomish County	\$ 2.74	\$ 2.74	\$ 7.62	\$ 7.62	\$ 20.72
Total	\$ 13.25	\$ 13.25	\$ 42.08	\$ 42.08	\$ 110.66

Draft minimum amounts of STP funds to be spent in the rural area per year: King County \$0.37m, Kitsap County \$0.20m, Pierce County \$0.33m, Snohomish County \$0.42m.

Section IV

2022 King County Countywide Grant Programs Project Evaluation Criteria

- Smaller Jurisdiction Program
- Larger Jurisdiction Program
- All Other Agency Program
 - Rural Area Program
 - Preservation Program
 - Non-motorized Program

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. For the King County Countywide grants project competition, centers are defined as regional, countywide or local centers and manufacturing/industrial centers as identified in VISION 2050, approved by the King County Growth Management Planning Council or in local comprehensive plans.

The King County Countywide project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth, countywide centers, local centers, 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, improved system performance and efficiency; benefits to a variety of user groups; opportunities for active transportation and improved public health; safety; equity; project readiness; and air quality/climate change benefits. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

IVA. Smaller Jurisdiction Program, Larger Jurisdiction Program, All Other Agency Program, Rural Area Program Criteria

INSTRUCTIONS

There are three project categories: projects within a designated 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 and all projects will be evaluated under criteria in Parts 2 through 4.

The objective of the King County Countywide 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 submitted application. 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 Countywide 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). Projects that are eligible for both programs will receive a score for both funding scores which will be considered during the project recommendation process.

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	57	29
Category 1A: Designated Regional, Countywide or Local Centers		
<i>Development of Regional, Countywide or Local 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, Countywide or Local 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

After all projects have been scored by a subcommittee of the King County Project Evaluation Committee (KCPEC), the KCPEC will use the scores as a tool to help determine which projects to recommend for funding to the King County Members of the Puget Sound Regional Council's (PSRC) Transportation Policy Board (TPB), which will make the final recommendation to the PSRC Transportation Board.

Part 1: Category Specific Questions

A. DESIGNATED REGIONAL, COUNTYWIDE OR LOCAL CENTERS = 57 POINTS STP, 29 POINTS CMAQ

A1. Development of Regional, Countywide Center = 30 Points STP, 15 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the 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 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 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 in the center and is consistent with the development goals for the center.

Guidance:

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 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 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 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 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.

A2. 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 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 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 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

B1. 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 and countywide 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.

B2. 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. 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

C1. Benefit to Regional, Countywide, Local 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 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 designated centers but play an important role in executing the envisioned future of these areas. All types of centers play important roles. 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 investments. Manufacturing/industrial centers are dense concentrations of employment that form a critical 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 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 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.

C2. 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 center 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 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, countywide, or local 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 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

D. 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

E. 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

F. 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.

E. PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

- When will the sponsor complete all prerequisites needed to obligate the project's requested federal 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.

IVb. 2022 King County Countywide Project Evaluation Criteria for Preservation Set-Aside Program

The purpose of program is to provide funding for preservation of the existing transportation network.

Total Points Available

Preservation Criteria	Points
1) Pavement Condition Index for roadway segment	30
2) Facility Characteristics	35
3) Centers	10
4) Level of Effort	15
5) Match	10
Total	100

1) Pavement Condition Index for Roadway Segment (30 Points Maximum)

PCI	Points
70 to 100	0
60 to 69	20
50 to 59	30
40 to 49	20
0 to 39	0

2) Facility Characteristics (35 Points Maximum)

a) Federal Classification

Rural Functional Classifications ¹ (Under 5,000 population)	Urban Functional Classifications ² (Over 5,000 population)	Points
02 Principal Arterial	14 Principal Arterial	10
06 Minor Arterial	16 Minor Arterial	7
07 Major Collector	17 Collector	3
08 Minor Collector		

¹Rural Functional Classifications: Outside federal-aid urbanized and federal-aid urban areas.

²Urban Functional Classifications: Inside federal-aid urbanized and federal –aid urban areas

b) Freight Route Classifications

Freight Route Classifications	Points
T-1: More than 10 million tons per year	10
T-2: 4 to 10 million tons per year	8
T-3: 300,000 to 4 million tons per year	6
T-4: 100,000 to 300,000 tons per year	4
T-5: at least 20,000 in 60 days	2

c) Transit Service/School Buses

Level of Transit Service	Bus trips per day in both directions	Points
High transit service	≥ 85 trips per day	10
Medium transit service	20 – 84 trips per day	7
Low transit service	8 – 19 trips per day	3

d) Bicycle Facilities

Bicycle Facilities	Points
- There is an existing bicycle facility on the project segment or - Project will include a new bicycle lane/facility upon completion of the preservation project.	5

3) Centers (10 points Maximum)

Location	Points
Within or connecting to a designated Regional Center	10
Within or connecting to a designated Countywide Center	8
Within or connecting to a designated Local Center	6

4) Level of Effort (15 Points Maximum)

Effort Measure		Points
Existing System-wide Pavement Condition Index	>70	15
	65 - 69	12
	60 - 64	9
	63 - 51	6
	0 - 50	3

5) Match (10 points Maximum)

Match Percentage	Points
14% to 22%	2
23% to 31%	4
32% to 40%	6
41% to 49%	8
≥50%	10

6) Incentive/Innovation (No points)

Project sponsors are encouraged to provide information in their proposal of any incentives or innovative elements. The Incentive/innovation section will not receive any points but

information may be used during the evaluation process. Examples of incentives and innovations could include:

- Beyond standard practice
- Economies of scale
- Cutting edge technology/state of the art
- Asset management plan
- Fund swap (federal for local dollars)

IVc. 2022 King County Countywide Project Evaluation Criteria for Non-motorized Set-Aside Program

Total Points Available		
	STP	CMAQ
Part 1: Center Category	60	45
A: Designated Regional, Countywide or Local Centers		
Center Development	20	15
Connectivity	20	15
Safety	20	15
B: Corridors Serving Centers		
Benefit to Center	20	15
Connectivity	20	15
Safety	20	15
Part 2: Criteria for All Projects	40	55
C: Project Readiness	5	5
D: Equity	10	10
E: Air Quality (Mode Shift)	10	10
F: Air Quality (PSRC Model)	15	30
TOTAL	100	100

A total of \$9.48 million is available in King County for non-motorized projects. The policy intent is to support the development of regional, countywide and local centers, as identified in Vision 2050, as designated by the King County Growth Management Planning Council, local jurisdictional comprehensive plans and transit agency plans.

Submitted projects will be evaluated using the criteria below. In Section One of the criteria, project sponsors will be evaluated under the “Centers” or “Corridors” category based on category selected by the project sponsor in the application. All projects will be evaluated using the criteria in Section Two.

Section One

A. DESIGNATED CENTERS = 60 POINTS STP, 45 POINTS CMAQ

A1. Center Development = 20 Points STP, 15 Points CMAQ

- Describe how the project improves pedestrian and/or bicycle transportation within the center.
- Describe how the project will support the existing and planned housing/employment densities in the center (regional, countywide or local center).
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

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: (14 – 20 Points STP), (11 – 15 Points CMAQ) A project will receive a high rating if it significantly improves pedestrian and/or bicycle mobility in the center; and clearly supports a significant amount of existing and/or planned population/employment activity 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: (7 – 13 Points STP), (6 – 10 Points CMAQ) A project will receive a medium rating if it moderately improves pedestrian and/or bicycle mobility in the center; and supports a moderate amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the adopted Regional Economic Strategy; and implements adopted general or programmatic policies for the center.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ) A project will receive a low rating if pedestrian and/or bicycle mobility benefits in the center are small; and supports a limited amount of existing and/or planned population/employment activity in the center and is consistent with the development goals for the center.

Guidance: 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. Projects could expand or improve person capacity within the center, thereby supporting increased housing and employment activity in a regional, countywide, or local 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, 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.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center and provide documentation of the relevant policies. For example, a jurisdiction may have a comprehensive plan policy that states that a paved, shared-use path within the regional, countywide, or local center should be developed.

A2. Connectivity = 20 Points STP, 15 Points CMAQ

- Describe how the project provides a “logical segment” to the center.
- Describe how the project expands, or removes a barrier in, the planned local and/or regional pedestrian and/or bicycle network.
- Describe how the project connects to significant destinations or amenities (transit, etc.).
- Is this project or program specifically identified in a local plan, transit plan, or regional plan?
 - If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.

High: (14 – 20 Points STP), (11 – 15 Points CMAQ) A project will receive a high rating if it is clearly a “logical segment” that significantly improves pedestrian and/or bicycle network connectivity within the center by expanding the network and/or removing a barrier; and the project connects to multiple significant pedestrian/bicycle destinations/generators such as colleges, retail cores, employment hubs, transit stations, etc.

Medium: (7 – 13 Points STP), (6 – 10 Points CMAQ) A project will receive a medium rating if it is a somewhat “logical segment” that moderately improves pedestrian and/or bicycle network connectivity within the center by expanding the network and/or removing a barrier; and the project connects to one significant pedestrian/bicycle destinations/generators such as colleges, retail cores, employment hubs, transit stations, etc.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ) A project will receive a low rating if it is not a “logical segment” and provides limited pedestrian and/or bicycle network connectivity within the center; and the project connects to no significant pedestrian/bicycle destinations.

A3. Safety = 20 Points STP, 15 Points CMAQ

- Describe how the project improves safety for pedestrians and/or bicyclists and reduces conflicts between different modes. (16/11 points)
- For example, what types of intersection treatments are included? Is the proposed facility type appropriate for the roadway speed and volume (see the [pedestrian facility and bicycle facility resource guides](#))? If the project is on a transit or freight route, how do pedestrians/bicyclists operate safely?
- 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: (14 – 20 Points STP), (11 – 15 Points CMAQ): A project will receive a high rating if it would remedy a significant and clearly demonstrated safety problem.

Medium: (7 – 13 Points STP), (6 – 10 Points CMAQ): A project will receive a medium rating if it would remedy a moderate safety problem.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ): A project will receive a low rating if it would remedy a minor safety problem.

B. CORRIDORS SERVING CENTERS = 60 POINTS STP, 45 POINTS CMAQ

Projects will be evaluated based on the following elements:

B1. Benefit to Center = 20 Points STP, 15 Points CMAQ

- Describe how the project improves pedestrian and/or bicycle travel to/from the center(s).

- Describe how this project will benefit or support the housing and employment development in a regional, countywide, or local center(s). Does it support multiple centers?
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s). Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- 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: (14 – 20 Points STP), (11 – 15 Points CMAQ) A project will receive a high rating if it significantly improves pedestrian and/or bicycle mobility to one or more centers; and clearly supports a significant amount of existing and/or planned population/employment activity in one or more centers, including employment within the industry clusters identified in the adopted Regional Economic Strategy; and implements specific policies or projects identified in an adopted plan.

Medium: (7 – 13 Points STP), (6 – 10 Points CMAQ) A project will receive a medium rating if it moderately improves pedestrian and/or bicycle mobility to one or more centers; and supports a moderate amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the adopted Regional Economic Strategy; and implements adopted general or programmatic policies.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ) A project will receive a low rating if pedestrian and/or bicycle mobility benefits to access one or more centers are small; and supports a limited amount of existing and/or planned population/employment activity in one or more centers and is consistent with plan goals.

Guidance: 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. Projects could expand or improve person 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.

B2. Connectivity = 20 Points STP, 15 Points CMAQ

- Describe how the project provides a “logical segment” to a center or centers.
- Describe how the project expands, or removes a barrier in, the planned local and/or regional pedestrian and/or bicycle network.
- Describe how the project connects to significant destinations or amenities (transit, etc.).
- Is this project or program specifically identified in a local plan, transit plan, or regional plan?
 - If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.

High: (14 – 20 Points STP), (11 – 15 Points CMAQ) A project will receive a high rating if it is clearly a “logical segment” that significantly improves pedestrian and/or bicycle network connectivity to the center(s) by expanding the network and/or removing a barrier; and the project connects to multiple significant pedestrian/bicycle destinations/generators such as colleges, retail cores, employment hubs, transit stations, etc.

Medium: (7 – 13 Points STP), (6 – 10 Points CMAQ) A project will receive a medium rating if it is a somewhat “logical segment” that moderately improves pedestrian and/or bicycle network connectivity to the center(s) by expanding the network and/or removing a barrier; and the project connects to one significant pedestrian/bicycle destinations/generators such as colleges, retail cores, employment hubs, transit stations, etc.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ) A project will receive a low rating if it is not a “logical segment” and provides limited pedestrian and/or bicycle network connectivity within the center; and the project connects to no significant pedestrian/bicycle destinations.

B3. Safety = 20 Points STP, 15 Points CMAQ

- Describe how the project improves safety for pedestrians and/or bicyclists and reduces conflicts between different modes. (16/11 points)
 - For example, what types of intersection treatments are included? Is the proposed facility type appropriate for the roadway speed and volume (see the [pedestrian facility and bicycle facility resource guides](#))? If the project is on a transit or freight route, how do pedestrians/bicyclists operate safely?
 - 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: (14 – 20 Points STP), (11 – 15 Points CMAQ): A project will receive a high rating if it would remedy a significant and clearly demonstrated safety problem.

Medium: (7 – 13 Points STP), (6 – 10 Points CMAQ): A project will receive a medium rating if it would remedy a moderate safety problem.

Low: (0 – 6 Points STP), (0 – 5 Points CMAQ): A project will receive a low rating if it would remedy a minor safety problem.

Section Two

CRITERIA FOR ALL PROJECTS = 40 POINTS STP, 55 POINTS CMAQ

C1. Project Readiness = 5 Points STP, 5 Points CMAQ

- When will the sponsor complete all prerequisites needed to obligate the project's

- requested countywide funds?
- When does the sponsor plan to obligate the requested countywide funding?
- Will the funds complete the project or a phase of the project?

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: (4 – 5 Points STP & CMAQ) A project will receive a high score if the applicant can demonstrate that all prerequisites for obligation of the requested phase have been met at the time the competition application is submitted; the sponsor plans to obligate funds by June 2023; all other needed funding for the requested phase is fully secured at the time the competition application is submitted; and the requested countywide funding will be sufficient to complete the project.

Medium: (2 – 3 Points STP & CMAQ) A project will receive a medium score if the applicant can demonstrate that all prerequisites for obligation of the requested phase will be met by the estimated obligation date; the sponsor plans to obligate funds by June 1, 2024; all other needed funding for the requested phase will be fully secured by the estimated obligation date; and the requested countywide funding will be used to complete certain phases of the project (but not the entire project).

Low: (0 – 1 Point STP & CMAQ) A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase will be met by the estimated obligation date, and the sponsor plans to obligate funds after June 1, 2024.

Guidance: The emphasis of this category is to rate projects based upon the sponsor's ability to obligate requested countywide 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.

D1. 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.

E1. Air Quality (Mode Shift) = 10 Points STP, 10 Points CMAQ

- Describe how the project will potentially increase pedestrian and/or bicycle mode split based on the comfort of the project facility type and associated ability to attract new users. Refer to the comfort rating section in the [“Resource Guide for Bicycle Facilities”](#) and the [“Resource Guide for Pedestrian Facilities”](#) in addition to other considerations such as speed, volume, etc...

High: (8 – 10 Points STP & CMAQ) A project will receive a high score if the project has a three-star comfort rating in the “Resource Guide for Bicycle Facilities” (bicycle) or the project

provides significant enhancements in the curb zone and provides frequent, safe roadway crossings (pedestrian).

Medium: (3 – 7 Points STP & CMAQ) A project will receive a medium score if the project has a two-star comfort rating in the “Resource Guide for Bicycle Facilities” (bicycle) or the project provides moderate enhancements in the curb zone and provides roadway crossings at moderate intervals (pedestrian).

Low: (0 – 3 Points STP & CMAQ) A project will receive a low score if the project has a one-star comfort rating in the “Resource Guide for Bicycle Facilities” (bicycle) or the project does not provide enhancements in the curb zone or provide crossings (pedestrian).

Guidance: The objective of this air quality criterion is to recognize the air quality benefits that a comfortable bicycle or pedestrian facility is anticipated to generate. Recent research has shown that over 50% of the general population is willing to consider using comfortable facilities (protected bicycle lanes, paved trails, etc.) while only approximately 10% of the general population is willing to consider using more standard facilities such as bicycle lanes. Other research has measured significant increases in use of more comfortable facilities that provide greater separation from high-speed vehicles.

The next stage of research necessary to incorporate these findings into the PSRC air quality model, the number of Single Occupant Vehicles removed from the roadway, has not been completed. That is why Air Quality (Mode Shift) is a separate criterion from Air Quality (PSRC Model).

F1. Air Quality (PSRC Model) = 15 Points STP, 30 Points CMAQ

The Air Quality Model score is generated by the Puget Sound Regional Council.

Guidance: The Puget Sound Regional Council will run the air quality model for each project submitted into the competition. This is the main air quality metric because it directly models the anticipated number of Single Occupant Vehicles removed from roadways by a project.

V. 2022 King County Countywide Competition Application Forms

- A. Screening Form – Due March 25th, 2022
- B. Application Forms – April 29th, 2022 (No later than 11:59 pm)

Applications and Screening Forms

Sponsors wishing to compete in PSRC's 2022 project selection process may access the required eligibility screening forms and application forms on **PSRC's 2022 Project Selection Form Page**. See the information below for instructions and assistance; please read this page before completing your forms.

Logging in to the System

To begin, you will first need a username and password: sponsors should use their existing username and password from the TIP Web Application process. If you do not have a username and password, please contact [Mitch Koch](#) to obtain the login credentials for your agency.

Eligibility Screening Forms

Once you have logged into the system, you will be asked to select either "Screening Forms" or "Funding Applications." **Every applicant must submit an eligibility screening form prior to submitting a project into any of the competitions.** When selecting "Screening Forms," you will be able to begin a new form or edit a previously started form. To begin a new form you will select the competition for which the screening form applies. You will also have the option to edit, copy or delete any screening form.

Funding Applications

When completing a funding application you will also select the competition for which you wish to submit. You may elect to "pre-populate" the funding application with the responses previously provided in the screening form for a given project. Please note this feature will also provide the PSRC eligibility comments to those questions, to ensure sponsors address any eligibility issues prior to application submittal. The system will also refer sponsors to key guidance and resources available for various questions.

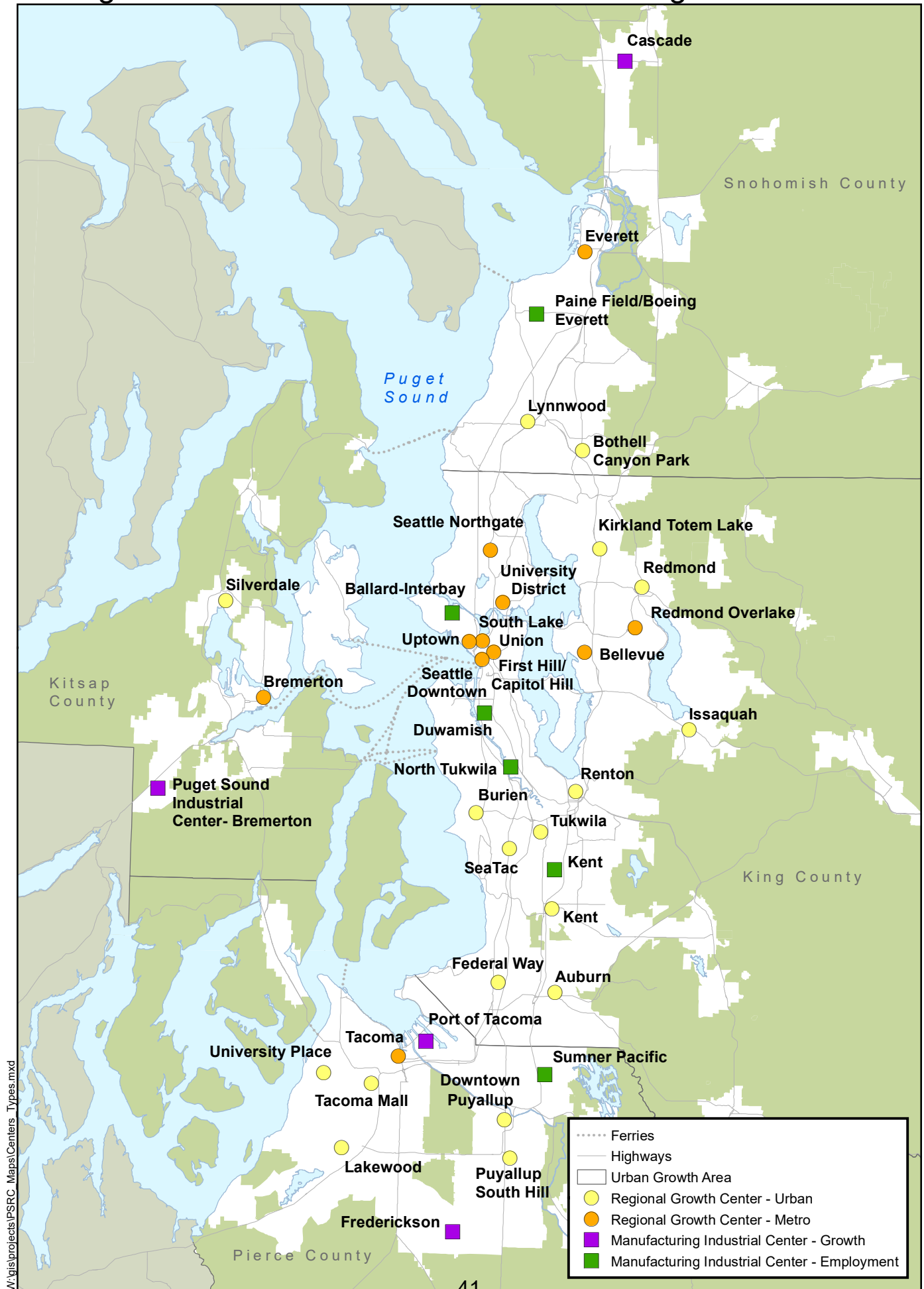
General Tips

The online system is designed to be user friendly and ensure each question is answered accurately and completely. Each page of answers is saved automatically when you move to the next page. You may exit the system at any point in the form by closing your browser window or by clicking the "sign out" link at the top of the form, and you may return to complete your form later by logging in again. You may also print a pdf of the application at any time by clicking "View/Download PDF" in the upper right corner of the screen.

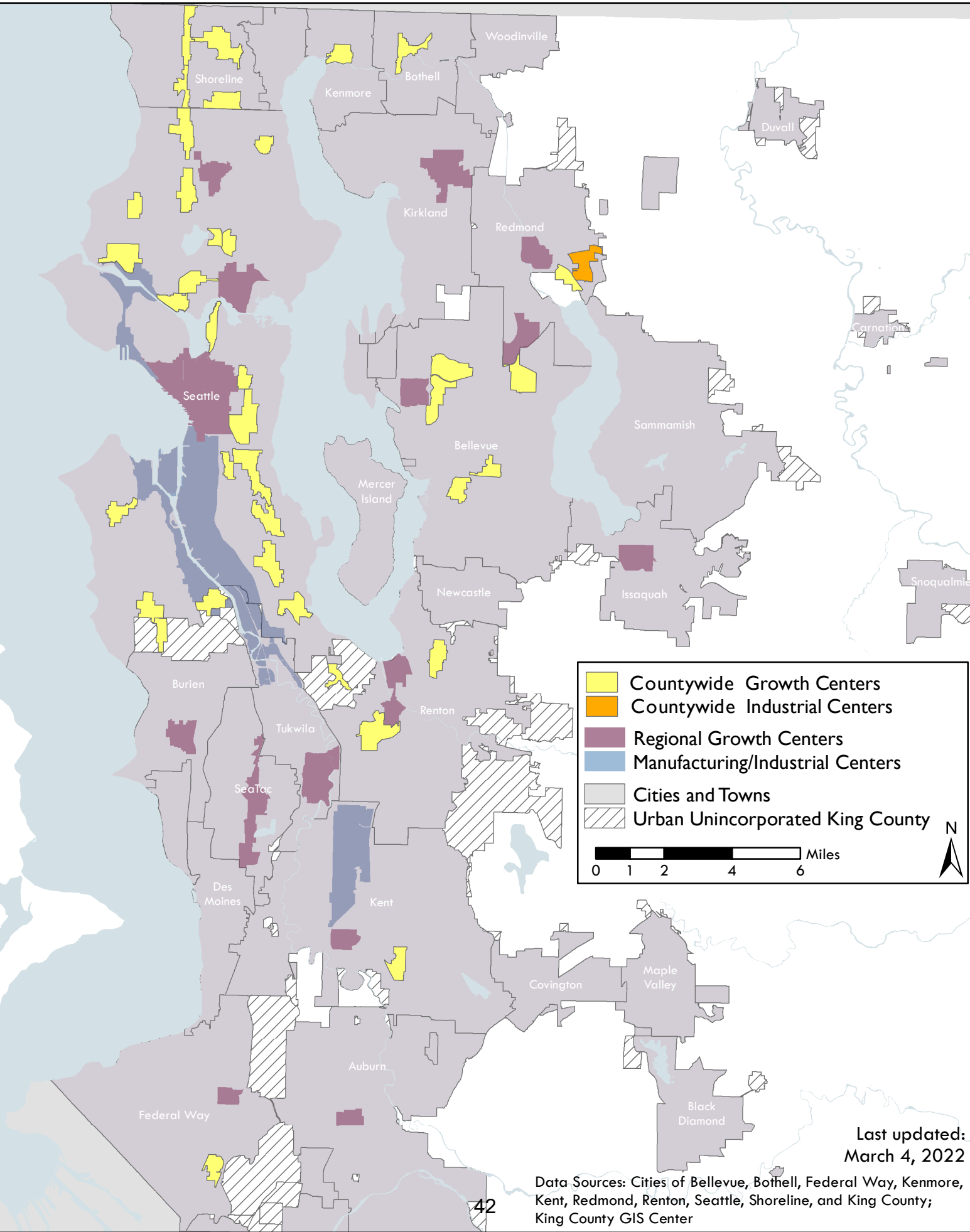
VI. Reference Maps

- a. Regional Growth Centers and Manufacturing/Industrial Centers
- b. Designated King County Countywide Centers
- c. Designated Maintenance and Nonattainment Areas
- d. Federal Urban/Urbanized and Rural Areas

a. Regional Growth Centers and Manufacturing/Industrial Centers



b. King County Countywide Growth and Industrial Centers



c. Designated Maintenance and Nonattainment Areas - December 2021



d. Federal Urban/Urbanized and Rural Areas as of October 2013

