PSRC’s 2017 Regional FTA Competition
Project Evaluation Criteria

Guidance for PSRC’s 2017 Regional FTA Competition was adopted as part of the 2016 Policy Framework for PSRC’s Federal Funds. The policy focus as adopted in the framework 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 2040, Transportation 2040 and the Regional Economic Strategy. For the FTA regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040, centers as designated through countywide processes, town centers, and other locally identified centers.

Regional project evaluation criteria have been designed to implement the adopted policy focus of supporting 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 Regional Economic Strategy’s priority industry clusters; improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved health; 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. Per Board direction, this includes information on innovative project elements or procedures, and the process by which agencies determine the benefits of projects.

VISION 2040 was developed with attention to social equity, environmental justice, and public health. These are important elements that are also key to PSRC’s Growing Transit Communities Program, and are considered in the evaluation of projects. The criteria address the user groups that will benefit from proposed projects, including those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities and/or areas experiencing high levels of unemployment or chronic underemployment. Projects are also evaluated for their provision of facilities that improve bicycle and pedestrian access to public transit and other elements that promote alternative modes of transportation. Projects are reviewed for elements such as streetscape improvements, the completion of missing links, the removal of barriers, transit service, bus shelters and other facilities. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

The air quality/climate change criterion evaluates projects for their potential to eliminate single occupant vehicle trips and reduce vehicle miles traveled (VMT), as well as for the promotion of

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1 The Regional Economic Strategy identifies ten industry clusters: aerospace, business services, clean technology, information technology, life sciences and global health, maritime, military, philanthropies, tourism and visitors and transportation and logistics. Refer to PSRC’s website at http://www.psrc.org/econdev/res for more information on PSRC’s Regional Economic Strategy.

2 The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

3 Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: http://www.pscleanair.org/priorities/Pages/equltyej.aspx.
alternative fuels and the reduction of idling. These elements not only have the capability to reduce traditional air pollutants, which are harmful to human and environmental health, but also to reduce emissions of the greenhouse gases which lead to climate change, both of which are called for in VISION 2040 and Transportation 2040. The Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound.

Projects will be compared to one another in order to determine the magnitude of the improvements 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 will be rated “High.” The highest possible total score a project can receive is 100 points.

INSTRUCTIONS

Projects will be evaluated against the criteria based on the information and responses provided in the regional FTA application. The questions in the application were developed using the key bullet points in the criteria below. For the purpose of this Call for Projects, the term “project(s)” refers to project(s) or program(s).

<table>
<thead>
<tr>
<th>Part 1: Category Specific Questions</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Corridors Serving Centers</td>
<td></td>
</tr>
<tr>
<td>Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center</td>
<td>40</td>
</tr>
<tr>
<td>System Continuity/ Long Term Benefit-Sustainability</td>
<td>30</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>70</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Part 2: Technical Criteria</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>B. Air Quality and Climate Change</td>
<td>20</td>
</tr>
<tr>
<td>C. Project Readiness/Financial Plan</td>
<td>10</td>
</tr>
<tr>
<td>D. Other Considerations</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>30</td>
</tr>
</tbody>
</table>

After all projects have been scored by PSRC staff, the Regional FTA Caucus will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Operators Committee (TOC). The TOC will review and make recommendations for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.
Part 1: Policy Criteria

A. Corridors Serving Centers = 70 Points

Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center = 40 Points

- Describe how this project will benefit or support the existing and planned housing and employment development of a center(s). Does it support multiple centers?
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of a center(s).
- Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- Describe how the project improves safe and convenient access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility and facilities, streetscape improvements, etc.
- Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment).
- 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.
- Does the project promote Commute Trip Reduction (CTR) opportunities?

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. The project should have the potential to serve a variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area.

High: A high scoring project would demonstrate the following characteristics:
- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s);
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals);
- Improves access to the center(s) for multiple modes including nonmotorized and transit, providing opportunities for increased public health benefits;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project;
- Supports the expansion or retention of employment in the center, including those within the industry clusters identified in the adopted Regional Economic Strategy;
- Promotes CTR opportunities.

**Medium:** A medium scoring project would demonstrate the following characteristics:
- Primarily benefits the development along the corridor rather than a center;
- Benefits to a center's development goals are not described in a comprehensive plan;
- Improves access to a center, but only for a few modes;
- Serves a moderate number and variety of users;
- Adjacent land uses are low-density, and therefore likely to generate limited use.

**Low:** A low scoring project would demonstrate the following characteristics:
- Has very limited benefits to a center, with the benefits not described in a comprehensive plan;
- Limited access improvements for only one mode;
- Serves a limited number and variety of users;
- Adjacent land uses are very low-density.

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**System Continuity/ Long Term Benefit-Sustainability = 30 Points**

- Describe how this project provides a “logical segment” that serves a center, or allows users to access the system.
- Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.) Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.
- Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilitates connections between separate operators of a single mode (e.g., two transit operators).
- If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.
- If applicable, describe how the project increases transit use to or within centers;
- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. Describe the problem and how this project will remedy it.

**Guidance**

Applicants should demonstrate the magnitude of the benefits provided by the project, and describe how it might improve system continuity and access to centers.

**High:** A high scoring project would demonstrate the following characteristics:
- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers;
- Creates a new intermodal connection that provides significant system-wide performance benefits;
- Addresses critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center;
- Removes a bottleneck that improves the overall system performance, and creates improved access to a center;
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

**Medium:** A medium scoring project would demonstrate the following characteristics:
- Improves a corridor in logical segments, but provides limited improvement in accessing a center;
- Creates a new intermodal connection that provides moderate system-wide performance benefits;
- Addresses important, but not critical, gaps or barriers in the development of a corridor, and has limited improvements in efficiency or reliability in accessing a center;
- Provides limited relief to a bottleneck with limited improvement to overall system performance;
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

**Low:** A low scoring project would demonstrate the following characteristics:
- Does not improve a corridor in logical segments and does not provide for improved access to a center;
- Does not create new intermodal connections;
- Addresses marginal gaps or barriers in the development of a corridor, and has very limited improvements in efficiency or reliability in accessing a center;
- Has no perceptible improvement to a bottleneck or to overall system performance;
- Does not address long-term projected travel demand, and
- Serves areas outside the Urban Growth Area.

### Part 2: Technical Criteria

**B. Air Quality and Climate Change = 20 Points**

- Describe how the project will reduce emissions 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

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

**High:** A project will rate high if:
- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2025.
Medium: A project will rate medium if:
- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2030.

Low: A project will rate low if:
- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2030.

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. These pollutants pose significant health risks, such as 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.

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 VMT or reduce fine particulates through diesel vehicle and equipment retrofits. Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved.

All projects will be evaluated based on their potential to reduce emissions. The magnitude of the emissions reductions will be a determining factor. In addition, an important factor in the evaluation will be the timing of the air quality benefits – i.e., when will the full potential emissions reductions occur. The timing of the air quality benefits is important to help the region continue to meet current and future air quality standards, as well as to assist the state in reaching the state’s greenhouse gas emissions reduction limits.

PSRC has consulted with the region’s air quality consultation partners to review the air quality criterion and the methodology for applying scores. These partner agencies include the Environmental Protection Agency, Washington State Department of Ecology, Puget Sound Clean Air Agency, Washington State Department of Transportation Air Quality Program, Federal Highway Administration and Federal Transit Administration.

PSRC has developed an “Air Quality and Climate Change Evaluation Guidance” document that provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC’s website.
C. Project Readiness/Financial Plan = 10 Points

- When will the sponsor complete all prerequisites needed to obligate the project’s requested regional funds?
- When does the sponsor plan to obligate the requested regional funding?
- What are the amounts and sources of secured4 funding for the project?
- What are the amounts and sources of reasonably expected and unsecured funding for the project?
- Will the PSRC funding complete the project or a phase of the project?

Project sponsors will be asked to supply in the application a full financial budget and project schedule. Depending on the type and scale of the project, information should be provided on the following milestones: design, environmental documentation, permits issued, Right of Way approvals, final design, engineer’s estimate, etc.

Project scoring will be on a sliding scale between 0 and 10 points. Points assigned will be based on the application identifying all the prerequisites to obligating the requested PSRC FTA funds, and how many are completed or underway. The table below illustrates the sliding scale:

<table>
<thead>
<tr>
<th>Sliding Point Scale</th>
<th>Measure</th>
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<tbody>
<tr>
<td>10</td>
<td>All prerequisites to obligating the requested PSRC FTA funds are identified, and each prerequisite has been completed.</td>
</tr>
<tr>
<td>9-1</td>
<td>A score of between 1 and 9 will be assigned for a project in which some, but not all, of the prerequisites to obligating the requested PSRC FTA funds have been completed. A project may be assigned only 1 point if no prerequisites have yet been completed.</td>
</tr>
<tr>
<td>0</td>
<td>None of the prerequisites needed to obligating the requested FTA funds are underway, and there is reason to believe that they will not be completed by the obligation date provided.</td>
</tr>
</tbody>
</table>

Guidance

Sponsors are expected to identify all of the appropriate prerequisites for the phase being requested. The more prerequisites completed, the more points will be assigned. For example, a project may receive 9 points if all but one prerequisite has been completed and the final prerequisite is underway. Fewer points will be assigned if fewer prerequisites are completed but are underway. Project phases with few prerequisites will be scaled accordingly. A few examples of how this criterion might be applied are illustrated below.

- Project 1 is requesting construction funds. Five prerequisites have been identified, with all but one complete. This project is likely to receive a score of 8-9 points, depending on the length of time to complete the remaining prerequisite.
- Project 2 is requesting construction funds. Five prerequisites have been identified: one is complete, one is underway, and the remaining have not yet begun. This project is

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4 Refer to PSRC’s website for more information on the definition of secured, reasonably expected to be secured, and unsecured funds: http://www.psrc.org/assets/469/FinancialConstraintGuidance.pdf
likely to receive a score of 3-4 points, depending on the expected length of time to complete the remaining prerequisites.

- Project 3 is requesting funds to purchase transit vehicles. This type of project is a documented categorical exclusion under NEPA, and will build on an existing bus purchase contract. There are no other prerequisites identified. This project is likely to receive a score of 10.

D. Other Considerations (no points)

Please 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. Per PSRC Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects.

- 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.