

2020 Regional Project Evaluation Criteria For PSRC's FHWA Funds

INTRODUCTION

As described in the adopted *2020 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2020 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 2040, the Regional Transportation Plan and the regional economic strategy, *Amazing Place*. For the regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040 and designated by PSRC.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth and manufacturing/industrial centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*;¹ improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved public 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 jurisdictions determine the benefits of projects.

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. This priority has also been continued in the current federal transportation act, Fixing America's Surface Transportation Act (FAST) and is reflected in the Air Quality and Climate Change criterion. In addition, cost-effectiveness is incorporated into the air quality scoring process for projects requesting funds from the Congestion Mitigation and Air Quality Improvement Program, consistent with federal guidance.

Further, 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,² seniors, people with disabilities, those located in highly impacted communities³ and/or areas experiencing high levels of unemployment or chronic underemployment. The criteria also address the provision of facilities that improve walkability, bicycle mobility, and access to public transit. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

¹ <https://www.psrc.org/our-work/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/372/Community-Equity-Access>.

INSTRUCTIONS

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

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

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

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	75	45
Category A: Designated Regional Growth Centers		
<i>Regional Growth Center Development</i>	30	16
<i>Benefit to the Regional Growth Center</i>	20	12
<i>Circulation within the Regional Growth Center</i>	25	17
Category B: Manufacturing / Industrial Centers		
<i>Development and User Benefit</i>	40	25
<i>Mobility and Accessibility Benefit</i>	35	20
Category C: Corridors Serving Centers		
<i>Benefit to Regional Growth or Manufacturing / Industrial Center</i>	40	25
<i>System Continuity/Long-Term Benefit and Sustainability</i>	35	20
Part 2: Technical Criteria for all Projects		
<i>D: Air Quality/ Climate Change</i>	20	50
<i>E: Project Readiness/Financial Plan</i>	5	5
TOTAL	100	100

After all projects have been scored by PSRC staff, the Regional Project Evaluation Committee (RPEC) will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.

Part 1: Category Specific Questions

A. DESIGNATED REGIONAL GROWTH CENTERS = 75 POINTS STP, 45 POINTS CMAQ

A1. Regional Growth Center Development = 30 Points STP, 16 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. 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: 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: 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. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity within the center, thereby supporting increased housing and employment activity in a regional growth center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. 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 roadways within the regional

growth center, or specific segments of an identified street, 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, 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 for more direct access to center services, where none previously existed, may meet this goal.

A2. Benefit to the Regional Growth Center = 20 Points STP, 12 Points CMAQ

- 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).
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

High: A project will receive a high rating if it would remedy a significant and clearly demonstrated problem and would benefit a large number and variety of users, including the specific groups identified above.

Medium: A project will receive a medium rating if it would remedy a moderate problem and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it would remedy a minor problem or condition and would benefit a limited number and variety of users.

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 reported accidents or other safety incidents, an area with significant congestion, or other identified issues? The project should have the potential to serve a large number and 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. 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.

A3. Circulation Within the Regional Growth Center = 25 Points STP, 17 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 addresses safety and security.
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.*

High: A project will receive a high rating if it significantly improves safe and convenient access and circulation within the regional growth center, provides a variety of travel modes and opportunities for increased public health benefits through active transportation improvements, and employs innovative design or parking management.

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, and provides moderate opportunities for active transportation.

Low: A project will receive a low rating if it improves access, circulation and safety to a limited degree within the center and provides benefits for a single mode with limited opportunities for active transportation.

Guidance: The applicant should describe how the proposed project provides access to destinations within the center such as sports or recreation facilities, arts venues, employment concentrations, government centers, transportation hubs, and freight facilities. Multimodal projects that consider the needs of pedestrians, public transit, bicycles, and automobiles have positive benefits for a wider variety of users than do projects focusing on a single mode. These projects also provide opportunities for active transportation that can lead to public health benefits.

The applicant should describe how the project will enhance circulation within the regional growth center, for example by providing a link, missing mode, multimodal program, transportation demand management (TDM) 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.

The applicant should describe how the project is improving safety and security for a variety of modes within the center. This could be by addressing an existing known safety issue or accident location, or by describing how the design of the project will help to prevent future safety issues, e.g., by the inclusion of specific features or by retrofitting an outdated facility.

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

*Note: since this element has historically not been addressed in the majority of applications, it is not of equal value to the other elements in this criterion.

B. MANUFACTURING/INDUSTRIAL CENTERS = 75 POINTS STP, 45 POINTS CMAQ

B1. Development and User Benefit – 40 Points STP, 25 Points CMAQ

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial 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.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

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: 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, 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 project should have the potential to serve a large number and 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. 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.

B2. Mobility and Accessibility Benefits – 35 Points STP, 20 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 addresses safety and security.
- 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 = 75 POINTS STP, 45 POINTS CMAQ

C1. Benefit to Regional Growth or Manufacturing/Industrial Center = 40 Points STP, 25 Points CMAQ

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s).

Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

- 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.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit minority and low-income populations identified in the President's Order for Environmental Justice, seniors, people with disabilities, populations 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.

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: 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 project should have the potential to serve a large number and variety of residents, employees, or other user groups traveling to and from one or more regional centers. 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. 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. System Continuity/Long-Term Benefit and Sustainability = 35 Points STP, 20 Points CMAQ

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

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

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

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

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

Part 2: Questions for All Projects

D. 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?

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 emissions 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.

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.

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.

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. Particular to CMAQ funded projects, the criterion incorporates cost-effectiveness, and projects will score high if they demonstrate a cost-effective reduction of emissions.

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:

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

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. The "Air Quality and Climate Change Evaluation Guidance" provides additional background and 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, 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.

E. PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

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

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

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

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

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

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

F. OTHER CONSIDERATIONS (NO POINTS)

Project sponsors have the opportunity to describe additional aspects of the project that are not addressed in the evaluation criteria that could be relevant to the final recommendation and decision-making process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects. A report will be provided to the Board for future consideration of these topics.

- 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.