

2009 STP & CMAQ Regional Project Evaluation Criteria

As described in the adopted *Policy Framework for the PSRC's Project Selection Process*, the policy intent for the 2009 Project Selection Process for PSRC's federal funds is to support the development of centers and the transportation corridors that serve them, consistent with the policy goals of VISION 2040 and *Destination 2030*; to coordinate with the region's adopted Regional Economic Strategy; and to be consistent with the adopted Project Tracking Policies in the Policy Framework. For the Regional Project Competition, this has been clarified to mean regional growth centers and manufacturing/industrial centers as designated through countywide planning policies, and the corridors that serve them.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework of supporting designated regional growth and manufacturing/industrial centers. Proposed projects will be reviewed for a variety of characteristics and impacts, including: support for centers and compact urban development; support for the Regional Economic Strategy's priority industry clusters¹; improved system performance and efficiency; safety; project readiness; and air quality benefits.

VISION 2040 also calls for considering the public health and climate change impacts of transportation projects. Projects are evaluated for their provision of facilities that improve walkability, bicycle mobility, and access to public transit. Projects are reviewed for elements such as streetscape improvements, the completion of missing links, and the removal of barriers. 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 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 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.

Since regional growth centers, manufacturing/industrial centers, and corridor projects that serve centers represent three distinct types of projects that all support the development of centers, project sponsors are asked to pick the category that best fits their project. Projects will then be scored using the corresponding criteria found below. In addition, one set of evaluation criteria will be applied to all projects (entitled "For All Projects;" see below).

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 impacts. Projects that

¹ The Regional Economic Strategy identifies a "Foundation Initiative" to build and maintain an effective world-class transportation system, along with a set of seven "Cluster Initiatives," to strategically support key components of the region's economy, including (1) Aerospace, (2) Clean Technology, (3) Information Technology, (4) Life Sciences, (5) Logistics and International Trade, (6) Tourism, and (7) Military. Applicants should identify if proposed projects support these priority industry clusters. For more information on the "Cluster Initiatives" and the Regional Economic Strategy visit the Prosperity Partnership website at: <http://www.prosperitypartnership.org/clusters/index.htm>.

most directly support each criterion 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 responses provided in the application found in the Call for Projects. The questions in the application were developed using the key bullet points in the criteria. For the purpose of this Call for Projects, the term “project(s)” refers to project(s) or program(s).

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 = 70 Points STP, 50 Points CMAQ

Regional Growth Center Development = 30 Points STP, 20 Points CMAQ

- Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

High: A project will receive a high rating if it clearly supports the potential for a large amount of population/employment activity in the center, implements specific projects identified in an adopted policy or plan, and enhances a regional growth center's sense of place.

Medium: A project will receive a medium rating if it supports the potential for a moderate amount of population/employment activity in the center, and implements adopted general or programmatic policies for regional growth centers.

Low: A project will receive a low rating if it supports the potential for a limited amount of population/employment activity in the center, and is consistent with the development goals for regional growth centers.

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 would expand or improve person and goods carrying capacity within the center. These improvements could support increased housing and employment activity in a regional growth center.

The applicant should describe how the project will support the establishment of new cluster businesses, or will improve conditions and/or allow for the expansion of existing cluster businesses. Examples could include improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, a reduction of travel time/improved commuting conditions for its employees, and/or improving conditions for the delivery of goods to and from the worksite.

The applicant should describe how the proposed project would implement the submitted provisions or policies. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the regional growth center district, 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.

In addition, the applicant should describe whether the proposed project would enhance the sense of place within the urban center. Sense of place can be created or enhanced through high quality materials and design, as well as through consideration of unique physical features. Examples of this include decorative pavement treatments, distinct and well-detailed canopies or shelters at transit facilities, hillside stairways or pedestrian paths, and consistent or thematic signage unique to the center. Applicants should describe how proposed projects incorporate these types of features.

Project's Benefit to the Regional Growth Center = 20 Points STP, 15 Points CMAQ

- Does the project remedy 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)? Please describe.
- 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 Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).

High: A project will receive a high rating if it would remedy a long-identified existing or anticipated problem, and would benefit a large number and variety of users (including commuters, residents, commercial users, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

Medium: A project will receive a medium rating if it would remedy a newly identified or anticipated 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 have the potential to serve a large number of residents, employees, or users. The applicant should describe the anticipated levels of activity that the proposed project will support, and describe whether it serves the transportation needs of minority and low-income populations and/or areas of high unemployment. For example, the project may connect an existing high-density residential area with another part of the center, or may serve a concentration of jobs. Applicants should provide documentation to show the types of activities that the project may be able to support. Projects that benefit large numbers of a variety of user groups will score well.

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."

Circulation Within the Regional Growth Center = 20 Points STP, 15 Points CMAQ

- Describe how the project improves safe & convenient access to major destinations within the center.
- Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- Describe how the project completes a physical gap or provides an essential link in the transportation network.
- 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 access to, or circulation throughout, the regional growth center, benefits a variety of transportation modes, and employs innovative design or program management.

Medium: A project will receive a medium rating if it significantly improves circulation for one or more modes within the regional growth center.

Low: A project will receive a low rating if it improves circulation to a limited degree for one or more modes in a limited area within the regional growth center.

Guidance: Regional growth centers are intended to support a variety of residential, civic, commercial, and cultural uses. Route and travel mode choice are important to regional growth centers because they accommodate a wide variety of users making trips to and within centers for different purposes. The applicant should describe how the proposed project safely connects particular existing or proposed activities within the center by providing a variety of travel modes.

Improved access for any transportation mode to destinations such as sports or recreation facilities, arts venues, employment concentrations, government centers, transportation hubs, and freight facilities support major regional destinations. 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, which can have positive long term health impacts.

Projects that remove route barriers and remedy missing links are important because they may be relatively modest investments that complete larger systems; these types of investments can help to spread users around an expanded system network, and minimize pressure on other facilities and routes. Transportation Demand Management programs can also help to minimize pressure on overloaded components of transportation systems. The applicant should describe how the project provides a link, missing mode, or program to enhance access to, or local circulation within, a regional growth center.

Finally, 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.

B. Manufacturing/Industrial Centers = 70 Points STP, 50 Points CMAQ

Mobility and Accessibility = 70 Points

- Describe how the project provides opportunities for freight movement.
- Describe how the project will benefit or support the development of the manufacturing/industrial center.
- Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See *Destination 2030*, Technical Appendix 4)? Please describe.
- Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- How does the project promote Commute Trip Reduction (CTR) opportunities?
- Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

High: High scoring projects would include:

- Improvements that streamline the efficient movement of freight and goods through a significant reduction in travel time, along with increased safety (such as providing an essential link or removing a barrier);
- Investments that improve the mode share of travel by providing alternatives to driving alone, such as transit and ridesharing;
- Investments that benefit a large number and variety of users, including those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment;

Medium: Medium-scoring projects would include:

- Improvements that streamline the efficient movement of freights and goods through a modest reduction in travel time, along with increased safety (such as providing an essential link or removing a barrier);

³ 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.”

- Investments that modestly improve the mode share of travel by providing alternatives to driving alone, such as transit and ridesharing;
- Investments that benefit a modest number and variety of users.

Low: Low-scoring projects would include:

- Improvements that provide a limited reduction in travel time;
- Investments that provide a limited improvement to the mode share of travel by providing alternatives to driving alone;
- Investments that benefit a limited number and variety of users.

Guidance: Sponsors should describe the benefits of the project in terms of time savings, circulation within the center, safety, and mode share. Examples of high scoring projects 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; a Transportation System Management or Intelligent Transportation System 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, such as a transit center.

The applicant should describe how the project will support the establishment of new cluster businesses, or will improve conditions and/or allow for the expansion of existing cluster businesses. Examples could include improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, a reduction of travel time/improved commuting conditions for its employees, and/or improving conditions for the delivery of goods to and from the worksite.

C. Corridors Serving Centers = 70 Points STP, 50 Points CMAQ

Benefit to Regional Growth or Manufacturing/Industrial Center = 30 Points STP, 20 Points CMAQ

- Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- 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 Justice⁴ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

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);

⁴ 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.”

- 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, freight and transit;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President's Order for Environmental Justice, 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.

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.

Guidance: While the same projects are used in each of the following scoring-scenario examples, the context of the project changes, which thereby likely affects the score.

The applicant should describe how the project will support the establishment of new cluster businesses, or will improve conditions and/or allow for the expansion of existing cluster businesses. Examples could include improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, a reduction of travel time/improved commuting conditions for its employees, and/or improving conditions for the delivery of goods to and from the worksite.

High scoring examples:

- A new multimodal road that creates a new connection in order to provide alternative routes to an existing highly congested road providing access to a center or linking multiple centers. The road includes well-connected pedestrian and bicycle facilities, landscaping, and street furniture. The project is adjacent to a dense, mixed-use area, thereby providing access for a large number of people, and accommodates multiple types of trips (e.g. employment, shopping, freight and recreation). The project provides direct access to an underserved area of a center and will likely spur new infill development as suggested in the comprehensive plan.
- A nonmotorized facility – such as a bicycle path or pedestrian pathway through a “superblock” - that passes through dense areas or areas with a high concentration of mixed uses, perhaps linking to transit centers or linking to other trails, and ultimately provides greater access to a center or centers. This project provides an alternative nonmotorized route in an area that is experiencing severe congestion or has no other nonmotorized routes.

Medium scoring examples:

- A new multimodal road that connects dead end streets in order to provide alternative routes to an existing, highly-congested road providing access to a center. The project is adjacent to a low-density, single-use area, thereby accommodating few types of trips.

The project provides limited access to a center, and is done in an area that is either built out or has limited development potential. The project provides limited facilities for pedestrians or bicycles.

- A nonmotorized facility that passes through a low-density, single-use area. The project provides limited access to transit or other trails. The project does not provide a direct connection to a center.

Low scoring examples:

- A new road that connects dead end streets in order to provide alternative routes to an existing, highly-congested road providing access to a center. The project is adjacent to a very low-density, single-use area. The project lacks facilities for pedestrians or bicycles. The project provides no improved access to a center.
- A nonmotorized facility that passes through a very low-density, single-use area. The project does not provide access to transit or other trails, the project does not connect to a center, and/or is primarily intended for recreational use.

System Continuity = 20 Points STP, 15 Points CMAQ

- 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 a center.
- 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.

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; and
- Address 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.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center; and
- 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.

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; and
- 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.

Guidance: While the same projects are used in each of the following scoring-scenario examples, the context of the project changes, which thereby likely affects the score.

High scoring examples:

- Filling of gaps in the High Occupancy Vehicle (HOV) lane network in a manner that provides improved access for transit vehicles, and serves a transit hub or a multimodal terminal.
- An extension of a regionally defined bicycle route over a waterway, which creates connections to other bicycle routes, and provides better access to a transit facility.
- A new multimodal road that provides access to areas within a center that is currently not very accessible, thereby creating new opportunities for increased development, and providing new links for other modes.

Medium scoring examples:

- Filling of gaps in a HOV lane, but not providing improved access for transit vehicles, and not serving a transit hub or a multimodal terminal.
- An extension of a regionally defined bicycle route over a waterway that doesn't directly create connections to other bicycle routes, and provides limited access to a transit facility.
- A new multimodal road that provides access to areas within the center that are already served by other routes, and provides links for other modes that already exist

Low scoring examples:

- Filling of gaps in a HOV lane, but not providing for any improvement for transit or other modes.
- An extension of a regionally defined bicycle route over a waterway, but not connecting to other routes, and providing no access to transit.
- A new multimodal road that provides access to the center that duplicates existing routes, and does not create additional links for other modes.

Long Term Benefit/Sustainability = 20 Points STP, 15 Points CMAQ

- How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

High: A high scoring project would demonstrate the following characteristics:

- 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:

- 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 address long-term projected travel demand , and
- Serves areas outside the Urban Growth Area.

Guidance: While the same projects are used in each of the following scoring-scenario examples, the context of the project changes, which thereby likely affects the score.

High scoring examples:

- An ITS improvement that provides information to drivers along congested corridors, including transit priority technology, providing queue-jumps for HOVs or providing variable message signs.
- A TDM program that shifts traffic away from peak hours, and also provides for non-automotive options in the non-peak hours.
- Improvements to a series of intersections that increase or decrease lane capacity while creating turning lanes that improve traffic flow and include medians that improve pedestrian crossing safety.

Medium scoring examples:

- An ITS improvement that provides information to drivers along congested corridors, but provides limited benefit to transit, freight or HOVs.
- A TDM program that addresses peak hours, but not non-peak hours.
- Improvements to a series of intersections that increase or decrease lane capacity, while creating turning lanes that improve traffic flow but do not improve non-automotive safety.

Low scoring examples:

- An ITS improvement that provides information to drivers along congested corridors, but provides no benefit to transit, freight or HOVs.
- A TDM program that has limited impact on peak hours, and no impact on non-peak hours.
- Improvements to a series of intersections that increase or decrease lane capacity, while creating turning lanes that have limited traffic flow improvement and no improvement for other modes.

Part 2: Questions for All Projects

D. Air Quality and Climate Change = 20 Points STP, 40 Points CMAQ

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.

Emissions reductions can occur through 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

Transportation-related emissions are produced from both fuels and vehicles. Gasoline and diesel fuels produce different types of emissions, with diesel fuels producing more fine particulates (see paragraph below). Emissions from vehicles can be produced when the engine is first started (cold starts), while being driven (VMT), and during idling (e.g. at a traffic light).

While vehicles and fuels have gotten significantly cleaner since the 1970s, the number of vehicles on the road and the miles driven continues to increase. The Puget Sound region is currently maintaining the standards for carbon monoxide and particulate matter less than 10 microns in diameter (PM₁₀), but the current pollutants of concern in the region are ozone and fine particulates (PM_{2.5}). Diesel exhaust is a significant source of fine particulates, and is also considered a toxic air pollutant, representing a potential cancer risk. The region has recently violated the standards for both of these pollutants, and the process for establishing the requirements the region may need to meet to come back into attainment has begun.

In addition to concerns about ozone and fine particulates, the region is also addressing emissions of the greenhouse gases that lead to climate change. Climate change has become a primary issue at the national, state, regional and local level. Washington State has taken numerous steps to begin addressing climate change, including setting goals for the reduction of greenhouse gases. These goals are to reduce statewide greenhouse gas emissions to 1990 levels by the year 2020, to 25% below 1990 levels by 2035, and to 50% below 1990 levels by 2050.

The primary source of greenhouse gas emissions is the burning of fossil fuels. In the Puget Sound region, transportation sources account for approximately 50% of our greenhouse gas emissions. The same strategies which result in reducing emissions of traditional air pollutants such as ozone and carbon monoxide will also reduce emissions of greenhouse gases.

Given the current air quality concerns in the region, 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 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.

Since historically the types of projects being evaluated include those that will reduce VMT, 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 come back into attainment of the ozone and fine particulate standards, as well as to assist the state in reaching the 2020 greenhouse gas emission reduction goals.

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 2015.

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 2020.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2020.

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

E. 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 secured funding for the project?
- What are the amounts and sources of reasonably expected and unsecured funding for the project?
- Will the funds complete the project or a phase of the project? Note: Please review the adopted Project Tracking Policies in the attached Policy Framework. Project sponsors will be responsible for the information provided in the application.

Note: The standard Regional Council TIP definitions will apply for determining when funding is "secured" or "reasonably expected to be secured" (refer to Section 5 of the Call for Projects for more information).

High: A project will receive a high score if:

- The applicant can demonstrate that all prerequisites for obligation have been met at the time the competition application is submitted,
- The sponsor plans to obligate funds at an early date (2010),
- All other needed funding is fully secured at the time the competition application is submitted, and
- The requested regional funding will be sufficient to complete the project.

Medium: A project will receive a medium score if:

- The applicant can demonstrate that all prerequisites for obligation will be met by the estimated obligation date,
- The sponsor plans to obligate funds sometime during 2011,
- All other needed funding will be fully secured by the estimated obligation date, and
- The requested regional funding will be used to complete certain phases of the project (but not the entire project).

Low: A project will receive a low score if:

- The applicant fails to demonstrate that all prerequisites for obligation will be met by the estimated obligation date,
- The sponsor plans to wait until 2012 or 2013 to obligate funds,
- There is reason to doubt that all other needed funding will be fully secured by the estimated obligation date, and
- The requested regional funding will not be sufficient to complete a phase of the project.

Guidance: The emphasis of this category is to rate projects based upon the sponsor's ability to obligate requested regional funds at the earliest possible time, as demonstrated by having completed all applicable prerequisites for obligation and securing all needed funding to complete the project or phase of the project.

F. Other Considerations (no points)

Please describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to final project recommendation and decision-making process, particularly those relating to the support of centers policy focus, the adopted Regional Economic Strategy and the adopted Project Tracking Policies in the Policy Framework.