

# 2024 King County Countywide Grant Program Framework and Call for Projects

Issued: March 5<sup>th</sup>, 2024

Screening Forms Due: March 11<sup>th</sup>, 2024

Applications due: April 29<sup>th</sup>, 2024– No Later than 11:59 p.m.

The Call for Projects package contains the information needed to apply for 2024 King County Countywide grant programs competitions. The Call for Projects package is located at: <https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>

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## **For questions, contact:**

Peter Heffernan, Chair – King County Project Evaluation Committee

Phone: (206)477-3814

Email: [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov)

## Section I - King County Countywide 2024 Project Selection Schedule of Events

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

Date	Action
February 9 <sup>th</sup>	Puget Sound Regional Council (PSRC) Releases Call for Regional Grant Program Competition: <a href="#">PSRC FHWA and FTA Project Selection Process</a>
February 9 <sup>th</sup>	Regional Competition Candidate Projects due to King County Project Evaluation Committee
February 15 <sup>th</sup> & 21 <sup>st</sup>	<a href="#">PSRC Project Selection Workshops</a>
February/March	King County Area Transportation Boards Review Regional Competition Candidate Proposals (if needed) <ul style="list-style-type: none"> <li>• Technical Advisory Committee</li> <li>• Board Meetings</li> </ul>
March 6 <sup>th</sup>	PSRC Screening Forms Due
April 8 <sup>th</sup>	Regional Applications due to PSRC
April 25 <sup>th</sup> /26 <sup>th</sup>	PSRC Regional Project Evaluation Committee - Project presentations
May 23 <sup>rd</sup> /24 <sup>th</sup>	PSRC Regional Project Evaluation Committee – Develop funding recommendation
July 11 <sup>th</sup>	PSRC Transportation Policy Board – Approve funding recommended to Executive Board
July 25 <sup>th</sup>	PSRC Executive Board – Approves funding distribution recommendation
September to October	Draft Transportation Improvement Program out for public comment
October 24 <sup>th</sup>	PSRC’s Executive Board – Adopts Regional Transportation Improvement Program
January – 2025	Final state and federal approvals

### B. King County Countywide Grant Program: Project Selection Schedule

Date	Action
February 20 <sup>th</sup>	King County Project Evaluation Committee Recommends 2024 Countywide Grant Program Framework
February 28 <sup>th</sup>	King County Members of the PSRC Transportation Policy Board - Approve 2024 King Countywide Grant Program Framework and Call for Projects
March 5 <sup>th</sup>	King County Countywide Call for Projects Released
March 11 <sup>th</sup>	Countywide Screening Forms Due to Puget Sound Regional Council
March 19 <sup>th</sup>	Countywide Grant Program Competition Workshop <ul style="list-style-type: none"> <li>• Tuesday March 19<sup>th</sup> King County Project Evaluation Committee Meeting</li> </ul>
April 29 <sup>th</sup>	King County Countywide Applications Due
May 7 <sup>th</sup> & 8 <sup>th</sup>	King County Project Evaluation Committee – Countywide Programs Scoring Subcommittee Project Presentations:

	<ul style="list-style-type: none"> <li>• Larger Jurisdiction Program</li> <li>• Smaller Jurisdiction Program</li> <li>• All Others Program</li> <li>• Rural Area Program</li> </ul>
May 14 <sup>th</sup> & 15 <sup>th</sup>	King County Project Evaluation Committee – Countywide Programs Scoring Subcommittee: <ul style="list-style-type: none"> <li>• Score Validation Meetings</li> </ul>
May 20 <sup>th</sup> & 21 <sup>st</sup>	King County Project Evaluation Committee - Project Presentations: <ul style="list-style-type: none"> <li>• Non-Motorized Program</li> </ul>
May 29 <sup>th</sup>	King County Project Evaluation Committee – Non-Motorized Program Scoring Subcommittee: <ul style="list-style-type: none"> <li>• Scoring Validation Meetings</li> </ul>
June 11 <sup>th</sup> and 12 <sup>th</sup> if needed	King County Project Evaluation Committee - Develops Funding Recommendation
June 19 <sup>th</sup> to 26 <sup>th</sup> <i>(Date to be determined)</i>	King County Area Members of the Puget Sound Regional Council's Transportation Policy Board - Review and Action on Funding Recommendation
July 11	Transportation Policy Board – Approve funding recommended to Executive Board
July 25	Executive Board – Approves funding distribution recommendation
September 12 to October 24	Draft Transportation Improvement Program - public comment period
October 24	Executive Board – Adopts 2025-2028 Regional Transportation Improvement Program
January - 2025	Final state and federal approvals

## Section IIa - King County Countywide Adopted Processes

### 2024 King County Members of the Puget Sound Regional Council's Transportation Policy Board Approval

To: King County Project Evaluation Committee

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

RE: Approval of the 2024 King Countywide Grant Program Framework and Call for Projects

<b>King County Transportation Policy Board Member</b>	<b>Attended February 28<sup>th</sup>, 2024 meeting</b>
Councilmember Dave Hamilton, City of Bellevue	X
Mayor Dana Ralph, City of Kent	X
Mayor Mary Lou Pauly, City of Issaquah	
Councilmember Peter Kwon, City of SeaTac	
Councilmember Rob Saka, City of Seattle	X
Councilmember Robert Kettle, City of Seattle	
Councilmember Rod Dembowski, King County	
Councilmember, Jorge Baron King County	X
Councilmember, Jared Nieuwenhuis, Bellevue - Alternate	
Deputy Mayor Jay Arnold, City of Kirkland – Alternate	X
Deputy Mayor Wendy Weiker, City of Mercer Island - Alternate	
Councilmember Matt Mahoney, City of Des Moines - Alternate	X

This memorandum will document that we accept your proposed process (enclosed) for recommending and selecting King County Regional and Countywide projects to receive federal funding in 2027 and 2028. We agree that the recommended project selection processes are in keeping with the policy framework and project funding priorities approved by the Puget Sound Regional Council's Executive Board on January 25<sup>th</sup>, 2024.

We appreciate your work on this and authorize you to coordinate the selection of the regional projects, releasing the 2024 Call for Projects for the King County Countywide grant program.

## **Section IIb. 2024 King County Regional Project Selection Process**

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

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

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

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

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

## **Section IIc. 2024 King County Countywide Project Selection Process**

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

### 2024 Grant Program Structure

To meet the diverse needs of the county area the 2024 King County Countywide grant program has been arranged into four programs. These programs are:

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

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

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

### Limit on the Phases Requested

For the 2024 Countywide, Non-motorized, Preservation grant programs project sponsors are restricted to only requesting funding for only one phase in an application.

### Federal Funding Source

For the 2024 Countywide Grant Program, all projects that are eligible for Congestion Mitigation and Air Quality (CMAQ) funding will be scored for and considered for funding during the evaluation and prioritization process under both the CMAQ and Surface Transportation Block Grant program (STBG). This flexibility will aid in selecting the most beneficial air quality projects and assist in the balancing that must occur to satisfy the amount available of each type of funding.

### Evaluation Structure

For the 2024 Countywide Grant Programs and the two set-aside programs the following process will be used to evaluate the submitted proposals:

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

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

**FHWA Funding Estimates to the King County 2024 Project Selection Process**  
(In millions)

Funding Program	Funding Years		Total Available
	2027	2028	
Surface Transportation Block Grant Program	28.55*	22.57	<b>51.12</b>
Congestion Mitigation Air and Quality	7.31	7.31	<b>14.62</b>
Carbon Reduction Program	7.99**	0	<b>7.99</b>
<b>Total:</b>	<b>43.85</b>	<b>29.88</b>	<b>73.73</b>

\* Includes \$5.98 million in STBG funding from 2024-2026 time-period for obligation in 2025/2026.

\*\* The \$7.99 million in Carbon Reduction Program available for obligation in 2025/2026.

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

Funding Program	Funding Years		Total Available
	2027	2028	
<b>Countywide Programs<sup>1</sup></b>			<b>51.49</b>
Smaller Jurisdiction	2.00	1.00	<b>3.00</b>
Larger Jurisdiction	24.27	14.53	<b>38.80</b>
All Others	4.00	2.00	<b>6.00</b>
Rural Area Program <sup>2</sup>	2.46	1.23	<b>3.69</b>
<b>Regional Set Aside Programs<sup>3</sup></b>			<b>22.24</b>
Nonmotorized	4.74	4.74	<b>9.48</b>
Preservation	6.38	6.38	<b>12.76</b>
<b>Total Available:</b>	<b>43.85</b>	<b>29.88</b>	<b>73.73</b>

**Countywide Grant Programs**

Smaller Jurisdiction Program:

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

<sup>1</sup> The methodology used to distribution the STBG/CMAQ funding is as follows: Smaller Jurisdiction program is allocated a total \$3 million, All Others Program is allocated \$6 million, Rural Area Program is allocated \$3.69 million. The remaining funds are distributed to the Larger Jurisdictions program. Due to higher levels of funding being available in 2027 or earlier 2/3 of the funding allocated to the Smaller Jurisdiction, All Others Program, and Rural Area Program are programmed for 2027.

<sup>2</sup> Includes the federally required amount of STBG funding to be spent outside of the federal aid urbanized area boundary and STBG funding as directed by the King County Members of the PSRC’s Transportation Policy Board.

<sup>3</sup>Funding levels for the Non-motorized and Preservation Set-Aside programs are established in the adopted PSRC 2024 Policy Framework.

- There is no limit on the number of proposals that a single jurisdiction can submit.
- The amount of funding that can be requested per year in an application is capped at the amount of funding available in each year.
- Jurisdictions eligible for this program may submit proposals to the Larger Jurisdiction Program. Jurisdictions cannot submit the same project to the Smaller and Larger Jurisdiction programs.

Larger Jurisdiction Program:

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

- There is no limit on the number of proposals that a single agency can submit.
- The cap on the amount of funding that can be requested per application is: \$5.46 million per year.

All Others Program:

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

- No limit on the number of applications per agency.
- The amount of funding that can be requested per year in an application is capped at the amount of funding available in each year.

Rural Area Program:

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

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

Non-Motorized Set-Aside Program:

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

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

Preservation Set-Aside Program:

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



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

Table: Grant Eligibility\*\*

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

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

\*\* See map for Rural Program Eligibility

### Section III – 2024 Regional and Countywide FHWA Funding Splits

<b>FHWA FUNDING ESTIMATES FOR PSRC'S 2024 PROJECT SELECTION PROCESS</b>					
<b>2027-2028 FHWA Funding Estimates (in millions)</b>					
Surface Transportation Block Grant Program (STBG) Funding					\$ 120.55
Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funding					\$ 58.65
<b>Total</b>					<b>\$ 179.20</b>
<b>Off the Top Funds</b>					
10% for bicycle/pedestrian set-aside (STBG & CMAQ)					\$ 17.92
6.4% for Kitsap County adjustment (per 2023 OFM population estimate) (STBG)					\$ 7.69
20% of STBG for preservation set-aside					\$ 24.11
5% delta from previous preservation set-aside to countywide forums					\$ 6.03
PSRC Work Program (STBG) - \$1m per year					\$ 2.00
<b>Total</b>					<b>\$ 57.75</b>
<b>Amount Remaining for Regional and Countywide Competitions</b>					<b>\$ 121.45</b>
<b>Regional/Countywide 50-50% Split</b>					
Regional Competition					\$ 60.73
Countywide Competitions					\$ 60.73
<b>Total</b>					<b>\$ 121.45</b>
<b>Regional Competition</b>					
Rural Town Centers and Corridors (RTCC) (STBG funding; 10% of Regional funds)					\$ 6.07
Regional Competition					\$ 54.65
<b>Total</b>					<b>\$ 60.73</b>
<b>Regional Competition Amounts by Source &amp; Year</b>					
	CMAQ (60%)		STBG (40%)		Total
	2027	2028	2027	2028	
Regional Competition	\$ 16.40	\$ 16.40	\$ 10.93	\$ 10.93	\$ 54.65
					<b>\$ 54.65</b>
<b>Additional Funds for Regional Competition for 2025-2026 Delivery*</b>					
Surface Transportation Block Grant Program (STBG) Funding					\$ 11.30
Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funding					\$ 9.80
Carbon Reduction Program (CRP)					\$ 15.10
<b>Total</b>					<b>\$ 36.20</b>

Countywide Competitions					
			50% to Countywides	\$ 60.73	
	6.4% for Kitsap County adjustment (per 202 OFM population estimate) (STBG)			\$ 7.69	
			10% for bicycle/pedestrian set-aside (STBG & CMAQ)	\$ 17.92	
			20% of STBG for preservation set-aside	\$ 24.11	
			5% delta from previous preservation set-aside to countywide forums	\$ 6.03	
			<b>Total</b>	<b>\$ 116.47</b>	
Countywide Competitions	Total Share	Non Motorized	Preservation	Total	
King County	\$ 37.51	\$ 9.48	\$ 12.76	\$ 59.75	
Kitsap County	\$ 8.08	\$ 1.14	\$ 1.54	\$ 10.76	
Pierce County	\$ 15.12	\$ 3.82	\$ 5.14	\$ 24.08	
Snohomish County	\$ 13.74	\$ 3.47	\$ 4.67	\$ 21.88	
<i>(figures may be different due to rounding)</i>	\$ 74.44	\$ 17.92	\$ 24.11	\$ 116.47	
Countywide Amounts by Source & Year					
County	CMAQ		STBG		Total
	2027	2028	2027	2028	
King County	\$ 7.31	\$ 7.31	\$ 22.57	\$ 22.57	\$ 59.75
Kitsap County	n/a	n/a	\$ 5.38	\$ 5.38	\$ 10.76
Pierce County	\$ 2.95	\$ 2.95	\$ 9.10	\$ 9.10	\$ 24.08
Snohomish County	\$ 2.68	\$ 2.68	\$ 8.27	\$ 8.27	\$ 21.88
<b>Total</b>	<b>\$ 12.93</b>	<b>\$ 12.93</b>	<b>\$ 45.31</b>	<b>\$ 45.31</b>	<b>\$ 116.47</b>
The minimum amounts of STBG funds to be spent in the rural area per year: King County \$0.37m, Kitsap County \$0.21m, Pierce County \$0.36m, Snohomish County \$0.41m.					
Additional Funds for Countywide Competitions for 2025-2026 Delivery*					
			CRP	STBG	Total
	King County	\$	7.99	\$ 5.98	\$ 13.97
	Kitsap County	\$	0.96	\$ 0.72	\$ 1.68
	Pierce County	\$	3.22	\$ 2.41	\$ 5.63
	Snohomish County	\$	2.93	\$ 2.19	\$ 5.12
		\$	15.10	\$ 11.30	\$ 26.40
* Per PSRC Executive Committee direction, additional funds due to higher expected allocations of STBG and CMAQ for the years 2024-2026 are to be distributed during the 2024 project selection process. The CMAQ funds will be distributed entirely in the Regional competition. In addition, new programming of CRP funds are to be distributed using the standard distribution split between the Regional and Countywide competitions and are available in all forums. CRP eligibility is very similar to CMAQ eligibility. This suite of funds will be available for earlier delivery, in 2025-2026.					

## **Section IV**

# **2024 King County Countywide Grant Programs Project Evaluation Criteria**

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

### INTRODUCTION

As described in the adopted [2024 Policy Framework for PSRC's Federal Funds](#), the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King County Countywide grants project competition, centers are defined as regional, countywide or local centers and manufacturing/industrial centers as identified in VISION 2050, approved by the King County Growth Management Planning Council or in local comprehensive plans.

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

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

### INSTRUCTIONS

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

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

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

Criteria for each of the funding programs can be found in the following section of Section IV

<b>Countywide Programs</b>	
• Projects in Designated Centers	Section IVai
• Projects in Manufacturing/Industrial Centers	Section IVaii
• Projects on Corridors Serving Centers	Section IVaiii
<b>Regional Set Aside Programs</b>	
• Preservation Program	Section IVb
• Non-motorized Program	Section IVc

# Section IVi. 2024 King County Countywide Grant Program Centers Evaluation Criteria

## Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King County area countywide project competition, centers are defined as regional, countywide and local centers and manufacturing / industrial centers as identified in VISION 2050 and designated by PSRC, by the King County Planning Council or in an agencies comprehensive plan.

## Evaluation Criteria

A summary of the criteria that will be used to evaluate each project within a **Centers** is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

<b>SCORING FRAMEWORK REGIONAL OR COUNTYWIDE GROWTH CENTERS PROJECTS</b>	<b>Points</b>	
	<b>STBG</b>	<b>CMAQ</b>
<b>Section A: Identification of Equity Populations</b>	n/a	n/a
<b>Section B: Development of Growth Centers</b>	<b>28</b>	<b>13</b>
<b>Section C: Mobility and Accessibility</b>	<b>24</b>	<b>12</b>
<b>Section D: Outreach and Displacement</b>	<b>12</b>	<b>10</b>
<b>Section E: Safety and Security</b>	<b>16</b>	<b>15</b>
<b>Section F: Air Quality/ Climate Change</b>	<b>20</b>	<b>50</b>
<b>TOTAL</b>	<b>100</b>	<b>100</b>

## **SECTION A: IDENTIFICATION OF EQUITY POPULATIONS**

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for [Guidance and Examples](#) for responding to this section.

## **SECTION B: DEVELOPMENT OF REGIONAL or COUNTYWIDE GROWTH CENTERS 28 Points STBG, 13 Points CMAQ**

- Describe how the project will support the existing and planned housing/employment densities in the regional or countywide growth center.
- Describe how the project will support the development/redevelopment plans and activities of the center.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION C: MOBILITY AND ACCESSIBILITY**

### **24 Points STBG, 12 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 mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.
- Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).
- Identify the existing disparities or gaps in the transportation system or services for the Identified EFAs. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION D: OUTREACH AND DISPLACEMENT**

### **12 Points STBG, 10 Points CMAQ**

#### **Part 1. Addressing outreach**

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

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



## Part 2. Addressing displacement

Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION E: SAFETY AND SECURITY

### 16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following;
  - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
  - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

*(not scored)* USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION F: AIR QUALITY / CLIMATE CHANGE

### 20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for [Guidance and Examples](#) for responding to this criterion.

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### **Other Considerations (no points)**

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

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

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## **GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS**

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

*Example Response:*

*The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.*

*Below please find a summary of the key findings from the PSRC Project Selection Resource Map:*

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

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## **GUIDANCE SECTION B: DEVELOPMENT OF REGIONAL OR COUNTYWIDE GROWTH CENTERS**

**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
- implements specific policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

**Medium:** A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

**Low:** A project will receive a low rating if it:

- supports a limited amount of existing and/or planned population/employment activity and users in the center
- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center
- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs

- provides limited benefits to different user groups within the center

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

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth. Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional growth center and use this guidance to address the criteria above.

A jurisdiction may have a comprehensive plan policy that states that roadways within the regional or countywide growth center should be redeveloped into multimodal, pedestrian friendly facilities. Proposed projects that introduce or advance additional transportation modes on existing roadways, such as new or improved sidewalks, landscaping, traffic calming, pedestrian crossings, bicycle lanes, and/or bus facilities, would accomplish this objective.

Another example might be a subarea plan that calls for better circulation in the center through improved cross-street connections and reduction in length of city blocks. A project proposing to create a new cross-street with multimodal facilities for more direct access to center services, where none previously existed, may meet this goal.

The applicant should review the project area and describe the current and planned densities and activities related to housing and employment. How is the project supporting these specific areas? A project proposing increased connectivity through a new pedestrian route could provide a new customer base for businesses within a center by providing a new mode of connection. A project may expand or improve person and goods carrying capacity within the center, improving a facility providing direct connection to employment, services, recreation, etc.

A project may improve travel time for goods delivery benefiting the retention or establishment of new jobs or businesses. The neighborhood surrounding the project may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or improving street crossings may provide better access for people with disabilities to access higher wage jobs in the area.

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## **GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY**

**High:** A project will receive a high rating if it:

- significantly improves safe and convenient access to major destinations within the regional growth center for a variety of modes
- significantly improves mobility within the center and enhances opportunities for active transportation
- remedies a clearly demonstrated existing or anticipated problem
- clearly addresses disparities and provides benefits to identified EFAs in the project area

**Medium:** A project will receive a medium rating if it:

- moderately improves access to major destinations within the center
- moderately improves mobility within the center, including opportunities for active transportation
- addresses an existing or anticipated problem
- moderately addresses disparities and provides benefits to identified EFAs in the project area

**Low:** A project will receive a low rating if it:

- improves access to a limited degree within the center
- provides limited mobility benefits and limited opportunities for active transportation
- does not clearly demonstrate resolution of an existing or anticipated problem
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

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, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements within the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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 project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the project area. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within their project area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to

assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

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## **GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT**

### **Part 1. Addressing outreach**

**High:** A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the Equitable Engagement Guidance and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

**Medium:** A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the Equitable Engagement Guidance and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

**Low:** A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42<sup>nd</sup> St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

#### *Example of a High Scoring Project:*

*"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.*

*Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."*

## Section 2. Addressing displacement (6 points)

- Using PSRC’s [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

**High:** A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

**Medium:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

**Low:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the “Strengthen Access and Affordability” typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project’s location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

### *Example of a High Scoring Project:*

*“The project serves areas of high displacement risk / lower opportunity, which falls under the “Improve Access and Affordability” typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction’s commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements,*

*incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies.”*

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## **GUIDANCE SECTION E: SAFETY AND SECURITY**

**High:** A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency’s adopted safety policies

**Medium:** A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency’s adopted safety policies

**Low:** A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency’s adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*



Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

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

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

### Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

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## **GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE**

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

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

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

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

WAEHD Area	STBG Points	CMAQ Points
7	2	4
8	3	6
9	4	8
10	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

# Section IVii. 2024 King County Countywide Program Manufacturing/Industrial Centers Evaluation Criteria

## Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King County area countywide project competition, centers are defined as regional, countywide and local centers and manufacturing / industrial centers as identified in VISION 2050 and designated by PSRC, by the King County Planning Council or in an agencies comprehensive plan.

## Project Category

Projects may be located within a regional or countywide growth center, within a manufacturing / industrial center, or along a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors will select which category best fits their project and respond to the corresponding criteria. The highest possible total score a project can receive is 100 points, and projects from all three categories will be ranked together based upon total points received for the final recommendation process.

## Evaluation Criteria

A summary of the criteria that will be used to evaluate each project within **Manufacturing / Industrial Centers** is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

<b>SCORING FRAMEWORK MANUFACTURING / INDUSTRIAL CENTERS PROJECTS</b>	<b>Points</b>	
	<b>STBG</b>	<b>CMAQ</b>
<b>Section A: Identification of Equity Populations</b>	n/a	n/a
<b>Section B: Development of Manufacturing / Industrial Centers</b>	<b>28</b>	<b>13</b>
<b>Section C: Mobility and Accessibility</b>	<b>24</b>	<b>12</b>
<b>Section D: Outreach and Displacement</b>	<b>12</b>	<b>10</b>
<b>Section E: Safety and Security</b>	<b>16</b>	<b>15</b>
<b>Section F: Air Quality/ Climate Change</b>	<b>20</b>	<b>50</b>
<b>TOTAL</b>	<b>100</b>	<b>100</b>

## **SECTION A: IDENTIFICATION OF EQUITY POPULATIONS**

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for [Guidance and Examples](#) for responding to this section.

## **SECTION B: DEVELOPMENT OF MANUFACTURING / INDUSTRIAL CENTERS**

### **28 Points STBG, 13 Points CMAQ**

- Describe how the project will support the existing and planned employment densities in the manufacturing / industrial center.
- Describe how the project will support the development/redevelopment plans and activities of the center.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the

adopted Regional Economic Strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION C: MOBILITY AND ACCESSIBILITY**

### **24 Points STBG, 12 Points CMAQ**

- Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.
- Describe how the project improves 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 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.
- Identify the existing disparities or gaps in the transportation system or services for the EFAs identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION D: OUTREACH AND DISPLACEMENT**

### **12 Points STBG, 10 Points CMAQ**

#### **Part 1. Addressing outreach**

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

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

## Part 2. Addressing displacement

Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION E: SAFETY AND SECURITY

### 16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following;
  - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
  - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

*(not scored)* USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION F: AIR QUALITY / CLIMATE CHANGE

### 20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for [Guidance and Examples](#) for responding to this criterion.

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### **Other Considerations (no points)**

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

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

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## **GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS**

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

*Example Response:*

*The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.*

*Below please find a summary of the key findings from the PSRC Project Selection Resource Map:*

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

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## **GUIDANCE SECTION B: DEVELOPMENT OF MANUFACTURING / INDUSTRIAL CENTERS**

**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 policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

**Medium:** A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

**Low:** A project will receive a low rating if it:

- supports a limited amount of existing and/or planned employment activity and users in the center
- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center



- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs
- provides limited benefits to different user groups within the center

Manufacturing / industrial centers include concentrations of industrial land use, employment, and freight infrastructure. PSRC and local jurisdictions have prioritized these areas for job growth and regional investments.

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth. Applicants should look to their jurisdiction’s comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the manufacturing / industrial center and use this guidance to address the criteria above. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the manufacturing / industrial center should be redeveloped to support the reliability of freight movement and the safety of all users. Proposed projects that separate modes of traffic may accomplish this objective.

The applicant should review the project area and describe the current and planned densities and activities related to industry and employment. How is the project supporting these specific areas? A project may expand or improve person and goods carrying capacity within the center, improving a facility providing direct connection to employment, services, recreation, etc.

A project proposing increased connectivity to high activity employment areas, or improving travel time for goods delivery, may benefit the retention or establishment of new jobs or businesses. The neighborhood surrounding the project may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or improving street crossings may provide better access for people with disabilities to access higher wage jobs in the area.

## **GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY**

**High:** A project will receive a high rating if it:

- significantly enhances or provides for opportunities for freight movement
- significantly improves access to major destinations within the center
- significantly enhances opportunities for active transportation
- promotes CTR and other TDM opportunities
- clearly addresses disparities and provides benefits to identified EFAs in the project area

**Medium:** A project will receive a medium rating if it:

- moderately enhances opportunities for freight movement
- moderately improves access to major destinations within the center
- moderately enhances opportunities for active transportation

- moderately addresses disparities and provides benefits to identified EFAs in the project area

**Low:** A project will receive a low rating if it:

- has a limited impact on freight movement
- improves access to a limited degree within the center
- provides limited opportunities for active transportation
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

The applicant should describe how the proposed project provides access to destinations within the center such as employment concentrations, government centers, transportation hubs, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements within the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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 project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the project area. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within their project area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

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## GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT

### Part 1. Addressing outreach

**High:** A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the [Equitable Engagement Guidance](#) and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

**Medium:** A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the [Equitable Engagement Guidance](#) and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

**Low:** A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42<sup>nd</sup> St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

#### *Example of a High Scoring Project:*

*"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.*

*Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."*

### Section 2. Addressing displacement (6 points)

- Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

**High:** A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

**Medium:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

**Low:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC's Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the "Strengthen Access and Affordability" typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project's location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

*Example of a High Scoring Project:*

*"The project serves areas of high displacement risk / lower opportunity, which falls under the "Improve Access and Affordability" typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction's commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements, incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies."*

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## **GUIDANCE SECTION E: SAFETY AND SECURITY**

**High:** A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency's adopted safety policies

**Medium:** A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency's adopted safety policies

**Low:** A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency's adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

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

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

### Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

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## **GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE**

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

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

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

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

<b>WAEHD Area</b>	<b>STBG Points</b>	<b>CMAQ Points</b>
<b>7</b>	2	4
<b>8</b>	3	6
<b>9</b>	4	8
<b>10</b>	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

# Section IViii. 2024 King County Countywide Program Corridors Evaluation Criteria

## Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King Countywide area countywide project competition, centers are defined as regional, countywide and local centers and manufacturing / industrial centers as identified in VISION 2050 and designated by PSRC or by the King County Growth Planning Council or in an agencies comprehensive plan.

## Project Category

Projects may be located within a regional, countywide and local center, within a manufacturing / industrial center, or along a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors will select which category best fits their project and respond to the corresponding criteria. The highest possible total score a project can receive is 100 points, and projects from all three categories will be ranked together based upon total points received for the final recommendation process.

## Evaluation Criteria

A summary of the criteria that will be used to evaluate each **Corridor** project is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.



SCORING FRAMEWORK CORRIDOR PROJECTS	Points	
	STBG	CMAQ
<b>Section A: Identification of Equity Populations</b>	n/a	n/a
<b>Section B: Development of Regional or Countywide Growth and/or Manufacturing / Industrial Center</b>	28	13
<b>Section C: Mobility and Accessibility</b>	24	12
<b>Section D: Outreach and Displacement</b>	12	10
<b>Section E: Safety and Security</b>	16	15
<b>Section F: Air Quality/ Climate Change</b>	20	50
<b>TOTAL</b>	<b>100</b>	<b>100</b>

## SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC’s defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for [Guidance and Examples](#) for responding to this section.

## SECTION B: DEVELOPMENT OF REGIONAL OR COUNTYWIDE GROWTH AND/OR MANUFACTURING / INDUSTRIAL CENTERS

### 28 Points STBG, 13 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional and countywide growth or manufacturing / industrial center.
- Describe how the project will support the development/redevelopment plans and activities of the center.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the

adopted Regional Economic Strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION C: MOBILITY AND ACCESSIBILITY**

### **24 Points STBG, 12 Points CMAQ**

- Describe how the project improves mobility and access to the center(s), 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 this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.
- Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Identify the existing disparities or gaps in the transportation system or services for the EFAs identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## **SECTION D: OUTREACH AND DISPLACEMENT**

### **12 Points STBG, 10 Points CMAQ**

#### **Part 1. Addressing outreach**

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

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

## Part 2. Addressing displacement

Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION E: SAFETY AND SECURITY

### 16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:
  - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
  - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

*(not scored)* USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

Click here for [Guidance and Examples](#) for responding to this criterion.

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## SECTION F: AIR QUALITY / CLIMATE CHANGE

### 20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for [Guidance and Examples](#) for responding to this criterion.

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### **Other Considerations (no points)**

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

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

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## **GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS**

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors

are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

*Example Response:*

*The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.*

*Below please find a summary of the key findings from the PSRC Project Selection Resource Map:*

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

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## **GUIDANCE SECTION B: DEVELOPMENT OF REGIONAL OR COUNTYWIDE GROWTH AND/OR MANUFACTURING / INDUSTRIAL CENTERS**

**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
- implements specific policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

**Medium:** A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

**Low:** A project will receive a low rating if it:

- supports a limited amount of existing and/or planned population/employment activity and users in the center

- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center
- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs
- provides limited benefits to different user groups within the center

PSRC and local jurisdictions have prioritized regional and countywide centers as areas for housing and job growth and regional investments. Many transportation projects may be on corridors outside of regionally designated centers but play an important role in executing the envisioned future of these areas.

Applicants should look to their jurisdiction’s comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional center and use this guidance to address the criteria above. For example, a jurisdiction may have a comprehensive plan policy that encourages lower vehicle miles traveled within the center and more multimodal mobility. Proposed projects that introduce or advance additional transportation modes on a corridor leading into the center, such as new or improved sidewalks, pedestrian crossings, bicycle lanes, and/or transit treatments, would accomplish this objective.

The applicant should review the project area and describe the current and planned densities and activities related to housing and employment. How is the corridor project supporting these specific areas? A project may expand or improve person and goods carrying capacity to or from the center, improving a facility providing direct connection to employment, services, recreation, etc.

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 center may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or providing for more reliable transit service on a corridor leading into the center may provide better access for people with disabilities to access higher wage jobs in the area.

## **GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY**

**High:** A project will receive a high rating if it:

- significantly improves mobility and access to major destinations within the center
- supports the long-term efficiency of the corridor through TDM, ITS, transit reliability, etc.
- remedies a clearly demonstrated existing or anticipated problem
- significantly enhances opportunities for active transportation
- clearly addresses disparities and provides benefits to identified EFAs in the project area

**Medium:** A project will receive a medium rating if it:

- moderately improves mobility and access to major destinations within the center
- moderately improves the efficiency of the corridor
- addresses an existing or anticipated problem
- moderately improves opportunities for active transportation
- moderately addresses disparities and provides benefits to identified EFAs in the project area

**Low:** A project will receive a low rating if it:

- improves access to a limited degree to or from the center
- provides limited or short-term improvements to the efficiency of the corridor
- does not clearly demonstrate resolution of an existing or anticipated problem
- provides limited opportunities for active transportation
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

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, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements to or from the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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 project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the center. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within the affected area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to

assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the center and the relationship to the project, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

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## **GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT**

### **Part 1. Addressing outreach**

**High:** A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the [Equitable Engagement Guidance](#) and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

**Medium:** A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the [Equitable Engagement Guidance](#) and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

**Low:** A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42<sup>nd</sup> St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

#### *Example of a High Scoring Project:*

*"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.*

*Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."*



## Section 2. Addressing displacement (6 points)

- Using PSRC’s [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

**High:** A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

**Medium:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

**Low:** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the “Strengthen Access and Affordability” typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project’s location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

### *Example of a High Scoring Project:*

*“The project serves areas of high displacement risk / lower opportunity, which falls under the “Improve Access and Affordability” typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction’s commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements,*

*incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies.”*

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## **GUIDANCE SECTION E: SAFETY AND SECURITY**

**High:** A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency’s adopted safety policies

**Medium:** A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency’s adopted safety policies

**Low:** A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency’s adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

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

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

### Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

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## **GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE**

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

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

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

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

<b>WAEHD Area</b>	<b>STBG Points</b>	<b>CMAQ Points</b>
<b>7</b>	2	4
<b>8</b>	3	6
<b>9</b>	4	8
<b>10</b>	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

# Section IVb. 2024 King County Countywide Grant Programs Project

## Preservation Program Evaluation Criteria

### INTRODUCTION

As described in the adopted [2024 Policy Framework for PSRC's Federal Funds](#), the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King County Countywide grants project competition, centers are defined as regional, countywide or local centers and manufacturing/industrial centers as identified in VISION 2050, approved by the King County Growth Management Planning Council or in local comprehensive plans.

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

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

**Total Points Available**

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

### **SECTION A:**

#### **IDENTIFICATION OF EQUITY POPULATIONS**

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low

incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

**SECTION B:**

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

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

**2) Facility Characteristics (35 Points Maximum)**

**a) Federal Classification**

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

<sup>1</sup>Rural Functional Classifications: Outside federal-aid urbanized and federal-aid urban areas.

<sup>2</sup>Urban Functional Classifications: Inside federal-aid urbanized and federal –aid urban areas

**b) Freight Route Classifications**

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

**c) Transit Service/School Buses**

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

**d) Bicycle Facilities**

Bicycle Facilities	Points
• There is an existing bicycle facility on the project segment	5

or <ul style="list-style-type: none"> <li>Project will include a new bicycle lane/facility upon completion of the preservation project.</li> </ul>	
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**3) Centers (10 points Maximum)**

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

**4) Level of Effort (15 Points Maximum)**

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

**5) Match (10 points Maximum)**

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

**6) Incentive/Innovation (No points)**

Project sponsors are encouraged to provide information in their proposal of any incentives or innovative elements. The Incentive/innovation section will not receive any points but information may be used during the evaluation process. Examples of incentives and innovations could include:

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

# Section IVc. 2024 King County Countywide Grant Program

## Non-Motorized Evaluation Criteria

### INTRODUCTION

As described in the adopted [2024 Policy Framework for PSRC's Federal Funds](#), the policy focus for the 2024 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy. For the King County Countywide grants project competition, centers are defined as regional, countywide or local centers and manufacturing/industrial centers as identified in VISION 2050, approved by the King County Growth Management Planning Council or in local comprehensive plans.

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

#### Total Points Available

	<b>STBG</b>	<b>CMAQ</b>
Identification of Population Groups	Not Scored	Not Scored
<b>A: Designated Regional, Countywide or Local Centers</b>	<b>63</b>	<b>48</b>
Center Development	20	15
Connectivity	20	15
Safety	23	18
<b>B: Corridors Serving Centers</b>	<b>63</b>	<b>48</b>
Benefit to Center	20	15
Connectivity	20	15
Safety	23	18
<b>Part 2: Criteria for All Projects</b>	<b>37</b>	<b>52</b>
<b>C: Outreach &amp; Displacement</b>	<b>12</b>	<b>12</b>
<b>D: Air Quality (Mode Shift)</b>	<b>10</b>	<b>10</b>
<b>E: Air Quality (PSRC Model)</b>	<b>15</b>	<b>30</b>
<b>TOTAL</b>	<b>100</b>	<b>100</b>



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

## **Section One**

### **A. DESIGNATED CENTERS = 63 POINTS STBG, 48 POINTS CMAQ**

#### **A1. Center Development = 20 Points STBG, 15 Points CMAQ**

- Describe how the project improves pedestrian and/or bicycle transportation within the center.
- Describe how the project will support the existing and planned housing/employment densities in the center (regional, countywide or local center).
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.
- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

**High: (14 – 20 Points STBG), (11 – 15 Points CMAQ)** A project will receive a high rating if it significantly improves pedestrian and/or bicycle mobility in the center; and clearly supports a significant amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the adopted Regional Economic Strategy; and implements specific policies or projects identified for the center in an adopted plan.

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

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

**Guidance:** Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. Projects could expand or improve person capacity within the center, thereby supporting increased housing and employment activity in a regional, countywide, or local center.

Applicants should describe the benefits provided by the project to the specific industry clusters identified in the Regional Economic Strategy. Improving the ability of a business to

draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

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

## **A2. Connectivity = 20 Points STBG, 15 Points CMAQ**

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

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

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

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

## **A3. SAFETY AND SECURITY = 23 Points STBG, 18 Points CMAQ**

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA’s Proven Safety Countermeasures, and specifically address the following.
  - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
  - How the project reduces reliance on enforcement and/or designs for decreased speeds.
  - Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

*(not scored)* USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

### **GUIDANCE SECTION: SAFETY AND SECURITY**

**High: (16 – 23 Points STBG), (13 – 18 Points CMAQ)** A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue.
- incorporates one or more of FHWA's proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds.
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area.
- specifically implements the agency's adopted safety policies

**Medium: (8 – 15 Points STBG), (7 – 12 Points CMAQ)** A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety counter measures.
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area.
- is consistent with the agency's adopted safety policies.

**Low: (0 – 7 Points STBG), (0 – 6 Points CMAQ)** A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue.
- does not incorporate an FHWA proven safety counter measure.
- does not clearly address safety for the identified EFAs in the project area.
- has no clear connection to the agency's adopted safety policies, or policies were not identified.

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the

key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

Examples of project measures that may result in decreased vehicle speeds could include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc. In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

#### Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the Safety Guidance contained in the Call for Projects.

The adopted 2024 Policy Framework for PSRC's Federal Funds further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

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## **B. CORRIDORS SERVING CENTERS = 63 POINTS STBG, 48 POINTS CMAQ**

Projects will be evaluated based on the following elements:

### **B1. Benefit to Center = 20 Points STBG, 15 Points CMAQ**

- Describe how the project improves pedestrian and/or bicycle travel to/from the center(s).
- Describe how this project will benefit or support the housing and employment development in a regional, countywide, or local center(s). Does it support multiple centers?
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s). Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.
- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

**High: (14 – 20 Points STBG), (11 – 15 Points CMAQ)** A project will receive a high rating if it significantly improves pedestrian and/or bicycle mobility to one or more centers; and clearly supports a significant amount of existing and/or planned population/employment activity in one or more centers, including employment within the industry clusters identified in the adopted Regional Economic Strategy; and implements specific policies or projects identified in an adopted plan.

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

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

**Guidance:** Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within one or more centers. Projects could expand or improve person carrying capacity to or from a center, thereby supporting increased housing and employment activity. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the Regional Economic Strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

## **B2. Connectivity = 20 Points STBG, 15 Points CMAQ**

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

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

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

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

## **B3. SAFETY AND SECURITY = 23 Points STBG, 18 Points CMAQ**

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA’s Proven Safety Countermeasures, and specifically address the following.
  - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
  - How the project reduces reliance on enforcement and/or designs for decreased speeds.
  - Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
  - Does your agency have an adopted safety policy? How did these policies inform the development of the project?

*(not scored)* USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

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#### **GUIDANCE SECTION: SAFETY AND SECURITY**

**High: (16 – 23 Points STBG), (13 – 18 Points CMAQ)** A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue.
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- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area.
- specifically implements the agency's adopted safety policies

**Medium: (8 – 15 Points STBG), (7 – 12 Points CMAQ)** A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety counter measures.
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area.
- is consistent with the agency's adopted safety policies.

**Low: (0 – 7 Points STBG), (0 – 6 Points CMAQ)** A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue.
- does not incorporate an FHWA proven safety counter measure.
- does not clearly address safety for the identified EFAs in the project area.
- has no clear connection to the agency's adopted safety policies, or policies were not identified.

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Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting

and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

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

#### Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the Safety Guidance contained in the Call for Projects.

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## **Section Two**

### **CRITERIA FOR ALL PROJECTS = 37 POINTS STBG, 52 POINTS CMAQ**

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#### **C1. Outreach & Displacement = 12 Points STBG, 12 Points CMAQ**

##### **Section 1. Addressing outreach**

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project.



Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's Equitable Engagement Guidance. These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations.

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

## **Part 2. Addressing displacement**

Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

## **OUTREACH AND DISPLACEMENT**

### **Part 1. Addressing outreach 6 points**

**High: (5 – 6 Points STBG), (5 – 6 Points CMAQ)** A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the Equitable Engagement Guidance and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

**Medium: (3 - 4 Points STBG), (3 – 4 Points CMAQ)** A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the Equitable Engagement Guidance and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

**Low: (0 – 2 Points STBG), (0 – 2 Points CMAQ)** A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

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

*Example of a High Scoring Project:*

*“The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.*

*Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project.”*

## **Section 2. Addressing displacement (6 points)**

- Using PSRC’s [Housing Opportunities by Place \(HOP\) tool](#), identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

**High: (5 – 6 Points STBG), (5 – 6 Points CMAQ)** A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\) typology](#) (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

**Medium: (3 – 4 Points STBG), (3 – 4 Points CMAQ)** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\) typology](#) associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

**Low: (0 – 2 Points STBG), (0 – 2 Points CMAQ)** A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\) typology](#) associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the “Strengthen Access and Affordability” typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology

associated with their project's location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

*Example of a High Scoring Project: "The project serves areas of high displacement risk / lower opportunity, which falls under the "Improve Access and Affordability" typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction's commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements, incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies."*

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### **E1. Air Quality (Mode Shift) = 10 Points STBG, 10 Points CMAQ**

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

**High: (8 – 10 Points STBG & CMAQ)** A project will receive a high score if the project has a three-star comfort rating in the "Resource Guide for Bicycle Facilities" (bicycle) or the project provides significant enhancements in the curb zone and provides frequent, safe roadway crossings (pedestrian).

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

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

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

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

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### **F1. Air Quality (PSRC Model) = 15 Points STBG, 30 Points CMAQ**

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

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

## V. 2024 King County Countywide Competition Application Forms

- A. Screening Form – Due March 11<sup>th</sup>, 2024
- B. Application Forms – April 29<sup>th</sup>, 2024 (No later than 11:59 pm)

### Applications and Screening Forms

Sponsors wishing to compete in PSRC's 2024 project selection process may access the required eligibility screening forms and application forms on **PSRC's 2024 Project Selection Form Page**. See the information below for instructions and assistance; please read this page before completing your forms.

### Logging in to the System

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

### Eligibility Screening Forms

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

### Funding Applications

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

### General Tips

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

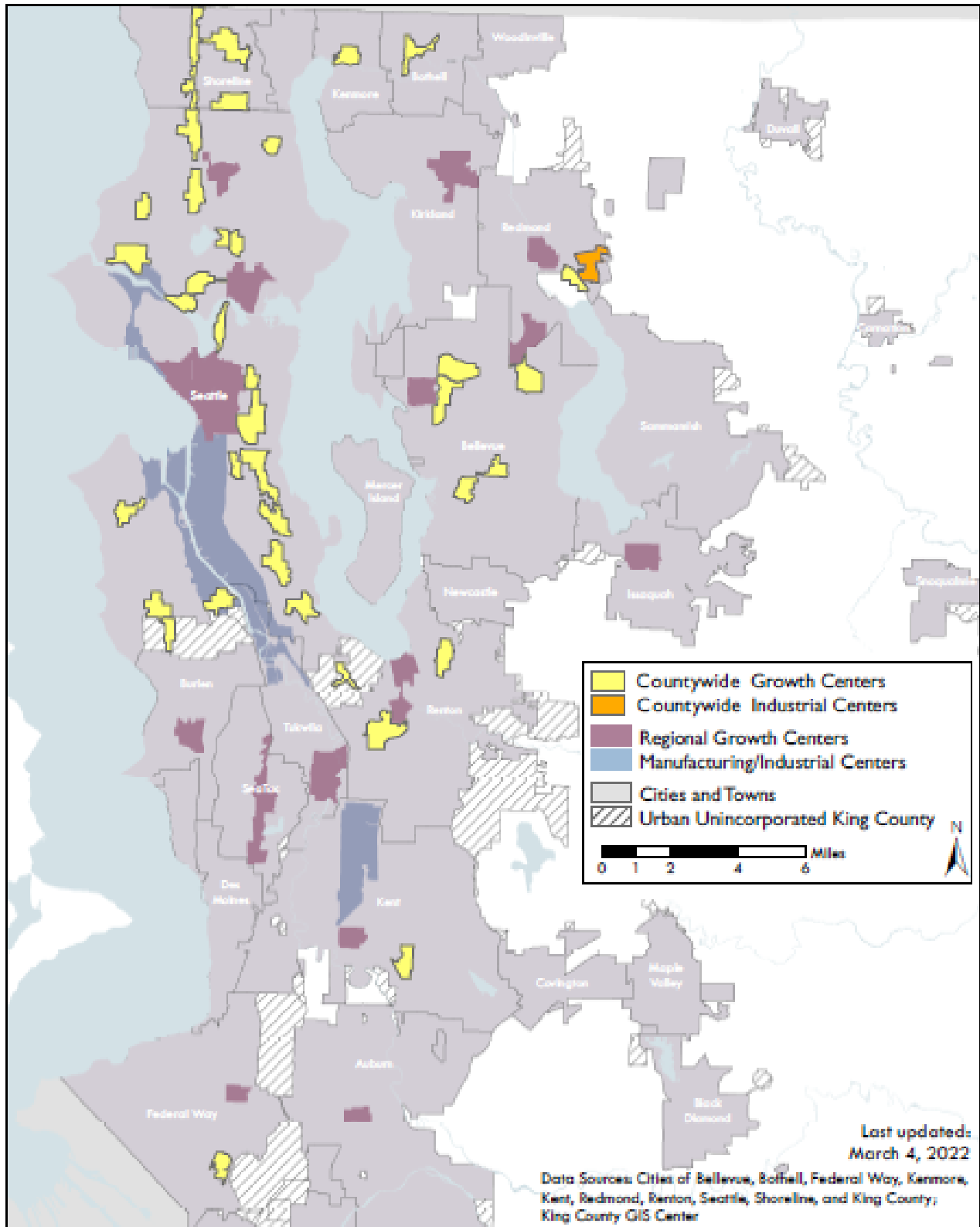
## **VI. Reference Maps**

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

a. Regional Growth Centers and Manufacturing/Industrial Centers



b. Designated King County Countywide Centers





c. Designated Maintenance and Nonattainment Areas as of December 2021



d. Federal Urban/Urbanized and Rural Areas as of December 2023

