Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

Guidance for Responding to the Regional Transportation Plan Consistency Framework for Regional Capacity Projects

Introduction

The purpose of this document is to give project sponsors guidance that will assist them in providing the most accurate answers to the Regional Transportation Plan Consistency Framework for Regional Capacity Projects. These questions are required of projects submitted into the plan, and/or requested revisions to existing projects.

Specifically, this document provides clarification of the intent behind questions, gives more thorough definitions of certain terms and concepts, and includes links to online resources that help sponsors respond to the questions. Project sponsors are required to provide answers to all relevant questions on the application.

Plan consistency measures appear under four categories in this document: Economic Vitality, Environment and Resilience, Mobility and Accessibility, and Safety and Opportunity. Nine measures nest into the four categories and appear along with their purpose statement, their intent, and additional clarifications or definitions as necessary. This framing addresses key regional policies and goals expressed in *Vision 2050*, the Regional Transportation Plan (RTP) and the Regional Economic Strategy. The PSRC Regional Capacity Projects Resource Map is available to provide geographic context for relevant questions. Once the map is open, users may choose among various data layers related to the measures and zoom in to the geographic area in which the project is located to view data specific to that location.

The final plan consistency score for a project will be calculated upon submittal of the project application; the scores per question in this document are for reference only.

Economic Vitality

VISION 2050 includes a goal that "*The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."* The transportation system plays a role in achieving economic vitality by supporting freight and goods movement and supporting access to employment.

Supporting Freight Movement

This measure addresses the extent to which projects provide benefits to *freight users* of the transportation system. Such benefits can include improving goods movement travel time and/or reliability, reducing freight movement conflicts with other modes of travel, improving goods movement accessibility to freight-related areas, and improving key freight-related facilities.

<table>
<tr><td colspan="4">Purpose: System performance benefits for freight. How well does the project provide benefits to freight-related system users by improving travel time, reliability, and/or efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?</td></tr>
<tr><td>F1</td><td>3</td><td colspan="2">The project improves a facility identified as a frequent point of freight congestion or delay through a federal, state, regional or locally adopted plan or other document.</td></tr>
<tr><td>F2</td><td>2</td><td colspan="2">The project reduces conflict between freight and one or more passenger modes — e.g., through a separation of modes such as a pedestrian overpass or road/rail grade separation.</td></tr>
<tr><td colspan="4">Purpose: Access to freight-intensive areas. How well does the project support planned development in regionally designated Manufacturing and Industrial Centers (MICs) and other "freight-intensive areas?"</td></tr>
<tr><td>F3a</td><td rowspan="2">Choose one</td><td>2</td><td>The project improves access within, or to, more than one MIC.</td></tr>
<tr><td>F3b</td><td>1</td><td>The project improves access within or to one MIC</td></tr>
<tr><td>F4</td><td>1</td><td colspan="2">The project improves access to an area outside an MIC identified as a freight generator. This could include intermodal facilities and distribution centers.</td></tr>
<tr><td colspan="4">Purpose: Improves key freight facilities. How well does the project serve designated regional Freight and Goods Transportation System routes?</td></tr>
<tr><td>F5</td><td>2</td><td colspan="2">The project is on a designated T-1 or T-2 freight truck route.</td></tr>
<tr><td colspan="4">10 points maximum score</td></tr>
</table>

Clarification of Questions

Question F1: What is meant by "locally adopted plan or other document?"

Projects may be located on a corridor that is identified in a local planning document (e.g., a comprehensive plan, transportation system plan, or similar) as having a known freight-related congestion or reliability issue.

Questions F3a through F4: How can MIC and freight-intensive areas be identified? What does "improved access" to these locations mean?

The PSRC Regional Capacity Projects Resource Map has a layer showing the regionally designated Manufacturing/Industrial Centers and a layer showing freight-intensive areas in general. Projects can support these locations by improving goods movement and access to, from or within them, or by reducing modal conflicts that impede goods movement to, from, or within these areas. Access improvements can also capture the last mile related to freight activities. This could include investments in freight facility connections or intermodal transfer hubs not currently designated as T-1 or T-2.

Question F5: How can T-1 or T-2 freight truck routes be identified?

The web map (PSRC Regional Capacity Projects Resource Map) contains layers for both T1 and T2 routes in the region.

Supporting Employment

This measure addresses the extent to which projects support *people's* (i.e., passenger travelers) access to locations with existing and potential new businesses. Such investments would support job creation and retention.

Purpose: Access to areas of high job concentration. How well does the project support job retention or expansion by improving access?			
J1a	Choose one	4	The area served by this project has an existing or planned employment density of at least 40 jobs per acre.
J1b		2	The area served by this project has an existing or planned employment density of at least 15 jobs per acre.
Purpose: Access to economic foundations. How well does the project provide access to job-related training or educational opportunities (vocational schools, community colleges, universities) and/or strategic industry clusters identified in the Regional Economic Strategy? [1]			
J2	3		The project supports access to vocational schools, community colleges, universities or other job-related training or educational opportunities.
J3	3		The project supports access to jobs related to strategic industry clusters.
10 points maximum score			

[1] Industry clusters (Aerospace, Information & Communication Technology, Maritime, Military and Defense, Life Sciences & Global Health, Clean Technology, Tourism, Transportation & Logistics, and Business Services) are identified in PSRC's Regional Economic Strategy (Regional Economic Strategy | Puget Sound Regional Council) and VISION 2050 (VISION 2050 | Puget Sound Regional Council).

Clarification of Questions

Questions J1a and J1b: How are employment densities determined? What data would be used to answer this question?

The thresholds are based on nationwide data related to areas of high and moderate employment density. These areas are available in the PSRC Regional Capacity Projects Resource Map. The "area served" may be determined by whether the project is within or intersects with the identified employment density locations.

Question J2 and J3: What data would be used to answer these questions?

Project sponsors should refer to local knowledge of the area in which the project is located to identify educational or training institutions and businesses and jobs within the industry clusters identified in the Regional Economic Strategy. Other helpful resources may include comprehensive plans, economic development plans, centers or subarea plans, and/or data from the Washington Employment Security Department.

Environment and Resilience

VISION 2050's environmental goals include protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. VISION 2050 also calls for improving resilience of communities, infrastructure and the natural environment. Transportation investments can have positive or negative impacts depending on their location and scope.

Emissions

This measure addresses the reduction of air pollutants, including greenhouse gas emissions, from transportation sources and their impacts to health, the environment, and climate.

<table>
<tr><td colspan="4">Purpose: Reduce air quality related impacts to people and the environment. How well does the project reduce air pollutants including greenhouse gas emissions? How well does the project avoid impacts to sensitive populations? For the following questions, the reduction comparison is relative to a project no-build scenario.</td></tr>
<tr><td>A1a</td><td rowspan="2">Choose one</td><td>5</td><td>The project will reduce vehicle miles of travel and eliminate vehicle trips by providing an alternative to single occupancy vehicles.</td></tr>
<tr><td>A1b</td><td>4</td><td>The project will reduce vehicle miles of travel, but does not eliminate vehicle trips—e.g. shortening auto trips through the use of a park and ride facility or creating a more direct route.</td></tr>
<tr><td>A2</td><td colspan="2">2</td><td>The project will improve the flow of freight vehicles and reduce truck idling.</td></tr>
<tr><td>A3</td><td colspan="2">1</td><td>The project will avoid or mitigate emissions within ¼ mile of sensitive land uses (daycare facilities, schools, and retirement homes).</td></tr>
<tr><td colspan="4">Purpose: Increase the use of clean technologies. How well does the project promote the use of alternative energy, cleaner fuels, or less energy?</td></tr>
<tr><td>A4</td><td colspan="2">2</td><td>The project explicitly relies on a proven alternative energy technology or strategy.</td></tr>
<tr><td colspan="4">10 points maximum score</td></tr>
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Clarification of Questions

Questions A1a and A1b: What's the difference?

Question A1a is intended to capture projects that both reduce vehicle miles traveled and eliminate vehicle trips. This could be accomplished by shifting travel modes from a single occupancy vehicle to a bicycle/pedestrian, transit, or other shared ride mode. Question A1b, on the other hand, is intended to capture projects that have the potential to reduce vehicle miles traveled without also eliminating vehicle trips. This could be accomplished by shortening the length of vehicle trips, for example, by providing access to transit for a portion of a trip through the use of a park and ride facility or by providing a more direct route for vehicles than currently exists.

Projects should score either in Question A1a or A1b, but not both.

Question A2: How would a project improve the flow of freight vehicles and reduce truck idling?

Heavy-duty freight trucks generally are operated with diesel fuel and the idling of these trucks, for example while sitting in traffic, results in a higher proportion of emissions than when the vehicles are operating at speed. A project may improve these conditions by improving the flow of traffic on designated freight routes, eliminating known bottlenecks for freight vehicles, or separating trucks from passenger vehicles, as a few examples.

Question A3: How would a project avoid or mitigate emissions near sensitive land uses?

The intent of this question is to identify projects that are in the vicinity of areas with populations of people who are most prone to respiratory issues that may be aggravated by air pollution. These could include daycare facilities, schools, hospitals, senior centers, and retirement homes. The PSRC Regional Capacity Projects Resource Map includes a layer of K- 12 schools, but does not contain coverage for many of the other facility types. Sponsors are encouraged to use local knowledge of the area in which the project is located to determine the location of these facilities.

The question is designed for sponsors to be able to answer yes if either they are not located within ¼ mile of these sensitive populations, or if they are located within such an area but they include elements to mitigate potential air emissions. Examples of mitigation could be the promotion of alternative technologies such as hybrid electric vehicles, improving the flow of traffic and reducing the idling of diesel vehicles, improvement or expansion of transit and active transportation modes, etc.

Question A4: What is a proven alternative energy technology or strategy?

Alternative energy technologies generally encompass the use of an energy source other than gasoline or diesel fuel and have successfully demonstrated the ability to reduce emissions and reliance on these traditional fuels. Projects responding to this question may include those that specifically include new alternative fueled vehicles and infrastructure within their scope, such as the use of electric or hydrogen fueled transit vehicles, inclusion of charging infrastructure, etc.

Puget Sound Land and Water

This measure broadly addresses land and water related environmental issues, including stormwater, hydrological function, critical areas and habitats, and the construction practices and materials in projects.

Purpose: Protect critical areas. How well does the project minimize critical area and habitat loss, alteration, and fragmentation in designated lands?			
W1a	Choose one	4	The project does not affect critical areas or habitats on designated lands.
W1b		3	If the project affects critical areas, it makes significant efforts above legally mandated mitigation to restore the critical areas or habitats.
W1c		1	If the project affects critical areas, it includes no more than legally mandated mitigation for its effects.
Purpose: Protect resource lands. How well does the project minimize impact to designated forest and agricultural lands?			
W2	2		The project does not impact designated agricultural lands
W3	2		The project does not impact designated forest lands
Purpose: Improve water quality. How well does the project improve water quality by improving hydrological functions and/or reducing stormwater runoff?			
W4a	Choose One	2	The project uses practices for improving hydrological functions that go beyond established stormwater standards, or the project improves stormwater runoff.
W4b		1	The project is designed to reduce stormwater runoff.
10 points maximum score			

Clarification of Questions

Questions W1a, W1b, and W1c: What is meant by designated lands in critical areas, what is meant by "mitigate," and what is the difference between "restores" and "mitigates?"

Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include critical areas under the Growth Management Act,[1] Threatened and Endangered species habitat under federal designation, priority habitat and species (PHS)[2] habitat areas through the state's department of Fish and Wildlife, and Biodiversity Habitats on Department of Defense lands.

The National Research Council (NRC) defined restoration as the "return of an ecosystem to a close approximation of its condition prior to disturbance."[3] For a project to receive points related to restoring critical areas or habitats, they would need to return these areas or habitats to a close approximation of its condition prior to the project being built. "Legally mandated mitigation" refers to projects that provide mitigation to these areas (per legal requirements and existing standards), but do not return it to a close approximation of its condition prior to disturbance.

Questions W2 and W3: Where are the region's agricultural and forest lands?

The PSRC Regional Capacity Projects Resource Map provides data layers for designated agricultural and forest lands in the region to assist project sponsors when answering this question.

Questions W4a and W4b: How do the Department of Ecology's stormwater requirements affect this question?

The state Department of Ecology issued stormwater requirements for counties in the region, indicating that projects in these areas must "go beyond established stormwater standards" and that therefore projects in these areas will improve stormwater runoff. Sponsors may refer to Ecology's website for more information about standards and requirements. General information is available at Stormwater & residential pollution - Washington State Department of Ecology and more detailed permitting guidance at Stormwater permittee guidance & resources - Washington State Department of Ecology. Specific municipal permitting guidance is at http://www.ecy.wa.gov/programs/wq/stormwater/municipal/index.html.

[1] https://www.commerce.wa.gov/growth-management/ecosystem-planning/critical-areas/
[2] https://wdfw.wa.gov/species-habitats/at-risk/phs/list#:~:text=The%20Priority%20Habitats%20and%20Species%20(PHS)%20List%20includes%20species%20and,links%20to%20PHS%20management%20recommendations.
[3] See: Definitions & Distinctions | Restoration | US EPA

Mobility and Accessibility

VISION 2050 and the Regional Transportation Plan include a goal that *"the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health."* The following measures assess projects for their ability to improve mobility and accessibility through providing multimodal transportation options, improving travel reliability, and supporting designated centers.

Transportation Alternatives

This measure addresses the extent to which projects provide alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual's use of those alternatives.

Purpose: Improve alternatives to driving alone. How well does the project improve mobility and accessibility by providing multimodal options?		
M1	3	The project expands or improves the regional transit network.
M2	2	The project expands or improves the regional network for bicycles and micromobility modes such as scooters.
M3	2	The project expands or improves the regional pedestrian network.
Purpose: Improve connections between transit and nonmotorized modes. How well does the project improve connections between bicyclists and pedestrians accessing transit?		
M4	3	The project improves bicycle and pedestrian access within ¼ mile of a transit stop.
10 points maximum score		

Clarification of Questions

Questions M1 through M3: What does "expands or improves" mean?

"Expands" means adding new transit, bicycle, or pedestrian facilities or services to locations not now served by those amenities. "Improves" means major enhancements to existing transit, bicycle, or pedestrian services or facilities. Examples include improving the speed and reliability for existing transit services, major safety and usability improvements for existing bicycle facilities (e.g., changing existing bike lanes to a physically protected bikeway), and improving current narrow sidewalks or removing barriers to increase pedestrian safety and comfort.

Question M4: What does "improves bicycle and pedestrian access within ¼ mile of a transit stop" mean?

Projects may fill gaps in the bicycle and pedestrian network directly connecting to a transit stop. Other examples may include removing barriers to connectivity, improving safety and/or other investments that encourage access to transit via these modes.

Travel Reliability

This measure addresses the extent to which projects reduce congestion and delay, improve travel flow, and increase transportation system reliability. Reliability is generally defined as reducing the day-to-day variability of travel time (independent of affecting travel time itself) over the same route or service and applies to passenger vehicle, freight and transit modes.

Purpose: Reduce existing congestion issues. How well does the project alleviate existing congestion or unreliability? How large is the scale of the problem the project addresses?		
T1	4	The project will alleviate congestion in a corridor or location identified as currently experiencing severe or heavy congestion by PSRC's data or a state or local agency plan.
Purpose: Reduce potential future congestion issues. How well does the project alleviate anticipated future congestion or unreliability?		
T2	4	The project will alleviate congestion on a facility anticipated to have a severe or heavy future congestion issue, identified through an adopted plan, corridor study, etc.
Purpose: Improve system efficiency. How well does the project improve throughput and minimize unreliability?		
T3	2	The project employs Transportation System Management, Intelligent Transportation Systems, Tolling, High Occupancy Vehicle lanes, and/or improves transit reliability to maximize network efficiency and reliability.
10 points maximum score		

Clarification of Questions

Question T1: How would this question be answered?

Project sponsors may utilize the PSRC Regional Capacity Projects Resource Map, WSDOT planning documents, or local plans that identify areas of severe or heavy congestion. The sponsor should be able to clearly identify the location that has the congestion issues.

Question T2: How should a sponsor determine if a facility is likely to have future congestion issues?

Transportation facility and service owner/operators (e.g., WSDOT, cities, counties, and transit providers) conduct long-range transportation planning under state and federal law. Most of those planning efforts include some means of forecasting future system performance in the relevant jurisdiction. Such long-range plans and their supporting forecasts can be used to identify potential future congestion issues.

Question T3: What is meant by improving or maximizing reliability?

Improvements to network reliability – for all modes - can be made through a variety of investments such as signal coordination along a corridor, transit signal priority treatments, bus rapid transit lanes, emergency vehicle signal priority, etc. Other facility investments such as separating modes, filling network gaps, or improving connections can also support reliability of the system.

Support for Centers

This measure addresses the extent to which projects support existing and new population and employment in designated centers. In addition, the measure addresses the extent to which projects support transit-oriented development (TOD), development of housing in centers, accessibility to/from/within centers, and compatibility with the character of the community in which a project is located.

Purpose: Access to Regional Growth Centers. How well does the project provide increased mobility and accessibility to, from and within a regional growth center(s)?			
C1a	Choose One	5	Provides increased mobility and accessibility within a regional growth center.
C1b		3	Provides increased mobility and accessibility by connecting two or more regional growth centers (or connects to a regional manufacturing/industrial center).
C1c		2	Provides increased mobility and accessibility to and from a regional growth center.
Purpose: Access to transit-supportive land use. How well is the project supported by the following land use and planning characteristics?			
C2a	Choose One	3	The project is in an area with existing or planned activity units (population plus jobs) of 45 or more units per acre.
C2b		2	The project is in an area with existing or planned activity units (population plus jobs) of 18 or more units per acre.
C3	2		The project area is designated as a high-capacity transit station area (including light rail, commuter rail, bus rapid transit, intermodal stations, or a ferry terminal).
10 points maximum score			

Clarification of Questions

Questions C1a, C1b, and C1c: How can a sponsor find more information on the regionally designated centers?

The PSRC Regional Capacity Projects Resource Map identifies the designated Regional Growth Centers and Manufacturing/Industrial Centers. More information on the centers designation process and locations can also be found on PSRC's website.

Questions C2a, C2b: Where does the Activity Unit density information come from?

Activity units are identified in PSRC's "Designation Procedures for New Regional Centers." The PSRC Regional Capacity Projects Resource Map contains layers to help sponsors with these questions.

Question C3: How are high-capacity transit station areas identified?

Designated high-capacity transit station areas are identified in VISION 2050. The PSRC Regional Capacity Projects Resource Map contains layers to help sponsors with this question.

Safety & Opportunity

VISION 2050 seeks to ensure that the region's transportation system connects all residents optimally to opportunities. These include family wage jobs, resources for daily life such as retail and health care, and recreational outlets. Transportation's role in realizing these goals includes providing safe facilities and services and securing and making infrastructure resilient enough to withstand natural and other hazards or events.

Safety & System Security

This measure addresses the extent to which projects provide safer travel for all transportation system users, a likely reduction in fatalities or serious injury, improved system security, and greater resiliency.

<table>
<tr><td colspan="4">Purpose: Reduce the number of fatalities and serious injuries. How well does the project support safer travel by all modes?</td></tr>
<tr><td>S1a</td><td rowspan="3">Choose One</td><td>8</td><td>The project improves safety on a regional facility identified on the regional high injury network in PSRC's Regional Safety Action Plan.[4]</td></tr>
<tr><td>S1b</td><td>8</td><td>The project improves safety on a regional facility identified on a high injury network identified in a state or local Safety Action Plan or other planning document.</td></tr>
<tr><td>S1c</td><td>4</td><td>The project improves safety on a regional facility not identified on an adopted high injury network and/or improves safety on a transit, bicycle or pedestrian facility.</td></tr>
<tr><td colspan="4">Purpose: Improve system security and resiliency. Does the project "harden" or "strengthen" a facility or service against human and/or natural hazards?</td></tr>
<tr><td>S2</td><td colspan="2">2</td><td>The project improves the security and/or resilience of facilities identified in the Puget Sound Transportation Recovery Annex[5] and/or the Washington Comprehensive Emergency Management Plan.[6]</td></tr>
<tr><td colspan="4">10 points maximum score</td></tr>
</table>

[4] Regional Safety Action Plan | Puget Sound Regional Council
[5] https://mil.wa.gov/asset/5ba42131717a5 (updated to 2014)
[6] https://mil.wa.gov/plans; https://mil.wa.gov/asset/6298d552415ef (Catastrophic Incident Annex, Tab A: Critical Transportation)

Clarification of Questions

Questions S1a, S1b and S1c: Where can more information be found on these plans and networks?

A project sponsor should address whether their project improves safety on a regional facility on a designated high injury network, either at the state, regional or local level. The regional high injury network may be found here, as well as on the PSRC Regional Capacity Projects Resource Map. High injury networks also have been developed by WSDOT and by local agencies, and projects on these designated facilities may respond to question S1b.

Projects improving safety on a regional facility that is not on a designated high injury network may still receive points under question S1c. For added support in answering this question, collision data is available from WSDOT at https://www.wsdot.wa.gov/mapsdata/crash/crashdata.htm. Note that all modes and travelers can be addressed by safety improvements (auto passengers, bicyclists, pedestrians, and transit passengers) and projects can affect any type of facility (e.g., roads, buses, rail, bicycle/pedestrian facilities such as sidewalks or a parallel separated pathway, etc.).

Question S2: What does it mean to "improve the security and/or resilience" of facilities?

Security and resiliency investments strengthen or "harden" transportation infrastructure and services against failure in the case of human or natural hazard events, such as an earthquake or flooding. Resiliency planning generally assesses the criticality of transportation assets based on the amount of travel plus key locations to which they support access in normal circumstances. The more critical (and unique) an asset, the more important it is to increase its chance of surviving a hazard event.

The *Puget Sound Transportation Recovery Annex* provides recommended guidelines for coordinating multi-jurisdictional regional transportation disaster response and system recovery in the Puget Sound region after a catastrophic event. Information about the *Puget Sound Transportation Recovery Annex* can be found here: https://mil.wa.gov/asset/5ba42131717a5. The *Washington State Comprehensive Emergency Management Plan* similarly identifies critical transportation routes and facilities in its "Tab A" section, available at: WA_CIA_Tab-A_CT.

To address the "facilities" part of this question sponsors can assume that eligible projects are those that harden or strengthen an asset *and* address a facility explicitly listed in the *Annex* in its Table B-2 of critical facilities for which emergency detour planning is essential (see page B-2) *or* address a facility lying on a critical transportation asset or route identified in Tab A of the state *Emergency Management Plan*, which includes both state and local priority routes.

Community Benefits

This measure addresses the improvement of mobility, accessibility and environmental health for six equity focus areas (EFAs): people of color, people with low income, older adults, youth, people with disabilities and people with limited English proficiency. These areas are included in the PSRC Regional Capacity Projects Resource Map.

Purpose: Improve mobility and accessibility for EFA populations.			
E1a	Choose one	5	The project improves mobility and accessibility for at least one area identified as an intersection of both people of color and people with low income EFAs.
E1b		3	The project improves mobility and accessibility for at least two EFAs.
E1c		2	The project improves mobility and accessibility for at least one EFA.
Purpose: Improve environmental health for EFA populations.			
E2a	Choose one	5	The project improves environmental health or avoids creating new negative environmental health impacts for at least one area identified as an intersection of both people of color and people with low income EFAs.
E2b		3	The project improves environmental health or avoids creating new negative environmental health impacts for at least two EFAs.
E2c		2	The project improves environmental health or avoids creating new negative environmental health impacts for at least one EFA.
10 points maximum score			

Clarification of Questions

Questions E1a through E1c: Where are EFAs located and what is meant by "an area identified as an intersection of both people of color and people with low income EFAs?"

Equity focus areas are Census tracts throughout the region that contain a higher proportion – above the regional average – of six population groups: people of color, people with low incomes, older adults, youth, people with disabilities and people with limited English proficiency. Refer to the *Central Puget Sound Demographic Profile* for more information. The PSRC Regional Capacity Projects Resource Map includes layers for each EFA.

The questions give more points to projects that improve mobility and accessibility for more than one of these population groups. In addition, question S1a looks at those areas of intersection between people of color and people with low income EFAs. These areas of intersection are also shown in the PSRC Regional Capacity Projects Resource Map.

Improving mobility and accessibility in this instance is consistent with other measures within this framework that provide additional transportation options, remove barriers or improve safety, as examples. However, projects should consider for this section the particular disparities and gaps facing the specific EFA populations and how the project will address those issues.

Questions E2a through E2c: What is meant by "environmental health"?

Within this context, environmental health – avoiding new impacts or improving current conditions – could include reducing exposure to air pollutants, for example from diesel vehicles; providing opportunities for cleaner transportation options; encouraging healthy community design and increased active transportation, as just a few examples.

The *Washington Environmental Health Disparities Map* identifies areas with high existing negative *environmental exposures* and/or *environmental effects*, which may help sponsors to respond to this question. Projects that are improving conditions for areas ranked highly in terms of exposure, for exposure, may score higher.