

2024-2026 Call for Projects Scoring Guide

While scoring, points should be awarded based on the response to the specific question without inferring from other parts of the application.

Q1a – *Question will be scored internally by SRTC staff.*

(30) Project provides a critical connection within or to a regional activity center. Regional activity center polygons are shown in Figure 2.19 in Horizon 2045. The regional activity center project must optimize or increase system capacity, increase the efficiency of one or more transportation modes, and/or reduce congestion.

(15) Project provides a direct connection to a regionally significant transportation center, such as a transit center, park & ride, or airport. Project must improve access (from one or more modes) to the transportation center.

(10) Project provides a critical connection within or to a local activity center. Local activity center polygons are shown in Figure 2.19 in Horizon 2045. The local activity center project must optimize or increase system capacity, increase the efficiency of one or more transportation modes, and/or reduce congestion.

Q1b – *If points were awarded in Q1a, project cannot receive duplicate points in Q1b.*

(5) High- Event centers (Stadiums/Arenas/Fairgrounds), Regional parks/trails, Hospitals, Universities, Community Colleges, etc.

(3) Medium- Courthouse/City Halls/Neighborhood Commercial Center/Schools, etc.

(1) Low- Libraries, Post office, Neighborhood Park, etc.

(0) - Does not serve critical regional public facility with significant activity or points already awarded in Q1a. Or response is incomplete or not provided.

Q1c – *Project can receive points for Q1c, if applicable, regardless of Q1a score.*

(5) High- specific improvement is identified in an adopted area master plan (Council or Board adopted sub-area study that includes project specific targeted investment details)

(3) Medium- area served is included in an unadopted area master plan or under the jurisdiction of a public development authority

(1) Low- project is in an area that is subject to a future area master plan

(0) – Project does not serve an area that is targeted for planned future growth or revitalization. Or response is incomplete or not provided.

Q1d – *Project may receive points for Q1d if answer describes an economic driver that is distinct from that noted in Q1a-c and Q1e (freight).*

(5) High- documented (not necessarily included in the application, but verifiable) economic drivers **not** captured by, but in addition to, Q1a-c and Q1e

(3) Medium- economic drivers with benefit but less clearly quantifiable and **not** captured by, but in addition to, Q1a-c and Q1e

(1) Low- hypothetical economic drivers **not** captured by, but in addition to, Q1a-c and Q1e

(0) – Response does not have a connection to economic vitality, or repeats answer from Q1a-c or Q1e. Or response is incomplete or not provided.

Q1e – *Scored internally by SRTC staff.* Points awarded based on the following:

(10) Project improves conditions and/or operations on a T1 FGTS route.

(6) Project improves conditions and/or operations on a T2 FGTS route.

(4) Project improves conditions and/or operations on a T3 FGTS route.

(2) Project improves conditions and/or operations on a WSDOT Truck Freight Economic Corridor and is not a T1-T3 route.

Q2a- Local Planning Alignment

(15) High- project specifically named in local comp plan and included in agency’s CIP – Needs excerpt or citation

(10) Medium- local comp plan policies support project and included in agency’s CIP – Needs excerpt or citation

(5) Low- project consistent with local comp plan and not included in agency’s CIP, or no apparent consistency with local comp plan and included in agency’s CIP – Needs excerpt or citation

(0) – Project not consistent with local comp plan or included in agency’s CIP. Or response is incomplete or not provided.

Q2b- Agency Coordination

(20) High- project is included in other agencies planning efforts, including adopted sub area studies

(12) Medium- other agencies are actively participating in the design/review of the project

(5) Low- project sponsor shares jurisdiction with other agencies

(0) – Project does not advance the goals beyond those of the project sponsor. Or response is incomplete or not provided.

Q2c – Scored based on the public involvement checklist. Up to 15 points possible. Valid “Other” response worth 3 points maximum.

Q3a – Scored based on the environmental mitigation checklist. Up to 10 points possible. Valid “Other” response worth 2 points maximum.

Q3b – Scored based on the ability to advance checklist. Up to 15 points possible. Supporting documentation is required.

Q3c – 10 points awarded if the project has received federal funding from SRTC in the past. Or, 5 points awarded for Small Town sponsored projects (<5,000 population) if the project has secured funding from other sources (TIB, etc.). Maximum of 10 points.

Q3d – Points awarded if project sponsor provides local funding match above the required 13.5%. 10 points for 20% or greater above the required 13.5% or 5 points for 10% to 19.9% above the required 13.5%.

Q3e – Points awarded based on current ADT and geographic standing—Urban (within the Urbanized Area or Small Urban area) or Rural (outside the Urbanized Area and Urban Small communities). ADT source and year is required.

Q4a – National Highway System

(15) High – direct improvements (pavement condition, capacity, reconstruction, etc.) to, or separating modes on, an NHS facility

(10) Medium – improvements (pavement condition, capacity, reconstruction, new facility, etc.) that are not directly on but benefit the NHS, including improvement to parallel routes that could provide relief to an adjacent NHS route.

(5) Low – improvements to NHS are indirect and less tangible or minor compared to the High and Medium responses above.

(0) – The project does not support the NHS. Or response is incomplete or not provided.

Q4b – Horizon 2045 Regional Freight Priority Network

(5) points awarded for ‘yes’ response and description clearly explains operational and/or conditions improvements to the regional freight priority network. These facilities are noted in Horizon 2045 and include regional rail and truck freight routes as well as airports and intermodal facilities.

(0) points awarded for ‘no’ response or ‘yes’ response is checked but benefit to the regional freight priority network is not clearly supported by the applicant’s description.

Q4c – STA High Performance Transit Network

(5) points awarded for ‘yes’ response and description clearly explains improvements to transit access (by other modes) or other amenities on the STA High Performance Transit Network. These facilities are noted in Horizon 2045. Benefit to transit may include improvement to road conditions and operations for general purpose traffic on the HPTN route.

(0) points awarded for ‘no’ response or ‘yes’ response is checked but benefit to the HPTN is not clearly supported by the applicant’s description.

Q4d – Points awarded if project is on a CMP corridor (Tier 1 or Tier 2) and the project supports congestion relief. Or, points may be awarded for a congestion relief project that can be defined as a Roadway Bottleneck per the CMP report. Description of current congested conditions and expected congested conditions after project implementation is required, including the methodology used (e.g. V/C ratio, etc.). No points awarded if none of the above is true, or the congestion relief aspects of the project are not apparent.

Q4e – Points awarded based on checkboxes for types of congestion strategies used. No points awarded if project does not support a CMP corridor or Roadway Bottleneck (0 points in Q4d). 10 points is the maximum and points awarded based on the primary strategy being implemented. If a capacity improvement project, 3 points is the maximum award regardless of the other components of the project.

Q5a – Applicant to provide documented crash history (previous 5 years that crash data is recorded) and the severity of the crash type(s). To obtain points based on crash severity, a valid countermeasure must be provided by the project to address that crash type. Up to 25 points are possible.

Q5b – *new or improved facilities must include a specific safety element (i.e. – separated bike lane, rumble strips, roundabout, etc.) to be awarded points based on the parameters below. Points may be awarded for countermeasures that are preventative and not based on the crash history as specified in Q5a.*

(25) High- project has 3 or more safety related components, and associated countermeasures, not credited in Q5a. Or, a comprehensive safety related education program with benefits not captured in Q5a.

(15) Medium- project has 1-2 safety related components, and associated countermeasures, not credited in Q5a. Or, a less comprehensive safety related education program with benefits not captured in Q5a.

(5) Low- project safety related components are present but not clear or minimal and are not already credited in Q5a.

(0) – Project does not contain components that benefit safety, or all safety measures are already credited in Q5a. Or response is incomplete or not provided.

Q6a – Active Transportation Options

(5) High- the project unequivocally supports active transportation options for people of all ages and abilities

(2) Low- the project offers nominal support for active transportation options or proposed improvement may not benefit people of all ages and abilities compared to the facility in its existing condition

(0) – Project does not support active transportation options for people of all ages and abilities. Or response is incomplete or not provided.

Q6b – *Categories of populations of potential disadvantage include low income, minority status, limited English proficiency, age dependency, no vehicle access, and disabled populations. The census tract data is shown in Horizon 2045 Chapter 2 maps, pages 36-43. Points based on the following:*

(5) High- Step one: Project is located in census tract with one or more populations of potential disadvantage AND is in the top two quintiles (Above Average and Well Above Average).

Step two: Project must demonstrate strong benefit to population(s) as explained in the response. The scorer may consider 3 to 0 points depending on the clarity (or lack thereof) of the benefit to populations of potential disadvantage.

(3) Medium - Step one: Project is located in census tract with one or more populations of potential disadvantage AND is in the middle “Average” quintile.

Step two: Project must demonstrate strong benefit as explained in the response.

(1) Low - Step one: Project is located in census tract with one or more populations of potential disadvantage AND is in the “Below Average” quintile.

Step two: Project must demonstrate benefit as explained in the response.

(0) – If project benefit to populations of potential disadvantage is not evident or project is located in a census tract where the populations of disadvantage are in the bottom “Well Below Average” quintile. Or response is

incomplete or not provided.

Q6c – 5 points possible if applicant agency has an adopted Complete Streets Policy (date adopted and ordinance number required to receive 5 points). 3 points possible if applicant agency does not have an adopted Complete Streets Policy but provides response that demonstrates strong consistency with SRTC’s Safe & Complete Streets Policy. 0 points if none of the above are true or response is incomplete or not provided.

Q6d – Up to 10 points possible based on the checklist of pedestrian elements that will be implemented.

Q6e – Up to 10 points possible based on the checklist of bicycle elements that will be implemented.

Q6f - *_Scored internally by SRTC staff based on population density in the project vicinity using US Census data.*

High – 5 points

Medium – 3 points

Low – 1 point

Project will be placed into high – med – low categories based on population density per acre. This will be calculated for a buffered distance around each project submitted. There are not predetermined assumptions for the point categories. Rather it will be calculated after the applications are submitted and split into thirds for the high, medium, and low point categories.

Q6g – Up to 10 points possible based on the checklist of public transportation elements that will be implemented.