

# Thurston Regional Planning Council 2024 Call for Projects Evaluation and Scoring Form



**INSTRUCTIONS** – Every federal grant proposal must include an evaluation and scoring form. Applicants are required to self-score their proposal(s) for each of the applicable criteria using this form. Summarize your total project score on the last page and submit this form with your application. TRPC will validate and revise scores, if necessary, as part of the technical and policy application review process. Refer to the *2024 Call for Projects Process Guidance and Application Instructions* for more information.

<b>PROJECT TITLE</b>	
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**1. ACTIVE TRANSPORTATION** – Based on project type, TRPC will evaluate how proposals promote the enhancement or expansion of walking, bicycling, and micromobility modes. Select the points below the column that best aligns with this project’s type. If your project isn’t shown, enter your project type using the space for “Other.”\*

Project adversely impacts active transportation	Project offers limited active transportation elements	Project expands active transportation	Project significantly expands active transportation
<ul style="list-style-type: none"> <li>• New streets without multimodal features or complete streets elements</li> <li>• Roadway or interchange studies that principally address vehicular level of service.</li> <li>• Projects that add or widen existing vehicle lanes</li> </ul>	<ul style="list-style-type: none"> <li>• Sidewalk or bicycle infrastructure replacement without significant upgrades to the design of the original bicycle and pedestrian facilities (i.e. pavement preservation, intersection redesign)</li> </ul>	<ul style="list-style-type: none"> <li>• Bus route expansion</li> <li>• Bus stop shelters and enhancements including ADA treatments such as level boarding platforms.</li> <li>• Completing gaps in bicycle and pedestrian infrastructure (includes new street connections)</li> <li>• Replacing existing bicycle and pedestrian infrastructure with upgraded design</li> <li>• Pedestrian and bicycle wayfinding signs or systems</li> <li>• Safe Routes to School Education and Encouragement Programs</li> <li>• TDM programs that encourage the use of active transportation.</li> <li>• Regional Trails Plan trail study or PE phase</li> <li>• Active transportation planning project or study.</li> <li>• <b>Other:</b> _____</li> </ul>	<p>Priority projects in an adopted active transportation or bicycle/pedestrian plan.</p> <ul style="list-style-type: none"> <li>• Pedestrian street crossings aligned with transit stops; or enhanced street crossing such as refuge islands or flashing beacons.</li> <li>• Residential 6'+ sidewalks with a minimum 4' enhancement or buffer zone such as a stormwater swale landscape treatment.</li> <li>• Commercial 8-12' sidewalks with a minimum 4' wide enhancement or buffer zone.</li> <li>• Active transportation infrastructure improvements on school walk routes</li> <li>• Regional Trails Plan ROW or construction project</li> <li>• Off street and on-street pedestrian and bicyclist facilities and features that are consistent with recommendation in the following resources:</li> <li>• WSDOT Active Transportation Program Design Guide</li> <li>• NACTO Urban Street Design Guide</li> <li>• NACTO Urban Bicycle Guide</li> <li>• Or other current best practice design guides from FHWA or AASHTO</li> <li>• <b>Other:</b> _____</li> </ul>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input type="checkbox"/> 2 Points

\* Other projects not listed in this table will be evaluated at time of review

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2. **EFFICIENT USE OF FEDERAL FUNDS** – TRPC will evaluate use of federal funds based on the project type and the total dollar cost. Select the points below the column that best aligns with this project’s type and funding level. If your project isn’t shown, enter your project type using the space for “Other.”\*\*

Project/funding level is not an efficient use of federal funds	Acceptable use of federal funds	Reasonable use of federal funds	Best use of federal funds
<ul style="list-style-type: none"> <li>•Any construction or pavement maintenance (all phases) total project cost &lt;\$250k</li> </ul>	<ul style="list-style-type: none"> <li>•Standalone sidewalk construction (all phases) total project cost &gt;250k</li> <li>•Standalone Crosswalk (all phases) total project cost &lt;\$250k</li> <li>•Electric vehicle charging stations</li> </ul>	<ul style="list-style-type: none"> <li>•Pavement maintenance (urban streets) &gt;\$250k</li> <li>•Trail construction (all phases) total project cost &gt;\$250k</li> <li>•Signal upgrades</li> <li>•Fish passage barrier removal (all phases) total project cost &gt;\$250k</li> <li>•Stormwater improvements &gt;\$250k</li> <li>•Crosswalk (bundled) (all phases) total project cost &gt;\$250k</li> <li>•Trail Pavement Preservation &gt;\$250K and &lt;\$500K</li> <li><b>Other:</b> _____</li> </ul>	<ul style="list-style-type: none"> <li>•Add funding to a project with existing federal funds (federalized project) any funding level</li> <li>•Street/road construction (all phases) total project cost &gt;\$250k</li> <li>•Roundabout or signal construction (all phases) total project cost &gt;\$250k</li> <li>•Pavement maintenance (rural roads) &gt;\$250k</li> <li>•Transit building facility construction (all phases) total project cost &gt;\$250k</li> <li>•Transit bus stop/other facility construction (all phases) total project cost &gt;\$250k</li> <li>•Vehicle replacements</li> <li>•Transportation Demand Management programs</li> <li>•Planning/feasibility studies</li> <li>•Trail pavement preservation &gt;\$500K.</li> <li><b>Other:</b> _____</li> </ul>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input type="checkbox"/> 2 Points
<p><i>* Other projects not listed in this table will be evaluated at time of review</i></p>			

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**3. EQUITY** – TRPC will evaluate how proposals advance transportation equity for people who experience barriers to transportation to satisfy their needs. The one-point priority projects list below reflects underserved populations’ preferred project types from a TRPC Regional Transportation Priorities survey. An extra point will be awarded to projects that can demonstrate a direct benefit to one or more underserved populations, either by geographic proximity or through a direct service provided to targeted populations.

Disproportionate Burden	Neutral Projects	Priority Projects for Underserved Populations
<p>Projects that have a disproportionate burden on an underserved population, regardless of project type</p>	<ul style="list-style-type: none"> <li>• <b>Efficiency</b> <ul style="list-style-type: none"> <li>• Add turning lanes or center lanes</li> <li>• Invest in new transportation technologies (improved traffic signals, real-time travel information)</li> <li>• Invest in projects that reduce the need to travel, such as encouraging working from home</li> </ul> </li> <li>• <b>Maintenance</b> <ul style="list-style-type: none"> <li>• Replace transit vehicles or bus stop shelters</li> </ul> </li> <li>• <b>Resiliency</b> <ul style="list-style-type: none"> <li>• Improve roads that are detour routes to Interstate 5 (I-5)</li> <li>• Improve roads that are more likely to be impacted by hazards such as flooding or landslides</li> <li>• Complete missing roads/street connections</li> <li>• Help improve water quality and/or fish habitat by fixing places where roads and bridges impact natural areas</li> </ul> </li> <li>• <b>Active Transportation</b> <ul style="list-style-type: none"> <li>• Add bicycle lanes to existing streets</li> <li>• Complete the regional trail network</li> <li>• Invest in school/public awareness programs to reduce travel trips and increase safety</li> </ul> </li> </ul>	<p><b>Planning and Studies with public involvement</b></p> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Make intersections safer</li> <li>• Make crossing the street safer</li> <li>• Make bus stops more convenient and safer for bus riders, especially for people with disabilities</li> </ul> <p><b>Maintenance</b></p> <ul style="list-style-type: none"> <li>• Increase road maintenance (fix pavement)</li> </ul> <p><b>Active Transportation</b></p> <ul style="list-style-type: none"> <li>• Add sidewalks and safe street crossings to existing streets</li> </ul>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point
<p><b>PROJECTS WITH DEMONSTRATED BENEFIT TO UNDERSERVED POPULATIONS (EXTRA POINT)</b> – Projects that provide a direct benefit to underserved populations may be eligible for an additional point. Use the space below to describe how this proposal advances the transportation needs of people who may experience challenges or barriers because of race/ethnicity, age, physical ability, or income (300-word limit).</p>		
<input type="checkbox"/> 1 Extra Point		

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**4. GREENHOUSE GAS EMISSIONS REDUCTION** – TRPC will use a qualitative approach for evaluating GHG emissions reductions. Select the points below the column that best aligns with this project’s type and funding level. If your project isn’t shown, enter your project type using the space for “Other.”\*

Project will increase GHG emissions	Neutral	Project may have GHG reduction benefits	GHG reduction is one of the primary intentions of project
<ul style="list-style-type: none"> <li>Street widening without multimodal elements</li> </ul>	<ul style="list-style-type: none"> <li>Intersection improvements at non-congested areas**</li> <li>Pavement maintenance</li> <li>Fish passage barrier improvement</li> <li>Studies/plans without land use element</li> <li>Vehicle replacement without emissions reduction</li> </ul>	<ul style="list-style-type: none"> <li>Bus stop improvements serving a corridor with &gt;15-minute headways</li> <li>Intersection improvements in congested areas**</li> <li>Studies/plans with land use element or with the intent to reduce GHG</li> <li>Building facility construction that supports Transit operations and maintenance; traffic management; or other efficient travel</li> <li>New street connections without multimodal facilities</li> <li>Replacement of pedestrian and bicycle infrastructure without significant design modification.</li> </ul> <p><b>Other:</b> _____</p>	<ul style="list-style-type: none"> <li>New street connections with multimodal elements</li> <li>New Bicycle and pedestrian infrastructure</li> <li>Enhancement or replacement of existing active transportation infrastructure that increases active transportation trips.</li> <li>TDM projects (Walk and Roll, CTR)</li> <li>Vehicle replacement or retrofit resulting in lower emissions</li> <li>Electric vehicle charging station</li> <li>Vanpool/carpool investments</li> <li>Bus stop improvements serving a corridor with &lt;=15-minute headways</li> <li>Transit corridor infrastructure and operational improvements</li> <li>High-capacity transportation</li> </ul> <p><b>Other:</b> _____</p>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input type="checkbox"/> 2 Points
<p>* Other projects not listed in this table will be evaluated at time of review.</p>			
<p>**Based on jurisdictions’ methodology for evaluating Level of Service.</p>			

# Thurston Regional Planning Council 2024 Call for Projects Evaluation and Scoring Form



5. **SAFETY** – Based on project type, TRPC will evaluate how proposals reduce fatalities and serious injuries on the region’s public transportation network. Select the points below the column that best aligns with this project’s type. If your project isn’t shown, enter your project type using the space for “Other.”\*

Project may increase risk for collisions, serious injuries, or fatalities	Minimal Safety Benefits	Project reduces risk for collisions, serious injuries, or fatalities	Priority Project that offers greater risk reduction
<ul style="list-style-type: none"> <li>• Projects that increase capacity or widen lanes</li> <li>• New construction without multimodal features or complete streets elements</li> </ul>	<ul style="list-style-type: none"> <li>• Standalone pavement preservation projects such as rehabilitation and reconstruction</li> <li>• Stand-alone chip seals or overlay projects</li> <li>• Vehicle procurement or replacement projects</li> <li>• Stormwater projects</li> <li>• TDM projects without traffic safety education</li> </ul>	<ul style="list-style-type: none"> <li>• Bridge structural retrofit or replacement with multimodal elements.</li> <li>• Bus stop enhancements</li> <li>• Pedestrian and bicycle infrastructure</li> <li>• Intersection or corridor improvements for safety reasons.</li> <li>• Roadway lighting that contributes to safety of vulnerable users such as pedestrian and bicyclist illumination at crossings, intersections, and segments</li> <li>• Sight distance, clear zone improvements.</li> <li>• Street crossing improvements</li> <li>• Pedestrian/bicycle signal improvements.</li> <li>• Traffic Safety Education Programs and Activities.</li> <li>• Speed management features.</li> <li>• Pavement marking repair/replacement ADA features such as Accessible Pedestrian Signals, curb ramp upgrades, tactile markings on crossings.</li> </ul> <p><b>Other:</b> _____</p>	<ul style="list-style-type: none"> <li>• A project identified through systemic safety analysis.</li> </ul> <p>A project included in an applicant’s adopted or officially referenced safety plan.</p> <p><b>Other:</b> _____</p>
<input type="checkbox"/> -1 Point	<input type="checkbox"/> 0 Point	<input type="checkbox"/> 1 Point	<input type="checkbox"/> 2 Points
<p>* Other projects not listed in this table will be evaluated at time of review.            **Based on jurisdictions’ methodology for evaluating Level of Service.</p>			

# Thurston Regional Planning Council 2024 Call for Projects Evaluation and Scoring Form

**SUSTAINABLE THURSTON URBAN CORRIDORS AND CENTERS – Applies only to projects located in the Urban Large Census Area.**



TRPC will use a two-factor approach, based on: (1) A project’s location within a Sustainable Thurston Urban Corridor, Urban Center, or Neighborhood Center; and (2) Project type.

<p><b>INSTRUCTIONS:</b> 1. Check the project row(s) that best describes the project type(s); 2. Locate your project using the online Urban Corridors/Centers map <a href="https://arcg.is/WKTmm">https://arcg.is/WKTmm</a>. Determine whether it falls within an “Urban Corridor”, “Urban Center”, or “Neighborhood Center” for points qualification below. 3. Based on project type and location, select the points column that best aligns with your project. Complete Question 3A on the next page if your project does not fall into any of these geographic areas.</p>			
0	<p><b>Neighborhood center, urban corridor, or urban center planning projects</b> that integrate land use and transportation, such as the Martin Way Corridor Study or the SR507 Main Street Study.</p>		
0	<p><b>Safety Projects</b> that reduce bicycle and pedestrian injuries and fatalities on arterials and collectors on urban corridors or neighborhood centers. Projects could include speed reduction/management, medians, and roundabouts.</p>		
0	<p><b>Pedestrian street crossing improvements</b> that provide direct and safe street crossings in neighborhood centers and urban corridors. Projects could include pedestrian signals, flashing beacons, refuge crossing islands, multi-use trail connections, bulb outs, and new or replacement ramps.</p>		
0	<p><b>Active transportation projects</b> that support walking and bicycling in neighborhood centers and urban corridors. Projects could include non-motorized bridges and tunnels, navigation or wayfinding signage, multi-use paths, sidewalks, bicycle lanes, bicycle corridors, and other bicycle infrastructure such as community bicycle repair stations. Projects may also include community-focused active transportation safety education and encouragement programs. Projects may be standalone or a component of a larger road improvement project.</p>		
0	<p><b>Bus Stop Enhancements</b> that improve safety and both ADA and public accessibility to transit stops on urban corridors and in neighborhood centers.</p>		
0	<p><b>Transit route infrastructure improvements</b> for existing or new routes on urban corridors that support Bus Rapid Transit or other modes of high-capacity transportation.</p>		
0	<p><b>Intelligent Transportation Systems and traffic signal operations</b> that improve the operating efficiency of transit services, projects that improve traffic signal operating efficiency for the movement of goods and services on urban corridors, and traffic signal efficiency that better serves ADA accessibility or bicycle and pedestrian intersection crossings where new demand is projected.</p>		
0	<p><b>Maintenance projects</b> that reduce life cycle costs and preserve existing infrastructure on urban corridors and in neighborhood centers</p>		
<p><b>Project does not support Sustainable Thurston</b></p>	<p><b>Project does not directly support Sustainable Thurston, but improves access to goods and services</b></p>	<p><b>Project supports Sustainable Thurston within a half mile of an urban center, urban corridor, or neighborhood center</b></p>	<p><b>Project supports Sustainable Thurston within a quarter mile of an urban center or urban corridor</b></p>
<p>The project proposal is not included as an eligible project type and the project is located outside of an urban center, urban corridor, or neighborhood center.</p>	<p>Project is within an urban corridor, urban center, or neighborhood center (orange or yellow area on the map) but is not a preferred project type; or the project is outside of an urban center or urban corridor but is an eligible project type marked above.</p>	<p>The majority of the project is within a half mile of an urban center, urban corridor, or neighborhood center and is an eligible project type marked above.</p> <p><b>Use Question 3A on the next page to justify urban centers not located on the map.</b></p>	<p>The majority of the project is within a quarter mile of an urban center or urban corridor and is an eligible project type marked above.</p> <p><b>Use Question 3A on the next page to justify urban centers not located on the map.</b></p>
<p><input type="checkbox"/> -1 Point</p>	<p><input type="checkbox"/> 0 Point</p>	<p><input type="checkbox"/> 1 Point</p>	<p><input type="checkbox"/> 2 Points</p>

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**SUSTAINABLE THURSTON NEIGHBORHOOD CENTER DESCRIPTION.** For a neighborhood center location not shown on the map, use the space below to describe the project’s location, land use characteristics, and conditions that contribute to its function as a neighborhood center (300-word limit).

## TOTAL PROJECT SCORE

<b>PROPOSAL SCORE</b> – Summarize the points for each criterion below.	
1. <b>ACTIVE TRANSPORTATION</b> 2 points maximum.	
2. <b>EFFICIENT USE OF FEDERAL FUNDS</b> 2 points maximum.	
3. <b>EQUITY</b> 2 points maximum.	
4. <b>GREENHOUSE GAS EMISSIONS REDUCTION</b> 2 points maximum.	
5. <b>SAFETY</b> 2 points maximum.	
6. <b>SUSTAINABLE THURSTON URBAN CENTERS AND CORRIDORS</b> (only applies to projects in the Urban Large area). 2 points maximum.	
<b>TOTAL SCORE</b>	