

# Carbon Reduction Program – Project Evaluation Guidance

Evaluation Criteria	Non-Responsive	Low	Medium	High
<b>Local Need</b> <i>10% scoring weight</i>	Application did not address the local need criterion.	Application contains insufficient information to assess project’s alignment with local need.	Project has one or more of the following local need benefits, but local need may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating: <ul style="list-style-type: none"> <li>• Increasing accessible transportation choices; or</li> <li>• Supporting new zero-emission vehicle deployment.</li> </ul>	Addressing local need is a primary project purpose AND the project has clear, direct, and significant benefits, by doing <b>one or more of the following</b> : <ul style="list-style-type: none"> <li>• Implementing plans based on community participation and data that identify and address gaps in the existing network; or</li> <li>• Analyzing transportation, land use, and population data to identify community-supportive ways to adapt/update transportation support facilities.</li> <li>• Improving and expanding active transportation usage or significantly reducing vehicle dependence, particularly in underserved communities, to increase zero emission and affordable transportation.</li> </ul>
<b>Regional Potential for Carbon Reduction</b> <i>20% scoring weight</i>	Application did not address the regional potential for carbon reduction criterion, or  Project negatively affects regional potential for carbon reduction	Application contains insufficient information to assess regional potential for carbon reduction benefits.	Project has one or more of the following carbon reduction benefits, but does not meet the description of a ‘high’ rating: <ul style="list-style-type: none"> <li>• Increasing the options of charging/re-fueling of zero-emissions vehicles; or</li> <li>• Developing a Regional Trail Network segment; or</li> </ul>	Carbon reduction is a primary project purpose, the project achieves the benefit(s) described in the “medium” rating, and shows clear benefits by doing <b>one or more of the following</b> : <ul style="list-style-type: none"> <li>• Aligning with the decarbonization plans, climate action plans, or zero-emissions</li> </ul>

*Project Evaluation examines each project with respect to the project types: Regional Trail Network Implementation, Zero-Emission Vehicle Deployment, and Sustainable Mobility Programs. Each criterion applies to the project types in different and equally relevant ways.*

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			<ul style="list-style-type: none"> <li>Supporting transportation options to shift to non-single-occupancy vehicles.</li> </ul>	<p>vehicle plans at the city, county, regional, or State, level; or</p> <ul style="list-style-type: none"> <li>Reducing transportation-related air pollution and greenhouse gas emissions in pollution-burdened communities (either as part of a larger geographic reduction of pollution or a primary outcome of the project); or</li> <li>Reducing vehicle miles traveled specifically through modal shift to transit, shared mobility, or active transportation; or</li> <li>Removing barriers for individuals by reconnecting communities to direct, clean, affordable transportation options.</li> </ul>
<p><b>Benefit to Disinvested Communities</b> <i>15% scoring weight</i></p>	<p>Application did not address the benefit to disinvested communities criterion, or</p> <p>Project adversely affects disinvested communities and residents.</p>	<p>Application contains insufficient information to assess project’s benefit to disinvested community residents.</p>	<p>Project has one or more of the following benefits, but benefit to disinvested community residents may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>Investment in a disadvantaged community geography; or</li> <li>Scope includes standard public outreach in disadvantaged communities.</li> </ul>	<p>Providing benefits to disinvested community residents is a primary project purpose.</p> <p>Project will proactively address equity throughout its lifecycle; application has clear benefits by doing <b>one or more of the following</b>:</p> <ul style="list-style-type: none"> <li>identifies and discusses how the project will initiate and continue inclusive planning strategies; or</li> </ul>

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				<ul style="list-style-type: none"> <li>• Describes the anticipated benefits and how those align with input from affected disinvested communities; or</li> <li>• Describes how the project will continue inclusive planning throughout the pre-construction phases.</li> </ul>
<p><b>Safety and Public Health</b> <i>15% scoring weight</i></p>	<p>Application did not address the safety and public health criterion, or</p> <p>Project negatively affects safety and public health</p>	<p>Application contains insufficient information to assess project’s safety and public health benefits.</p>	<p>Project has one or more of the following safety and public health benefits, but safety and public health may not be a primary project purpose or does not meet the description(s) of a ‘high’ rating:</p> <ul style="list-style-type: none"> <li>• Includes/describes benefits as a de facto decrease in pollutants from decreased vehicle trips; or</li> <li>• Assumes a de facto increase in active transportation (walking, biking, scooting, etc.) because of the project.</li> <li>• Provides safety benefits through modal separation only.</li> </ul>	<p>Safety and public health are a primary project purpose, and the project has clear, direct, and significant benefits that target a known, documented safety problem or public health concern, by <b>doing one or more of the following:</b></p> <ul style="list-style-type: none"> <li>• Protecting non-motorized travelers and communities from safety risks; or</li> <li>• Considering and addressing concerns with relation to avoidance of traffic and the project user’s perception of safety; or</li> <li>• Adding new facilities that promote walking, biking, and other forms of active transportation to locally or regionally significant destinations; or</li> <li>• Accounting for locally important routes and destinations when planning for charging</li> </ul>

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				infrastructure that will impact travel patterns.
<p><b>Scope/Approach</b> 40% scoring weight</p>	<p>Application did not address the scope/approach criterion.</p>	<p>Application contains insufficient information to assess the scope/approach for the project.</p>	<p>Project has one or more of the below benefits discussed within the scope but does not meet the description(s) of a 'high' rating:</p> <ul style="list-style-type: none"> <li>• identifies potential implementation or construction funding sources for the project; or</li> <li>• includes public outreach at key points of project development; or</li> <li>• Aligns the proposed scope with other discussed benefits.</li> </ul>	<p>The application clearly identifies how the scope will complete a meaningful project phase.</p> <p>The application and scope clearly details <b>all the following</b>:</p> <ul style="list-style-type: none"> <li>• identifies the project or program area, the projected geographic reach of the project, and</li> <li>• includes continued meaningful community input to shape the project development and final implementable project or program, and</li> <li>• describes how the project approach includes the potential to develop broader support from partners that will help with implementing and using the final project, and</li> <li>• connects how the completed project phase will be competitive for specific federal and/or state funding programs.</li> </ul>