



Puget Sound Regional Council

Transportation Policy Board

Thursday, January 13, 2022 • 9:30 AM – 11:30 AM

Hybrid Meeting - PSRC Board Room – 1011 Western Avenue, Seattle, 98104

The meeting will be streamed live over the internet at www.psrc.org

In accordance with the Governor’s Proclamations and the Seattle-King County Department of Public Health Officer’s orders, masks are required for all visitors to PSRC’s office, regardless of vaccination status. No refreshments will be provided at the meeting.

PSRC will continue to monitor public health guidance from the Washington State Department of Health and Seattle-King County Public Health Officer. Should there be any major changes to guidance, this meeting may be held virtually only.

Attend, watch or listen

Members of the public can attend meetings at PSRC’s offices, watch the meeting live at <https://www.psrc.org/boards/watch-meetings>, or listen by phone 1-888- 475-4499, Meeting ID: 878 6268 1077, Passcode: 840998.

Provide public comment

PSRC’s boards value public comment. Members of the public may provide public comment in multiple ways:

- Written comments may be submitted via email to cmoreau@psrc.org up to one hour before the meeting. Comments will be emailed to board members. Comments received after that deadline will be provided to board members after the meeting.
- Public comment may be made via Zoom or by phone. Registration is required and closes one hour before the meeting starts. Late registrations will not be accepted. [Register here](#). You will have 2 minutes to address the board.
- Public comment may be made in person at PSRC’s office.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#). For further information regarding public comment, see our [website](#).

1. **Call to Order (9:30) - Mayor Dana Ralph, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:45)**
 - a. Approve Minutes of Transportation Policy Board Meeting held December 9, 2021

b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

6. Action Item (9:50)

a. 2022 Policy Framework for PSRC's Federal Funds -- *Kelly McGourty, PSRC*

7. Discussion Item (10:30)

a. Economic Development District Update -- *Jason Thibedeau, PSRC*

8. Discussion Item (10:50)

a. 2022 Preliminary Work Program -- *Gil Cerise & Jennifer Barnes, PSRC*

9. Information Item

a. Draft Supplemental Biennial Budget and Work Program (FY2022-2023)

10. Information Item

a. 2022 TPB Meeting Calendar

11. Next Meeting: February 10, 2022, 9:30 - 11:30 a.m., PSRC Board Room

Major Topics for February:

-- Regional Transportation Plan Initial Public Comment Themes

12. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail cmoreau@psrc.org; fax (206) 587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

December 9, 2021
Virtual Meeting

[To watch a video of the meeting and hear the full discussion, please go to:
<https://www.psrc.org/boards/watch-meetings.>]

CALL TO ORDER

The meeting was called to order at 9:32 a.m. by Councilmember Ryan Mello, Vice Chair. Vice Chair Mello announced that in accordance with the Governor's Proclamations, the Transportation Policy Board (TPB) meeting would be held entirely remote. The meeting was live streamed, and a call-in number provided for members of the public to listen.

Vice Chair Mello welcomed new alternate Mayor Josh Penner, Orting, representing Pierce County Other Cities and Towns. He also acknowledged outgoing member, former Senator Steve Hobbs who was appointed to Secretary of State.

Vice Chair Mello acknowledged the departure of members:

- Seattle Councilmember Lorena González
- Councilmember Bek Ashby, Port Orchard
- Councilmember Paul Roberts, Everett
- Councilmember John Wright, Lake Forest Park
- Councilmember Kevin Gorman, Bremerton
- Councilmember Scott Bader, Everett

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

A communication was received from President Claudia Balducci, King County councilmember. The email was shared with the board via email prior to the meeting.

REPORT OF THE CHAIR

Vice Chair Mello reminded board members to use chat for technical needs only.

Comments are a public record and shared on the livestream. Comments should be verbally addressed to the board to allow the public to hear.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that the biennial project selection process for PSRC's federal transportation funds will begin in early 2022. The Project Selection Task Force reviewed the project selection policies and procedures from April through November this year. The Task Force developed recommendations to strengthen the project evaluation criteria related to safety and equity, among other proposed revisions. A new recommendation has been to release the draft *Policy Framework for PSRC's Federal Funds* and the proposed revisions for public comment, which will occur between mid-December and early January. The board will be asked to take action on these materials at its January meeting.

Also related to funding, two smaller grant competitions are currently underway - the Rural Town Centers and Corridors Program and the Transportation Alternatives Program. The board can expect to see recommended projects at its February meeting with an action to release for public comment. At its March meeting, the board will take action on these project funding recommendations.

CONSENT AGENDA

a. Approve Minutes of Transportation Policy Board Meeting held November 10, 2021

ACTION: The motion was made by Councilmember Kim Daughtry and seconded by Councilmember Jan Schuette to adopt the Consent Agenda. The motion passed.

COORDINATED MOBILITY PLAN

Gil Cerise, PSRC, shared that the board has received periodic updates on the Coordinated Mobility Plan over the past year. The Coordinated Mobility Plan is part of the Regional Transportation Plan (RTP) and addresses mobility needs and challenges of people with special transportation needs, following specific federal and state requirements.

Jean Kim, PSRC, provided an overview of the Coordinated Mobility Plan, including the prioritized strategies to address mobility needs of the population groups covered in the plan.

The board was also briefed on targeted community outreach efforts. Staff attended meetings held by community-based organizations, allowing PSRC to reach a wider audience. Ms. Kim reviewed key mobility needs identified through this outreach such as

shorter travel times when taking regular transit or specialized transportation, and more transportation services at times when needed.

Mr. Cerise and Ms. Kim reviewed with the board the draft prioritized strategies and how they are related to specific mobility needs. The draft strategies will be released for public comment as part of the RTP with the public comment period running January through February 2022. Feedback is expected to be incorporated into the plan before its adoption in May 2022.

REGIONAL TRANSPORTATION PLAN SUMMARY – FINANCIAL STRATEGY & KEY POLICY FOCUS AREAS

Kelly McGourty, PSRC, shared that the board has received briefings on major plan elements over the past year. For the past several months, the board has been briefed again on each of the plan elements to allow for a final summary of what will be included in the plan document. Today's presentation would summarize the financial strategy and review the key policy focus areas.

Ben Bakkenta, PSRC, noted that the board first reviewed the financial strategy at its meetings in January, February, and March of this year. In the early summer, the board reviewed initial figures for the financial strategy, looking at current law revenue, new revenue sources and expenditures. Mr. Bakkenta again reviewed draft revenues and expenditures, breaking down expenditure gaps and revenue sources by counties and cities. He summarized the menu of options for new revenue sources and the authorization steps needed as well as key messages for the draft plan.

Board member comments included the need to address safety improvements; the need for dedicated revenue for the Washington State Ferries; and acknowledging the funding gap for local transit and the need for flexibility in a road usage charge system.

Ms. McGourty reviewed key messages of the six policy focus areas of the RTP: access to transit, equity, local agency needs, future visioning, safety and climate. Board comments included the need for bolder steps around safety and a safe systems approach, and developing measurable intermediate goals related to climate and coordinating as a region.

DIRECTION TO RELEASE DRAFT REGIONAL TRANSPORTATION PLAN FOR PUBLIC COMMENT

Kelly McGourty, PSRC, reviewed the schedule for public review and adoption of the RTP. The plan will be released for public comment in mid-January, going through the end of February. PSRC will hold an online open house that will have summaries of all sections of the plan. Comments received will be shared with the board for review and board action will be requested in April. The plan is scheduled for adoption by the General Assembly in May 2022.

ACTION: The motion was made by Councilmember Jennifer Robertson and seconded by Mayor Becky Erickson to direct staff to prepare the draft Regional Transportation Plan and release it for public comment in January 2022. The motion passed.

SUMMARY OF NOVEMBER 2021 REGIONAL TRANSPORTATION PLAN FOR PUBLIC COMMENT

Vice Chair Mello shared that an information item regarding the November 2021 breakout session on future visioning was included in the packet.

The 2022 TPB meeting calendar was also included in the packet.

ADJOURN

The meeting adjourned at 11:38 a.m.

TPB MEMBERS & ALTERNATES PRESENT

See attached attendance roster. All attendees remote.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
Gil Cerise, PSRC
Carolyn Downs, PSRC
Craig Helmann, PSRC
Kathryn Johnson, PSRC
Piset Khuon, PSRC
Jean Kim, PSRC
Kelly McGourty, PSRC
Casey Moreau, PSRC
Gary Simonson, PSRC

Attachments:

TPB December 9, 2021 Attendance Roster

Transportation Policy Board - December 2021						
Voting Members			✓	Non-voting Members		
King County	2	CM Girmay Zahilay	1	Associate Members		
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon
		Vacant Alt				COMM Jill Johnson Alt
		Vacant Alt		Thurston Regional Planning Council	1	Vacant
Seattle	2	CM Lorena González				COMM Carolina Mejia Alt
		CM Debora Juarez		Public Agency Members		
		CM Alex Pedersen Alt		Puget Sound Clean Air	1	CM Paul Roberts, Everett
Bellevue	1	CM Jennifer Robertson	1			Vacant Alt
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1	Dan Gatchet
Cities/Towns	3	CM Kate Kruller, Tukwila				Brian Ziegler Alt
		MYR Dana Ralph, Kent, Chair		WA Transportation Improvement Board	1	Dave Ramsay
		MYR Mary Lou Pauly, Issaquah				CM Sam Low, Snohomish Co. Alt
		DEP MYR Peter Kwon, SeaTac Alt	1	PSRC Committees		
		DEP MYR Wendy Weiker Mercer Isl Alt	1	Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.
		CM John Wright, Lake Forest Park Alt	1			Chip Vincent, Renton Alt
Local Transit	1	CM Rod Dembowski		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.
		Vacant Alt				Russ Blount, Fife Alt
Kitsap County	1	COM Robert Gelder	1	Transportation Operators Cmte.	1	Peter Heffernan, King County
		COM Charlotte Garrido Alt				Alex Krieg Alt, Sound Transit
Bremerton	1	MYR Greg Wheeler	1	Private/Civic Members-Business/Labor		
		CM Kevin Gorman, Alt		Laborers Local Union 242 exp. 12/31/22	1	Billy Hetherington
Cities/Towns	1	CM Bek Ashby, Port Orchard	1			Dale Bright Alt
		CM Leslie Schneider, Bainbridge Isl Alt		WA Roundtable exp. 12/31/22	1	Neil Strege
Local Transit	1	MYR Becky Erickson, Poulsbo	1			Vacant Alt
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/22	1	Rob Berman, HDR Engineering
Pierce County	1	CM Ryan Mello, Vice Chair	1	Master Builders of Pierce County exp. 12/31/23	1	Amy Grotefendt, Enviroissues Alt
		CM Dave Morell Alt				Jessie Gamble
Tacoma	1	CM Kristina Walker	1			Jeremiah Lafranca Alt
		CM Conor McCarthy Alt		Private/Civic Members-Community/Environment		
Cities & Towns	1	DEP MYR Bryan Yambe, Fife	1	Seattle Aging & Disability Services exp. 12/31/23	1	Vacant
		MYR Josh Penner, Orting Alt				Jon Morrison Winters Alt
Local Transit	1	CM Marty Campbell, Pierce County	1	League of Women Voters of WA exp. 12/31/22	1	Cynthia Stewart
		DEP MYR John Palmer, Puyallup Alt				Vacant Alt
Snohomish County	1	CM Jared Mead		Public Health Seattle/ King County exp.12/31/23	1	Darrell Rodgers
		CM Sam Low Alt				Shawn Frederick, SNOHD Alt
Everett	1	CM Paul Roberts		Transportation Choices Coalition exp. 12/31/23	1	Alex Hudson
		CM Scott Bader Alt				Kelsey Mesher Alt
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16	Non-voting members present
		CM Jeffrey Beeler, Sultan Alt 1		Ex-Officio Non-Voting Members		
		CM Michael Stevens, Marysville Alt 2		State Legislators	87	Districts within PSRC's boundary
Local Transit	1	CM Kim Daughtry, Lake Stevens	1			
		CM Jan Schuette, Arlington Alt				
Regional Transit	1	MYR Kim Roscoe, Fife	1			
		Vacant Alt				
Federally Recognized Tribes						
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.				
		Vacant Alt				
Puyallup Tribe of Indians	1	Andrew Strobel				
		Robert Barandon Alt				
Suquamish Tribe	1	CM Luther (Jay) Mills				
		CHRMN Leonard Forsman Alt				
Statutory Members						
Ports	1	COM Ryan Calkins, Seattle	1			
		COM Cary Bozeman, Bremerton Alt	1			
WA Trans. Commission	1	COM Jerry Litt	1			
		COM Hester Serebrin Alt				
WSDOT	1	SEC Roger Millar				
		ASST SEC Julie Meredith Alt 1				
		Mike Cotton Alt 2				
		John Wynands Alt 3				
		Robin Mayhew Alt 4	1			
Legislative Transportation Cmte. (Not Counted for Quorum)						
House Transportation Cmte.	2	REP Emily Wicks, D	1			Abbreviations
		REP Jake Fey, D Alt				CHRMN Chairman
		REP Dan Griffey, R				CM Councilmember
		REP Andrew Barkis, R Alt				COM Commissioner
Senate Transportation Cmte.	2	Vacant, D				MYR Mayor
		SEN Mark Mullet, D Alt	1			DEP MYR Mayor
		Vacant, R				SEC Secretary
		Vacant, R Alt				ASST SEC Assistant Secretary
Voting	32	(Quorum = 14) Quorum Total	20			REP Representative
		Total Voting members present	24			SEN Senator



Puget Sound Regional Council

CONSENT AGENDA

January 6, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

IN BRIEF

Six agencies submitted eleven projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2021-2024 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Fixing America's Surface Transportation (FAST) Act, PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This month's amendment includes no project tracking actions.

Federal Fund Source Descriptions

The following federal and state funding sources are referenced in Exhibit A.

Connecting Washington State Connecting Washington Account.

HSIP	WSDOT-managed Highway Safety Improvement Program.
NHFP	Funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN)
NHPP	Provides support for the condition and performance of the National Highway System (NHS).
STP(BR)	Local Bridge Program provides assistance for eligible bridges on public roads.
STP(W)	Surface Transportation Block Grant Program funds used for state highway system preservation and interstate reconstruction.

For more information, please contact Jennifer Barnes at 206-389-2876 or jbarnes@psrc.org.

Attachments:
Exhibit A

Month: January

Year: 2022

**Project(s) Proposed for
Routine Amendment to 2021-2024 TIP**

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	Other	UPWP Amend
1. Kent	Green River Bridge Repainting New project with preliminary engineering and construction phases sandblasting and repainting the Meeker Street Bridge over the Green River in Kent.	\$3,000,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$238,320	Local				
		\$3,238,320	Total				
2. King County Department of Transportation	S 360th St and 28th Ave S New project with preliminary engineering, right of way, and construction phases adding a new single lane or compact roundabout, median approaches, crosswalk and roadway restriping, landscaping, and drainage improvements at the intersection of S 360th St and 28th Ave S.	\$2,853,000	Federal HSIP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$317,000	Local				
		\$3,170,000	Total				
3. Orting	Orting Pedestrian Bridge New project with preliminary engineering, right of way, and construction phases constructing a Non-Motorized Bridge crossing that includes a new elevated bridge structure crossing SR 162 for non-motorized access by stairs and ramps that are ADA compliant. It also includes realignment and paving of Rocky Road Rd NE intersection with SR 162, illumination upgrades, stormwater mitigation, new signage, and tie in access to and from the Orting Foot Hills Trail.	\$7,033,692	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$7,033,692	Total				

Attachment: Exhibit A (3302 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed						
			Project Tracking	New Project/Phase	Other	UPWP Amend			
4. Snohomish County	Granite Falls Bridge #102 Replacement Project New project with preliminary engineering, right of way, and construction phases designing and constructing a new bridge over the Stillaguamish River with sidewalks, bike lanes, two vehicle lanes on the Mountain Loop Highway.	\$22,106,000	Federal	Other	Federal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,633,000	Local						
		\$28,739,000	Total						
5. Tacoma	Tacoma Spur Stadium NB/SB Ramp New project with preliminary engineering and construction phases providing a modified concrete overlay, replacing expansion joints and the approach slabs on the existing structure for the Tacoma Spur Stadium northbound and southbound ramps.	\$5,396,100	Federal	STP(BR)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,396,100	Total						
6. Tacoma	Schuster Parkway Trail New project with preliminary engineering phase constructing a multi-use path along the Schuster Parkway linking downtown Tacoma/Thea Foss Waterway at S 4th Street with the Old Town District at N 30th. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$4,000,000	Connecting	Washington		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,000,000	Total						

Attachment: Exhibit A (3302 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
7. WSDOT Northwest Region	I-5/Southbound Lake Washington Ship Canal Bridge - Deck Overlay & Existing project adding funds to preliminary engineering and adding a construction phase repairing and resurfacing the existing I-5 Southbound Lake Washington Ship Canal Bridge mainline bridge deck, including transverse joint seals and expansion joints and repairing the lower bridge deck, including expansion joint repair, longitudinal and transverse joint seal, and epoxy injection. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$22,331,030	Federal NHFP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,903,182	Federal NHPP				
		\$649,577	Local				
		<u>\$24,883,789</u>	<u>Total</u>				
8. WSDOT Northwest Region	I-5/Southbound Ravenna Blvd to NE Northgate Way - Deck Seal & Expansion Joint Existing project adding a construction phase applying deck seal to the bridge deck of one I-5 structure and replacing expansion joints of two I-5 structures between Ravenna Boulevard and NE Northgate Way. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$3,493,586	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$71,298	Local				
		\$3,564,884	Total				
9. WSDOT Northwest Region	I-405/NE 85th St Interchange - Toll Infrastructure New project with a construction phase installing toll infrastructure at the Sound Transit In-Line Freeway station and new interchange at I-405/NE 85th St. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$3,760,066	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,760,066	Total				

Attachment: Exhibit A (3302 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	Other	UPWP Amend
10. WSDOT Northwest Region	SR 526/Airport Rd to E Casino Rd - Seismic Retrofit Existing project adding a construction phase providing seismic retrofit on four SR 526 bridges located within Washington's Seismic Lifeline Route. NHS Bridges 526/010, 526/012S-E, 526/014, and 526/020.	\$6,275,174	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,275,174	Total				
				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. WSDOT Northwest Region	SR 529/Southbound Steamboat Slough Bridge - Bridge Painting New project with a preliminary engineering phase cleaning and painting the steel surfaces of SR 529 Southbound Steamboat Slough Bridge. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$986,076	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$97,524	Local				
		\$1,083,600	Total				

Attachment: Exhibit A (3302 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



Puget Sound Regional Council

ACTION ITEM

January 6, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **2022 Policy Framework for PSRC's Federal Funds**

IN BRIEF

PSRC is required under federal legislation to have a documented process that provides the policies and guidance for how PSRC will approve, manage and administer projects to be selected to receive PSRC's federal funds. PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*.

The Project Selection Task Force worked between April and November 2021 to review these policies and procedures and have recommended several revisions. The draft *Policy Framework* was released for public comment between December 15, 2021 and January 5, 2022. At its meeting on January 13, 2022, the Transportation Policy Board will be briefed on the proposed revisions and public comments received, and action requested to recommend approval of the *2022 Policy Framework for PSRC's Federal Funds*.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the policies and procedures for the 2022 project selection process as documented in the *2022 Policy Framework for PSRC's Federal Funds*.

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2022 for PSRC's 2025-2026 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. Volunteers were solicited from PSRC's four boards – Transportation Policy, Growth Management Policy, Economic Development, and Executive – to serve on a Project Selection Task Force charged with reviewing the policies and procedures for the 2022 project selection process. The Task Force, composed of over 40 volunteer board members and alternates, met every month between April and December 2021 and prepared recommendations for the *2022 Policy Framework for PSRC's Federal Funds*.

The recommendations encompass the policies and procedures for conducting the competitive processes for PSRC funds from both FHWA and FTA funding sources. Specific elements include the funding estimates to be used, set-aside programs, the split of funds amongst the various programs, the project evaluation criteria, and other administrative procedures. A summary of the Task Force recommendations is contained in Attachment A. The full draft *Policy Framework* document is contained in Attachment B.

A new feature this year was a recommendation by the Task Force to release the draft *Policy Framework* for public comment prior to board adoption. This public comment period was conducted between December 15, 2021 and January 5, 2022. Attachment C contains the public comments received.

Once the Executive Board approves the *2022 Policy Framework for PSRC's Federal Funds*, a Call for Projects will be released. A draft schedule for the 2022 process is provided below.

January 2022	Policy Framework adopted
February 2022	Call for Projects issued
June 2022	Staff committee project recommendations
July 2022	Board review of recommended projects
August 2022	Air quality conformity analysis and preparation of the new 2023-2026 Regional Transportation Improvement Program (TIP)
September 2022	Public comment period on new TIP
October 2022	Board adoption of new TIP; submittal to WSDOT
January 2023	State and Federal approval of new TIP; funds available to projects

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org.

Attachments:

A – Summary of 2022 Project Selection Task Force Recommendations

B – Draft 2022 Policy Framework for PSRC's Federal Funds

C – Public Comments Received

Attachment 6A: Summary of 2022 Project Selection Task Force Recommendations

The Project Selection Task Force recommendations on the policies and procedures for the 2022 project selection process for PSRC's federal funds are summarized below, encompassing both PSRC's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding processes. Full details on the 2022 project selection process are documented in the *2022 Policy Framework for PSRC's Federal Funds*.

Administrative Details

1. Funding years to program = FFY 2025 and 2026
2. Funding estimates will be based on final FFY 2021 allocations.
3. A four-part selection process will be conducted:

FHWA Funds	FTA Funds
Regional Competition	Regional Competition
Countywide Competitions	Earned Share Distribution

PSRC's FHWA funds will be split between a regional competition and competitions conducted by each of the four countywide forums. The distribution is 50/50% after the set-asides have been applied to the total available funding. A limit of 36 applications is set for the regional FHWA competition; each countywide forum sets their own procedures for the countywide competitions.

PSRC's FTA funds will be split between a regional competition and earned share distributions to the region's transit operators. There are three Urbanized Areas (UZAs) in the region – Marysville, Bremerton and Seattle-Tacoma-Everett – and FTA funds come to the region based on both regional attributes and the individual operating characteristics of each transit agency. Per policy, this latter portion of the funds is distributed to each transit agency based on their earnings, called the "earned share" distribution. Within the Marysville and Bremerton UZAs there is only one transit operator, therefore only an earned share distribution is conducted within those areas. Within the Seattle-Tacoma-Everett UZA approximately 86% of the FTA funds received is based on the service and operating characteristics of the nine transit operators within the UZA, and the remaining 14% is based on regional attributes. ***The distribution process within the Seattle-Tacoma-Everett UZA between the earned share distribution and the regional competition is still under consideration by PSRC's Executive Board.***

Prioritized contingency lists of projects will continue to be created as part of each competitive process, should additional funds become available prior to the next process.

Set-Asides

1. The bicycle/pedestrian set-aside is retained at 10% of the total estimated FHWA funds and will be allocated by population among the four countywide forums, to be distributed via a competitive process.
2. The preservation set-aside for PSRC's FHWA funds is retained at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds. The preservation set-aside for PSRC's FTA funds is retained at 45% of the regional competitive FTA funds.
3. The Rural Town Centers and Corridors Program is retained at 10% of the regional competitive portion of funds, funded with STP funds. This program was created in 2003 to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program is above and beyond the minimum amount of STP funds required to be spent in the federally designated rural area, and the regional competition for this program will be held in 2023.
4. The methodology to allocate funds for the Kitsap countywide competition by applying their population share to the total estimated STP funds, rather than after other set-asides have been applied as is done for the other counties, is retained. Kitsap County jurisdictions are ineligible to utilize the other PSRC FHWA funding source - Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds – and this methodology provides a modest increase to the amount that would otherwise be available for the Kitsap countywide competition.
5. The minimum floor set-aside, which provides an adjustment for those transit operators earning less than 1% of the total earned share FTA funding within the Seattle-Tacoma-Everett Urbanized Area, is ***on hold pending final Executive Board determination on the distribution of funds between the earned share distribution and regional competition.***
6. The amount of funds from both FHWA and FTA for PSRC's work program is retained at \$1 million per year of FHWA funds and \$1.25 million per year of FTA funds.
7. **A new set-aside is proposed for an Equity Pilot Program.** It is recommended that PSRC work with the Regional Equity Advisory Committee to develop a new Equity Pilot Program. It is proposed that 5% of FHWA Surface Transportation Block Grant Program funds be set aside for this pilot, and for PSRC to work with the Equity Advisory Committee on the development and parameters of this program beginning in July 2022. This will allow the committee to evaluate the outcomes of the 2022 project selection process with the proposed criteria revisions in place, and to use that information in consideration of the pilot and any recommendation for future improvements. Criteria revisions are summarized below.

Policy Details and Project Evaluation Criteria

1. The policy focus of support for centers and the corridors that serve them is retained, as directed by the policies in VISION 2050. For the regional FHWA competition centers are defined as regionally designated growth and manufacturing/industrial centers; for all other competitions centers are broadened to include locally identified centers including military bases.

2. The project evaluation criteria apply to all project types, and encompass the key policies and goals identified in VISION 2050, including the overarching policy focus of support for centers. The criteria address:
- Support for the development of centers, including population and employment growth
 - Multimodal mobility, removal of barriers and gaps for a variety of modes, accessibility, connectivity, etc., including improvements for active transportation and public health
 - Safety
 - Equity
 - Air quality and climate change / emissions reduction
 - Project readiness

Given the emphasis in VISION 2050 on equity and safety, in particular, the Task Force focused on improvements to the evaluation criteria for these two elements. While they were included in the existing set of criteria, revisions are proposed to significantly strengthen these elements by 1) strengthening criteria language, elements and guidance; 2) increasing the point values; and 3) identifying them as stand-alone criteria rather than embedded within other categories. In addition, the inclusion of apprenticeship utilization programs is proposed to be added to the non-scored Other Considerations.

Equity

Revisions applied to All projects:

- Stand-alone criterion with consistent point values
- Expanded criterion to include additional population groups and addressing disparities and gaps
 - Populations groups = people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities (referencing the WA Environmental Health Disparities map), areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations
- Expanded criterion to address community outreach
- Expanded criterion to address displacement risk
- Expanded guidance and resources

Revisions applied to the Regional CMAQ competition:

- 10 points would be set aside from the 50 points available under the air quality / climate criterion and focused specifically on projects that are in an area identified as a 7 of 10 for diesel pollution and disproportionate impacts in the WA Environmental Health Disparities map

Safety

Revisions applied to All projects:

- Stand-alone criterion with consistent point values
- Expanded criterion to address specific components related to improvement of bicycle/pedestrian safety, reduced reliance on enforcement, design for decreased speeds
- Expanded criterion to address adoption of safety policies and influence on projects
- Expanded criterion to address protection of vulnerable users
- Expanded guidance and resources

Project Tracking Policies

The project tracking policies for PSRC's FHWA funds are recommended to be updated specifically to address the parameters around which emergency requests for funding may be considered.

The Task Force recommends the following updates to the policies (see Attachment 4 of the *Policy Framework* for more details):

- The **definition of “emergency”** as it applies to the project of concern would include the following:
 - The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; **AND**
 - The facility / project has been impacted by a natural disaster or catastrophic event; or
 - The facility / project is experiencing a major safety issue; or
 - There are or will be significant impacts to the regional system and/or local population / employment centers if the need is not addressed.

The existence of a funding shortfall by itself is not considered to meet the threshold of an emergency under these procedures.

Should the request be approved, any subsequent **offsets** to future funding competitions will be considered on a sliding scale basis.



DRAFT 2022 POLICY FRAMEWORK FOR PSRC’S FEDERAL FUNDS



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SECTION 1: BACKGROUND

A. Policy Framework

Under federal law, the Puget Sound Regional Council (PSRC) is responsible for programming and maintaining the four-year Regional Transportation Improvement Program (TIP), and for selecting projects to receive funds from the following federal funding sources:¹

Federal Highway Administration (FHWA) Funds

- Surface Transportation Program Block Grant Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Federal Transit Administration (FTA) Funds

- Urbanized Area Formula Program (5307)
- State of Good Repair High Intensity Fixed Guideway (5337 HIFG)
- State of Good Repair High Intensity Motorbus (5337 HIMB)
- Bus and Bus Facilities (5339)

Per federal regulation, PSRC is required to document the process used for prioritizing and programming these funds. The *2022 Policy Framework for PSRC's Federal Funds* is intended to serve this purpose by providing policy direction and guidelines for the recommendation and selection of projects to receive PSRC funds.

Prior to each project selection process, the Policy Framework is refined and updated based on new or updated federal or state requirements, and new or updated regional policy direction. The 2022 Policy Framework maintains support for the development of centers and the corridors that serve them, originally adopted as a policy focus for PSRC's federal funds in 2002. The intent of the centers policy focus and the guidance contained within the Policy Framework is to support implementation of the policies and programs established in VISION 2050, the region's overarching policy document and long-range vision for the future; the regional transportation plan; and *Amazing Place*, the adopted regional economic strategy.

B. Development of the 2023-2026 Regional Transportation Improvement Program (TIP)

The Regional TIP provides a list of current transportation projects in all four counties of the region – King, Kitsap, Pierce and Snohomish. These projects are funded with federal, state and local funds, including the federal grants that will be awarded through PSRC as part of the 2022 project selection process. The TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act.

The Regional TIP must be a four-year program of projects that is updated at least every four years. In our region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs generally every two years. The Regional TIP must contain all

¹ PSRC also has responsibility for distributing funds through FHWA's Transportation Alternatives Program and plays a joint role with WSDOT in the distribution of FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

projects utilizing federal transportation funds, as well as any regionally significant projects, regardless of funding source. The 2023-2026 Regional TIP will therefore include:

- Projects awarded PSRC's federal funds;
- Projects using federal and state funds managed by the Washington State Department of Transportation (WSDOT);
- Projects of regional significance, regardless of funding source, required to be included in the air quality conformity determination of the Regional TIP; and
- Projects from the previous 2021-2024 Regional TIP that have not yet utilized their funds.

Responsibility for Project Selection

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described above, the majority of funds in the Regional TIP are under the selection authority of other agencies. These include:

- State managed funds: WSDOT has primary responsibility for selecting projects to receive funds from a variety of federal programs, such as the National Highway Performance Program, Highway Safety Improvement Program, and others. These programs and responsibility for selection evolve with each new federal transportation act. In addition, WSDOT and other state agencies are responsible for distributing state transportation funds.
- Other federal funds: The United States Congress, FHWA, FTA and other federal agencies have primary responsibility for selecting transportation projects to receive funds from federally managed discretionary funding programs. Examples of these programs include the transit New Starts program, the Better Utilizing Investments to Leverage Development (BUILD) grant program, and others.
- Local funds: Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive each agency's local funds.

Regional TIP Requirements

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure the following:

- Consistency with VISION 2050 and the regional transportation plan;
- Consistency with local comprehensive plans;
- Funds are available or reasonably expected to be available;
- Consistency with the region's air quality conformity determination;
- Consistency with federal and state requirements such as functional classification; and
- Consistency with PSRC's project tracking policies.

The Regional TIP applications contain information and guidance for how each of the review items above is to be addressed. Additional details and background information may also be found on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

To demonstrate consistency with local comprehensive plans, projects must be in, or consistent

with, the transportation element of the appropriate city or county plan which has been updated consistent with RCW 36.70A.130 and certified by PSRC. Certification (full or conditional) is required to compete for PSRC's federal funds, as well as to program projects with any funding source into the Regional TIP.

Development Schedule

The schedule for preparing the Draft 2023-2026 Regional TIP is included in Attachment 1. The schedule begins with the 2022 competitive project selection process for PSRC's federal funds, followed by individual project reviews, an air quality conformity analysis, a public comment period, and finally adoption by PSRC's Executive Board. The Draft 2023-2026 Regional TIP will then be forwarded to WSDOT for subsequent state and federal approval.

Federal Requirements

As described above, every project submitted for inclusion in the Draft 2023-2026 Regional TIP is thoroughly reviewed for regional consistency and federal requirements. In addition, PSRC's project selection process and the development of the Regional TIP adhere to the federal requirements as detailed in 23 CFR Part 450. These include addressing the federally required planning factors (§450.306), public involvement (as described in PSRC's adopted Public Participation Plan) and all other requirements.

C. PSRC Funds

Eligibility Requirements

As stated above, PSRC is responsible for selecting projects to receive FHWA and FTA funds. Each federal funding program has specific eligibility requirements, summarized below and included in Attachment 2:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP) funds are the most flexible of PSRC's federal funds and can be used for a variety of transportation projects and programs, including roadways, bridges, pedestrian and bicycle infrastructure, transit and other investments.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are available for specific categories of transportation projects and programs that provide air quality benefits by reducing emissions and congestion. General purpose roadway projects are not eligible. Only projects located in or providing benefit to an EPA-designated nonattainment or maintenance area may utilize CMAQ funding.²

Federal Transit Administration (FTA) Funds

FTA funds may be used only for transit-related projects serving the region's three federal urbanized areas: Seattle-Tacoma-Everett, Bremerton and Marysville.

- Urbanized Area Formula Program (Section 5307) funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. Section 5307 funds may also be used for projects previously eligible under the

² Projects located in former maintenance areas where the NAAQS has since been revoked are also eligible to receive CMAQ funds. Refer to Attachment 3 for a map of the eligible areas in the PSRC region.

eliminated Job Access and Reverse Commute Program (JARC) projects.

- State of Good Repair (Section 5337) funds are available for a variety of projects for maintenance, replacement and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans.
- Bus and Bus Facilities (5339) funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities.

Project Selection Process

PSRC has an established process for selecting projects to receive PSRC funds. FHWA funds are programmed using a shared regional/countywide approach that been utilized since 1995. This approach will again be used for the 2022 project selection process; further details are provided below in Section 3. FTA funds are programmed using a process coordinated with FTA and the public transit agencies in the region and includes a regional competitive process for a portion of the funds. The FTA process is described in Section 4.

The 2022 project selection process will program federal fiscal year (FFY) 2025-2026 FHWA and FTA funds. Under consultation with federal and state partners, the estimated amounts by funding source are shown in the table below, based on FFY 2021 funding levels³.

Estimated FFY 2025-2026 PSRC Funds (in millions)	
STP	\$120.2
CMAQ	\$59.4
FHWA Total	\$179.6
Section 5307	\$237.6
Section 5337 HIFG	\$108.2
Section 5337 HIMB	\$35.0
Section 5339	\$20.3
FTA Total	\$401.1
Grand Total	\$580.7

Project Tracking Program

PSRC has implemented a project tracking program to monitor the progress of PSRC’s federal funds. Over time, these policies have successfully resulted in PSRC funds being utilized more efficiently and with fewer delays. The policies continue to be revised to address emergent issues and to ensure the region continues to be successful and no funds are lost. Project sponsors are accountable to the requirements of the adopted project tracking policies and must also submit periodic progress reports to PSRC for use in monitoring the advancement of each project as well as the region’s progress towards delivery. The draft Project Tracking Policies for PSRC’s Federal Funds are contained in Attachment 4, including the proposed revisions to

³ Additional FHWA funding from other sources may be included in the project selection process; these include funds from the Highway Infrastructure Program and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

strengthen the requirements and expectations under the “Hardship Policy.”

SECTION 2: POLICY FOCUS

Adopted Policy Focus: Support for Centers and the Corridors that Serve Them

Since 2002, the adopted policy focus for PSRC’s federal funds has been to support the development of centers and the corridors that serve them. This policy focus was further strengthened with the adoption of VISION 2050 in October 2020. For the 2022 project selection process, the definition of centers for each of the competitive processes is further clarified below.

- For the regional competition for FHWA funds, centers are defined as regional growth centers and regional manufacturing/industrial centers as designated by PSRC’s Executive Board (refer to Attachment 5 for a map of PSRC’s regionally designated centers).
- For the countywide competitions for FHWA funds, and for the FTA funding processes, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

SECTION 3: PSRC’S FHWA FUNDS

A. Overview of PSRC’s FHWA Funding Process

PSRC conducts a shared regional and countywide process to recommend and select projects to receive PSRC’s FHWA funds. The total estimated amount of both STP and CMAQ funds is split between the regional and countywide forums based on a regionally adopted funding split. Competitive processes are used by all forums to recommend projects to receive the funds.

- **Regional process:** PSRC coordinates a regional competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB) to receive the regional portion of the FHWA funds.
- **Countywide processes:** With support from PSRC, the four countywide forums are responsible for coordinating the countywide competitions and recommending projects to the TPB to receive the countywide portions of the FHWA funds. These forums are as follows:

King County – King County Project Evaluation Committee reporting to the King County members of the Transportation Policy Board;

Kitsap County – Transportation Technical Advisory Committee and Transportation Policy Committee reporting to the Kitsap Regional Coordinating Council Executive Board;

Pierce County – Transportation Coordinating Committee reporting to the Pierce County Regional Council;

Snohomish County – Infrastructure Coordination Committee reporting to Snohomish County Tomorrow.

PSRC's delegation of these responsibilities to the countywide forums is intended to recognize the unique distinctions in local transportation needs, and strengthens the integration of local, countywide, and regional growth management and transportation planning and implementation. However, each countywide process follows the regional policies and procedures as laid out in this *Policy Framework*, including the use of project evaluation criteria supporting the implementation of VISION 2050, the regional transportation plan and *Amazing Place*, the regional economic strategy, as well as PSRC's project tracking program.

The TPB receives all recommendations from the forums identified above, and in turn makes a recommendation for funding to PSRC's Executive Board. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides from the total amount of PSRC's FHWA funds, prior to the split of funds between the regional and countywide competitions and describes the process for distribution.

1. Ten percent of the combined estimated total of STP and CMAQ funds has been set aside for bicycle and pedestrian priorities. This practice is above and beyond the federal set-aside for the Transportation Alternatives Program and is consistent with VISION 2050 and regional transportation plan policies calling for increased investment in nonmotorized transportation, as well as supporting the policy focus of support for the development of centers. The 10% is assigned to the countywide processes for distribution.
2. Ten percent of the total regional competitive portion of funds is set-aside for the Rural Town Centers and Corridors Program. This program is designed to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program, which will utilize STP funds, is above and beyond the federally required minimum amount of STP funds to be spent in rural areas. The 2021 regional competition for the Rural Town Centers and Corridors Program is currently underway, per the 2020 project selection process. The next competition for 2025-2026 funds will be held in 2023. Background information on this program may be found on PSRC's website at <https://www.psrc.org/our-work/rural-town-centers-and-corridors>.
3. Kitsap County jurisdictions are not eligible to receive CMAQ funds due to the boundaries of the region's air quality maintenance and nonattainment areas, which directly affect the use of these funds. To provide an increase in the relatively modest amount of funds available for distribution in the Kitsap countywide process, Kitsap County's population percentage is therefore applied to the total amount of estimated STP funds. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STP and CMAQ funds, after the set-asides have been applied, and after the funds have been split between the regional and countywide processes.
4. The Preservation Set-Aside is continued in the 2022 project selection process at 20% of the total estimated STP funds. The set-aside recognizes the importance of preservation and the

priority given to these activities in the regional transportation plan, as well as the continued backlog of preservation needs and lack of dedicated funding. The regional guiding principles that were established in 2012 for the pilot set-aside are to be continued (see Section C below for additional details). This set-aside will be distributed through the countywide processes for preservation priorities. When first adopted, the set-aside was originally 25% of the total estimated STP funds; a proposal related to the 5% delta is described under #6 below.

5. Funds are set aside for PSRC's Work Program in the amount of \$1,000,000 of STP funds per year, for a total of \$2 million of STP funds in the 2022 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future.
6. **NEW PROPOSAL** With the formation of a new Regional Equity Advisory Committee (EAC) in November 2021, for the 2022 process it is proposed that an amount equal to 5% of the total estimated STP funds be set aside for a new Equity Pilot Program. With this proposal it is envisioned that the EAC will develop this pilot in July 2022, with the following scope:
 - evaluate the outcomes of the 2022 project selection process and the effectiveness of the proposed equity and safety criteria revisions (refer to Section 3B below);
 - advise on the scope, eligibility and criteria for the equity pilot competition; and
 - advise on procedural roles and responsibilities for conducting the competition.

Percentage split between the Regional and Countywide processes

The split of the combined estimated total of STP and CMAQ funds between the regional and countywide processes is performed after each of the set-asides has been applied. As has been done in previous cycles, a 50/50% split will be applied at this point between the two processes. The bicycle and pedestrian set-aside, Kitsap County's population percentage and the preservation set-aside are then added to the countywide portion of funds for selection. The Rural Town Centers and Corridors Program set-aside comes from the regional portion of funds. Attachment 6 illustrates the distribution of funding between the regional and countywide processes, as well as the amounts for the set-asides described above.

Contingency process

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. Funds may become available through PSRC's project tracking program and final federal allocations being higher than originally estimated. For the 2022 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The set-asides will not be applied during the contingency process; rather, any additional funds to the region will be divided per the established 50/50% split between the regional and countywide processes and will be distributed to the adopted contingency lists of projects accordingly.

The integrity of the project selection process will be maintained as part of any distribution of funds to the adopted contingency lists. Project scopes and funding requests will be held to the original grant request; changes to scope and higher funding requests will not be entertained. In addition, if insufficient funds are available to fully fund a phase, forums may elect to provide partial awards as long as a segment of a given project, or a clearly defined element with independent utility, may be completed. In these circumstances, the balance of the project

phase – i.e., remaining segments or independent elements – may remain on the contingency list.

Other requirements

As was established in prior years, for the 2022 project selection process, sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases, or preliminary engineering and construction phases, but not both right of way and construction phases. In addition, phases must be fully funded with the PSRC award requested and all other secured or reasonably expected funds identified by the sponsor. In addition, awards must be balanced by year, with the amount of funds able to be utilized in a given year limited by the annual estimated allocation amount by funding source.

B. Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which countywide forums are asked to identify and submit a limited number of applications to the regional project competition. PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. RPEC reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted. The Regional process is explained in further detail below.

Number of Projects Submitted and Requested Amounts

The number of projects able to be submitted into the regional competition is limited to 36, based on the following distribution: 6 each from Kitsap, Pierce and Snohomish countywide forums; 12 from the King countywide forum; and 2 each from WSDOT, Sound Transit, and the Puget Sound Clean Air Agency. The three regional agencies may also participate in, and submit projects through, the countywide forums.

Continued in 2022 is a cap on the amount that may be requested for any project (i.e., the sum of the phase(s) requested). The cap is set at 50% of the available annual amount of funds, per each funding source. These amounts are identified in Attachment 6.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria are developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2050, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, accessibility, circulation, safety, and equity. The technical criteria include

components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria will also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to RPEC and the scoring team prior to the scoring process.

NEW PROPOSAL Significant revisions are proposed to the 2022 project evaluation criteria, to strengthen safety and equity in the project selection process. The proposed project evaluation criteria for the Regional FHWA competition are provided as a separate attachment. The regional policies and direction set forth in the project evaluation criteria for the Regional FHWA competition carry forward into the countywide competitions and the Regional FTA competition. Each competition is tailored to suit the forum and the funding source, but the overarching policy focus and policy direction are consistent.

Recommendation of Projects

After all projects have been evaluated and scored, RPEC will discuss and prioritize the projects for a funding recommendation to the TPB. As part of the RPEC discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project completions, cost effectiveness, etc., and will be identified by RPEC in advance of the recommendation discussion. Once funding recommendations are completed by RPEC, a prioritized list of contingency projects will also be developed and submitted to the TPB for their review. The TPB in turn makes recommendations to the Executive Board for final approval.

C. Countywide Processes

The intent of the countywide processes is to provide an opportunity to fund countywide priorities, while maintaining the policy focus of supporting centers and the corridors that serve them and reinforcing regional priorities. The definition of centers is broadened for the countywide competitions to include regional centers, centers designated through countywide planning processes, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

Each countywide forum is responsible for coordinating a competitive process to recommend projects to receive their respective portion of the estimated FHWA funds available for distribution. The countywide allocations include funds from the bicycle/pedestrian and preservation set-asides, as well as responsibility for distributing the minimum required amount of STP funds to projects in the rural area (located outside the federal-aid urbanized and federal-aid urban areas). Funding recommendations from the countywide forums are forwarded to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted.

Evaluation and Scoring of Projects

Each countywide forum is responsible for developing technical and policy evaluation criteria based upon the region’s adopted policy focus and regionally determined evaluation criteria, as well as encompassing federal requirements and other regional policies such as the project tracking program. As noted earlier in this document, significant revisions to strengthen safety and equity in the project evaluation criteria for all competitions have been proposed; these

revisions will also be applied to each countywide competition.

Sponsors of projects submitted for the countywide competitions are also required to submit a project screening form containing basic information about the project. PSRC staff will review each project for eligibility under the selected federal funding source and other federal requirements and regional policies prior to the countywide recommendations for funding.

Bicycle and Pedestrian Set-Aside

As stated above, 10% of the total estimated FHWA funds is set aside for bicycle and pedestrian priorities, to be allocated among the four counties by population. Each countywide forum is required to conduct a competitive process for the distribution of these funds. The amount of funds allocated to each county is illustrated in Attachment 6.

Preservation Set-Aside

As stated above, the set-aside for preservation priorities is continued for the 2020 process. A total of 20% of the estimated STP funds will be allocated among the four counties by population, and each countywide forum will conduct a competitive process for the distribution of these funds. The regional guiding principles for each of the countywide forums to build upon for this distribution are described below.

Regional Guiding Principles for the Preservation Set-Aside

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available, the primary focus of the funds will be on roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).
- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC’s Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.

Rural Area Minimum

As stated above, under federal regulations the region is required to spend a minimum amount of STP funds in the rural area, defined as the area located outside the federal-aid urbanized and federal-aid urban areas (refer to Attachment 8 for a current map of the federally designated rural area). For the 2022 project selection process, the distribution of the required minimum rural amounts among the four counties will be based on an average between rural population and rural center lane miles⁴. The draft minimum amount of STP funds to be programmed to projects in the rural area for the 2022 project selection process is identified in the table below:

County	Draft FFY 2025-2026 Rural STP Distribution (millions)
King	\$0.74
Kitsap	\$0.40
Pierce	\$0.65
Snohomish	\$0.85
Total	\$2.64

Summary of Countywide Processes

Each forum is responsible for developing and maintaining its own project recommendation process. To ensure regional consistency among processes and to verify that federal and regional requirements are being met, documentation of these processes must be submitted to the TPB for review and approval. Any substantial changes to a previously approved process must be submitted for review and approval to the TPB prior to the start of a new project selection process. A summary of each countywide process as conducted for the 2020 project selection process is included in Attachment 9; work is underway within each forum to review these processes, and any proposed revisions will be provided to the TPB in January 2022.

Recommendations

Each countywide forum will recommend projects to receive their respective portion of PSRC funds, along with a prioritized list of contingency projects. PSRC must receive notification that the policy forum of each county has endorsed the list of recommended projects prior to final TPB recommendation to the Executive Board. Projects may be submitted in both the regional and countywide forums, however, the requirement that each requested phase be fully funded must be met. In addition, under these circumstances, no project should receive more than the total amount of the regional cap.

SECTION 4: PSRC'S FTA FUNDS

A. Overview of PSRC's FTA Funding Process

There are three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and

⁴ The minimum amounts to be spent in the rural area are based on the final 2021 allocation amounts for the rural area, as provided to PSRC by the Washington State Department of Transportation. The distribution among the four counties will be reviewed against the most current data available and finalized in January 2022.

Seattle-Tacoma-Everett. PSRC coordinates with FTA and the public transit agencies in each UZA to conduct the process to distribute PSRC's FTA funds to projects. The process used to recommend and select projects to receive the funds is split between an "earned share" process and a regional competition, details of which are provided in the sections below. Attachment 7 illustrates the distribution of funding between the regional and earned share processes.

The public transit agencies within each UZA are as follows:

- Bremerton UZA: Kitsap Transit
- Marysville UZA: Community Transit
- Seattle-Tacoma-Everett (STE) UZA: Community Transit, Everett Transit, King County Metro, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and the Washington State Ferries.

Within each UZA there are "designated recipients," agencies designated by the Governor with primary responsibility for the development of projects utilizing FTA funds in the region, in cooperation and coordination with PSRC. For the Bremerton and Marysville UZAs, the designated recipients are the single public transit agency within that UZA. For the STE UZA, the designated recipients are as follows:⁵

- Community Transit
- City of Everett (Everett Transit)
- King County (King County Metro)
- Pierce Transit
- Sound Transit
- Washington State Department of Transportation (Washington State Ferries)
- PSRC

Within each UZA, any jurisdiction with an eligible transit-related project may apply for PSRC's FTA funds. If an agency is not one of the designated recipients listed above, they will need to have concurrence provided by one of the designated recipients – demonstrated through completion of an FTA Supplemental Agreement (see Attachment 10) - in order to utilize the FTA funds.

Funding recommendations for PSRC's FTA funds are forwarded to the TPB by PSRC's Transportation Operators Committee (TOC). The TPB in turn makes recommendations to the Executive Board for final approval. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides of PSRC's FTA funds, as well as the process for distribution.

1. Some transit agencies in the STE UZA earn less than 1% of the total of the earned share portion of funds. In order to facilitate future planning for these agencies, it is important that

⁵ There are several transit agencies located outside the STE UZA that provide service into the region and therefore earn FTA funding. These agencies are referred to as "external transit agencies," and are provided funding through the Earned Share Process.

they be able to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. As such, historically a minimum floor adjustment has been made to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. For the 2020 project selection process, this amount was capped at the amount identified from the final 2015 FTA allocations. In addition, staff was directed to consider the full range of transit operations and ownership of assets when conducting the calculation as part of the annual adjustments process.

The process of identifying the distribution process for the earned share and regional competition funding within the STE UZA is still being deliberated by PSRC's boards. As such, details on the minimum floor adjustment are yet to be determined. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

2. The Preservation Set-Aside is continued in the 2022 project selection process at 45% of the regional portion of funds within the STE UZA. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, as well as the continuing need for preservation investments. The use of PSRC's FTA funds for preservation allows an increased flexibility in the use of local funds for transit operations. This set-aside will be distributed to each transit agency via their earned share percentages.⁶
3. Funds are set aside for PSRC's Work Program in the amount of \$1,250,000 of Section 5307 funds per year, for a total of \$2.5 million of FTA funds in the 2022 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future. Prior to utilizing the FTA funds, PSRC must receive the concurrence of the transit agencies; PSRC regularly meets with both transit agency staff and management and will continue to do so as the budget and work program evolves.

FTA Requirements

There are certain federal requirements that must be met for Section 5307 funds, in addition to the basic eligibility requirements of each funding program.

- Each UZA receiving Section 5307 funds must expend at least 1% on public transportation security projects. For the 2022 project selection process, the procedures detailed in Attachment 11 will be followed to meet this requirement.
- Up to but not more than 10% of the total estimated Section 5307 funds within each UZA may be used for the operation of paratransit service under certain conditions.

Contingency Process and Annual Adjustments

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. For the 2022 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The contingency process for PSRC's FTA funds is conducted differently than that for PSRC's FHWA funds, as an annual adjustment occurs to

⁶ This calculation is based on the actual earned share percentages for each agency, not including the minimum floor adjustment.

reconcile estimates with actual allocations to each UZA for a given year. The process conducted within each UZA is described in greater detail in the following sections.

B. Bremerton and Marysville UZA Processes

Since Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, these agencies recommend projects for the estimated FTA funds within their respective UZAs. These recommendations, which must be consistent with the adopted policy focus, other regional policies and all federal requirements, are forwarded to the TOC, which in turn makes recommendations to the TPB. If any other agency in either UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. Within the Bremerton and Marysville UZAs, PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2025-2026 FTA funds. Kitsap Transit and Community Transit, respectively, will then identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for the UZA. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

C. Seattle-Tacoma-Everett UZA Process

Approximately 86% of the FTA funds estimated to be allocated within the STE UZA are based on the service and operating characteristics of the transit agencies in the UZA. Per historic adopted regional policy, this portion of the funds has been distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. This portion of the funds has historically been distributed through a regional competition for transit-related projects. As mentioned earlier, 45% of this portion of funds is to be set aside for preservation investments, to be distributed via each transit agency's earned share percentage.

As noted above, the process of identifying the distribution process for the earned share and regional competition funding within the STE UZA is still being deliberated by PSRC's boards. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

Earned Share Process

The earned share portion of the FTA funds has historically been distributed to public transit agencies in the UZA using the national FTA distribution formula, which allocates transit funds in the federal budget to the metropolitan area using federal census data and public transit system data. This transit performance and operating data is obtained from the National Transit Database (NTD), which is populated with annual data submitted by each public transit agency, as required by the FTA. Deviations to this FTA-validated data may be applied upon recommendation by the TOC on a case by case basis to reflect actual service characteristics not captured in the current NTD data.

As noted above, the process of identifying the distribution process for the earned share and regional competition funding within the STE UZA is still being deliberated by PSRC's boards. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

Once the distribution methodology is finalized, each transit agency will recommend projects to receive their earned share allocation, consistent with the adopted policy focus, other regional policies and all federal requirements. Their recommendations will be reviewed by the Regional FTA Caucus, and subsequently forwarded to the TOC, who in turn makes recommendations to the TPB. If any other jurisdiction in the UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which eligible sponsors are asked to identify and submit applications to the regional project competition. There is no limit to the number of applications able to be submitted into the regional competition. Per agreement of the Regional FTA Caucus and the TOC, the same project may not be submitted to both the regional FTA and regional FWHA competitions.

PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC, who in turn forwards a recommendation to the TPB.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2050, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. As noted earlier in this document, significant revisions to strengthen safety and equity in the project evaluation criteria for all competitions have been proposed; these revisions will also be applied to the Regional FTA competition.

In addition, an eligibility review is conducted on all potential applications prior to submission. The final Regional Project Evaluation Criteria will be published as part of the Call for Projects and will include guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to the Regional FTA Caucus and the scoring team prior to the scoring process.

Recommendation of Projects

The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC. As part of the Caucus discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations

used in the recommendation process may include geographic equity, project or phase completions, cost effectiveness, etc., and will be discussed by the committee in advance. Once funding recommendations are completed by the Regional FTA Caucus, a prioritized list of contingency projects will also be developed and submitted to the TOC for review. The TOC reviews the recommendations and forwards them to the TPB for further review and discussion. The TPB in turn makes recommendations to the Executive Board for final approval.

Preservation

As mentioned earlier, 45% of the regional portion of funds is set-aside for preservation investments. The set-aside is distributed to each transit agency based on their earned share percentages. Projects will be recommended by each transit agency and must meet the intent of the set-aside by following FTA's State of Good Repair requirements.⁷ Per agreement of the Regional FTA Caucus, preventative maintenance is also included as an eligible activity for this set-aside.

Distribution by Funding Source

The STE UZA must balance the distribution of funds by funding source – 5307, 5337 HIFG, 5337 HIMB and 5339. In past years, agencies that earned one source of funds that had more restrictive eligibility requirements chose not to utilize these funds, and instead were able to exchange these funds for the more flexible 5307 funds from other agencies. For the 2022 project selection process, sponsors will make all effort to submit projects based on their earnings by funding source, per their FFY 2019 earnings; however, the flexibility of this past practice will be retained to ensure the UZA is able to balance the FFY 2025-2026 amounts among the four funding sources.

Contingency Process and Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2025-2026 FTA funds. Within the STE UZA, there is both an earned share and a regional process. For the earned share process, each public transit agency will identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for each agency. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

For the regional competitive process, once funding recommendations are completed by the Regional FTA Caucus and the TOC, a prioritized list of contingency projects will also be developed and submitted to the TPB. As part of the annual adjustment process, the 45% preservation set-aside will not be applied to any required adjustment of the regional portion of funds. Any increase in the regional portion of funds will be applied to the adopted contingency list; a reduction in the regional portion of funds will be applied to the previously awarded projects. The preservation set-aside is a fixed amount that will not increase. However, per TOC agreement, the distribution of the fixed amount among the transit agencies will be adjusted based on updated information regarding each agency's earnings as a percentage of

⁷ Information on FTA's State of Good Repair activities may be found at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Circular_5300_published_02-28-15.pdf.

the total.⁸ This adjustment of the distribution percentages is recommended to reflect expected changes in service over the next several years.

⁸ Not including the minimum floor adjustment.

Attachment 1

DRAFT SCHEDULE FOR DEVELOPMENT OF PSRC’S 2023-2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Release of Draft 2022 <i>Policy Framework for PSRC’s Federal Funds</i> for Public Comment	December 15, 2021 – January 5, 2022
Adoption of 2022 <i>Policy Framework for PSRC’s Federal Funds</i>	January 2022
Project Selection Process Conducted	February – June 2022
Project Recommendations to PSRC Boards	July 2022
Draft 2023-2026 Regional TIP Released for Public Comment	September 2022
Adoption of 2023-2026 Regional TIP	October 2022
Federal Approval of 2023-2026 Regional TIP	January 2023

Attachment: B – Draft 2022 Policy Framework for PSRC’s Federal Funds (3299 : 2022 Policy Framework for PSRC’s Federal Funds)

Attachment 2: FHWA and FTA Funding Source Eligibility

Eligibility for PSRC's FHWA Funds

The following provides a summary of the type of projects eligible to receive funds through PSRC's Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on each funding program can be accessed through the resources provided for each program below.

STP

STP funds are considered the most flexible funding source provided under FHWA. Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects. For more information on projects eligible to receive STP funds, refer to FHWA's program [fact sheet](#).

EXAMPLES OF PROJECTS ELIGIBLE FOR STP FUNDS

1. Roadway construction, reconstruction, seismic retrofit, restoration and preservation, operational improvements including the interstate system, bridges, and tunnels, roadway widening (for general purpose lanes and/or high-occupancy vehicle lanes), and turning lanes. Note: Roadways must be functionally classified as *collector* or above, unless the project is a bridge, railroad, safety or nonmotorized-transportation, project.
2. Any transit capital or planning project that is also eligible for Federal Transit Administration (FTA) funding, including fixed guideway projects such as electric streetcar, trolley bus, monorail, and ferry vessels; replacement or expansion of transit vehicle fleets or maintenance facilities.
3. Fringe and corridor parking, including electric and natural gas vehicle charging infrastructure, carpool, vanpool, bicycle, and pedestrian facilities.
4. Highway and transit safety improvements.
5. Highway and transit research and technology transfer.
6. Capital and operating costs for traffic monitoring, management and control of facilities, and transportation programs.
7. Surface transportation planning (e.g., system planning, corridor planning, project planning).
8. Transportation Alternatives Program activities, as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103).
9. Nonmotorized-transportation activities, including recreational trails.
10. Certain Clean Air Act transportation control measures identified in the State Implementation Plan for Air Quality (see note, at the end of this list).
11. Development/establishment of management systems.
12. Wetlands mitigation (i.e., surface drainage and banking).
13. Sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing composition.
14. Programs to reduce extreme cold starts.
15. Environmental restoration and pollution abatement projects, including retrofit or construction of storm water treatment facilities.

16. Natural habitat mitigation (if wetland or natural habitat mitigation is within the service area of a mitigation bank, preference will be given to use the bank).
17. Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.
18. Modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.
19. Infrastructure-based intelligent transportation system capital improvements.
20. Preventive maintenance activities which extend the service life of the facility. Pavement, bridges, and essential highway appurtenances are eligible for federal funding with prior approval by WSDOT's Highway and Local Programs staff (see note below).
21. Advanced truck stop electrification systems.
22. Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
23. Construction of ferry boats and terminals.
24. Truck parking facilities.
25. Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
26. Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into an out of the port.
27. Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.

CMAQ

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

PRIORITY FOR USE OF CMAQ FUNDS

Federal law directs States and MPOs to give priority to cost-effective projects including diesel retrofits and congestion mitigation activities that also provide air quality benefits. In addition, any transportation control measures identified in State Implementation Plans for Air Quality (SIPs) must receive funding priority. Further, areas with a PM_{2.5} nonattainment or maintenance area must invest a portion of CMAQ funds within these areas to reduce PM_{2.5} emissions, with diesel retrofits highlighted as a primary example of such projects.

ELIGIBLE AREAS

CMAQ funds may be invested in all ozone, CO, and PM nonattainment and maintenance areas, including former areas where the NAAQS has been revoked. Funds also may be used for projects in proximity to nonattainment and maintenance areas if the benefits will be realized primarily within the nonattainment or maintenance area. A map of areas within the PSRC region that are eligible for CMAQ funds is included in the Call for Projects.

PROJECT ELIGIBILITY

Each CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.

The following provides a summary of the types of projects eligible for CMAQ funding. As noted above, this is not a comprehensive list; for more details regarding the CMAQ program and specific eligibility questions, refer to FHWA's program [fact sheet](#).

1. Diesel Engine Retrofits and Other Advanced Truck Technologies

- a. Diesel engine or full vehicle replacement;
- b. Full engine rebuilding and reconditioning;
- c. Purchase and installation of after-treatment hardware including particulate matter traps and oxidation catalysts;
- d. Support for heavy-duty vehicle retirement programs;
- e. Purchase and installation of emission control equipment on school buses;
- f. Refueling if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines;
- g. Outreach activities to diesel owners and operators;
- h. Non-road mobile source projects, including locomotive retrofit and acquisition of clean locomotives; and
- i. Upgrading long-haul heavy-duty diesel trucks with EPA verified advanced technologies such as idle reduction devices, cab and trailer aerodynamic fixtures, etc..

2. Idle Reduction

- a. Deployment of off-board projects, such as truck stop electrification; and
- b. On-board projects, such as auxiliary power units, for vehicles primarily traveling within a nonattainment or maintenance area.

3. Congestion Reduction and Traffic Flow Improvements

- a. Traditional improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes as long as they demonstrate net emissions benefits;
- b. Intelligent Transportation Systems projects such as traffic signal synchronization, traveler information systems, freeway management systems, etc.;
- c. Value/congestion pricing, as long as emission reductions are generated;
- d. Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.

4. Freight/Intermodal

- a. Primary projects that directly reduce emissions such as new diesel engine technology or retrofits of vehicles or engines; eligibility is expanded to include nonroad mobile freight projects such as rail.
- b. Secondary projects that reduce emissions through modifications or additions to infrastructure resulting in a modal shift, such as intermodal transportation facilities that reduce truck VMT; the transportation function of these projects must be emphasized.

5. Transportation Control Measures (TCMs)

- a. Programs for improved public transit;
- b. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses and/or high occupancy vehicles (HOVs);
- c. Employer-based transportation management plans, including incentives;
- d. Trip-reduction ordinances;
- e. Traffic flow improvement programs that reduce emissions;
- f. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- g. Programs to limit or restrict vehicle use in downtown areas or other areas of emission

- concentrations, particularly during periods of peak use;
- h. Programs for the provision of all forms of high-occupancy, shared-ride services;
- i. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of nonmotorized vehicles or pedestrian use, both as to time and place;
- j. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- k. Programs to control extended idling of vehicles;
- l. Reducing emissions from extreme cold-start conditions;
- m. Employer-sponsored programs to permit flexible work schedules;
- n. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant (SOV) travel as a part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- o. Programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other nonmotorized means of transportation, when economically feasible and in the public interest.

6. Transit Improvements

- a. New transit facilities, if associated with new or enhanced public transit; routine maintenance or rehabilitation of existing facilities is not eligible;
- b. New transit vehicles to expand the fleet or replace existing vehicles;
- c. Fuel is an eligible expense only as part of a project providing operating assistance for new or expanded transit service;
- d. Operating assistance to introduce new transit service or the incremental cost to expand existing service. Three years of operating assistance allowable under the CMAQ program, but may be spread over a total of up to 5 sequential years of support;
- e. Transit fare subsidies, under specific conditions designed to prevent the NAAQS from being exceeded.

7. Bicycle and Pedestrian Facilities and Programs

- a. Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips;
- b. Non-construction outreach related to safe bicycle use;
- c. Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (limited to one full-time position per State).

8. Travel Demand Management

The following TDM activities are eligible if they are explicitly aimed at reducing SOV travel and associated emissions:

- a. Fringe parking;
- b. Traveler information services;
- c. Shuttle services;
- d. Guaranteed ride home programs;
- e. Carpools, vanpools;
- f. Traffic calming measures;
- g. Parking pricing;
- h. Variable road pricing;
- i. Telecommuting/Teleworking;
- j. Employer-based commuter choice programs; and
- k. Marketing and outreach efforts to expand use of TDM measures.

9. Public Education and Outreach Activities

- a. Activities that promote new or existing transportation services;
- b. Developing messages and advertising materials;
- c. Technical assistance; and
- d. Any other activities that help forward less-polluting transportation options.

10. Transportation Management Associations

- a. Establishment and start-up costs of TMAs and up to 5 years of operating assistance provided that they reduce emissions.

11. Carpooling and Vanpooling

- a. Marketing, including existing, expanded and new activities designed to increase the use of carpools and vanpools;
- b. Vehicle capital costs, including the purchase or lease of vanpool vans and eligible operating costs limited to 5 years.

12. Carsharing

- a. Pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership, provided sponsors can demonstrate an emissions reduction from the carsharing program.

13. Extreme Low-Temperature Cold Start Programs**14. Training****15. Inspection/Maintenance Programs****16. Innovative Projects****17. Alternative Fuels and Vehicles**

The incremental cost, limited to the marginal emissions-reducing elements of alternative fuel vehicles, is eligible. Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative fuel vehicles is an eligible expense, under certain conditions. The purchase of publicly-owned alternative fuel vehicles providing a dominant transportation function may be fully funded. Costs associated with converting fleets to run on alternative fuels are eligible. Alternatives to diesel engines and vehicles, and alternative fuel vehicle projects such as diesel retrofits or replacement of an operable engine are eligible.

The following projects are **ineligible** for CMAQ funding:

1. Light-duty vehicle scrappage programs;
 2. Projects that add new capacity for SOVs;
 3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repair of roads);
 4. Administrative costs of the CMAQ program may not be defrayed with program funds;
 5. Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C.;
 6. Stand-alone projects to purchase fuel;
 7. Acquisition, operation or development of models or monitoring networks;
 8. Litigation costs surrounding CMAQ or other Federal-aid projects.
-

Eligibility for PSRC's FTA Funds

The following is a summary of projects eligible to receive PSRC's FTA Section 5307 Urbanized Area Formula funds, Section 5337 State of Good Repair funds, and Section 5339 Bus and Bus Facilities funds. It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on each funding program can be accessed through the resources provided for each program below.

Section 5307

FTA Section 5307 funds are the most flexible of PSRC's FTA funding sources, with a variety of planning and capital projects eligible. Examples of eligible projects are identified below; more information may be found by referring to FTA's [fact sheet](#).

1. Planning

Section 5307 funds are available for the planning, engineering, design, and evaluation of public transportation projects and for other technical transportation-related studies. Eligible activities include, but are not limited to: studies relating to management, operations, capital requirements, and economic feasibility; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment; plans and specifications; evaluation of previously funded projects; job access and reverse commute projects; and other similar or related activities before and in preparation for the construction, acquisition, or improved operation of public transportation systems, facilities, and equipment.

2. Capital Projects

Eligible capital project expenses involve purchasing, leasing, constructing, maintaining, or repairing facilities, rolling stock, and equipment for use in a public transportation system. Examples of eligible activities include:

- a. Bus and Bus-Related Activities;
 - (1) Replacement of buses;
 - (2) Overhaul of buses (includes paratransit vehicles);
 - (3) Rebuilding of buses;
 - (4) Expansion of bus fleets;
 - (5) Purchase and installation of service and support equipment;
 - (6) Accessory and miscellaneous equipment such as mobile radio units, bus stop signs, supervisory vehicles, fareboxes, computers, and shop and garage equipment;
 - (7) Construction of maintenance facilities, including land acquisition, design, engineering, and demolition;
 - (8) Rehabilitation of maintenance facilities, including design and engineering, land acquisition, and relocation;
 - (9) Construction of other facilities, for example, transfer facilities, intermodal terminals and bus shelters, including design and engineering, and land acquisition;
 - (10) Construction, renovation, and improvements of intercity bus and intercity rail stations and terminals;
 - (11) The introduction of new technology, through innovative and improved products, into public transportation; and
 - (12) Capital support equipment, including computer hardware, software, bus diagnostic equipment, and other equipment that enhances operating efficiency.
- b. Fixed Guideway Systems;
 - (1) Rolling stock, including rail cars, locomotives, work trains, bus rapid transit vehicles, and ferryboats;
 - (2) Overhaul of vehicles;
 - (3) Rebuilding of vehicles;
 - (4) Track;
 - (5) Line equipment;

- (6) Line structures;
 - (7) Passenger stations, depots, and terminals, including ferry terminals;
 - (8) Signals and communications;
 - (9) Power equipment and substations;
 - (10) Projects to improve safety and security;
 - (11) Operational support, including computer hardware and software;
 - (12) Systems extensions or new system construction, including engineering, demolition, etc.; and
 - (13) Land acquisition, design, and construction for fixed guideways.
- c. Associated Transit Improvements;
- (1) The following public transportation projects and project elements qualify as associated transit improvement projects:
 - (a) Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service;
 - (b) Bus shelters;
 - (c) Landscaping and streetscaping, including benches, trash receptacles, and street lights;
 - (d) Pedestrian access and walkways;
 - (e) Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
 - (f) Signage; or
 - (g) Enhanced access for people with disabilities to public transportation. Associated transit improvement projects or elements of projects designed to enhance access for people with disabilities are required to exceed the minimum requirements of the ADA.
 - (2) Bicycle and pedestrian paths within a certain distance from a transit stop or station are eligible capital projects and qualify as associated transit improvements. Pedestrian paths located within 0.5 miles of a transit stop or station and bicycle paths located within three miles of a transit stop or station are eligible capital projects. Projects outside this distance may be eligible if they are within the distance that a person could be expected to safely and conveniently walk or bicycle to the particular stop or station.
- d. Vehicle-Related Equipment to Comply with the Americans with Disabilities Act of 1990; Examples of vehicle-related equipment for compliance with the Americans with Disabilities Act of 1990 (ADA) include:
- (1) Low floor vehicles and components that allow for level boarding of all passengers.
 - (2) Lifts, ramps, and other level-change mechanisms attached to or within the vehicle
 - (3) Securement devices (nonrail vehicles only).
 - (4) Seats that fold to create wheelchair space.
 - (5) Audible communication systems at doors and within seating areas.
 - (6) Visual monitoring systems at doors and within seating areas to observe when assistance is requested or necessary for the use of securement systems, ramps, and lifts per 49 CFR 37.165(f).
 - (7) Call systems for alerting drivers and other employees to provide assistance.
 - (8) Variable passenger information displays at doors and within seating areas.
 - (9) For railcars equipped with restrooms, restroom features specific to accessibility (dimensions, fixtures).
 - (10) Features specific to accessibility (signs, barriers between cars, handrails).
 - (11) Other vehicle-related equipment specifically required by 49 CFR part 38.
- e. Facility and Vehicle Projects to Comply with the Americans with Disabilities Act of 1990; Examples of vehicle-related equipment or facilities projects for compliance with ADA include, but are not limited to:
- (1) Level boarding passenger platforms to enter a vehicle (applies to full platforms);
 - (2) Lifts and ramps at a station, either attached or mobile;
 - (3) Passenger elevators on a path of travel within a station;
 - (4) Platform edge and pathway markings;
 - (5) Accessible passenger ticketing elements;
 - (6) Accessible doors and door systems;
 - (7) Audible communication systems;

- (8) Variable passenger information displays;
 - (9) Fixed passenger signage with accessible features;
 - (10) Passenger rest room features that are specific to accessibility;
 - (11) Station features that are specific to accessibility; and
 - (12) ADA-related features of other facilities, including administrative facilities and vehicle maintenance facilities.
- f. Extended warranty is an eligible capital cost;
 - g. Mobility management;
 - (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (2) Support for short-term management activities to plan and implement coordinated services;
 - (3) The support of state and local coordination policy bodies and councils;
 - (4) The operation of transportation brokerages to coordinate providers, funding agencies, and customers;
 - (5) The provision of coordination services, including employer-oriented transportation management organizations, transportation management associations, business improvement districts or other like organizations, and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system (GPS) technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems.
 - h. Acquisition and Reconstruction of "Associated Capital Maintenance" Items. The acquisition and reconstruction of associated capital maintenance items are capital expenses, subject to the certain provisions.
 - i. Preventive Maintenance;
 - j. Transit-Oriented Development;
 - k. Joint Development Projects;
 - l. Technology Introduction;
 - m. Projects to Comply with the Clean Air Act (CAA);
The following projects are eligible in any area of the country, and are specifically eligible in order to comply with CAA for nonattainment or maintenance areas and include:
 - (1) purchasing or leasing clean fuel buses including buses that employ a lightweight composite primary structure;
 - (2) constructing or leasing clean fuel buses or electrical recharging facilities and related equipment for such buses;
 - (3) constructing new or improved existing public transportation facilities to accommodate clean fuel buses; and
 - (4) at the discretion of the secretary, may include projects located in nonattainment or maintenance areas relating to clean fuel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies. The vehicles must be powered by clean natural gas (CNG), liquefied natural gas (LNG), batteries, or by hybrid electric or fuel cell systems.
 - n. ADA Complementary Paratransit Service under certain provisions;
 - o. Leasing Capital Assets;
 - p. Capital Cost of Contracting;
 - q. Rail Trackage Agreements;
 - r. Crime Prevention and Security Projects;
Eligible capital projects related to crime prevention and security activities include, but are not limited to:

- (1) Increased lighting in or adjacent to a public transportation system.
- (2) Increased camera surveillance of an area in or adjacent to a public transportation system.
- (3) Providing emergency telephone lines in or adjacent to a public transportation system to contact law enforcement or security personnel.
- (4) Any other capital project intended to increase security and safety of public transportation.
- s. Project Administration.

3. Employee Training Expenses

- a. Education and Training;
- b. Public Transportation Safety Certification Training.

4. Operating Assistance

FTA provides funding to eligible recipients for costs incurred in the operation of public transportation service, under certain parameters. In general, operating expenses are those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.

5. Job Access and Reverse Commute Projects

A job access and reverse commute project is defined in 49 U.S.C. 5302(9) as: “a transportation project to finance the planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations.” In order for a job access and reverse commute project to receive funding under Section 5307, it must meet certain requirements.

Section 5337

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Eligible recipients are state and local government authorities in urbanized areas with rail fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years. Eligible projects are those that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans. Additional details may be found on FTA’s [fact sheet](#).

Section 5339

Funds under the Section 5339 Bus and Bus Facilities program are made available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

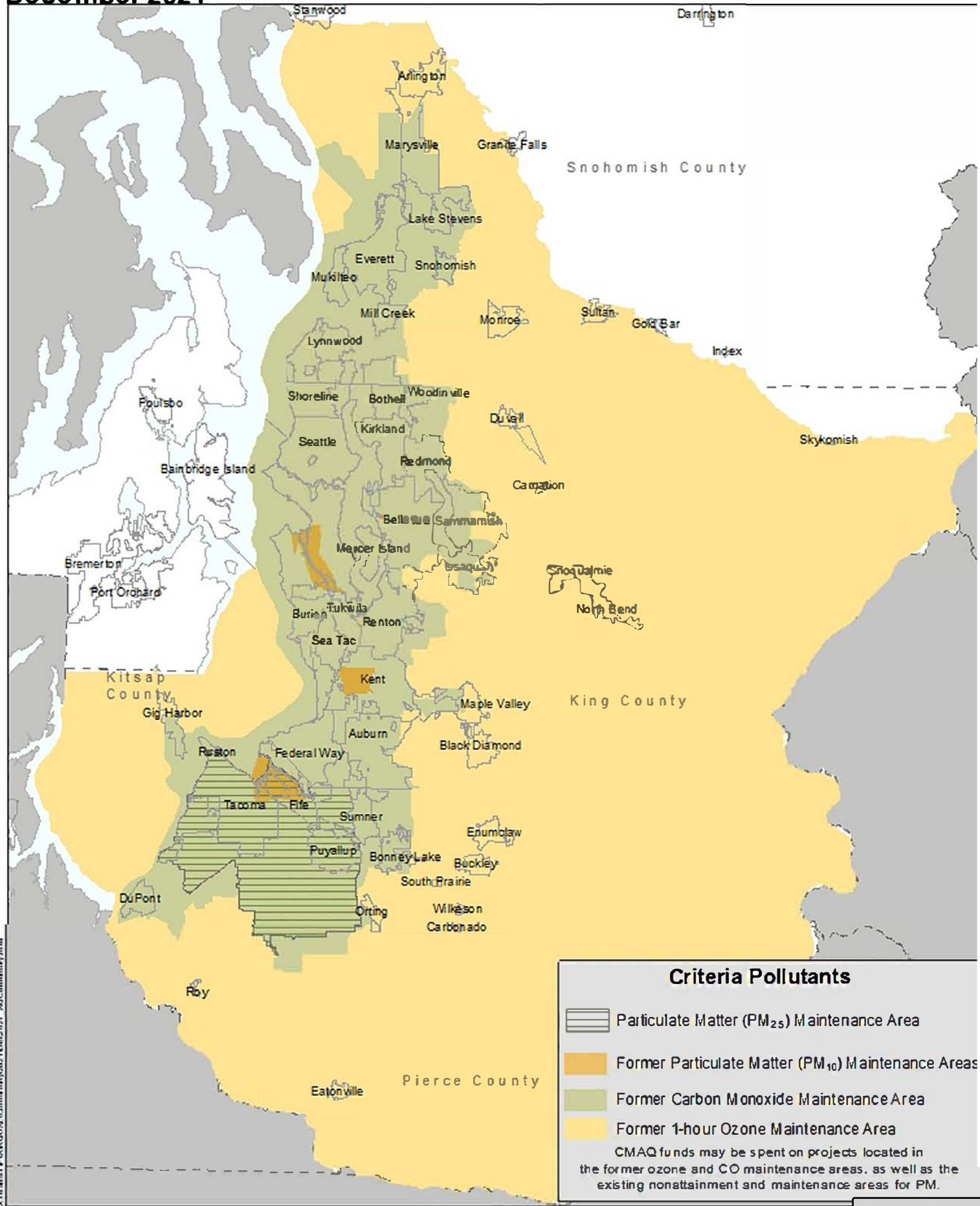
Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators, and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. Eligible projects include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Planning activities, preventive maintenance activities (other than bus overhauls), and mobility management activities are not eligible. Additional details may be found on FTA’s [fact sheet](#).

General Background—Applying for an FTA Grant

Described below are the three designations of sponsors of eligible transit projects:

- Designated recipient
 - A *designated* recipient is an entity designated, in accordance with the transportation planning process in 49 U.S.C. 5303 and 5304, by the governor of a state, responsible local official, and publicly owned operators of public transportation, to receive and apportion amounts of FTA funds to small and large UZAs.
 - To be selected as a designated recipient, an entity must be a public body with the legal capacity to perform all of the following responsibilities:
 - Receive and dispense Federal funds for transit purposes;
 - Submit projects to be included and considered in the annual elements of the region's Transportation Improvement Program through its metropolitan planning organization (i.e., PSRC for its region);
 - Submit grant applications to FTA; and
 - Enter into formal grant agreements with FTA.
- Direct recipient
 - A *direct* recipient is a public entity that is legally eligible under federal transit law to apply for and receive grants directly from FTA, but is not a designated recipient. The amount of funds available to direct recipients is determined cooperatively by public transit providers, the metropolitan planning organization, and the designated recipient(s) for that UZA, in adherence with federal planning requirements and communicated to FTA by the designated recipient.
 - Additionally, a direct recipient's FTA grant must be accompanied by a supplemental agreement prior to FTA approving the grant. The supplemental agreement permits the direct recipient to receive and dispense the Federal funds and sets forth that the grant recipient is assuming all responsibilities of the grant agreement. The supplement agreement is signed by both a designated recipient and the direct recipient.
- Subrecipient
 - A designated or direct recipient may serve as a pass through to a *subrecipient* to carry out an eligible transit project. For example, sub-recipient arrangements may be utilized to allocate funding to projects undertaken by a smaller cooperating agency on behalf of a designated or direct recipient, or to a private nonprofit organization that is responsible for a job access and reverse commute project within or near the service area of a designated or direct recipient.
 - Unlike supplemental agreements between a direct recipient and a designated recipient, a sub-recipient arrangement does not relieve the recipient of its responsibilities to carry out the terms and conditions of the grant agreement.
 - To establish a sub-recipient arrangement, the designated or direct recipient must:
 - Enter into a written agreement with the sub-recipient that assures FTA that the sub-recipient will comply with its obligation to satisfy the requirements of the grant agreement;
 - Inform the FTA regional office of the arrangement in its grant application or through other documentation; and
 - Inform FTA of any changes in that arrangement during the life of the project.

Current Central Puget Sound Region Designated Maintenance and Nonattainment Areas December 2021



Attachment: B – Draft 2022 Policy Framework for PSRC’s Federal Funds (3299 : 2022 Policy Framework for PSRC’s Federal Funds)

Project Tracking Policies for PSRC’s Federal Funds (Revised January 2022)

Overview and Purpose

The Puget Sound Regional Council’s (PSRC) project tracking program was first implemented in 2000 to monitor delivery of projects awarded PSRC’s federal funds, and has evolved over time to reflect new and emerging circumstances. Over time the project tracking program has helped improve the region’s delivery of federal funds and helped to minimize project delays.

The purpose of PSRC’s project tracking policies is to ensure the timely and predictable use of all regionally managed federal funds. Doing so will assist the central Puget Sound region to:

- Reduce project delays that lead to increased costs;
- Ensure the traveling public benefits from investments at the earliest point possible;
- Create or sustain jobs needed to stimulate the regional economy;
- Meet federal funding delivery expectations;
- Preserve PSRC funds and ensure they are kept locally and not redistributed to other regions; and
- Position the region to receive unused obligation authority from other states by demonstrating the ability to deliver projects.

Project tracking policies are in place for both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds managed by PSRC. Each is described in greater detail in the sections below.

Section 1: FHWA Funding Policies

PSRC has primary responsibility for project selection and distribution of the following FHWA funding programs:

- Surface Transportation Block Grant Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program (TAP)

A shared regional and countywide process is conducted to recommend and select projects for PSRC’s FHWA funds. The total available FHWA funding is split between the regional and countywide forums based on a regionally adopted funding split. Funding recommendations for PSRC’s FHWA funds are forwarded to the PSRC Transportation Policy Board by the Regional Project Evaluation Committee (RPEC) and the policy forums within each county.

Recommendations are based on the requirements of federal law, guidance provided by adopted regional and local plans, and a policy framework adopted prior to PSRC’s project selection processes. A separate regional process is conducted for the selection of projects for PSRC’s TAP funds, on an ad hoc basis. The Transportation Policy Board recommends the distribution of funds of all PSRC FHWA funds with final approval by the Executive Board.

Annual Delivery Targets

PSRC's project tracking program for FHWA funds has evolved over the years to ensure successful delivery of projects, by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. The annual targets are equal to the annual allocation of FHWA funds. Under this statewide strategy, PSRC must deliver its target for its FHWA funds by August 1st of each year or a portion of the funds may be lost through redistribution to other regions. Delivery is defined as complete and accurate obligation packages submitted to WSDOT by August 1st, to allow processing time for obligation by the end of the federal fiscal year, September 30th.

1A. Obligation Deadlines

The obligation deadline for all FHWA funds awarded by PSRC is June 1st of the program year designated. For the purposes of PSRC's project tracking policies, obligation is defined as the submittal of a full and complete obligation package to the sponsor's WSDOT regional office.

Federal legislation requires the Regional Transportation Improvement Program (TIP) to be fiscally constrained by year. Projects awarded PSRC FHWA funds will receive an award letter that includes the designated year the funds will be available to obligate. While the obligation deadline is June 1st of each year, FHWA funds are available to obligate as soon as the federal fiscal year begins, which is October 1st of the prior year.¹ For example, if 2022 is selected as the program year, the funds will be available to obligate beginning October 1st, 2021 and the deadline for obligating the funds is June 1st, 2022.

Under certain circumstances, sponsors may request an extension beyond the June 1st obligation date; these policies are described in Section 1C below. If no extension is granted, sponsors must meet the obligation deadline of June 1st or the funds will be returned.

PSRC will provide the following additional outreach on upcoming obligation deadlines and consequences for non-delivery.

- Notification of each project's obligation deadline (by phase) will be included in every sponsoring agency's PSRC award letter.
- Additional notification will be provided at the beginning of each year to inform sponsors of their projects with a June 1st obligation deadline that year.
- Project Progress Reports will be regularly monitored to evaluate project risks, and communications will occur between PSRC, the project sponsor and the countywide forums to proactively address project risks and potential delays.

1B. Partial Obligations

¹ Assuming the funds are made available through Congressional action

Obligation deadlines apply to the entire amount of a PSRC award for a given phase. However, under some circumstances sponsors with funds programmed to a construction phase may only be authorized to obligate a portion of the award. In these cases, an opportunity may exist for the sponsor to utilize the remaining unobligated funds as the project progresses (e.g., to accommodate bids coming in higher than the engineer's estimate or other unanticipated costs such as unexpected environmental mitigation). In such cases, any amount that remains from a partial obligation for a construction phase may be retained in the project for 90 days after bid opening, after which the unobligated portion will be returned for redistribution. Note: this provision applies only to awards to construction phases and does not apply to any other project phases (i.e. planning, preliminary engineering/design, or right of way).

1C. Extensions

Sponsors that do not anticipate meeting their June 1st obligation deadline and have PSRC funds awarded to a right of way or construction phase may apply for an extension. Extensions will not be granted to projects that are delayed due to shifting priorities within the agency, insufficient funding, lack of certification acceptance status, or work was not begun in a reasonable time to meet the deadline. All other requests will be reviewed and considered under the provisions provided below.

Requests for extensions are due to PSRC by February 15th of the designated program year. Requests will be reviewed by PSRC staff in consultation with WSDOT and the chairs of the Regional Project Evaluation Committee (RPEC) and the countywide forums. Determinations are to be completed by PSRC staff and communicated to sponsors by mid to late March.

When requesting an extension, sponsors must choose one of two pathways:

1. Standard Extension – provides a 45-day extension for projects that need a short amount time to obligate the PSRC FHWA funds beyond the June 1st deadline, but the expectation is that obligation will occur within the same federal fiscal year. If granted, the extended obligation deadline will be **July 15th** of the programmed year. Standard extension requests will be reviewed by PSRC staff in consultation with WSDOT and the chairs of RPEC and the countywide forums. Determinations will be completed by PSRC and processed administratively.
2. One-Year Extension – provides a one-year extension for projects that are significantly delayed. If granted, the extended obligation deadline will be **June 1st of the following programmed year**. One-year extensions are reviewed for eligibility by PSRC staff in consultation with WSDOT and the chairs of RPEC and the four countywide forums. A recommendation will be provided by PSRC to the Transportation Policy Board, for final action by the Executive Board.

No funding award to a given phase will be granted more than one extension. Note: As outlined above, extensions are restricted to right of way and construction phases only. Should a request for an extension be denied by PSRC staff, project sponsors may appeal directly to PSRC's Transportation Policy Board.

All funds granted an extension that remain unobligated after the extension deadline will be returned to the recommending forum for redistribution to projects on the adopted contingency list. Under circumstances that call for a supplemental funding action to meet an annual delivery target, however, the standard contingency distribution may not apply.

1D. Scope Changes

PSRC funds are awarded to projects with the expectation they will be completed as originally described and scheduled. Funded projects were evaluated, underwent a public review and comment period, and were included in a regional air quality analysis based upon their scope of work submitted at grant application.

Requests to change a project's description must be reviewed and approved in advance by PSRC staff to ensure that the modified description is consistent with the project's original scope, purpose, intent, and/or utility. If such a request is deemed to deviate from the original scope of work, the request will be denied in consultation with WSDOT and the chairs of RPEC and the countywide forums. Should a request for an extension be denied by PSRC staff, project sponsors may appeal directly to PSRC's Transportation Policy Board.

1E. Returning PSRC Funds

PSRC funds may be returned through the previously identified project tracking policies, through cost savings at time of grant completion, or on a voluntary basis by sponsors due to project cancellations, the obtaining of other grant funding such that PSRC funds are no longer required, or other circumstances. The following guidelines are identified for sponsors wishing to return PSRC funds:

- a. Sponsors voluntarily returning funds should provide PSRC with a letter or a memorandum signed by a responsible official (mayor, council member, commissioner, department director, etc.) requesting the return. The letter should identify the project from which the funds are being returned, the funding source and amount being returned, and a summary of the reason for the return.
- b. For projects that are at risk of failing to meet the obligation deadline per PSRC's project tracking policies, the sponsoring agency will be notified approximately three months in advance of the deadline that the removal of any remaining unobligated funds may be forthcoming. After the obligation deadline has passed, sponsors will be notified that the unobligated funds are no longer available and will be returned for redistribution. All projects that return funds may compete for funding during the next or subsequent project selection processes, for any phase or portion of the phase that is no longer funded.

1F. Distribution of New and Returned Funds

Contingency lists of prioritized projects are approved as part of each project selection process, in case additional funds become available prior to the next process. New funds, defined as additional funds to the region from higher than estimated allocations or other sources, and returned funds, defined in the section above, will be distributed to either the adopted contingency list in effect at the time, or applied to the next project selection process. Additional

set-aside funding is not provided during these distributions, but returned funds may be directed to set-asides based on each county's adopted processes. Under the circumstances referenced earlier when a supplemental funding action is required to meet an annual delivery target, the standard contingency process may not be applicable.

1G. Expenditure Monitoring

There are no current PSRC policies for monitoring the expenditures of PSRC's FHWA funds. However, FHWA requires WSDOT to conduct a quarterly review of local agency projects with federal funds for which no expenditures have been billed during the past 12 months, referred to as "inactive" projects. In the last several years, these requirements have been more rigorously enforced, and sponsors of inactive projects risk losing their federal funding. Sponsors are expected to submit bills for reimbursement on a monthly basis, and WSDOT is proactively reaching out to sponsors of projects with no billing activity within 9 months, to encourage billing progress and the avoidance of being deemed inactive. Inactive projects are required to submit detailed documentation and justification to FHWA or risk the project being closed and federal funds repaid.

PSRC will assist with this monitoring through the twice-yearly Project Progress Report form, and ongoing communication and education to project sponsors. Sponsors should be aware of billing procedures and expectations for projects with obligated federal funds, as well as the circumstances that lead to projects being deemed inactive by FHWA. For more information, see Chapter 23 of the Washington State Local Agency Guideline (LAG) Manual at: <https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/local-agency-guidelines-lag-manual>.

1H. Rebalancing and Supplemental Funding Actions

As previously discussed, the Regional TIP must be fiscally constrained by year. The following procedures will apply when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target for PSRC's FHWA funds.

The overarching guiding principles are to work within the established procedures for project selection and project tracking, to the extent feasible. This means:

- Achieving delivery with a neutral impact on overall PSRC funds is preferred (i.e., no net change to funding totals in the TIP); and
- Adhering to existing policies and procedures to the extent possible, including geographic equity principles and respect for the original project selection process in terms of how awards were granted and prioritized contingency lists adopted.

Due to obligation deadline extensions, returned funds or other circumstances, if there is not enough remaining programming in a given year to achieve the delivery target, the recommended process is as follows, in priority order:

1. Advance projects from later years of the TIP
 - Sponsors of projects with PSRC's FHWA funds in the later years of the TIP will be asked if they are willing and able to advance to the current year and obligate by the deadline. PSRC will review project milestones to confirm the feasibility of this advancement.
2. Exchange federal funds for local or state funds between phases or stages of a single project, or between projects within the same agency
 - If there are not enough projects able to advance to the current year to meet the delivery target, sponsors of projects with PSRC's FHWA funds in both the current year and later years of the TIP will be asked if they are willing and able to perform an exchange between federal and local funds, with the goal of obligating more federal funds in the current year but keeping all projects whole with the exchange. PSRC will review project milestones and budgets to confirm the feasibility of this exchange, and also to ensure this is a viable option that will:
 - i. help with delivery
 - ii. do no harm to either the donor or receiving project(s), and
 - iii. remain consistent with the project scopes and schedules as originally awarded
 - Projects that exchange federal funds for local funds will still be subject to PSRC's project tracking policies (i.e., progress reporting and monitoring) and will not be allowed to reapply for PSRC funding for that phase. In addition, monitoring will occur of any changes or cancellations to any de-federalized projects, for future review and discussion.
3. Fund immediately ready to go projects from the current adopted contingency lists
 - If Strategies 1 and 2 above do not result in enough existing projects able to meet the annual delivery target, PSRC will survey sponsors of every project on the adopted contingency lists for the ability to obligate by mid-July of the current year, to meet the state's August 1st deadline. PSRC will review every project's milestones to confirm the feasibility of obligating by the deadline.
 - As feasible, PSRC will apply geographic equity and equity by recommending forum:
 - i. if more projects are available to obligate than necessary to meet the delivery target, the standard 50/50 split among forums will be applied, and projects will be selected in rank order
 - ii. if all available, immediately ready to go projects are needed to meet the delivery target, then geographic equity will simply be incorporated into the standard analysis over time
4. Increase the federal share of awarded projects
 - If there remains a gap to meeting the delivery target after Strategies 1 through 3 have been implemented, then all projects that are able to deliver in the current year will be eligible for an increase to the existing federal award amount as a supplemental funding action. The amount will be determined based on the remaining delivery gap, by funding source.
 - i. A consistent percentage increase will be applied to all eligible projects, to reach a pre-determined amount based on the need. The amount will be no less than \$100,000 for any project, and no more than the maximum federal share allowable for any project. If this does not yield enough to meet the delivery gap, projects from the previous years will be reviewed.

- ii. The recommendation includes a provision that projects participating in Strategy 2 that achieve the maximum federal share due to the exchange may select a project from the previous year to apply the increase, in the amount that would otherwise have been eligible.
5. Award new funds to new projects, outside of the standard PSRC project selection process
- If the implementation of Strategies 1 through 4 above are still not enough to meet the current year's delivery target, PSRC will solicit new projects for a supplemental funding action that are able to readily accept federal funds for immediate use. The likely types of projects will be those that are ongoing in nature, such as bus purchases, transportation demand management activities, maintenance and preservation, or projects that are more operational in nature. Another category may be very large capital construction projects that have other federal funds and can easily absorb additional federal funds.
 - i. Given the short turnaround times for this exercise, PSRC staff would identify a small number of likely candidates and reach out to potential sponsors for immediate delivery, with input from the chairs of RPEC and the four countywide forums.

1I. Exceptions

At times there may be issues facing a project that require an exception to the policies as described above. Requests for such an exception will be evaluated on a case-by-case basis, but any exception granted must result in circumstances consistent with the overarching goals of the project tracking program – i.e. project delays and increased costs are reduced, projects are delivered in a timely manner, and the exception is processed in a fair and equitable manner. Therefore, short-term time extensions and/or the movement of funds between phases will be considered under certain circumstances as defined below. Depending on the request, exceptions will be processed administratively or require approval by PSRC boards, as provided below.

Exceptions that will be Considered

a. Administrative Exceptions:

The following circumstances will be allowed to occur without an exception needing to be approved, as long as the applicable project phases remain fully funded:

- a) The transfer of PSRC funds between phases at the time of grant closeout; and/or
- b) The transfer of PSRC funds between any phases below the threshold of \$50,000.

b. Exceptions Requiring Board Approval

Short-term time extensions and/or the movement of funds between phases above \$50,000 will be considered by the board if the following three parameters are met:

- a) The phase(s) involved in the exception request remain fully funded;
- b) The applicable phase can be implemented within six months of PSRC Board action; and
- c) There is a compelling need for the exception.

- i. Examples of a compelling need include a funding gap which the transfer will fill, or significance of opportunity lost if the exception is not granted (i.e. there is a risk of losing other non-PSRC funding if not granted or there would be a significant impact on the timing of completion and coordination with other projects).
- ii. The transfer of funds to reduce the local match commitment provided in the competitive project selection process is not considered a compelling need.

Exceptions that will not be Considered

The following requests will not be considered for an exception to the project tracking policies, unless deemed necessary as part of a rebalancing and/or supplemental funding action process:

1. Scope changes
2. Transfer of PSRC funds from one project to another
3. Additional time to pursue funding for cost overruns
4. De-federalizing (i.e. swapping PSRC funds for local and/or state funds with the intent of de-federalizing the project)

Review and Approval Process

PSRC staff will review all exception requests in coordination with WSDOT and the chairs of RPEC and the countywide forums, and prepare a recommendation to PSRC's Boards. Sponsors applying for an exception will be made aware of when their request will be reviewed and will have an opportunity to answer any questions the group may have. In the event a consensus cannot be reached among this group, exception requests will be reviewed by RPEC for a final recommendation. All exception requests will be provided to PSRC's Boards for final action.

NEW 1J. Hardship Policy / Requests for Additional Funding

At times the board receives requests for additional funding due to emergent situations. The only time these requests may be considered are during contingency or other supplemental funding opportunities. Requests will be evaluated by the Regional Project Evaluation Committee (RPEC) to determine if the need is a true emergency and if so, what offsets might be appropriate for future funding competitions.

The definition of "emergency" will be applied as follows:

- The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; AND
 - The facility / project has been impacted by a natural disaster or catastrophic event; or
 - The facility / project is experiencing a major safety issue; or
 - There are or will be significant impacts to the regional system and/or local population / employment centers if the need is not addressed.

The existence of a funding shortfall by itself is not considered to meet the threshold of an emergency under these policies.

Should the request be approved, any subsequent offsets to future funding competitions will be considered on a sliding scale basis. RPEC will evaluate each request and include this provision in a recommendation to the Transportation Policy Board.

Any limitations on future funding competitions that may be placed on the requesting agency will take into consideration the following:

- The size of the emergency funding request;
- The level of effort by the agency to fill the funding gap; and
- The funding caps placed on award amounts as adopted in the *Policy Framework for PSRC's Federal Funds*.

If the emergency is due to a disaster (natural or human caused), no limitations on future funding competitions will be placed.

RPEC will review each request taking the above factors into consideration when preparing a recommendation to the Transportation Policy Board.

Requests for emergency funding that are due to natural disasters or catastrophic events need not be tied to projects that have already been awarded PSRC funds or been placed on a PSRC contingency list. However, requests that are due to other, "non-event," types of situations should be limited to those projects that have been evaluated in a previous PSRC funding competition.

Section 2: FTA Funding Policies

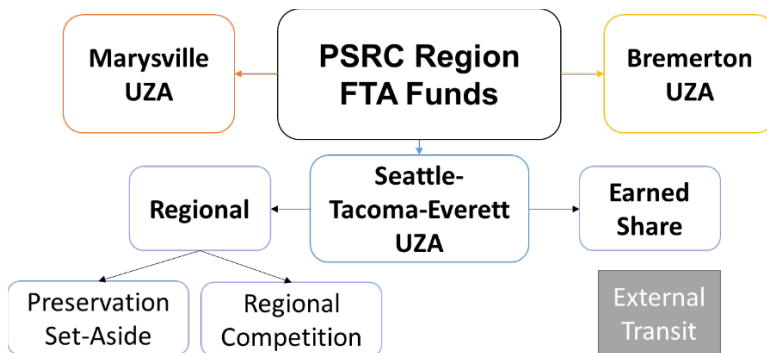
PSRC has primary responsibility for project selection and distribution of the following Federal Transit Administration funding programs:

- Urbanized Area Formula (Section 5307)
- State of Good Repair - High Intensity Fixed Guideway (Section 5337)
- State of Good Repair - High Intensity Motor Bus (Section 5337)
- Bus and Bus Facilities (Section 5339)

Projects that receive PSRC's FTA funds are selected through a process coordinated with FTA and the public transit agencies in the region. The process splits the available FTA funds between an earned share process and a regional process. The earned share funding amounts are based on the service and operating characteristics of the agencies in the region's three urbanized areas (UZAs): Bremerton, Marysville, and Seattle-Tacoma-Everett (STE). These funds are distributed to each public transit agency based on their earnings. Per adopted regional policy, three agencies external to the STE UZA are also able to access the FTA funds earned from service they provide to the area.

The remaining FTA funds come to the region based on regional attributes such as population density. This portion of the funds is generally distributed within the STE UZA through a regional competition and a preservation set-aside.

PSRC's FTA Funding Process Overview



Funding recommendations for PSRC's FTA funds are based on the requirements of federal law, guidance from adopted regional and local plans, and the policy framework adopted prior to each PSRC project selection process. Recommendations are first reviewed by PSRC's Regional FTA Caucus, Transportation Operators Committee (TOC), and Transportation Policy Board. The Transportation Policy Board then recommends the distribution of funds for final approval by the Executive Board.

2A. Obligation Deadlines

Regional FTA Funds

Sponsors of projects are required to designate an estimated obligation date for each project phase with PSRC's FTA funds. Regional funds, including regional competitive and preservation set-aside funds, are only allowed a one-year grace period beyond their estimated date to obligate funds. Funds will be considered to have met the PSRC obligation deadlines once the sponsor has created a corresponding grant application in FTA's Transit Award Management System (TrAMS). If this step has not occurred by the end of the grace period, funds will be removed from the project. Returned funds from cancelled projects or projects that did not meet their deadlines will be distributed to either the adopted contingency list in effect at the time or applied to the next project selection process.

When any regional FTA funds are nine months past their estimated obligation date (before the one-year grace period expires), PSRC staff will contact the project sponsor to gather information on the reasons for the delay. If the sponsor requests an obligation date extension, PSRC staff will review and prepare a recommendation to the Regional FTA Caucus and TOC for their review and recommendation to the Transportation Policy Board. The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the four-year time span of the current Regional Transportation Improvement Program.

After the grant application is created in TrAMS, PSRC staff will continue monitoring to ensure that the funding is subsequently obligated in a timely manner. For regional FTA funds, if applications have not been submitted six months after their creation in TrAMS staff will reach out to sponsors to gather information on the reasons for delay and evaluate if follow-up is needed from PSRC and the Regional FTA Caucus. For regional FHWA funds that have been flexed to FTA and applications created in TrAMS, staff will reach out if the application has not been submitted three months after being created.

Earned Share FTA Funds

All funds also have an FTA-designated lapse date based on their appropriation year and funding source. If funds are not obligated by their lapse date, FTA will redistribute them to another region. Earned share funds do not have a required PSRC obligation deadline, but funds will be regularly monitored to ensure they do not become at risk of lapsing. However, as they are used to track when funds were first programmed and monitor progress, estimated obligation dates cannot be changed for earned share funds.

PSRC will provide regular reports to the Regional FTA Caucus and TOC on obligations of all FTA funded projects. The reports will include detailed information on any regional FTA funds that are approaching the end of their one-year grace period. Project funding expenditures are not monitored except to determine when projects have fully completed their scope of work.

2B. Programming Adjustments

On an annual basis, FTA requires that PSRC review the estimates used to program FTA funds against the actual allocation approved by Congress and make adjustments to reconcile the two amounts as necessary. Since Kitsap Transit and Community Transit are the only transit agencies operating in the Bremerton and Marysville UZAs, FTA funds within those UZAs are distributed entirely through the earned share process. The STE UZA earned share funds are distributed to transit agencies in the UZA using the national FTA distribution formula.

For regional competitive funds, any increase in the regional portion of funds will be applied to the adopted contingency list, while a reduction in the regional portion of funds will be applied to previously awarded projects. The preservation set-aside is a fixed amount that will not be adjusted; however, the distribution among agencies is revised based on their annually adjusted earned share percentages.

The FTA annual adjustments may reflect either an increase or a reduction in funding for each transit agency. For projects impacted by the adjustments, sponsors must also make at least one of the following changes:

- Update project scopes to reflect the funding increase or decrease;
- Keep the project budget constant by adding or removing funds from other sources;
- Provide information on why no changes are necessary due to increases or decreases in project costs.

Once reviewed by PSRC staff, project adjustments will be recommended to the Regional FTA Caucus and TOC and subsequently to PSRC's Boards for action.

2C. Project Funding and Scope Changes

Funding Changes

Sponsors may submit requests to redistribute funds between their Earned Share projects outside of the annual adjustments process. PSRC staff will gather the following information for each request:

- Need to redistribute funds between projects;
- Impact of the redistribution on the programming and budgets of impacted projects and;
- Impact of the funding changes on the scopes of impacted projects.

Regional competitive funds cannot be moved between projects. Preservation set-aside funds can only be moved to eligible preservation and maintenance projects.

For the STE UZA, all earned share funding redistribution requests will be recommended by both the Regional FTA Caucus and TOC. Funding redistribution requests by external transit agencies or for Bremerton or Marysville UZA funding will only be reviewed by the TOC. Once reviewed by the committees, requests will be recommended to PSRC's Boards for action.

Sponsors may also request to move earned share and preservation set-aside funds between project phases. Sponsors can request to redistribute funds between existing project phases through the regular TIP modification process. Requests to move funds to new project phases will first need to be reviewed by the Regional FTA Caucus and TOC and subsequently recommended to PSRC's Boards for action. Regional competitive funds cannot be moved between project phases.

Scope Changes

PSRC funds are awarded to projects with the expectation they will be completed as originally described and scheduled. Funded projects were evaluated, underwent a public review and comment period, and were included in a regional air quality analysis based upon the scope of work they submitted at the time of their grant application.

Any requests to change a project's description must be reviewed and approved in advance by PSRC staff to ensure that the modified description is consistent with the project's original scope, purpose, intent, and/or utility. For earned share funds, the sponsoring agency will make a request to the Regional FTA Caucus and TOC, who will review and make a recommendation to the Transportation Policy Board. For regional competitive funds, if such a request is deemed to deviate from the original scope of work, the request will be denied. Should a request be denied by PSRC staff, project sponsors may appeal directly to the Transportation Policy Board.

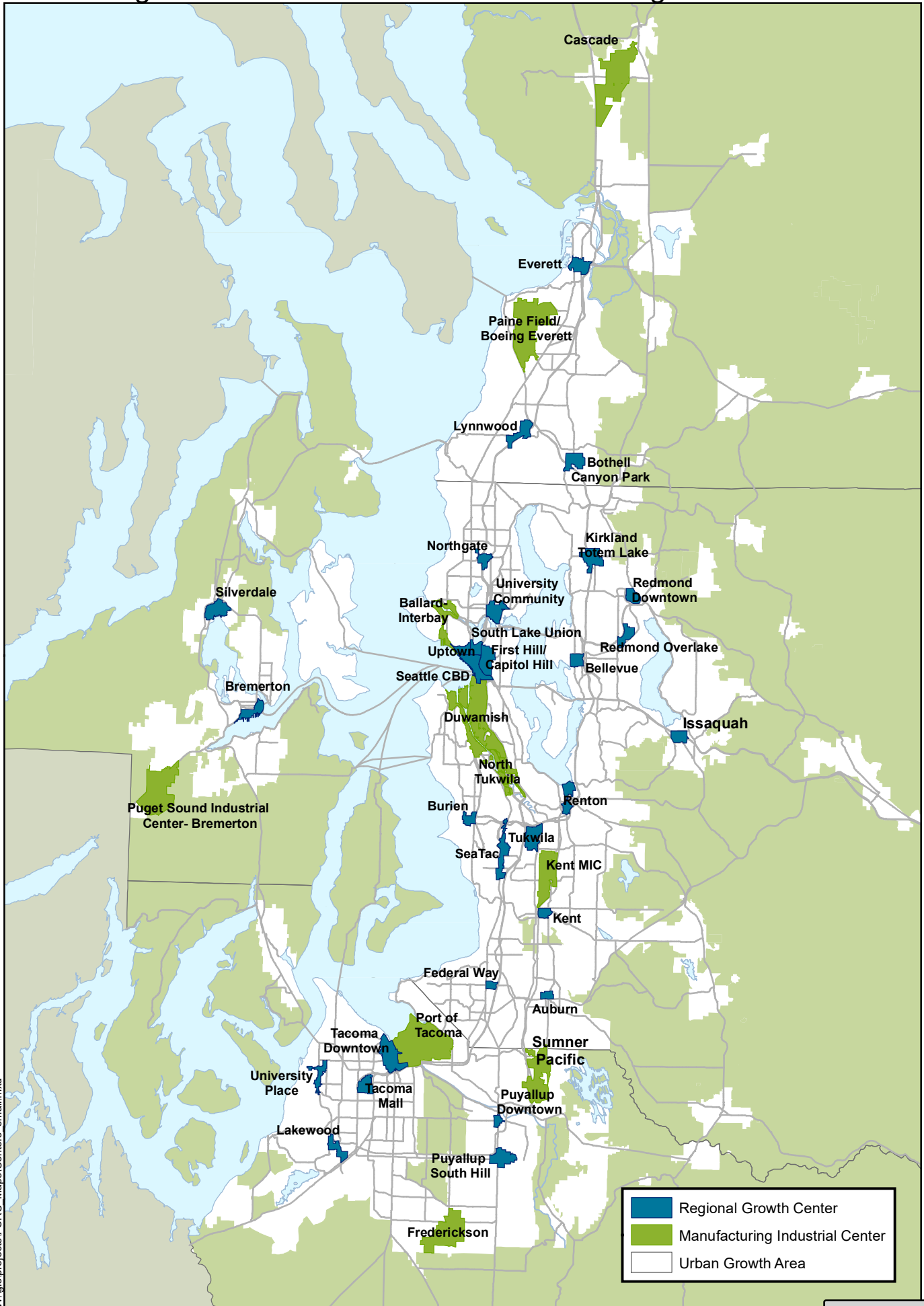
Section 3. Project Progress Reports

All project sponsors must submit status reports to PSRC that identify actual and/or expected progress of their projects. These progress reports – for all PSRC funded projects - are to be completed by sponsors twice a year at the request of PSRC staff, and will be used to track the progress of individual projects. In addition, the reports will serve to monitor the region's overall progress towards achieving its annual FHWA delivery expectations. Requests will coincide with the timing associated with PSRC's annual delivery deadlines.

Progress reports will be used to determine whether projects are on track or delayed in meeting their milestones. If a sponsor reports that the scope of work is complete and all project funds have been expended, the project will then be marked as complete and no further reports will be requested. Projects identified as operationally complete will still be considered active until they have expended all federal funds and completed their full scope of work.

Performance reports for PSRC's FHWA and FTA funds will be provided to PSRC's Transportation Policy and Executive Boards on a regular basis. These reports will summarize the region's progress at delivering transportation projects, and provide information on competitive project awards that did not meet their obligation deadline and were returned for redistribution.

Regional Growth Centers and Manufacturing/Industrial Centers



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Attachment: B – Draft 2022 Policy Framework for PSRC’s Federal Funds (3299 : 2022 Policy Framework for PSRC’s Federal Funds)

ATTACHMENT 6: DRAFT FHWA FUNDING ESTIMATES FOR PSRC'S 2022 PROJECT SELECTION PROCESS

6.a.b

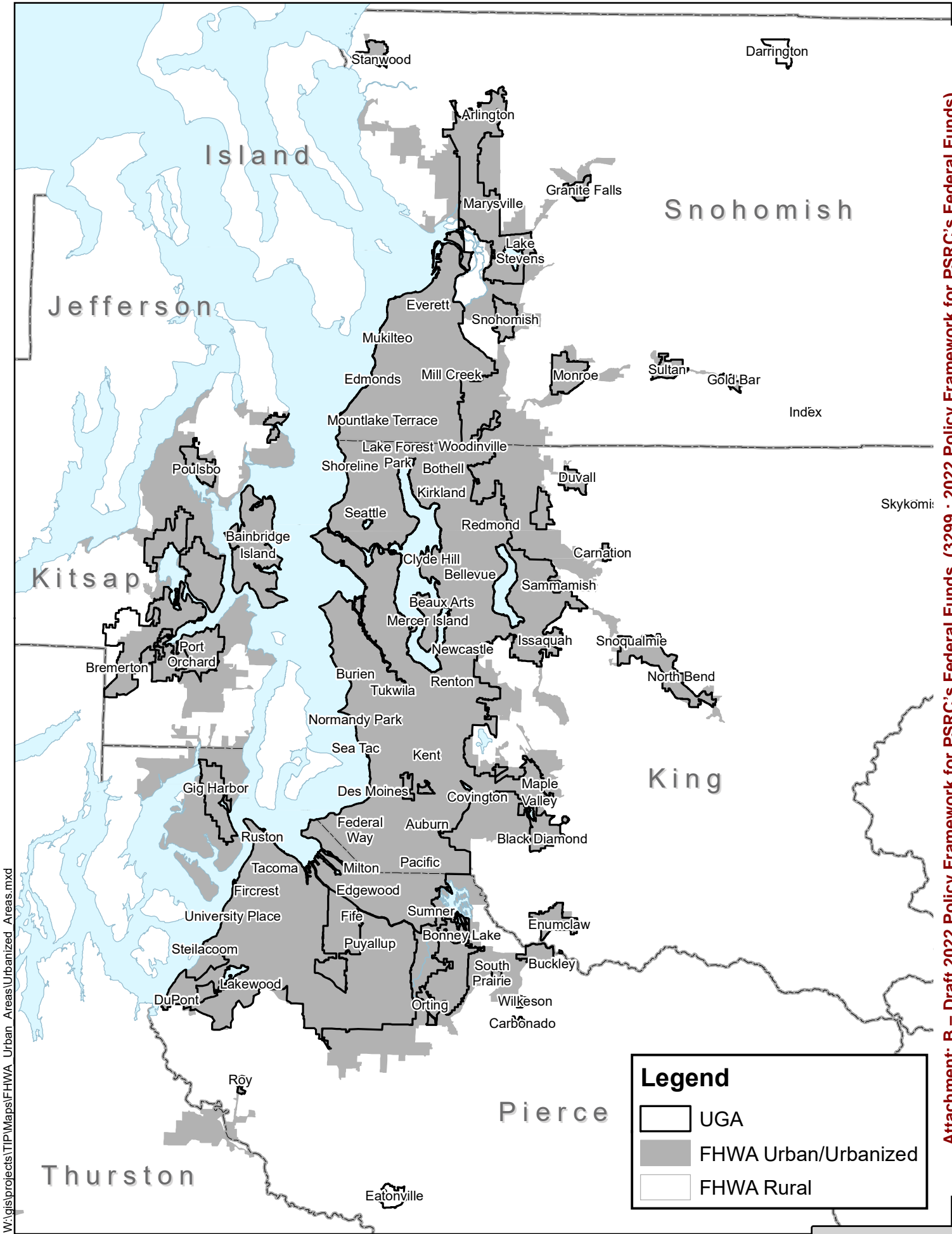
Attachment: B – Draft 2022 Policy Framework for PSRC's Federal Funds (3299 : 2022 Policy Framework for PSRC's Federal Funds)

2025-2026 FHWA Funding Estimates (in millions)					
Surface Transportation Program (STP) Funding					\$ 120.20
Congestion Mitigation Air Quality (CMAQ) Funding					\$ 59.40
Total					\$ 179.60
Off the Top Funds					
10% for bicycle/pedestrian set-aside (STP & CMAQ)					\$ 17.96
6.4% for Kitsap County adjustment (per 2021 OFM population estimate) (STP)					\$ 7.73
20% of STP for preservation set-aside					\$ 24.04
5% for a new Equity Pilot Program					\$ 6.01
PSRC Work Program (STP) - \$1m per year					\$ 2.00
Total					\$ 57.74
Amount Remaining for Regional and Countywide Competitions \$ 121.86					
Regional/Countywide 50-50% Split					
Regional Competition					\$ 60.93
Countywide Competitions					\$ 60.93
Total					\$ 121.86
Regional Competition					
Rural Town Centers and Corridors (RTCC) (STP funding; 10% of Regional funds)					\$ 6.09
Regional Competition					\$ 54.84
Total					\$ 60.93
Regional Competition Amounts by Source & Year					
	CMAQ (60%)		STP (40%)		Total
	2025	2026	2025	2026	
Regional Competition	\$ 16.45	\$ 16.45	\$ 10.97	\$ 10.97	\$ 54.84
					\$ 54.84
Countywide Competitions					
50% to Countywides					\$ 60.93
6.4% for Kitsap County adjustment (per 2021 OFM population estimate) (STP)					\$ 7.73
10% for bicycle/pedestrian set-aside (STP & CMAQ)					\$ 17.96
20% of STP for preservation set-aside					\$ 24.04
Total					\$ 110.66
Countywide Competitions		Total Share	Non Motorized	Preservation	Total
King County		\$ 34.38	\$ 9.48	\$ 12.70	\$ 56.56
Kitsap County		\$ 7.73	\$ 1.15	\$ 1.54	\$ 10.42
Pierce County		\$ 13.95	\$ 3.85	\$ 5.15	\$ 22.95
Snohomish County		\$ 12.59	\$ 3.48	\$ 4.65	\$ 20.72
<i>(figures may be different due to rounding)</i>		\$ 68.66	\$ 17.96	\$ 24.04	\$ 110.66
Countywide Amounts by Source & Year					
County	CMAQ		STP		Total
	2025	2026	2025	2026	
King County	\$ 7.48	\$ 7.48	\$ 20.81	\$ 20.81	\$ 56.56
Kitsap County	n/a	n/a	\$ 5.21	\$ 5.21	\$ 10.42
Pierce County	\$ 3.03	\$ 3.03	\$ 8.44	\$ 8.44	\$ 22.95
Snohomish County	\$ 2.74	\$ 2.74	\$ 7.62	\$ 7.62	\$ 20.72
Total	\$ 13.25	\$ 13.25	\$ 42.08	\$ 42.08	\$ 110.66

Draft minimum amounts of STP funds to be spent in the rural area per year: King County \$0.37m, Kitsap County \$0.20m, Pierce County \$0.33m, Snohomish County \$0.42m.

Attachment 7: Draft FTA Funding Estimates for PSRC's 2022 Project Selection Process

Estimated 2025-2026 FTA Funds (in millions)	
Estimated Funds by UZA	
Bremerton UZA	\$8.32
Marysville UZA	\$4.32
Seattle-Tacoma-Everett UZA	\$388.40
Total	\$401.04
Funds Taken Off the Top	
PSRC Work Program - Bremerton UZA	\$0.05
PSRC Work Program - Marysville UZA	\$0.03
PSRC Work Program - STE UZA	\$2.42
Total	\$2.50
Remaining Estimated Funds by UZA Available for Programming	
Bremerton UZA	\$8.27
Marysville UZA	\$4.29
Seattle-Tacoma-Everett UZA	\$385.98
Total	\$398.54
STE UZA Estimated Earned Share and Regional Processes	
<i>Distribution Methodology TBD</i>	
86% Earned Share Process	\$331.94
14% Regional Process	\$54.04
Total	\$385.98
STE UZA Regional Process - Estimated	
14% Regional Process	\$54.04
45% to State of Good Repair (distributed among transit agencies TBD)	\$24.32
DRAFT Remaining for Regional Competition	\$29.72



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Attachment: B – Draft 2022 Policy Framework for PSRC’s Federal Funds (3299 : 2022 Policy Framework for PSRC’s Federal Funds)

Attachment 9: Project Selection Process for PSRC Funds, Countywide Process Summaries

The overarching parameters for PSRC's funding project selection process include the following:

- Transparency – conduct an open and transparent process and clearly communicate to prospective sponsors, elected officials and the public;
- Fairness – conduct a process that is fair to all eligible sponsors;
- Meet regional policy – ensure that regional policies are being followed, such as project tracking and the adopted policy focus of support for centers and the corridors that serve them;
- Meet federal requirements – ensure all federal requirements are met, including project delivery, full funding of a phase, and that projects are competitively awarded.

The following are brief summaries of the countywide processes as conducted for the previous project selection process in 2020. Each countywide process is based on the policies and procedures as adopted in the *Policy Framework for PSRC's Federal Funds*, with additions and tailoring as necessary to meet their local needs. Please note that the countywide forums are still finalizing their procedures for 2022, and there may be revisions to some of the items below; the final processes will be incorporated into the *2022 Policy Framework for PSRC's Federal Funds* prior to the Call for Projects being released.

King Countywide Process

The King Countywide forum conducts competitions for six separate categories of projects, due to the large number of eligible jurisdictions. The King Countywide process is based on the regional criteria and application process, with some customization for a few of the project categories. Volunteer subcommittees of the King County Project Evaluation Committee (KCPEC) score and rank projects within each of the six categories, and the full committee then prepares a funding recommendation. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity between the three King County subareas. Prioritized lists of contingency projects within each funding category are prepared. The final KCPEC recommendation is then forwarded to the King County members of PSRC's Transportation Policy Board for their final recommendation to PSRC.

The funding distributions and procedures for each are described below:

- Bicycle/Pedestrian set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 10% of the total estimated FHWA funds available and distributed per each county's population share.
- Preservation set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 20% of the total estimated Surface Transportation Block Grant Program (STP) funds available and distributed per each county's population share. There is a limit of two applications per agency and a maximum request of \$1.5 million per project is allowed. The evaluation criteria is based on the regional parameters for the preservation set-aside as adopted in 2012.
- Rural program: PSRC is required to program a minimum amount of STP funds within the rural area, and per policy distributes this amount among the four counties based on the average between rural population and rural center lane miles.

- All others program: Eligible sponsors include transit, the port, tribes and other non-local jurisdiction agencies. Funding for this program is set at 15% of the total FHWA funds available for the core King Countywide process, with the remaining funds distributed by population share to the small and large jurisdiction funding program.
- Small jurisdiction program: Eligible sponsors are agencies less than 15,000 in population, and the funding amount is described above. In addition, these agencies may also submit projects to the Large jurisdiction program, to address larger project needs than may be funded in the Small jurisdiction program.
- Large jurisdiction program: Eligible sponsors are agencies over 15,000 in population, and the funding amount is described above.

Kitsap Countywide Process

The Kitsap Countywide forum conducts competitions for three categories of projects: the bicycle/pedestrian and preservation set-asides as identified in the *Policy Framework for PSRC's Federal Funds*, and a general competition that encompasses capacity, safety and environmental projects. The distribution of the required minimum rural amount is also distributed, and eligible projects may be identified within each of the three categories.

The Kitsap Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. High, Medium and Low rankings are applied for each criterion. The preservation criteria are based on the regional parameters for the preservation set-aside as adopted in 2012. Prioritized lists of contingency projects within each funding category are prepared.

The Transportation Technical Advisory Committee evaluates and ranks project submittals and makes recommendations to the Kitsap Regional Coordinating Council's (KRCC) Transportation Policy Committee; the Policy Committee makes recommendations to the full KRCC Board, who in turn makes final recommendations to PSRC.

Pierce Countywide Process

The Pierce Countywide forum conducts competitions for six categories of projects: the bicycle/pedestrian and preservation set-asides as identified in the *Policy Framework for PSRC's Federal Funds*, and the required minimum rural amount, as well as specific categories for roadway, transit, and all other projects. The Pierce Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. The preservation criteria are based on the regional parameters for the preservation set-aside as adopted in 2012.

Each agency may submit a maximum of six applications. A target is established for small cities at 10% of the total available amount, and a cap is established for transit projects at 18% of the total amount available.

A subcommittee of the Transportation Coordinating Committee (TCC) scores and ranks projects from each category, and the full committee then prepares a funding recommendation. A prioritized contingency list of projects is also recommended. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. The TCC makes recommendations to the Pierce County Regional Council, who in turn makes recommendations to PSRC.

Snohomish Countywide Process

The Snohomish Countywide forum conducts their competitive project selection process by having sponsors select one of three project categories: projects located within a center, projects connecting to a center (both of which are similar to the regional competition) and preservation projects either within or connecting to a center. Similar to the other counties, the Snohomish Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. The preservation category is based on the preservation set-aside as identified in the *Policy Framework for PSRC's Federal Funds*, and the criteria is based on the regional parameters for the preservation set-aside as adopted in 2012. The distribution of the required minimum rural amount and the bicycle/pedestrian set-aside occurs through eligible projects identified within each of the three categories.

A subcommittee of the Infrastructure Coordinating Committee (ICC) reviews and scores all projects and makes recommendations to the full committee. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. A prioritized contingency list of projects is also recommended. ICC makes funding recommendations to Snohomish County Tomorrow, who in turn approves or modifies the ICC recommendation before submitting to PSRC.

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**SUPPLEMENTAL AGREEMENT
(Attachment to FTA G-21, October 1, 2014)**

It is the practice of the Federal Transit Administration to enter into a formal agreement with the Designated Recipient for projects that the Designated Recipient does not carry out directly. Under this Grant Agreement, the Grant Recipient is not the Designated Recipient. Therefore, the Designated Recipient hereby agrees to permit the Grant Recipient under this Grant Agreement to receive and dispense the Federal assistance funds described in this Grant Agreement. The Designated Recipient further agrees that the Grant Recipient shall assume all responsibilities set forth in this Grant Agreement.

The Federal Government and the Grant Recipient under this Grant Agreement hereby agree that the Designated Recipient is not in any manner subject to or responsible for the terms and conditions of this Grant Agreement and is a party to this Grant Agreement only to assign the right to receive and dispense Federal funds to the Grant Recipient as described above.

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Federal Transit Administration

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Designated Recipient

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Grant Recipient

Attachment: B – Draft 2022 Policy Framework for PSRC’s Federal Funds (3299 : 2022 Policy Framework for PSRC’s Federal Funds)

**MEMORANDUM**

March 1, 2016

To: Regional FTA Caucus**Cc:** Transportation Operators Committee, Federal Transit Administration Region X**From:** Kelly McGourty, Program Manager**Subject:** PSRC Urbanized Area Procedures for the Federal Transit Administration Requirement Related to Public Transportation Security Projects

Under the Fixing America's Surface Transportation (FAST) Act, there is a requirement that recipients of Section 5307 Federal Transit Administration (FTA) funds expend at least 1% of each fiscal year's amount received on public transportation security projects. Further clarification from FTA Region X indicates that this requirement may be met at the Urbanized Area (UZA) level. The procedure for how this requirement will be met for the three UZAs in the PSRC region - the Marysville, Bremerton and Seattle-Tacoma-Everett UZAs – is described below.

Public transportation operators in each of the three UZAs will satisfy the FTA requirement as it applies to the PSRC region. This will include, in part, each operator providing information in FTA's electronic grants management system to report on the 1% public transportation security requirement. For each project with Section 5307 funds, agencies will indicate the amount to be expended on public transportation security, and whether the expenditure is from Section 5307 or another source of funds.

This procedure will be provided to each public transportation operator receiving Section 5307 funds within the region's three UZAs, and will be posted on PSRC's website as documentation to be used during the FTA triennial review process.

Attachment 6C: Public Comments Received on the Draft 2022 Policy Framework for PSRC's Federal Funds

Comment 1:

Equity + Safety=Passenger Rail!

Mark Foutch
All Aboard Washington.

Comment 2:

This is a small step to a large problem. More needs to be done, but we can start here and I support doing this over nothing at all.

Lindsey Sehmel

Comment 3:

I suggest PSRC add aerial gondolas as an option for future regional transportation planning. Sound Transit vetted aerial in 2014 for connecting local and underserved areas with light rail spine stations. They're similarly defined in RCW, and federal transportation money can be used to fund them. Aerial is particularly well-suited for providing grade-separated, high capacity transit in hilly, watery and densely developed areas like Seattle - America's 2nd hilliest city.

Aerial gondolas are used to move thousands of passengers per hour in North & South America, Europe and Asia. They are significantly cheaper, less destructive, faster to build, and lower carbon than light rail, buses and BRT.

One of the world's leading aerial gondola companies, the Doppelmayr Group, has developed an integrated lifecycle assessment calculator in partnership with myclimate and ECOINVENT, independently audited under ISO 14040/44. Agencies and consultants can compare transport options with it. They note, "Looking at emissions alone is not sufficient when it comes to assessing the sustainability of an installation," and that we have to look at both downstream and upstream processes to create an honest assessment.

Sound Transit is now viewing proposed projects through a race and social justice lens. This is good: It has pushed rail through low-income areas on surface streets, such as in South Seattle, where people have been killed at Martin Luther King Way crossings. But it has been tunneled through high-income areas like Capitol Hill, U. of Washington and Roosevelt Districts. The race and social justice lens should apply to connecting Lake City and Shoreline with 145th street station, Edmonds and Bothell with Everett, North Seattle areas to Northgate, Ballard and Queen Anne to Interbay, West Seattle to SODO and the International District, and so on moving south to Tacoma. Light rail is too expensive,

destructive, polluting and time-consuming to use for connecting spine stations with underserved areas.

A case in point: West Seattle, where no proposed light rail route looks viable, the cost estimate is 73% over budget, any choice will displace 100-200 residents, interfere with the Port of Seattle, maritime and numerous local businesses, and cause 5-7 years of traffic congestion and pollution. I have ridden gondolas in the U.S. and Europe, and happened on a website that West Seattle aerial gondola advocates have created -- SkyLink (<https://www.westseattleskylink.org/>).

The ST3 package Included many modes – bus, BRT, bikeways and rail, plus parking and housing. Latin America uses aerial transit to address race and social justice issues by connecting underserved and low-income areas to commercial and employment centers, and to rail and bus transit nodes. Small aerial stations provide more room on the ground for housing, commercial enterprises and green space than light rail.

If PSRC and Sound Transit are serious about sustainability, they should look at all appropriate, low-impact modes for delivering reliable, high-capacity transit. Any analysis of prospective transportation projects should be analyzed for their true costs and impacts.

Marmar Wes

Comment 4:

Every dollar for tangible projects count. Do not divert money toward this pursuit. Conduct the equity pursuit internally -- maybe with an all-volunteer board? -- without spending any Federal Grant Money that otherwise could go toward projects.

No username

Comment 5:

Equity and safety are important considerations, but efforts to mitigate climate change are critical. Those should be at the top of the list.

John Selby

Comment 6:

Sustainability in funding

Consideration for funding distribution should include metrics for sustainability that is independent and verifiable. It would be great if PSRC included points for projects that include an independent rating of projects like the Greenroads rating system. This is in line with intent of the state and federal leadership to create a more sustainable and resilient transportation system.

Thanks you for the opportunity to comment.

Jesse Thomsen

Comment 7:

I have some concerns with the material presented regarding these proposed changes. The summary document mentions an Equity Pilot Program funded by a 5% set aside of STP funds and that the scope, eligibility, and criteria are to be developed by the Regional Equity Advisory Committee (EAC) in 2022. However, the basic nature of what the pilot program will be (e.g. for capital projects primarily in underserved areas) was entirely absent from the document making it difficult for the public to comment on it. The increased weighting of equity and safety in grant scoring is welcome as a concept, but how significant a change this will result in our built environment is difficult to judge. The summary document mentions that “the air quality and climate change criterion continues to be the largest point value for any single criterion across forums and funding programs.” This did not appear to be the case for the STP program in the table provided, however — that criterion accounts for 20 points, whereas several others have larger values, which is confusing. I recommend that PSRC improve their public information regarding these proposed changes in future outreach and especially regarding the Equity Pilot Program.

I also wanted to mention two other “aspects of equity” that are outside the scope of the proposed changes but that I think should be considered in PSRC’s work. Small jurisdictions often lack the resources to be aware of, compete for, or even utilize federal funds (due to lack of local match funds or because of the administrative burden such funds entail). As an RTPO, PSRC might be limited in its ability to address this, since funding and program rules are products of the federal government. However, the agency (and its members) could engage with the Congressional delegations for its service area on this issue to try and minimize barriers to utilizing federal funds. PSRC offers the Rural Town Centers and Corridors grant program which seems helpful in allowing smaller jurisdictions outside the major growth areas to compete on a more reasonable playing field. Perhaps PSRC could go even further and actively survey its smaller jurisdiction members to look for ways to improve how well the agency is serving their needs.

As a region (and country) we have significant problems with “modal inequity,” where entrenched forms of travel (reinforced by sprawling land use) receive the lion’s share of funding while also creating huge impacts in terms of health, environmental degradation, and household economics. For some jurisdictions, the responsibility for providing non-motorized trails is the purview of parks departments. However, trails provide significant mobility benefits, particularly for those who cannot afford a car, or who cannot drive due to their age or ability. While nothing stops parks departments from applying for PSRC funding for trail development, I question whether these entities are properly informed, enfranchised, or encouraged to do so and if the current countywide screening processes provide the most objective environment. I have witnessed a lack of interdepartmental coordination at the local level and note that there may be an inherent competition

between parks and public works departments for such funding. Even for jurisdictions (or instances) where trail projects are the responsibility of public works departments, internal entrenched biases may exist which reinforce which projects are put forward for regional funding and which are not. While it is each jurisdiction's responsibility for how it conducts itself and its departments, PSRC should consider how it can be a more active resource in overcoming planning and funding modal biases which disproportionately affect less affluent populations, disabled people, and BIPOC communities.

The impacts of our transportation system fall hardest on vulnerable populations. Preservation, safety, and equity projects should receive higher priority not just in point scoring but in actual dollars. PSRC should work to ensure that funded projects minimize induced travel demand which we know exacerbate problems. Projects that add SOV capacity are ineligible for CMAQ grants, but in the larger scheme of things, that limitation is a half-measure. What is the justification for potentially funding demand-inducing capacity projects with one grant program while funding solutions to its impacts in another grant program? It seems inconsistent and disingenuous as we struggle with meeting goals for reducing transportation pollution, including carbon emissions, or mitigating other impacts of our transportation funding patterns. I am reminded of the famous quote by James W. Frick — “Don't tell me where your priorities are. Show me where you spend your money and I'll tell you what they are.” I appreciate PSRC's efforts to build in greater equity with the proposed changes, but I also think we have ample evidence that we need to significantly reprioritize mobility funding if we want a socially just transportation system. Thank you.

Larry Leveen

Comment 8:

Greetings,

As a West Seattle resident, I support creating a new standalone equity section for grant applications and awards. I'd specifically want to see the section create results. For example, Sound Transit currently proposes bringing light rail into West Seattle. Seattle has adopted Vision Zero policies, emphasizes safe systems approaches, and has been encouraging public movement toward commute & travel alternatives to single occupancy vehicles — public transit, vanpools, carpools, bicycles, walking, etc.

The Sound Transit proposal will displace 100-200 residents, negatively impact large and small businesses, erase a large swath of forest and green space, and empty out three, nearly two block-square areas for its stations. This is an equity issue. A West Seattle group has proposed using a gondola system instead, with 75% smaller stations, which will connect this and other underserved areas of the West Seattle Peninsula to light rail stations in SODO and the International District, along the north-south light rail spine.

Sound Transit vetted gondolas in 2014 as a high capacity transit option for connecting local areas with light rail spine stations. This mirrors the definition in RCW. Gondolas are

used in North and South America, Europe and Asia to connect underserved, heavily developed and hard-to-access areas with centers of commerce, residence and employment. When PSRC considers equity issues, transit modes should be included. Where light rail requires bulldozing a 60 foot-wide pathway wherever it is intended to go, gondolas run on narrow rights of way that require little or no resident displacement, business disruption, site destruction, and pollution.

Carbon footprint (including pollution from construction-related traffic congestion, and construction itself) should also be considered as an equity issue. The carbon footprint of light rail is high — including use of hundreds of fossil-fueled vehicles over many years, to bulldoze pathways, stage materiel, and pour and assemble thousands of tons of concrete, rebar and rail. Studies show that the carbon footprint of gondola systems is significantly lower.

In areas where health outcomes are poor, such as in middle- and lower-income parts of West Seattle, South Park and along the Duwamish River, pollution of air, water and land are equity matters.

Access to transportation is also an equity matter. A light rail spine will be built from Everett to Tacoma, and Seattle to Redmond. How will the 80% of the population living beyond that spine access it? Access from underserved and unserved areas is critical, for access to local resources, and for periodic and essential daily workers.

With the above additions, I support PSRC's proposals, from developing a tool to track project health and equity considerations, to addressing displacement, to prioritizing funding for projects with the highest air quality benefit scores.

All the best for your holidays,
Martin Westerman

Comment 9:

During the Realignment, Sound Transit staff attempted to prioritize the various ST3 projects using different criteria, including equity. To measure equity, they used the diversity index around each station. Our question: What if the light rail station is served by one or more bus lines, which serves very diverse neighborhoods?

TCC provided some great considerations (equity, health, safety...) We suggest developing a formula which calculates an index based on some of the following considerations:

- Construction cost per rider served, taking into consideration:
 - How much would transit time improve
 - How much would frequency improve
 - How much would safety improve (grade separation, degree of bike/pedestrian lane separation)
 - How reliable would the travel time be and how comfortable (how many riders

- get to sit vs stand)
- Extra points/factor for diversity and health per estimated rider
- Extra points/factor for accessibility (ADA compliance, pedestrian access...)
- Operational cost or savings from existing services
 - Emissions (GHG), non-point and particulate pollution (e.g., microplastics, 6PPD from vehicle tires, etc.)
 - Average cost per rider
- Others:
 - How can ridership be maximized? Can station access be improved?
 - Have different modes and alignments be reviewed by the public and public input actually been incorporated?

Martin Pagel

Comment 10

I'm writing to share comments from community partners regarding criteria to further address disparities around the region and close gaps in the network, in hopes that you will distribute the attached letter to the Project Selection Task Force. Thank you for your work to support this process!

(see attached letter #1)

Comment 11:

Dear PSRC staff and leadership,

Please find attached joint comments from the organizations below on the Project Selection Task Force Policy Framework funding recommendations.

Sincerely,

Beacon Hill Council
 Cascade Bicycle Club
 Disability Rights WA, Disability Mobility Initiative
 Downtown: On the Go!
 Everett Station District Alliance
 Leafline Trails Coalition
 Puget Sound Clean Air Agency
 Transportation Choices Coalition
 Snohomish County Transportation Coalition
 The Wilderness Society

(see attached letter #2)

Comment 12

Building projects funded in the state's capital budget must meet at least the LEED Silver Green building standard (RCW 39.35D), but apparently there are no such standards for station & other building projects funded in the transportation budget. They should be and the RCW should be raised to LEED Gold or even LEED Platinum.

Author – “cdbcommunity”

Comment 13

Equity should be defined using an inclusion lens. By doing so, for example, there should be deliberate inclusion of small communities and their needs. Funding equity is not the same as funding equality. Part of the framework could include an equity analysis that looks at socio-demographic factors beyond income levels. Also as far as scoring elements, community engagement and leadership needs to carry weight. Approaches that are built on solid community ownership more often than not, succeed. Finally, capacity challenges need to be part of the equity lens as well. Cities with greater resources will have greater capacity- it is a self fulfilling prophecy, therefore, equity demands differential treatment AND investment for communities with fewer resources. Along this line, capacity building funds are essential for smaller communities. The City of Kirkland has taken a very strategic approach to equity- this approach is based on investment. PSRC has the opportunity to invest in the capacity of smaller jurisdictions as an building equity approach.

Ana Cortez

Comment 14

The changes are a good first step. My concern is based on the last process for requesting funding for road/transit projects. It's too much to expect individual citizens to write project requests complete with funding sources, justifications, and impact statements. Professionals do this job, how do you expect untrained citizens to compete? There needs to be an easier path for individuals to suggest transportation improvements.

Author = “foundtairdale”

Comment 15

I only glanced over the changes, but the first thing that stood out to me was equity...is this like who ever shows up, even once gets a trophy?

You seem to dilute responsibility, accountability and a person's goal to obtain something for himself and I am not going to play with stupid pronouns!

Author – “Joanie6”

Comment 16

There is not a bus that goes from Carnation to Redmond. There is ZERO public transportation. We have a large amount of disabled people who do not have a way to get to light rail, their medical appointments, work, etc. Please provide a metro bus that goes from Carnation to Redmond. Thank you!

Councilmember Adair Hawkins, City of Carnation

Comment 17

For the past dozen years, Puget Sound Clean Air Agency (PSCAA) has been primarily focused on reducing levels of particulate matter in the air of the Tacoma area. The agency surmised that diesel exhaust and residential chimney smoke were the main sources of this particulate matter. Particulate matter is not the only air pollutant. The Clean Air Act lists many more [Hazardous Air Pollutants](#) than just particulate matter. PSCAA is authorized to enforce [Washington's Clean Air Act](#), which involves much more than focusing on woodsmoke and diesel exhaust emissions. For example, PSCAA is tasked with ensuring that industrial plants within their jurisdiction do not emit excessive quantities of hazardous air pollutants.

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure **consistency with the region's air quality conformity determination**.

To ensure that all TIP projects submitted are consistent with the region's **air quality** conformity determination, **PSCAA** should be ensuring such **air quality** by using the EPA document **AP-42** in the way it was intended to be used.

AP-42 is based on the scientific principle that industrial plants that use the same equipment, raw materials, and process method, will also produce the same type and quantity of air pollution.

The [Introduction to AP-42](#) says, "**Before simply applying AP-42 emission factors to predict emissions from new or proposed sources, or to make other source-specific emission assessments, the user should review the latest literature and technology to be aware of circumstances that might cause such sources to exhibit emission characteristics different from those of other, typical existing sources. Care should be taken to assure that the subject source type and design, controls, and raw material input are those of the source(s) analyzed to produce the emission factor.**"

Hot mix asphalt (**HMA**) facilities are supposed to use a binder called asphalt cement to glue gravel and sand together to make asphalt paving mixes. The **asphalt cement is supposed to be solvent-free**. But when HMA facilities illegally use **cutback asphalt** which is **asphalt cement diluted with kerosene**, tons of kerosene fumes are evaporated into the air.

PSCAA has been simply applying AP-42 emission factors to make emission assessments of the hot mix asphalt (HMA) facilities in its jurisdiction. PSCAA has not taken care to ensure that these HMA facilities are using the same raw material input (specifically the **solvent-free asphalt cement**) as that used by the facilities analyzed in [Chapter 11.1 of AP-42](#) to produce the emission factors for HMA facilities.

Recent public records from WSDOT (available upon request) show that in the case of Cadman's asphalt plant in Kenmore, WA, the plant's binder has not been tested by DOT for 4 years. The executive director of PSCAA has implied that DOT periodically tests the binders used by HMA facilities, but it appears that no one, neither PSCAA nor DOT, has been testing Cadman's tanks of asphalt binder.

A PSCAA Evaluation Narrative Report (full report available on request) of Cadman's asphalt plant in Kenmore by PSCAA Inspector Tom Hudson on 9/11/17 says:

"Mr. Bauer said the condensation equipment on the **medium cure asphalt** had broken down, so Cemex removed the condensation unit from the 70-22 previous asphalt and reinstalled it on the **medium cure asphalt** tank. He said **medium cure tank received regular refills** and the 70-22 was almost full and not used very often so it did not require additional shipments. I asked if he could confirm that no shipment of 70-22 would be received before the repair is completed. He said he would ask his boss..."

The PSCAA inspector mentioned "medium cure" asphalt 3 times. He's referring to **medium cure cutback asphalt** which contains about 35% kerosene. The use of cutback asphalt to make HMA is illegal in these parts.

Frequent WSDOT sampling of the binders used by HMA facilities and testing of the binders by the State Materials Laboratory in Tumwater could help to prevent such outrageous violations.

The Cadman asphalt plant in Kenmore has been creating a huge stench that at times makes the air nearly unbreathable for people downwind of the plant. This isn't just a nuisance odor like you might get from a soup factory or a composting facility. Tons of clear and colorless volatile organic chemicals, or VOCs, from the evaporation of petroleum solvents like kerosene, have been emitted by Cadman.

The marginalized neighborhoods of Kenmore that are subjected to the public health risks created by this HMA facility deserve some equity and safety considerations. It can reasonably be expected that there are more examples of bad polluters that are not being properly regulated by PSCAA.

Funding of the transportation projects being considered by PSRC should take into consideration the air quality of the neighborhoods downwind of HMA facilities making asphalt paving mix for the projects.

Please consider funding WSDOT State Materials Lab for frequent sampling and testing of the binders used by HMA facilities.

And please consider providing funds to PSCAA to increase the number of site inspectors. The Agency needs more staff who are trained to recognize the difference between those raw materials that result in excessive hazardous air pollution and those raw materials that should be used for a particular industrial process.

It's just plain bad science to say that the air pollution from Cadman's asphalt plant in Kenmore is safe to breathe without knowing the ingredients the plant uses, while knowing that the plant has used hundreds of thousands of gallons of cutback asphalt, and knowing that Kenmore residents have complained for years about the stench and health effects from breathing Cadman's air pollution.

Sincerely,

Dr. David Morton

Comment 18

It is imperative that sidewalks in some of the suburban/more rural-like areas be given a higher priority for funding. In Pierce County alone there are at least five school districts that could reduce bussing, and in some cases dramatically reduce bussing, if there were sidewalks to allow students to safely walk. Within the Bethel School District alone, just one such project would reduce bussing by 500 students. These projects would dramatically reduce the consumption of diesel and propane fuels as well as increase student wellness via routine walking.

Tom Seigel

Comment 19

Many thanks to members of the Task Force and staff who worked throughout 2021 to update the framework and to add visibility of equity and safety in the criteria. These are important components of the transportation system and it's valuable to consider them clearly in the project awards.

- Specifically in the equity criteria, we want to encourage consideration of not only where people live, but also where they work AND what jobs they have access to. This should include both transportation access to jobs, and the availability of family wage jobs. For example, in the maritime supply chain industry, we are cognizant that some of our work force, such as truck drivers, are able to earn a family wage without a college degree. We believe that those jobs must also be maintained and grown, and that freight mobility improvements that serve to assist in supporting family wage job equity should explicitly be able to receive equity points.

- We concur with the refreshed safety scoring proposed.

For future task force work, we would like to work with PSRC and the region to address the air quality program criteria, and the potential for new programs or additional funding to existing programs at the federal level to ensure that our regional climate change goals can be met. While supporting transportation, the federal grants must also support broader goals like reversing climate change. Many of the agencies in our region have adopted aggressive climate change goals and transportation continues to be a major source of greenhouse gas emissions in our region. This may necessitate modifying the project selection criteria for sustainability during the next round of task force work to ensure that transportation investments are consistent with regional and state climate goals in 2030 and beyond. We understand that the funding from federal programs currently provides limited ability to address broader climate change emissions beyond particulate matter. We recognize that more resources are needed to address this challenge and that existing grant programs and current criteria have multiple priorities, including addressing climate change.

Thank you again for the refreshed policy framework, this was a herculean task by all involved.

Christine Wolf, Port of Tacoma/The NW Seaport Alliance
Geri Poor, Port of Seattle

Comment 20

Thank you for strengthening equity and safety considerations in the Draft 2022 Policy Framework for PSRC's Federal Funds. We appreciate being part of the policy development process, and this opportunity to comment on the entire Draft 2022 Policy Framework, including Regional Evaluation Criteria.

Many of our comments seek to improve mobility with a health in all policies approach. Please see Disability Rights Washington's [Transportation Access for Everyone: Washington State report](#) for examples of barriers people face every day trying to get to school, work, and other places.

We recommend the additions below to the 2022 Regional Evaluation Criteria, to help achieve [PSRC Vision](#) and the task force's goals of improving health, equity, safety and climate impacts.

- Add "Describe how the project implements Public Right of Way ADA Transition Plans." in Centers and Corridors Serving Centers.
- Add environmental justice and harm reduction guidance to the Equity Criteria area:
 - Using data from the WA State Environmental Health Disparity Map and related sources, identify the disparities in burdens or harm from transportation system conditions today, including from vehicle noise and air pollution, community disconnection from freeway and infrastructure alignments, and transportation cost and time, and the gaps in the

transportation system/services for priority populations that need to be addressed.

- Add bullets in all funding categories to ask how the proposed investment will enhance access for the most vulnerable system users.

Part 1: Category Specific Questions

- Where “user groups” or “people” mentioned, add “including tribes, people of color, low-income, and people with disabilities.”
 - Also add to Manufacturing/Industrial Centers - Circulation, Mobility and Accessibility section 3rd and 4th bullets.
 - Also add to Corridors Serving Centers - Circulation, Mobility and Accessibility section last two bullets.
- Add to Corridors Serving Centers – Benefits section:
 - Describe how project will benefit small locally owned businesses, and those owned by people of color.

Part 2: Equity Criteria, Addressing Displacement

- Change to: Identify whether or not the project is in an area of medium to high displacement risk, and if so, describe the broader *and/or project specific* mitigation strategies the jurisdiction ~~may~~ *will deploy and/or* have in place to address those risks.
- Add bullet to Other Considerations on page 6.
 - Describe how projects help mitigate climate impacts, such as [using cool pavement to reduce heat islands](#).

Thanks again –

Dr. Gib Morrow, Health Officer, Kitsap Public Health District

Dr. Anthony Chen, Director, Tacoma-Pierce County Health Department

Comment 21

See attached letter from the Snohomish County Transportation Coalition

Sent on September 30, 2021

Dear PSRC Project Selection Task Force Members,

Thank you for your work to incorporate Vision 2050's strong policy framework into the project selection process. As community partners we are excited to see the health equity, safety, climate, and multimodal priorities within the transportation chapter of Vision 2050. We would like to highlight additional opportunities within the project selection process to make these policy intentions a reality:

- 1) We need a baseline characterization of system benefits and burdens today as a basis to prioritize projects, including data disaggregated by race, income, and disability. Our built environment and socioeconomic factors create disparities at a landscape level, which we need to understand and address in project selection in order to take a "pro-equity" approach. Project selection criteria should address variable needs, benefits, and burden distribution around the region using this analysis of who is served and/or harmed by transportation system conditions today.
- 2) Because a network is only as strong as its weakest link, we must evaluate and prioritize gaps in order to realize a safe, affordable, and efficient transportation system that connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy. Example sources of gap analysis that should be looked at as part of the project selection criteria include the equity dashboard, ADA Transition Plans, state and local traffic safety data including fatalities and serious injuries, 300 miles of regional trail gaps defined by the PSRC Regional Open Space Plan, Safe Routes to School, and the Vision Zero high injury network.
- 3) Projects should be most rewarded that :
 - Address residents with greater social vulnerability.
 - Remedy gaps in safe, continuous travel; Support mode shift (transit, walking, biking, and rolling; freight from truck to train); Reduce safety risk and vulnerability to injury and death.
 - Reduce, mitigate, or eliminate disparate harm from traffic violence, emissions, noise, neighborhood destabilization or disconnection.
 - Connect communities to public transportation, especially in rural areas.
 - Reduce net greenhouse gas emissions for our state inventory.

Thank you for your consideration, and ongoing work to ensure funding for projects that address equity and repair impacts on BIPOC communities; climate; the environment; safety, especially for vulnerable users; human health and health equity; public space activation; and access to opportunity.

Sincerely,

Leafline Trails Coalition
Transportation Choices Coalition
Disability Rights Washington
The Wilderness Society
Cascade Bicycle Club
Move Redmond
Mountains to Sound Greenway Trust
Sierra Club
Eastrail Partners

Dear members of the Transportation Policy Board,

We are grateful for the opportunity to provide comments on the proposed changes to the Project Selection Policy Framework. This process, while extremely important, is often swift and opaque, so we commend the task force, boards, and staff for making the decision to extend the process, increase transparency, and engage the public.

Our organizations, representing environmental, mobility, and community organizations, are writing today to express our support for the numerous changes that improve our region's focus on equity and safety. We hope that these changes will concretely contribute to more and better transportation projects that improve mobility, air quality and safety for those who have been most impacted by poor government decisions in the past.

In particularly, we support:

- The creation of a new standalone equity section for grant applications and awards 10% of the total points to equity, and addressing displacement for the first time
- A new standalone safety section for grant applications that gives more points to safety
- The new \$5 million Equity Pilot Program that will be developed and managed by the Regional [Equity Advisory Committee](#)
- Prioritizing funding projects with the highest air quality benefit scores within communities on the Washington Environmental Health Disparities Map
- Increased points for jurisdictions that have adopted Vision Zero policies
- Emphasis on a safe systems approach
- Additional points for projects that reduce reliance on enforcement and/or designs for decreased speeds
- Future work plan items:
 - develop a tool to track health and equity considerations for projects
 - develop a region wide equity index, and mobility safety index
 - develop engagement tools
 - track where funding is going regards to equity populations
 - develop list of most effective safety interventions

Redistributing resources to areas and populations with the greatest need is a fundamental part of how we make our region more equitable. PSRC's funding is often what makes new projects possible for local communities, and TCC strongly supports making racial equity a larger and more intentional consideration in the project selection process. Those projects listed under the future work plan are just as, if not more important than the more immediate changes, so we implore you to ensure they are tracked and tackled as soon as possible.

The issues above are the ones we're following most closely, but they are not the only ways PSRC's Framework could improve. Some additional ideas for improving the selection process and criteria, raised by our partners and other task force members, include:

- **Racial and social equity improvements**
 - Provide further information, context, and intent on environmental justice and what we are trying to rectify with racial and social equity-focused solutions. Use the HEAL Act as a guide, and be explicit about harms and burdens, with a future work item to identify specific health outcomes that projects should help attain.
 - Add environmental justice and harm reduction guidance to the Equity Criteria Section 1, Bullet 2 to read: Identify the disparities in burdens or harm from transportation system conditions today [including from vehicle noise and air pollution, traffic violence, community disconnections caused by freeway and infrastructure alignments, transportation cost and time], and/or gaps in the transportation system / services for these populations that need to be addressed.
 - Adding to the list of intended project beneficiaries in Part 1 Section A, 4th bullet: Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users, especially those who are most mobility limited.
- **Access improvements**
 - Increasing the setaside for bicycle and pedestrian projects
 - Creating setaside funds for local ADA compliance and transition plans; include a future work item to do a PSRC-wide analysis of ADA transition plan needs.
 - Incentivizing projects that help address known and meaningful gaps in active transportation and transit networks.
- **Climate improvements**
 - Create an overall GHG reduction target for each funding round, with the project having an estimated amount of GHG reduction/increase, including both the regional and countywide selection processes. Ensure that applicants have access to tools or PSRC staff to help them estimate.
 - Add to criteria points for dismantling structures that cause pollution and harm, rather than only rewarding mitigation.
- **Process improvements**
 - Ensuring explicitly that all changes made to the regional criteria must be at least as strong, if not stronger, in the countywide processes.
 - Encouraging and supporting local jurisdictions to package and apply for funding for near-term implementation plans of ADA transition plans, pedestrian master plans, bicycle master plans, trails master plans, Complete Streets programs, and Safe Routes to Schools/Parks programs, and other bundles of investments that better connect residents to existing and planned fixed route public transit resources and other high-traffic destinations.

We ask you to consider how, in your powerful role as TPB member, you might further refine the framework to increase funding or priority for these areas.

Sincerely,

Beacon Hill Council
Cascade Bicycle Club
Disability Rights WA, Disability Mobility Initiative
Downtown: On the Go!
Everett Station District Alliance
Leafline Trails Coalition
Puget Sound Clean Air Agency
Transportation Choices Coalition
Snohomish County Transportation Coalition
The Wilderness Society



January 5, 2022

Kelly McGourty
 Director of Transportation Planning
 Puget Sound Regional Council
 1011 Western Ave., Suite 500
 Seattle, WA 98104-1035

Dear Members of the PSRC Transportation Policy Board:

The Snohomish County Transportation Coalition (Snotrac) is a state/federally-funded mobility management coalition that advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. To do this, we convene public, nonprofit, and private transportation and human service agencies to identify mobility gaps and opportunities, especially for our priority populations of people with disabilities, older adults, youth, low income households, people of color, tribes, veterans, and people born in foreign countries or whose primary speak a non-English language.

A unifying issue across our priority populations is lower or no access to or ability to use a personal vehicle. As a result, our priority populations tend to be disproportionately impacted by poor land use patterns and transportation options that isolate them, that increase exposure to air pollutants and household housing and transportation costs, and that, in turn, decrease life expectancy and socio-economic mobility.

The Project Selection Policy Framework will determine which transportation projects get funding and built, having a direct impact on our priority populations in Snohomish County. For this reason, Snotrac provides this comment letter on the draft Project Selection Policy Framework.

We applaud the increased focus on climate, safety, and equity. In addition, we propose several enhancements to ensure the climate, safety, and equity goals are achieved.

Climate

In Snohomish County, more than half of our greenhouse gas emissions are transportation-related, mostly from passenger vehicles. This is higher than any other county in the region, and our region already has a higher proportion of transportation GHG emissions than the rest of the state. In order for Snohomish County to do its part, we will need to be more aggressive on electrifying vehicles, reducing vehicle trips, and building compact cities than almost anywhere else in the region, state, and even the world.

This last point is essential. Where we build new transportation capacity determines where people will live in the region, and whether they will primarily drive, ride transit, bike, or walk to where they need to go. Two new studies, one by Climate Solutions and another by Institute for Transportation &

Development Policy, make clear that vehicle electrification will be insufficient to reach our climate goals. We must invest in building walkable, bikeable, and transit-strong communities. Investments made in highway infrastructure will come at the expense of building compact communities.

For this reason, it's good that the Project Selection Policy Framework provides points for addressing climate change.

Safety

Too many people die on our streets and highways simply because, in traffic design and engineering, we have prioritized the convenience of the speed of machines rather than the safety and comfort of people.

It does not have to be this way. Countries around the world have empirically demonstrated that traffic fatalities and serious injuries can be eliminated by calming motorized vehicular traffic and prioritizing people walking, biking, and rolling in street design. This approach to traffic safety recognizes that all drivers are fallible, but by designing streets to be calmer, driver error does not have to lead to danger to others.

This "Safe Systems Approach" recognizes the behavior modification approaches of enforcement, education, and encouragement are harm reduction strategies that inherently accepts some level of dangerous driving. By instead focusing on engineering safer streets, these behavior modification approaches can be minimized or eliminated, reducing potential racially-motivated interactions with police.

The state and many cities within the region have adopted a goal of eliminating traffic fatalities and serious injuries by 2030.¹ However, the Central Puget Sound Region headed in the wrong direction as the number of serious and fatal crashes increased from 2010 to 2019, and it's been widely reported that the number of traffic fatalities increased substantially during the pandemic.

For this reason, providing additional points for safety is well-merited.

Recommendations

We remain concerned, however, that providing additional points for addressing climate change and safety will be insufficient for reaching our region's goals for these two issues. In our view, stronger structures for accountability are necessary. In addition, biking, walking, and ADA projects that have been at a structural disadvantage need greater parity in the competition. We suggest the following recommendations:

Overall GHG & VISION 2050 Accountability

1. **Estimate and compare the increased or decreased greenhouse gas (GHG) emissions increase as a result of each proposed project.** PSRC has a tool for estimating GHG emissions that is available to all jurisdictions. In addition, the Rocky Mountain Institute also recently created a similar tool.²

¹ Strategic Highway Safety Plan: Target Zero, <https://wsdot.wa.gov/construction-planning/statewide-plans/strategic-highway-safety-plan-target-zero>.

² SHIFT (State Highway Induced Frequency of Travel) Calculator, <https://shift.rmi.org/>.

2. **Set a net reduction goal for reducing greenhouse gas emissions for each funding round.** This would establish an overall GHG reduction budget that would be separate from the project scoring, such that the selected projects must meet the reduction goal. If the selected projects do not meet the goal, then the projects that increase GHG emissions, or that reduce GHG emissions the least, would need to be dropped in favor of projects that do more to reduce emissions.³
3. **Set a minimum target for investments in Regional Growth Centers and High Capacity Transit Station Areas, consistent with VISION 2050's 65/75 Policy.** VISION 2050 targets 65% of population growth and 75% of employment growth to occur within a walkable distance of high-capacity transit stations and designated regional growth centers.⁴ To enable this growth, transportation investments must also be targeted to these areas. That's why multiple VISION 2050 policies specifically call for transportation investments to be aligned with GHG reduction, building transit-oriented communities, and not building rural highways.⁵ At a minimum, at least 75% of the transportation investments should be for projects that prioritize walking, biking, rolling, and transit ridership within the regional growth centers and high capacity transit station areas.⁶

Project-Specific Safety Requirements

The region has no time and resources to waste to meet our climate and safety goals. Every dollar must go toward reducing emissions. And every new transportation project must be designed to be inherently safe — such that no person will die or be seriously injured in that roadway segment.

4. **Require all projects to be designed and engineered using the Safe Systems Approach.** By requiring every project to be engineered using the Safe System Approach, we will better ensure that each funded project will, at a minimum, do no harm, and at best, eliminate fatalities and serious injuries within the project corridor.
5. **Require all bikeway projects to be designed for people of all ages and abilities.** For roadways and intersections that are signed for 25 mph or greater, require physical separation and protection for people biking. For streets meant for shared lane use by drivers and bicyclists, require the streets to be designed for vehicular traffic to move no faster than 15 mph.

Remove Vagueness in Purpose

Much of the scoring is left to PSRC staff, with little clarity on how to evaluate the projects. Specifically, we think greater clarity should be established for the following items:

³ One approach to setting GHG targets for each funding round would be to follow that of the Colorado Transportation Commission. See <https://www.codot.gov/programs/environmental/greenhousegas>.

⁴ VISION 2050 MPP-RGS-8.

⁵ See, MPP-CC-12, MPP-T-7, MPP-T-8, MPP-T-15, MPP-T-19, and MPP-T-22.

⁶ Highway capacity projects that connect to regional growth centers and high-capacity transit station areas should not be counted toward the 75% target. These highway capacity projects will increase vehicle miles traveled and greenhouse gas emissions, and reduce the walkability and bikeability of the area, which is antithetical to the 65/75 Policy.

6. **In Part 1: Create greater clarity that the priority for funding should be toward regional growth centers and high-capacity transit station areas.** As a core strategy for greenhouse gas emissions reduction, VISION 2050's 65/75 Policy (MPP-RGS-8), calls for 65% of population growth and 75% of employment growth to occur within designated regional growth centers and high-capacity transit station areas. Within the scoring framework, projects can choose from three different categories to be evaluated within: Regional Growth Centers, Manufacturing/Industrial Centers, and Corridors Serving Centers.⁷ To achieve VISION 2050's 65/75 Policy, the three categories need to be better aligned to make clear that projects that prioritize walking, biking, rolling, and transit use within the Regional Growth Centers and high-capacity transit station areas should be prioritized. In addition, "high-capacity transit station areas" should be added to the first and third categories.
7. **In Part 1: Give extra points for freight projects that minimize the potential for an increase in vehicle miles traveled of general purpose vehicles.** We understand the importance of industrial and manufacturing activities to our communities and region. Improving freight mobility should not come at the detriment of achieving our goals for reducing greenhouse gas emissions. For this reason, freight mobility projects that add lane capacity for freight and restrict access to only freight and buses should be given extra points over industry-focused projects that would increase general highway capacity without such restrictions.
8. **In Part 4: Eliminate possible counter-productive elements.** Some criteria appear to be inherently contradictory to the purpose of reducing greenhouse gas emissions and improving air quality. For example, under Part 4: Technical Criteria of the scoring framework, two immediately adjacent scoring criteria are (1) reducing vehicle miles traveled, and (2) improving traffic flow. The criteria should make clear that a project that increases vehicle miles traveled, increases emissions, and decreases safety will not be scored above projects that do the opposite.

Single Standard for the Region and County Project Selection Processes

Half of the STP funds are allocated by county processes. This creates a substantial risk that the overall federal funding may not achieve state and regional goals for reducing greenhouse gas emissions, improving traffic safety, and supporting population and employment growth near high-capacity transit and in regional growth centers. Some of the existing county selection criteria are not strong enough to meet the region's goals, and other criteria are inconsistent.

9. **Require the same or stronger selection criteria to be used at the county level as the regional level.**
10. **Require every county-evaluated project to include a GHG emissions estimate, and include the county-selected projects within the overall regional GHG Reduction Budget/Goal.**
11. **Ensure that "equity" is evaluated based on priority populations, not geographic distribution.**

⁷ Manufacturing/Industrial Centers are not "Regional Growth centers," and therefore the region's VISION 2050 target for 75% of employment growth to occur within regional growth centers does not include the manufacturing/industrial centers.

Our comments do not suggest changing the proposed scoring. That said, it must be noted that the scoring framework favors capacity over safety, climate, and equity. For STP projects, Part 1 of the scoring framework gives 27 to 57 points to projects that improve roadway capacity, but the combined scores for safety, climate, and equity are just 38 points. For CMAQ projects, the ratio is much better, but the better ratio does not guarantee that a CMAQ project will be inherently good for the climate, safety, and equity.

By establishing overall GHG and VISION 2050 accountability, project-specific safety expectations, better specific clarity in criteria scoring, and standardizing scoring to the county selection processes, we can ensure our regional goals for the climate, safety, and equity can be met.

Thank you for the opportunity to provide these suggestions regarding the Project Selection Policy Framework.

Sincerely,



Brock Howell, Director
Snohomish County Transportation Coalition
brock@gosnotrac.org
206-856-4788



Puget Sound Regional Council

DISCUSSION ITEM

January 6, 2022

To: Transportation Policy Board
From: Jason Thibedeau, Economic Development Program Manager
Subject: **Economic Development District Update**

IN BRIEF

At its December meeting, the Central Puget Sound Economic Development District Board adopted the 2022-2027 Regional Economic Strategy as the region's Comprehensive Economic Development Strategy. In addition, the Board adopted a set of Economic Development Focus Areas for implementation in 2022. The Transportation Policy Board will be briefed on these activities at their meeting on January 13, 2022.

DISCUSSION

The Central Puget Sound Economic Development District (EDD) is responsible for updating the region's Comprehensive Economic Development Strategy (CEDS) every five years. A CEDS is designed to build capacity and guide the economic prosperity and resiliency of a region, building off other regional planning efforts. Implementation of the CEDS is accomplished by a broad set of regional stakeholders, highlighting important ongoing economic development programs and initiatives as well as identifying new opportunities for implementation. Adoption of a regional CEDS enables local jurisdictions and eligible organizations to qualify for funding under U.S. Economic Development Administration programs.

At its December meeting, the region's Economic Development District Board adopted the 2022-2027 Regional Economic Strategy as the region's CEDS. The strategy aims to address the current challenges of the COVID-19 pandemic and looks ahead to what needs to happen to support the region's long-term economic success. The strategy is organized around three overarching goals: expanding economic opportunity, maintaining global competitiveness, and sustaining the region's high quality of life. New

and expanded regional challenges identified include equity, health, childcare, regional job distribution, broadband, housing, business recovery, and industry resilience. The adopted strategy is available on PSRC's website (<https://www.psrc.org/our-work/regional-economic-strategy>).

The Economic Development District Board also approved a set of focus areas, which will be used as a work plan to guide board and staff efforts to implement the Regional Economic Strategy in 2022. These focus areas identify ways that the EDD can utilize its regional role to advance economic development efforts and build economic development capacity in the region. These roles include analysis and strategy development, technical assistance, and amplifying important regional economic development efforts that align with the adopted strategy.

At their meeting on January 13, 2022, the Transportation Policy Board will receive a briefing on the new Regional Economic Strategy and EDD workplan for 2022. For more information, please contact Jason Thibedeau, Economic Development Program Manager, at 206-389-2879 or jthibedeau@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

January 6, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **2022 Preliminary Work Program**

IN BRIEF

The Regional Transportation Plan will be released for public comment in January 2022 and is scheduled for adoption in May. The Transportation Policy Board has discussed key messages and future work proposed for each element of the plan, which will be included in the draft document.

At its meeting on January 13, the Transportation Policy Board will be provided a briefing on the draft 2022 work program, including implementation items from the Regional Transportation Plan as well as other upcoming programs and activities for the transportation department.

DISCUSSION

As part of the development of the Regional Transportation Plan (RTP), the Transportation Policy Board received briefings on the major elements of the plan, including data trends, analysis results and advisory committee input. The board provided direction on the key messages and future work needed for each element, to be included in the draft plan that will shortly be released for public comment.

These future work items encompass actions needed across the region, both from PSRC and from member agencies and regional partners. Staff will summarize these actions across elements of the plan and identify those draft priority areas that align with PSRC's current work program and budget for 2022.

In addition, there are other upcoming programs and projects that will occur in 2022 – for example, the 2022 project selection process for PSRC’s federal funds – as well as ongoing and recurring projects.

At its meeting on January 13, 2022, staff will brief the Transportation Policy Board on the draft 2022 work program and future work beyond 2022.

For more information, please contact Gil Cerise, Program Manager, at (206) 971-3053 or gcerise@psrc.org, or Jennifer Barnes, Program Manager, at (206) 389-2876.



Puget Sound Regional Council

INFORMATION ITEM

January 6, 2022

To: Transportation Policy Board
From: Andrew Werfelmann,
Subject: **Draft Supplemental Biennial Budget and Work Program (FY2022-2023)**

IN BRIEF

At its January meeting, the Transportation Policy Board will be given information on the Draft Supplemental Biennial Budget and Work Program FY2022-2023.

BACKGROUND

PSRC's Biennial Budget and Work Program was adopted in April 2021 and covers July 1, 2021 through June 30, 2023.

The proposed supplemental budget reflects revenues and expenditure of \$32,016,000, including approximately \$1.8 million in increased carryover grants from the previous biennium that have been added since adoption in April 2021. As a reminder, grants are awarded on a reimbursement basis and are earned only after completion of the work. A full draft budget is available online at <https://www.psrc.org/about/budget>.

Throughout the month of January, the draft supplemental budget information will be provided to the Executive Board, Economic Development Board, Growth Management Policy Board, Transportation Policy Board, and the Regional Staff Committee. PSRC staff will bring any comments received to the February 24th meeting of the Operations Committee. In March the Operations Committee will be asked to recommend approval of the budget by the Executive Board and in April, the Executive Board will recommend the budget for adoption by the General Assembly to be held May 26, 2022.

For more information, please contact Andrew Werfelmann at (206) 688-8220, or awerfelmann@psrc.org.

2022 PSRC Transportation Policy Board Meetings

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Meetings are held 9:30-11:30 a.m. the second Thursday of the month. As needed, the Transportation Policy Board and the Growth Management Policy Board meet in joint session to coordinate activities and make decisions/recommendations.

Meeting dates and times are subject to change. If a meeting is changed or cancelled, TPB members and alternates will be notified. Updated meeting dates are listed at <https://www.psrc.org>.

Communication: 2022 TPB Meeting Calendar (Information Item)