



Puget Sound Regional Council

Transportation Policy Board

Thursday, July 14, 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

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. Due to our recent website problems, you may need to access our livestream through this link: <https://engage.psrc.org/watch-meetings>

PSRC’s office is open to the public for board meetings. 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.

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 by 8:00 am the day of 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. **To allow staff time to process requests, registration is required and closes at 8:00 am the day of the meeting.** 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 June 9, 2022
 - b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

- c. Recommend Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designations for the PSRC Region

6. Action Item (9:50)

- a. 2022 Annual FTA Adjustments -- *Sarah Gutschow, PSRC*

7. Action Item (10:15)

- a. Recommend Approval of Projects Proposed for PSRC's 2025-2026 Federal Highway Administration Funds -- *Kelly McGourty and Charles Patton, PSRC*

8. Discussion Item (10:50)

- a. PSRC Transportation Work Program -- *Kelly McGourty and Ben Bakkenta, PSRC*

9. Next Meeting: September 8, 2022, 9:30 - 11:30 AM

Major Topics for September:

- Release of 2023-2026 Regional TIP for Public Comment

10. 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

June 9, 2022

[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 9:31 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. Chair Ralph shared that the meeting was live streamed, and a call-in number provided for members of the public to listen.

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

Mayor Ralph informed the board that a public comment letter had been received and had been shared with the board via email this morning.

The board heard public comment from the following individuals:

- Alex Tsimerman, SUP
- Marguerite Richard, Seattle Poverty Action Network

REPORT OF THE CHAIR

Chair Ralph congratulated the board for the successful adoption of the Regional Transportation Plan (RTP). She announced that PSRC is organizing a second joint board session on racial equity scheduled for Thursday, June 23 from 10:00 a.m. – 11:30 a.m. The upcoming session will focus on implicit bias.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that the project selection process has been underway and PSRC is concluding project recommendations. At its July meeting, TPB will be presented with a list of project recommendations for

PSRC's Federal Highway Administration funds. PSRC has also been tasked with providing an evaluation of the revisions to the project evaluation criteria. The board will receive further information at its July meeting.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held April 14, 2022
- b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)

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

FEDERAL TRANSIT ADMINISTRATION FUNDING PROCESS

Chair Ralph reminded the board that in 2020 and 2021, the region's transit agencies received funding through three COVID stimulus packages. Those funds were distributed using PSRC's established Federal Transit Administration (FTA) funding methodology. During funding discussions at the Executive Board, board members raised questions about the methodology and whether it continues to be fair and equitable. PSRC's Executive Committee tasked the TPB with discussing the methodology and developing a recommendation for the distribution of PSRC's FTA funds.

Kelly McGourty, PSRC, shared that PSRC has been using its current distribution methodology for FTA funding since 2004. She shared that the methodology is based on the formulas and data used by FTA, for the purpose of distributing funds to multiple transit agencies in a consistent and predictable manner. Ms. McGourty noted that the TPB Transit Caucus has been briefed on this topic and has had several conversations over the past year and a half.

Sarah Gutschow, PSRC, provided an overview of how the FTA funds come to the region and how they are distributed to transit agencies. Ms. Gutschow provided a breakdown of the various sources of transit funding, with the largest portion coming from sales tax. She went into detail of how FTA funds are allocated to urbanized areas (UZAs) based on national formulas established by federal legislation, the data provided to the National Transit Database (NTD) and Census data. Ms. Gutschow shared that PSRC has had an adopted policy since 2004 to disaggregate the formulas used by FTA to determine the relative share of funding that each transit agency then earns from their service.

Ms. Gutschow provided further details of the formula components used to determine FTA funding apportionments to the region, including transit agency operating and service data as well as population and density. She also noted the different types of

formula programs in the region: Urbanized Area Formula Program, State of Good Repair Formula Program and Bus and Bus Facilities Formula program. She discussed how each of the formula programs can be used and noted that there are specific formulas to determine how funds are apportioned to UZAs. She provided examples of actual funding distributions and how dollars were spent by transit agencies.

Ms. Gutschow also briefed the board on PSRC's overall project selection process for distributing FTA funds, across UZAs and the regional competition. She reminded the board that the 2025-2026 FTA project selection process is on hold while the board discusses the distribution methodology.

Craig Helmann, PSRC, provided a presentation on transit service and service boundaries in the region, including the populations served within each county and highlighting equity focus areas such as areas with higher proportions of people of color and people with lower incomes. He reviewed this data for each county, including access to frequent transit service.

Ms. McGourty provided further information on how PSRC partners with the transit agencies to distribute FTA funds. Ms. McGourty also shared with the board that the 2021 TPB Transit Caucus identified a set of principles and desired outcomes for the funding distribution. Ms. McGourty noted that the board is being asked to discuss and provide policy direction, and one suggestion is to create a working group to go into greater detail and report back to the full board.

Board comments included the challenges in understanding the components of the methodology; maintaining some consistency in funding but providing opportunity to address less serviced areas; identifying funding contributions and other financial components; investigating social and geographic fairness; and concurrence with the concept of a working group.

Staff will coordinate with TPB chairs on next steps and developing a working group moving forward.

PSRC TRANSPORTATION WORK PROGRAM

Jennifer Barnes, PSRC, provided an overview of PSRC's core transportation work program and the key implementation items identified in the Regional Transportation Plan (RTP). The focus of the board discussion would be on providing an overview of the work ahead and receiving board feedback on areas needing additional details; a discussion of priorities and timelines would occur at a subsequent meeting. Ms. Barnes noted for the purposes of the discussion the work program elements had been arranged into 5 categories: 1) ongoing core work; 2) work related to collaboration, coordination and technical assistance; 3) data collection, analysis and performance metrics; 4) expanded work programs; and 5) new work program items requiring board guidance. Ms. Barnes then summarized categories 1-3 for the board and identified where additional resources may be required to fully implement.

Gil Cerise, PSRC, provided further information on category 4, expanded work programs for climate and the RTP financial strategy. Mr. Cerise noted that the climate work program had a deadline included and was already underway, and the financial strategy work may require additional resources and was anticipated to be a longer-term project. Mr. Cerise then began the discussion of new work program items under category 5 for which further board feedback is requested, beginning with the identification of performance measures and targets and the creation of an online dashboard. Board member comments included the tracking of progress over time towards specific goals; breaking out measures by both total and per capita data; how the data and dashboard will be used over time, including to leverage funding opportunities; alignment with the equity dashboard under development; the scale of data, e.g. by city, and the update process; and tracking the impacts of COVID on transit ridership. Ms. McGourty offered that staff could develop an outline for the dashboard to bring back to the board at a future meeting. Ms. McGourty also noted that many RTP performance measures do not have specific goals or targets established.

The next work item discussed was elevating the work and needs of ADA transition planning. Board members suggested that PSRC could track the progress of these plans and potentially tie to future project selection processes; PSRC should work with WSDOT; and community outreach could be conducted. Ms. McGourty shared that PSRC could begin with gathering further information on the status of ADA transition plans and bring that information back to the board for next steps on this work program item.

The next two work items discussed were the convening of regional partners and stakeholders to discuss the challenges and solutions to meet safety goals, and the development of a regional safety plan. Specific questions asked of the board included the vision for the convening and stakeholders to be invited; how the convening might inform the safety plan; the desired outcomes of the safety plan; and the content of the annual report. Board members suggested the convening and the plan be tied together; to intersect safety data with bicycle and pedestrian users; include transit and emphasize personal safety and security, not just crashes; the plan should provide guidance to member jurisdictions and help obtain additional funding for improvements; and potentially conduct a public survey of safety, particularly the perception of safety from transit riders.

The next work item discussed was a convening to discuss the vision for future high-capacity transit in the region. Specific questions asked of the board included the type of convening envisioned, topics to be discussed and stakeholders included. Board member comments included the relationship to the I-5 master plan work; issues of right of way; areas of the region that are currently underserved; being proactive in planning to save costs; noting the state's transit baseline study and tying this work to housing and equity; consideration of conditions post-COVID and shifts in employment patterns; and tracking new technologies and systems in other parts of the world.

Ms. McGourty informed the board that this discussion will come back to the board next month to complete the remaining two topics and consider priorities, timeframes, and resources.

JOINT BOARD SESSION

Mayor Ralph reminded the board that a joint board session on implicit bias is scheduled for Thursday, June 23, 10:00-11:30 AM.

ADJOURN

The meeting adjourned at 11:31 a.m.

TPB MEMBERS & ALTERNATES PRESENT

See attached attendance roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
Gil Cerise, PSRC
Carolyn Downs, PSRC
Sarah Gutschow, PSRC
Craig Helmann, PSRC
Paul Inghram, PSRC
Kathryn Johnson, PSRC
Piset Khuon, PSRC
Marguerite Richard, Seattle Poverty Action Network
Kelly McGourty, PSRC
Casey Moreau, PSRC
Alex Tsimerman, SUP

Attachments:

TPB June 9, 2022 Attendance Roster

Transportation Policy Board - June 9, 2022							
Voting Members			✓	Non-voting Members			
King County	2	CM Girmay Zahilay	1	Associate Members			
		CM Dave Upthegrove	1	Island County	1	COMM Melanie Bacon	1
		Vacant Alt				COMM Jill Johnson Alt	
		Vacant Alt		Thurston Regional Planning Council	1	CM Dani Madrone, Olympia	1
Seattle	2	CM Dan Strauss				COMM Carolina Mejia, Thurston Co Alt	
		CM Alex Pedersen	1	Public Agency Members			
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1	Cynthia Wang	1
Bellevue	1	CM Jennifer Robertson	1			Kathy Strange Alt	1
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1	Dan Gatchet	
Cities/Towns	3	CM Kate Kruller, Tukwila	1	WA Transportation Improvement Board	1	Brian Ziegler Alt	
		MYR Dana Ralph, Kent, Chair	1			Dave Ramsay	
		MYR Mary Lou Pauly, Issaquah	1	PSRC Committees			
		CM Peter Kwon, SeaTac Alt		Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.	1
		CM Wendy Weiker Mercer Isl Alt				Chip Vincent, Renton Alt	
		DEP MYR Jay Arnold, Kirkland Alt	1	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	
Local Transit	1	CM Rod Dembowski	1			Russ Blount, Fife Alt	1
		Vacant Alt		Transportation Operators Cmte.	1	Peter Heffernan, King County	1
Kitsap County	1	COM Robert Gelder	1			Lindsey Sehmel Alt, Pierce Transit	1
		COM Charlotte Garrido Alt		Private/Civic Members-Business/Labor			
Bremerton	1	MYR Greg Wheeler	1	Laborers Local Union 242	1	Billy Hetherington	1
		CP Michael Goodnow Alt		exp. 12/31/22		Dale Bright Alt	
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	1	WA Roundtable	1	Neil Strege	
		CM Leslie Schneider, Bainbridge Isl Alt	1	exp. 12/31/22		Vacant Alt	
Local Transit	1	MYR Becky Erickson, Poulsbo	1	Seattle Met. Chamber of Commerce exp. 12/31/22	1	Rob Berman, HDR Engineering	1
		CM John Clauson, Port Orchard Alt	1	Master Builders of Pierce County exp. 12/31/23	1	Amy Grotefendt, Enviroissues Alt	
Pierce County	1	CM Ryan Mello, Vice Chair	1			Jessie Gamble	
		CM Dave Morell Alt		Private/Civic Members-Community/Environment			
Tacoma	1	CM Kristina Walker	1	Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens	1
		CM Conor McCarthy Alt		League of Women Voters of WA exp. 12/31/22	1	Jon Morrison Winters Alt	
Cities & Towns	1	CM Bryan Yambe, Fife		Public Health Seattle/ King County exp.12/31/23	1	Shawn Frederick, SNOHD Alt	
		MYR Josh Penner, Orting Alt		Transportation Choices Coalition exp. 12/31/23	1	Alex Hudson	1
Local Transit	1	CM Marty Campbell, Pierce County	1	Non-voting	16	Matthew Sutherland Alt	
		DEP MYR John Palmer, Puyallup Alt		Ex-Officio Non-Voting Members			
Snohomish County	1	CM Jared Mead		State Legislators	87	Districts within PSRC's boundary	
		CM Sam Low Alt					
Everett	1	CM Ben Zarlingo	1				
		MYR Cassie Franklin Alt					
Cities/Towns	1	CM Jan Schuette, Arlington	1				
		CM Jeffrey Beeler, Sultan Alt 1					
		CM Michael Stevens, Marysville Alt 2					
Local Transit	1	CM Kim Daughtry, Lake Stevens	1				
		CM Jan Schuette, Arlington Alt					
Regional Transit	1	MYR Kim Roscoe, Fife					
		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 Toshiko Hasegawa, Seattle	1				
		COM Cary Bozeman, Bremerton Alt					
WA Trans. Commission	1	COM Jerry Litt					
		COM Hester Serebrin Alt					
WSDOT	1	SEC Roger Millar					
		ASST SEC Julie Meredith Alt 1					
		Mike Cotton Alt 2					
		Steve Roark Alt 3					
		Robin Mayhew Alt 4	1				
Legislative Transportation Cmte. (Not Counted for Quorum)							
House Transportation Cmte.	2	REP Emily Wicks, D				Abbreviations	1
		REP Jake Fey, D Alt				CHRMN Chairman	
		REP Dan Griffey, R				CM Councilmember	
		REP Andrew Barkis, R Alt				CP Council President	
Senate Transportation Cmte.	2	Vacant, D				COM Commissioner	
		SEN Mark Mullet, D Alt				MYR Mayor	
		Vacant, R				DEP MYR Mayor	
		Vacant, R Alt				SEC Secretary	
Voting	32	(Quorum = 14) Quorum Total	20			ASST SEC Assistant Secretary	
		Total Voting members present	23			REP Representative	
						SEN Senator	

Attachment: TPB June 9, 2022 Attendance Roster (3467 : Approve Minutes of Transportation Policy Board Meeting held Jun 2022)



Puget Sound Regional Council

CONSENT AGENDA

July 7, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

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

IN BRIEF

Three agencies submitted eight 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.

CWA State Connecting Washington Account.

CSRF	Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan of 2021.
FHWA Discretionary	Other discretionary/competitive FHWA awards.
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).

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

Attachments:
Exhibit A

Month: July
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	UPWP Other	Amend
1. Fife	I-5/54th Avenue E Interchange - Phase 1 New project adding a preliminary engineering phase constructing new southbound on- and off-ramps at I-5/51st Ave E; closure of existing on-ramp at I-5/54th Ave E; intersection improvements at 54th Ave E/Pacific Hwy E; and a southbound I-5 collector-distributor lane from east of 54th Ave E to west of 51st Ave E. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$3,995,000 Federal NHFP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$550,000 Local				
		\$4,545,000 Total				
2. Kenmore	Complete SR 522 Improvements-Kenmore New project adding preliminary engineering and right of way phases for an ADA connection to the Burke Gilman Trail at 61st Ave NE, ADA improvements and access management along SR 522, and to potentially rechannelize the south leg of the 61st Ave / SR 522 intersection.	\$1,100,000 Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,100,000 Total				
3. WSDOT Northwest Region	I-5/Freedom Creek Vicinity - Fish Passage New project adding preliminary engineering, right of way, and construction phases removing the existing fish passage barriers and replacing them with fish passable structures. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$3,322,731 Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$8,826,106 CSRF				
		\$12,148,837 Total				
4. WSDOT Northwest Region	I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements New project adding preliminary engineering, right of way, and construction phases constructing a southbound collector-distributor lane from I-5 to SR 161 and S 356th St, reconstructing the southbound I-5 off-ramp to westbound SR 18, and other interchange modifications. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$30,941,269 Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$30,941,269 Total				

Attachment: Exhibit A (3468 : 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	
5. WSDOT Northwest Region	SR 9/Unnamed Tributaries to Prairie & Quilceda Creeks - Fish Passage New project adding preliminary engineering, right of way, and construction phases removing the existing fish passage barriers and replacing them with fish passable structures.	\$1,334,956	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,251,969	CSRF				
		\$7,586,925	Total				
6. WSDOT Northwest Region	SR 99/238th St SW to 148th St SW - ADA Compliance New project adding preliminary engineering and right of way phases to evaluate existing pedestrian ramps and retrofit the ramps to comply with ADA guidelines. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$1,029,482	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$30,704	Local				
		\$1,060,186	Total				
7. WSDOT Northwest Region	SR 531/Fish Creek - Fish Passage New project adding preliminary engineering, right of way, and construction phases removing the existing fish passage barriers and replacing them with fish passable structures.	\$74,580	Connecting Washington	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,574,095	CSRF				
		\$174,638	Local				
		\$3,823,313	Total				
8. WSDOT Northwest Region	SR 410/Upper White River - Chronic Environmental Deficiency (Immediate Actions 1 & 2) New project adding a preliminary engineering phase for a log headcut fill structure and an engineered log jam to cut off flows feeding towards SR 410. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$251,078	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$196,181	Local				
		\$447,259	Total				

Attachment: Exhibit A (3468 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



Puget Sound Regional Council

CONSENT AGENDA

July 7, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designations for the PSRC Region**

IN BRIEF

Metropolitan Planning Organizations (MPOs) have a role under the federal transportation act in designating Critical Urban and Critical Rural Freight Corridors (CUFC and CRFC). The primary purpose of these designations is to allow a freight transportation project located on a designated segment to be eligible to compete for National Highway Freight Program (NHFP) or INFRA (Nationally Significant Multimodal Freight & Highway Projects) funding. Each state is allocated a maximum number of miles, and designations are certified by the Federal Highway Administration. The process within Washington State is led by the Washington State Department of Transportation (WSDOT) in coordination with MPO and Regional Transportation Planning Organizations (RTPOs). PSRC's Freight Advisory Committee recommends the list of roadway segments in Attachment A to be designated for the allotment of miles within the region.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the candidate Critical Urban and Critical Freight Corridor designations in Attachment A, to be submitted to WSDOT for inclusion with the rest of the state candidate designations for federal certification.

DISCUSSION

Background

The CUFC and CRFC are federal roadway designations established under the Fixing America's Surface Transportation (FAST) Act in 2016. The Infrastructure Investment and Jobs Act (IIJA) increased each state's allotment of total CUFC/CRFC miles but did not change the previously established federal guidelines for these designations. CUFC/CRFC may be applied to highways and roadways with a strong freight-supportive function to be included in the federally designated National Highway Freight System, if they are not already included on the designated Primary Highway Freight System.

Under IIJA, a limited amount of additional mileage became available for designation. In total, Washington State is limited to 150 miles for the entire state's CUFC segments and 300 miles for the entire state's CRFC segments. Of these totals, WSDOT allotted up to 71 miles of CUFC and 17.1 miles of CRFC to the PSRC region. The primary purpose of the designation is to allow freight transportation projects to be eligible to compete for federal NHFP or INFRA funding. WSDOT is administering the state's process, but tasked MPOs and RTPOs to determine the recommended segments for designation within their respective regions.

2022 Process

PSRC worked extensively with staff from the state, cities, counties, and public ports throughout the region to develop a set of proposed corridors that are consistent with VISION 2050 and the Regional Transportation Plan, while also being strategic in looking at specific critical freight needs that could benefit from funding. With the increase in mileage allotment, segments without a near-term planned project but that have a strong freight-supportive role could also be considered for designation.

After introducing the overall process at the January and February FAC meetings, an email solicitation was sent in March 2022 to all member agencies for candidate CUFC segments, with submittals due April 1. Because the designations are limited and primarily focused on where freight projects are planned, the designations previously adopted in 2016 were not automatically carried over. Jurisdictions that wanted a segment with a 2016 designation to continue were required to submit a request to be considered in the 2022 process. Segments submitted by jurisdictions originally totaled to about 103 miles.

FAC members and other sponsors of candidate corridors reviewed the list in detail and deliberated in the April, May, and June FAC meetings to determine the recommended primary CUFC segment list, which totals to just under the region's allotted 71 miles. In general, the list was refined through collaboration between the requesting sponsors, with priority going to segments with candidate projects for NHFP or INFRA funding. Four segments were identified to be included on a secondary CUFC list, for consideration by WSDOT to be added if there are additional miles available within the overall statewide allotment; none of these segments have a project for which the sponsor intends to pursue NHFP or INFRA funding within the next six years.

WSDOT sent a solicitation for candidate CRFC segments in May 2022. Segments are only eligible for CRFC designation if they are located outside of the federally designated urbanized area. In the PSRC region only segments serving areas of unincorporated counties and some small rural towns are eligible for this designation. Only one segment was submitted, which has a length of 2.2 miles. The remaining balance of the region's CRFC allotment will be returned to WSDOT, to be applied to the secondary CRFC segment lists submitted by other MPOs or RTPOs within the state.

The CUFC and CRFC candidate designations will be submitted to WSDOT in July to be included in the statewide list and will be certified by the Federal Highway Administration prior to their adoption.

The NHFP funding process is implemented in conjunction with the CUFC/CRFC process, with applications that were due in March 2022. Nine projects were submitted from our region, and all segments with candidate NHFP projects were included on the CUFC designation list. INFRA is a federal discretionary grant that awards funds to nationally or regionally significant freight projects; segments with projects that could potentially apply for INFRA funding within the next six years are also on the candidate designations list. It is expected that the CUFC/CRFC designations will be next revisited in conjunction with the next NHFP notice of funding opportunity.

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

Attachments:

- A - Freight Advisory Committee Recommendation - Critical Urban and Rural Freight Corridor Designations
- B - Designations Map

ATTACHMENT A: FREIGHT ADVISORY COMMITTEE RECOMMENDATION - CRITICAL URBAN AND RURAL FREIGHT CORRIDOR DESIGNATIONS

CRITICAL URBAN FREIGHT CORRIDOR (CUFC) DESIGNATION- PRIMARY LIST

Jurisdiction	Route Name	Route Start	Route End	Planned Project on Corridor			FGTS Designation	MIC Served	Other Industrial Area Served	Length (miles)
				Project Name	Project Status	Planned Completion Year				
T-1/T-2 Segments with Active or Planned Projects, and/or Segments with NHFP Candidate Projects, that Serve MIC or Industrial Subarea										
Arlington	SR 531	I-5	SR 9	SR-531 Widening Phase 2	unfunded	TBD	T-2, T-3	Cascade		3.53
Bothell	SR 527/Bothell Everett Highway	SR 524	220th St SE	SR 527 Widening (SR 524 to I-405) and (211th St SE to north of SR 524)	unfunded	2031	T-2		Canyon Park Regional Growth Center	0.80
Everett	SR 526	MP 0.76	MP 4.52	SR 526 Corridor Improvements -- I-5 to Boeing (CWA)	funded	2025	T-2	Boeing Everett		3.92
Everett	41st St	I-5	Rucker Ave	41st St Freight Corridor Phase 2 (CWA)	partially funded	2027	T-1	Paine Field / Boeing Everett	Port of Everett	0.53
Everett	Rucker Ave	41st St	Pacific Ave	41st St Freight Corridor (CWA)	partially funded	2027	T-2	Paine Field / Boeing Everett	Port of Everett	0.91
Everett	W Marine View Dr / SR 529	16th St	17th St	NHFP - Bulkhead Segment E Replacement	partially funded		T-3		Port of Everett	0.09
Fife	12th St E	34th Ave E	Port of Tacoma Rd	Phase 2 of Port of Tacoma Interchange Improvements	partially funded	2027	future	Port of Tacoma		0.10
Fife	34th Ave E	20th St E	12th St E	Phase 2 of Port of Tacoma Interchange Improvements	partially funded	2027	future	Port of Tacoma		0.51
Fife	70th Ave E	20th St E	North Levee Rd E	70th Ave E UP Grade Separation	unfunded	TBD	T-1, T-3	Port of Tacoma, Sumner Pacific	Frederickson MIC	1.86
Kent	84th Ave S	SR 167	S 196th St	E Valley Highway Pavement Preservation (84th Ave S) - S 196th Street to S 212th Street	partially funded	2025	T-1, T-2	Kent MIC		1.91
Kent	S 212th St	400 ft east of SR 167	Kent city limits	S 212th Street Pavement Preservation – Green River Bridge (east) to 72nd Avenue S	partially funded	2025	T-1	Kent MIC		2.94
King County	SE 272nd/277th St	I-5	SR 167	KC TNR projects OP-INT-120, VRS-20-14, CP-15-6, DR-2	unfunded	TBD	T-2		Auburn-Sumner Industrial Subarea and the Union Pacific Kent Automotive Freight Intermodal Facility	2.55
Pierce County	Canyon Rd E	138th St E	SR 512	NHFP - Canyon Rd E Asphalt Overlay	partially funded	2023	T-1	Port of Tacoma, Frederickson		1.87
Pierce County	Canyon Rd E / 70th Ave E	SR 512	45th St. Ct. E	3 projects tying MICs together.	partially funded	2028 / 2028 / 2031	T-2,T-3	Port of Tacoma, Frederickson		4.55
Puyallup	Valley Ave E	SR 161/ N Meridian	portion)	miles	partially funded	TBD	T-1	Port of Tacoma		1.64
Seattle	4th Ave S	S Spokane St	S Dawson St	4th Ave S Viaduct Replacement	unfunded	TBD	T-2	Duwamish	Union Pacific Railroad Argo Yard, Seattle City Light- main facility	1.09
Seattle	Airport Way S	S Edmunds St	S Spokane St	improvements	unfunded	TBD	T-1	Duwamish	Multiple warehouses	0.78
Seattle	Corson Ave S	S Doris St	S Michigan St	needed for connection between S Michgan @ PHFS	N/A	N/A	T-2	Duwamish	Multiple warehouses	0.14
Seattle	S Michigan St	Corson Ave S	E Marginal Way S	S Michigan St ITS Improvements	unfunded	TBD	T-2	Duwamish	Multiple warehouses	0.49
Seattle	West Seattle Bridge	SR 99	SW Admiral Way	Current rehabilitation	funded	TBD	T-2	Duwamish		1.45
Seattle	15th Ave W	Elliott Ave W	Ballard Bridge Draw Span	Ballard Bridge access and Seismic Improvements	unfunded	TBD	T-2	Ballard-Interbay		1.82
Seattle	15th Ave NW	Ballard Bridge Draw Span	NW 50th St	Ballard Bridge access and Seismic Improvements	unfunded	TBD	T-2	Ballard-Interbay		0.39
Seattle	Elliott Ave W	S Galer St Grade Xing	15th Ave W	W Galer St Interchange Ramp	unfunded	TBD	T-2	Ballard-Interbay	Port of Seattle Terminals 90 and 91	0.19

Attachment: A - Freight Advisory Committee Recommendation - Critical Urban and Rural Freight Corridor

CRITICAL URBAN FREIGHT CORRIDOR (CUFC) DESIGNATION- PRIMARY LIST (Continued)										
Jurisdiction	Route Name	Route Start	Route End	Planned Project on Corridor			FGTS Designation	MIC Served	Other Industrial Area Served	Length (miles)
				Project Name	Project Status	Planned Completion Year				
Seattle	SR 99 / E Marginal Way S	MP 28.26 / Diagonal Ave S	MP 28.73 / S Spokane St	and Safety Enhancements	unfunded	TBD	T-1	Duwamish	0.48	
Seattle	Alaskan Way S	E Marginal Way S	S Atlantic St	RAISE - East Marginal Way S Corridor Reconstruction and Safety Enhancements	partially funded	2023	T-1	Duwamish	0.28	
Seattle	E Marginal Way S	S Spokane St	Alaskan Way S	and Safety Enhancements	partially funded	2023	T-1	Duwamish	1.22	
Sumner	Stewart Rd	SR 167	E Valley Highway	Bridge	partially funded	2027	T-1	Sumner Pacific	1.30	
Tacoma	Milwaukee Way	Pacific Highway	SR 509	Milwaukee Way / Marshall St	unfunded	2027	T-2	Port of Tacoma	Multiple warehouses	0.30
Tacoma	Portland Ave	Lincoln Ave	E 11th St	Portland Ave Vision Zero Improvements	unfunded	2028	T-1	Port of Tacoma	Multiple warehouses	0.80
Tacoma	Portland Ave	E 27th St	Lincoln Ave	Portland Ave Freight Access Improvements	partially funded	2026	T-1	Port of Tacoma		0.69
Tacoma	Puyallup River Bridge	Portland Ave	Five city limits / Milwaukee Way	Fishing Wars Memorial Bridge	unfunded	2028	T-1	Port of Tacoma	Multiple warehouses	0.55
Tacoma	Tideflats	Various	Various	Tideflats Area Short-Term ITS Improvements	unfunded	2027	T-1, T-2, T-3	Port of Tacoma	manufacturing, and	5.81
Tukwila	42nd Ave S	S 124th Street	Interurban Ave S	42nd Ave S Bridge Replacement	partially funded	2025	T-3	North Tukwila		0.20
WSDOT	SR 167 - segment 1	I-5	SR 161 / Existing SR 167 Valley Fwy	Puget Sound Gateway Program	funded	2028	T-2	Port of Tacoma, Sumner Pacific		3.59
WSDOT	SR 167 - segment 2	SR 509 Mainline	I-5	Puget Sound Gateway Program	funded	2028	T-2	Port of Tacoma, Sumner Pacific		1.67
WSDOT	SR 509	I-5	Fwy	Puget Sound Gateway Program	funded	2028	T-2		SeaTac, and Sea-Tac	2.53
T-3 Segments with Active or Planned Projects that Serve MIC or Industrial Subarea										
Seattle	1st Ave S	S Hudson St	S Spokane St	1st Ave S Reconstruction	unfunded	TBD	T-3	Duwamish	such as Charlie's	0.97
Seattle	Diagonal Ave S	E Marginal Way S	S Oregon St	Diagonal Ave S/S Oregon St/Denver Ave S Reconstruction	unfunded	TBD	T-3	Duwamish	Union Pacific Railroad, Prologis-owned logistics facility	0.10
Seattle	S Oregon St	Diagonal Ave S	Denver Ave S	Diagonal Ave S/S Oregon St/Denver Ave S Reconstruction	unfunded	TBD	T-3	Duwamish	Prologis-owned logistics facility (approximately 9 acres)	0.04
Seattle	Denver Ave S	Colorado Ave S	UP Argo Yard Gate	Diagonal Ave S/S Oregon St/Denver Ave S Reconstruction	unfunded	TBD	T-3	Duwamish	Prologis-owned logistics facility (approximately 9 acres)	0.07
Seattle	W Emerson Pl	21st Ave W	W Emerson St	W Emerson St/21st Ave W/W Commodore Way Corridor Improvements	unfunded	TBD	T-3	Ballard-Interbay		0.17
Seattle	W Galer St Grade Separation	15th Ave W	Alaskan Way W	W Galer St Interchange Ramp	unfunded	TBD	T-3	Ballard-Interbay	Port of Seattle Terminals 90 and 91	0.30
Seattle	S Industrial Way	4th Ave S	Airport Way S	S Industrial Way	unfunded	TBD	T-3	Duwamish		0.36
Seattle	S Hanford St	E Marginal Way S	1st Ave S	S Hanford St Reconstruction	unfunded	TBD	T-3	Duwamish		0.27
Seattle	6th Ave S	S Spokane St	S Industrial Way	6th Ave S Reconstruction	unfunded	TBD	T-3	Duwamish		0.29
Sea-Tac	S 154th St	24th Ave S	SR 518 Off Ramp	S 154th St & 32nd Ave S intersection improvement	funded	2026	T-3		SeaTac Airport	0.54
Sea-Tac	S 154th St	SR 518 Off Ramp	International Blvd / SR 99	S 154th St & 32nd Ave S intersection improvement	funded	2026	T-3		SeaTac Airport	0.09

Attachment: A - Freight Advisory Committee Recommendation - Critical Urban and Rural Freight Corridor

CRITICAL URBAN FREIGHT CORRIDOR (CUFC) DESIGNATION- PRIMARY LIST (Continued)										
Jurisdiction	Route Name	Route Start	Route End	Planned Project on Corridor			FGTS Designation	MIC Served	Other Industrial Area Served	Length (miles)
				Project Name	Project Status	Planned Completion Year				
T-1/T-2 Segments without Active or Planned Projects that Serve MIC or Industrial Subarea										
Sumner	142nd Ave E	24th St E	Puyallup St	N/A	N/A	N/A	T-1	Sumner Pacific		1.68
Sumner	24th St E	SR 167	142nd Ave E	N/A	N/A	N/A	T-1	Sumner Pacific		0.52
Kent	S 196th St	Kent city limits	84th Ave S	N/A	N/A	N/A	T-1,T-2	Kent MIC		1.86
Federal Way	SR 18 (S 348th Street)	SR 99 (Pacific Highway S)	I-5	N/A	N/A	N/A	T-1	Port of Tacoma, Kent	Fife, Milton, and Auburn freight generator/logistic centers.	0.47
Federal Way	SR 99 (Pacific Highway S)	South City Limits	SR 18 (S 348th Street)	N/A	N/A	N/A	T-1	Port of Tacoma, Kent	Fife, Milton, and Auburn freight generator/logistic centers.	1.99
Des Moines	24th Ave S	S 208th St.	S 216th St.	N/A - completed 24th Ave S improvement project (same limits)		N/A	T-2		Des Moines Creek Business Park	0.50
Des Moines	S 216th St	24th Ave S	SR 99	(same limits)		N/A	T-2		Business Park	0.20
Sea-Tac	International Blvd / SR 99	S 154th St	S 160th St	N/A	N/A	N/A	T-2		SeaTac Airport	0.40
Kent	S 228th St	SR 167 at 84th Ave S	I-5	N/A	N/A	N/A	T-2	Kent MIC		3.35
T-3 or Non-Designated Segments without Active or Planned Projects										
Bellevue	148th Ave SE/NE	SE Eastgate Way	SE 22nd St	N/A	N/A	N/A	T-3		Back-up to I-405	0.73
Bellevue	148th Ave SE/NE	SR 520 ramps	NE 8th St	N/A	N/A	N/A	T-3		Back-up to I-405	1.12
Sea-Tac	S 160th St	Ramp	International Blvd / SR 99	N/A	N/A	N/A	not designated		SeaTac Airport	0.25
Sea-Tac	24th Ave S	S 148th St	S 154th St	N/A	N/A	N/A	T-3		SeaTac Airport	0.38
Sea-Tac	S 160th St	Air Cargo Rd	Ramp	N/A	N/A	N/A	not designated		SeaTac Airport	0.07
TOTAL MILES										70.19

CRITICAL URBAN FREIGHT CORRIDOR (CUFC) DESIGNATION- SECONDARY LIST**

Jurisdiction	Route Name	Route Start	Route End	Planned Project on Corridor			FGTS Designation	MIC Served	Other Industrial Area Served	Length (miles)
				Project Name	Project Status	Planned Completion Year				
Kitsap County/WSDOT	SR 16	MP 27.81	MP 29.19	Gorst Area Widening	Initial study funded	TBD	T-1	Bremerton		1.38
Kitsap County/WSDOT	SR 3	MP 33.82	MP 36.68	Gorst Area Widening	Initial study funded	TBD	T-3	Bremerton		2.86
Pierce County	Canyon Rd E	196th St E	138th St E	Canyon Rd E Asphalt Overlay (S/o NHFP project)	partially funded	2026	T-1	Port of Tacoma, Frederickson		3.62
Bellevue	148th Ave SE/NE	NE 8th St	SE 22nd St	N/A	N/A	N/A	T-3		Back-up to I-405	1.68

**To be submitted to WSDOT for consideration in case additional miles are available from the statewide CUFC allotment.

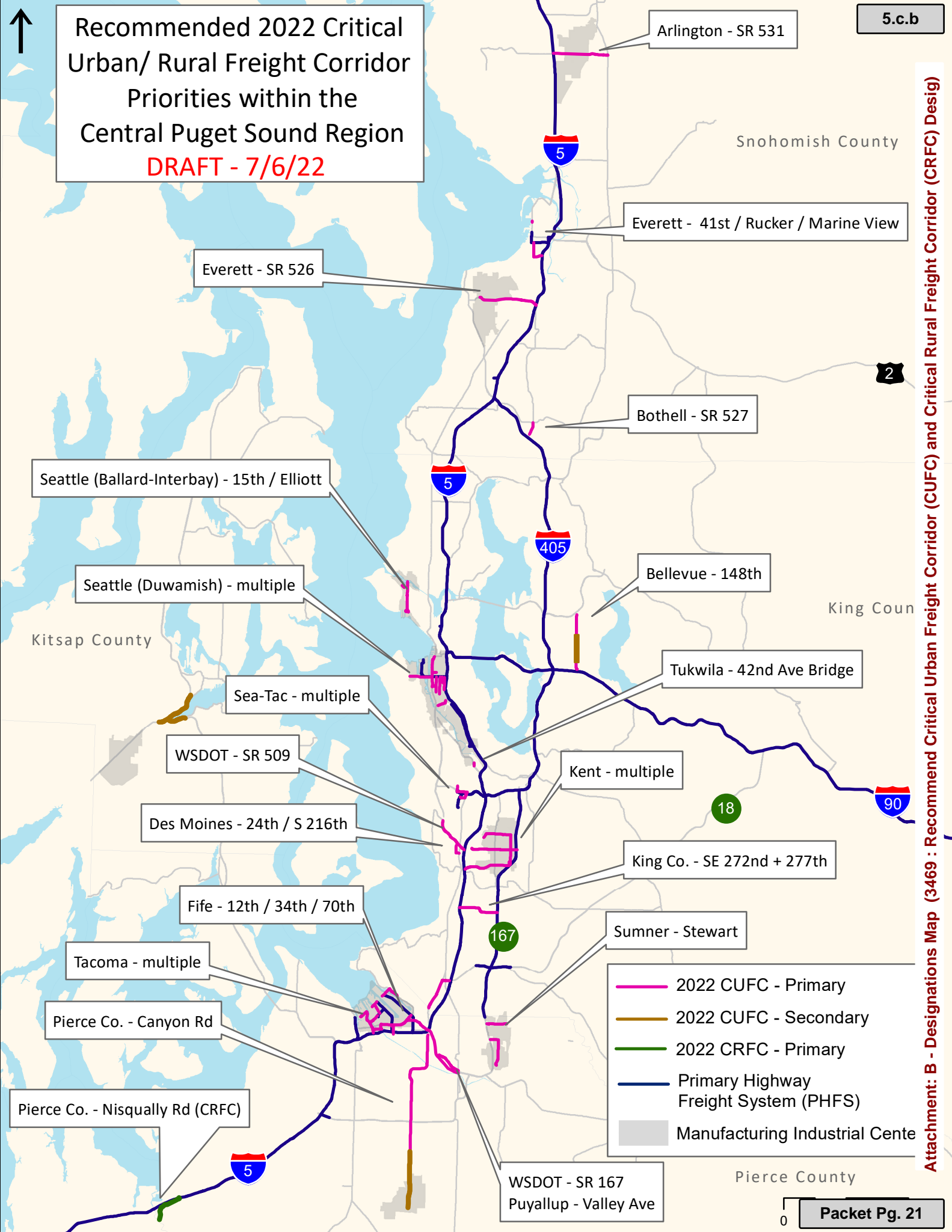
CRITICAL RURAL FREIGHT CORRIDOR (CRFC) DESIGNATION- PRIMARY LIST

Jurisdiction	Route Name	Route Start	Route End	Planned Project on Corridor			FGTS Designation	MIC Served	Other Industrial Area Served	Length (miles)
				Project Name	Project Status	Planned Completion Year				
Pierce County	Nisqually Road SW	County boundary at Nisqually River (MP 0.00)	I-5 (MP 2.19)	Nisqually Road SW	partially funded	2026	T-2	JBLM	2.19	



Recommended 2022 Critical Urban/ Rural Freight Corridor Priorities within the Central Puget Sound Region
DRAFT - 7/6/22

5.c.b



Everett - SR 526

Arlington - SR 531

Everett - 41st / Rucker / Marine View

Bothell - SR 527

Seattle (Ballard-Interbay) - 15th / Elliott

Seattle (Duwamish) - multiple

Bellevue - 148th

Sea-Tac - multiple

Tukwila - 42nd Ave Bridge

WSDOT - SR 509

Kent - multiple

Des Moines - 24th / S 216th

King Co. - SE 272nd + 277th

Fife - 12th / 34th / 70th

Sumner - Stewart

Tacoma - multiple

Pierce Co. - Canyon Rd

- 2022 CUFC - Primary
- 2022 CUFC - Secondary
- 2022 CRFC - Primary
- Primary Highway Freight System (PHFS)
- Manufacturing Industrial Center

Pierce Co. - Nisqually Rd (CRFC)

WSDOT - SR 167
 Puyallup - Valley Ave

Pierce County

Attachment: B - Designations Map (3469 : Recommend Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Design)



Puget Sound Regional Council

ACTION ITEM

July 7, 2022

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **2022 Annual FTA Adjustments**

IN BRIEF

In April of 2022, PSRC was notified of the region's final allocation of federal fiscal year (FFY) 2022 Federal Transit Administration (FTA) funds. FTA requires that PSRC review the estimates used to program its FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than the original estimates used for programming, there is an additional \$93.7 million available for distribution. A summary of the funds originally programmed and the adjustments for FFY 2022 is provided in Attachment A. The recommendation of the Transportation Operators Committee (TOC) for the adjustments, including the distribution of additional funds to projects, is contained in Attachment B.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the adjustments and \$93.7 million in additional FFY 2022 FTA funds to the list of projects as shown in Attachment B.

DISCUSSION

PSRC's 2022 FTA funds were originally distributed to projects as part of the 2018 project selection process using an estimate based on previous funding levels. FTA requires that PSRC review the estimates with the actual allocation approved by Congress on an annual basis. In April of 2022 PSRC was notified of the region's final allocation of FFY 2022 FTA funds. The final 2022 allocation is higher than originally estimated, providing an increase of approximately \$93.7 million to the region. As a reminder, the original estimate was developed in 2018 under the Fixing America's

Surface Transportation Act (FAST); the final allocation was made under the new Infrastructure Investment and Jobs Act (IIJA).

There are three urbanized areas (UZAs) in the region, as designated by the U.S. Census. These are the Seattle-Tacoma-Everett UZA, the Bremerton UZA and the Marysville UZA. Kitsap Transit and Community Transit are the sole transit agencies within the Bremerton and Marysville UZAs, respectively. In the Seattle-Tacoma-Everett UZA, there are multiple transit agencies, including three agencies that provide service within the Seattle-Tacoma-Everett UZA but are located outside of it. These include Kitsap Transit in Kitsap County, Intercity Transit in Thurston County, and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide within the Seattle-Tacoma-Everett UZA.

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 an earned share process. In the Seattle-Tacoma-Everett UZA, approximately 86% of the FTA funds allocated to the region are based on the service and operating characteristics of the transit agencies providing service to the UZA. Per adopted regional policy, this portion of the funds is distributed to each transit agency based on their earnings. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. This portion of the funds is distributed via a regional competition.

The \$93.7 million in additional FFY 2022 FTA funds is the net total to the region, reflecting both increases and decreases in amounts earned by each transit agency. This also reflects an increase of approximately \$12.9 million to the regional portion of funds in the Seattle-Tacoma-Everett UZA; per adopted policy, these funds are being recommended for distribution to projects on the FTA Regional contingency list. Additionally, approximately \$1.2 million is available for redistribution to the contingency list due to funds being returned from a previously awarded project.

A summary of the changes between the estimates used for programming as part of the 2018 project selection process and the final 2022 allocation amounts is contained in Attachment A. Attachment B contains the recommended adjustments of earned share funding to projects. Attachment C describes the process for distribution of the increased regional funding, and a recommendation for new regional funding to four projects on the adopted contingency list. In addition, five agencies are requesting a redistribution of funds among projects, as described in Attachment D. The total funding recommendations include seven new projects; per adopted policy these projects will be released for public comment from July 7 through July 28, 2022.

For additional information, please contact Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.

Attachments:

- A - Summary of PSRC's FFY 2022 FTA Funding Adjustments
- B - TOC Recommendation of FFY 2022 FTA Earned Share Funding Adjustments, by Agency and Project
- C - PSRC'S Regional FTA Awards Process – FFY 2022 Annual FTA Adjustments
- D - Additional Information on 2022 FTA Redistribution Requests

ATTACHMENT A: SUMMARY OF PSRC'S FFY 2022 FTA FUNDING ADJUSTMENTS

Urbanized Area (UZA)	Original Award	Final Amount	Adjustment
Bremerton	\$3,880,416	\$6,433,230	\$2,552,814
Marysville	\$2,241,542	\$3,011,280	\$769,738
Seattle-Tacoma-Everett	\$171,488,462	\$261,908,929	\$90,420,467
Total for all three UZAs	\$177,610,420	\$271,353,439	\$93,743,019

Bremerton UZA Funding	Original Award	Final Amount	Adjustment
Kitsap Transit	\$3,853,750	\$6,406,564	\$2,552,814
PSRC Planning and Programming	\$26,666	\$26,666	\$0
Total for Bremerton UZA	\$3,880,416	\$6,433,230	\$2,552,814

Marysville UZA Funding	Original Award	Final Amount	Adjustment
Community Transit	\$2,224,875	\$2,994,613	\$769,738
PSRC Planning and Programming	\$16,667	\$16,667	\$0
Total for Marysville UZA	\$2,241,542	\$3,011,280	\$769,738

Seattle-Tacoma-Everett (STE) UZA	Original Award	Final Amount	Adjustment
Earned Share and Preservation Set Aside Funding			
Community Transit	\$9,591,512	\$15,156,213	\$5,564,701
Everett Transit	\$1,438,879	\$1,430,634	(\$8,245)
Intercity Transit	\$2,591,790	\$2,671,136	\$79,346
King County Metro	\$75,989,148	\$109,473,241	\$33,484,093
Kitsap Transit	\$447,427	\$1,578,745	\$1,131,318
Pierce Transit	\$7,808,653	\$9,735,087	\$1,926,434
PSRC Planning and Programming	\$1,206,667	\$1,206,667	\$0
City of Seattle	\$1,435,063	\$1,420,367	(\$14,696)
Skagit Transit	\$0	\$470,730	\$470,730
Sound Transit	\$50,697,178	\$77,189,169	\$26,491,991
Washington State Ferries	\$12,820,185	\$21,223,606	\$8,403,421
Regional Competition & Contingency List Funding			
Projects awarded funds through the regional FTA competition	\$7,461,960	\$20,353,333	\$12,891,373
Total for STE UZA	\$171,488,462	\$261,908,929	\$90,420,467

Total of All Three UZAs for FFY 2022 FTA Adjustments			\$93,743,019
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Attachment B: TOC Recommendation of FFY 2022 FTA Adjustments, by Agency and Project

New project

Bremerton UZA						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	2021-22 Bus and OTR Coach Purchase	5307	\$ 3,337,348	\$ -	\$ -	\$ 3,337,348
		5339	\$ 256,274	\$ 39,491	\$ -	\$ 295,765
	2021-22 Passenger Only Ferry System Preventive Maintenance	5337 HIFG	\$ 260,128	\$ 175,792	\$ -	\$ 435,920
	West Bremerton Hydrogen Fueling/Transit Center Park & Ride	5307	\$ -	\$ 2,337,531	\$ -	\$ 2,337,531
PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$ 26,666	\$ -	\$ -	\$ 26,666
Total			\$ 3,880,416	\$ 2,552,814	\$ -	\$ 6,433,230

Marysville UZA						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Marysville UZA Transit Operations 2021-2022	5307	\$ 2,020,854	\$ -	\$ (2,020,854)	\$ -
		5339	\$ 204,021	\$ -	\$ (204,021)	\$ -
	Swift BRT Gold Line	5307	\$ -	\$ 738,091	\$ 2,020,854	\$ 2,758,945
		5339	\$ -	\$ 31,647	\$ 204,021	\$ 235,668
PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$ 16,667	\$ -	\$ -	\$ 16,667
Total			\$ 2,241,542	\$ 769,738	\$ -	\$ 3,011,280

Seattle-Tacoma-Everett - Earned Share						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Transit Revenue Vehicles 2021-2022	5307	\$ 6,280,334	\$ -	\$ (6,280,334)	\$ -
		5337 HIMB	\$ 1,924,518	\$ -	\$ (1,924,518)	\$ -
		5339	\$ 718,237	\$ 208,885	\$ -	\$ 927,122

Attachment: B - TOC Recommendation of FFY 2022 FTA Earned Share Funding Adjustments, by Agency

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
	Swift BRT Green Line Extension	5307	\$ -	\$ 3,316,364	\$ 6,280,334	\$ 9,596,698
	Ridestore Rehab - Lynnwood TC	5337 HIMB	\$ -	\$ 1,987,564	\$ 1,924,518	\$ 3,912,082
Community Transit Totals			\$ 8,923,089	\$ 5,512,813	\$ -	\$ 14,435,902
Everett Transit	2021-2022 Preventive Maintenance Vehicle Fleet	5307	\$ 1,287,502	\$ (9,468)	\$ -	\$ 1,278,034
	2021-2022 Transit Revenue Vehicles	5339	\$ 87,498	\$ -	\$ (87,498)	\$ -
	2023 Electronic Signage (Passenger Amenities)	5339	\$ -	\$ 9,924	\$ 87,498	\$ 97,422
Everett Transit Totals			\$ 1,375,000	\$ 456	\$ -	\$ 1,375,456
Intercity Transit	Pattison MOA Base Rehabilitation and Expansion	5307	\$ -	\$ 109,944	\$ 2,325,872	\$ 2,435,816
		5339	\$ -	\$ (30,598)	\$ 265,918	\$ 235,320
	FY 21-22 Capital Preventive Maintenance	5307	\$ 320,000	\$ -	\$ (320,000)	\$ -
	FY 2021- 2022 Replacement Fixed Route Coaches	5307	\$ 531,872	\$ -	\$ (531,872)	\$ -
		5339	\$ 265,918	\$ -	\$ (265,918)	\$ -
	FY 2021- 2022 Vanpool Vans	5307	\$ 1,474,000	\$ -	\$ (1,474,000)	\$ -
Intercity Transit Totals			\$ 2,591,790	\$ 79,346	\$ -	\$ 2,671,136
King County Metro	Vessel Maintenance FY 2021-2022	5337 HIFG	\$ 898,610	\$ -	\$ -	\$ 898,610
	West Seattle Terminal Replacement	5307	\$ 928,576	\$ -	\$ -	\$ 928,576
	Atlantic Base Pavement Replacement	5337 HIFG	\$ 5,628,894	\$ -	\$ -	\$ 5,628,894
	Bus Replacements 2021-2022	5307	\$ 4,897,618	\$ -	\$ (3,067,627)	\$ 1,829,991
		5339	\$ 3,196,836	\$ 3,067,627	\$ -	\$ 6,264,463
	Atlantic Base Trolley Infrastructure Replacement	5337 HIFG	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
	Replacement of Overhead Trolley Infrastructure 2021-2022	5337 HIFG	\$ 1,619,616	\$ -	\$ -	\$ 1,619,616
	Trolley Pole Replacement 2021-2022	5337 HIFG	\$ 800,000	\$ -	\$ -	\$ 800,000
	Trolley System Transit Asset Management 2021-2022	5337 HIFG	\$ 757,271	\$ -	\$ -	\$ 757,271
	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022	5337 HIFG	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000
	Atlantic Base Vehicle Maintenance Bus Lifts	5337 HIFG	\$ 4,742,729	\$ -	\$ -	\$ 4,742,729
	Trolley System Infrastructure SGR Master Drawings	5337 HIFG	\$ 653,101	\$ -	\$ -	\$ 653,101
	Atlantic Base Wash Systems Vacuum Replacement	5337 HIFG	\$ 1,100,000	\$ -	\$ -	\$ 1,100,000
	Interim Base Battery Electric Bus Charging Depot	5307	\$ 5,291,424	\$ -	\$ -	\$ 5,291,424

Attachment: B - TOC Recommendation of FFY 2022 FTA Earned Share Funding Adjustments, by Agency

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
	KCM Sound Transit Link Passenger Improvements	5307	\$ 3,800,000	\$ -	\$ -	\$ 3,800,000
	Metro Base Facilities HVAC Replacements	5307	\$ 10,800,000	\$ -	\$ -	\$ 10,800,000
	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 10,857,093	\$ 13,317,427	\$ 3,067,627	\$ 27,242,147
		5337 HIMB	\$ 7,581,876	\$ 3,683,317	\$ -	\$ 11,265,193
TBD	5337 HIFG	\$ -	\$ 13,648,421	\$ -	\$ 13,648,421	
King County Totals			\$ 70,553,644	\$ 33,716,792	\$ -	\$ 104,270,436
Kitsap Transit	North Kitsap Base	5307	\$ 401,521	\$ -	\$ -	\$ 401,521
		5339	\$ 45,906	\$ (10,443)	\$ -	\$ 35,463
	2021-22 Passenger Only Ferry System Preventive Maintenance	5337 HIFG	\$ -	\$ 34,984	\$ -	\$ 34,984
	M/V Solano	5307	\$ -	\$ 1,106,777	\$ -	\$ 1,106,777
Kitsap Transit Totals			\$ 447,427	\$ 1,131,318	\$ -	\$ 1,578,745
Pierce Transit	ADA Service 2021-2022	5307	\$ 780,865	\$ 295,407	\$ -	\$ 1,076,272
	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$ 5,802,616	\$ -	\$ (153,472)	\$ 5,649,144
		5337 HIMB	\$ 125,098	\$ (25,070)	\$ -	\$ 100,028
		5339	\$ 595,255	\$ 91,910	\$ -	\$ 687,165
	Shuttle Revenue Vehicles	5307	\$ -	\$ 1,609,455	\$ 153,472	\$ 1,762,927
Pierce Transit Totals			\$ 7,303,834	\$ 1,971,702	\$ -	\$ 9,275,536
PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$ 1,206,667	\$ -	\$ -	\$ 1,206,667
PSRC Totals			\$ 1,206,667	\$ -	\$ -	\$ 1,206,667
City of Seattle	Monorail System Maintenance 2021-2022	5307	\$ 348,876	\$ (55,590)	\$ -	\$ 293,286
		5337 HIFG	\$ 595,605	\$ 60,455	\$ -	\$ 656,060
	Seattle Streetcar Maintenance 2021-2022	5307	\$ 430,519	\$ (4,409)	\$ -	\$ 426,110
City of Seattle Totals			\$ 1,375,000	\$ 456	\$ -	\$ 1,375,456
Skagit Transit	TBD	5307	\$ -	\$ 429,260	\$ -	\$ 429,260
	TBD	5339	\$ -	\$ 41,470	\$ -	\$ 41,470

Attachment: B - TOC Recommendation of FFY 2022 FTA Earned Share Funding Adjustments, by Agency

Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Skagit Transit Totals			\$ -	\$ 470,730	\$ -	\$ 470,730
Sound Transit	Downtown Redmond Link Extension	5307	\$ 21,404,923	\$ -	\$ -	\$ 21,404,923
	Tacoma Dome Link Extension	5307	\$ -	\$ 10,290,197	\$ -	\$ 10,290,197
	Regional Express Bus Program 2021-2022	5337 HIMB	\$ 8,353,486	\$ 2,729,703	\$ -	\$ 11,083,189
		5339	\$ 1,240,523	\$ 197,913	\$ -	\$ 1,438,436
	Sounder and Link State of Good Repair (2021-2022)	5337 HIFG	\$ 16,164,537	\$ 13,139,409	\$ -	\$ 29,303,946
Sound Transit Totals			\$ 47,163,469	\$ 26,357,222	\$ -	\$ 73,520,691
Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	5307	\$ 4,673,696	\$ 1,208,205	\$ -	\$ 5,881,901
	Vessel Preservation and Improvement (2021-2022)	5337 HIFG	\$ 7,252,982	\$ 7,080,054	\$ -	\$ 14,333,036
Washington State Ferries Totals			\$ 11,926,678	\$ 8,288,259	\$ -	\$ 20,214,937

Seattle-Tacoma-Everett - Preservation Set Aside (from regional portion of funds but distributed via earned share percentages)						
Sponsor	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	Transit Revenue Vehicles 2021-2022	5307	\$ 668,423	\$ 51,888	\$ -	\$ 720,311
Everett Transit	2021-2022 Everett Station Preventive Maintenance and Rehabilitation	5307	\$ 63,879	\$ (8,701)	\$ -	\$ 55,178
King County	Vessel Maintenance FY 2021-2022	5307	\$ 136,888	\$ -	\$ -	\$ 136,888
King County	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 5,298,616	\$ (232,699)	\$ -	\$ 5,065,917
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	5307	\$ 504,819	\$ (45,268)	\$ -	\$ 459,551
City of Seattle	Monorail System Maintenance 2021-2022	5307	\$ 60,063	\$ (15,152)	\$ -	\$ 44,911
Sound Transit	Sounder and Link State of Good Repair (2021-2022)	5307	\$ 3,533,709	\$ 134,769	\$ -	\$ 3,668,478
Washington State Ferries	Vessel Preservation and Improvement (2021-2022)	5307	\$ 893,507	\$ 115,162	\$ -	\$ 1,008,669
Total			\$ 11,159,904	\$ (0)	\$ -	\$ 11,159,904
STE UZA Totals			\$ 164,026,502	\$ 77,529,094	\$ -	\$ 241,555,596

Total FFY 2022 FTA Earned Share / Preservation Funds \$ 170,148,460 \$ 80,851,646 \$ - \$ 251,000,106

Attachment: B - TOC Recommendation of FFY 2022 FTA Earned Share Funding Adjustments, by Agency

ATTACHMENT C: PSRC'S REGIONAL FTA AWARDS PROCESS - 2022 ANNUAL FTA ADJUSTMENTS

The process to distribute additional regional FTA funding during the annual adjustments process is to advance projects awarded in later years to the current year, thus freeing up later year funds for award to the adopted contingency list. The tables below illustrate this progression and ultimate recommendation of funding for the FFY 2022 annual FTA adjustments process.

Table 1: EXISTING REGIONAL PROJECTS AWARDED PSRC'S FFY 2021-2024 FUNDING

Awarded during 2018, 2020 Project Selection Processes; 2019-2021 Annual Contingency Funding Processes

Sponsor	Project	Phase(s) Requested	Total Awarded	Advanced to FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
Community Transit	Swift BRT Orange Line	CN	\$9,088,240		\$3,794,694	\$1,205,306	\$4,088,240	
King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities & Access Improvements *	CN	\$4,538,040			\$4,538,040		
King County Metro	South King County Corridor Speed and Reliability Improvements	CN	\$3,650,000				\$737,000	\$2,913,000
Kitsap Transit	POF Terminal Docking Facility on the Seattle Waterfront	PE	\$2,500,000					\$2,500,000
Pierce Transit	Pacific Avenue/SR 7 BRT Buses	Other	\$7,000,000		\$5,000,000	\$2,000,000		
Pierce Transit	Spanaway Transit Center Phase II	CN	\$2,000,000				\$2,000,000	
Seattle	Northgate to Downtown Transit Improvements	CN	\$3,000,000					\$3,000,000
Sound Transit	Downtown Redmond Link Extension	CN	\$7,000,000	\$6,538,040	\$461,960			
Sound Transit	I-405 Bus Rapid Transit	CN, Other	\$14,000,000		\$3,605,465	\$3,394,535	\$2,019,654	\$4,980,346
Sound Transit	SR 522/NE 145th St BRT	Other	\$7,000,000			\$862,119	\$5,410,571	\$727,310
* Subsequently returned			Totals:		\$6,538,040	\$12,862,119	\$12,000,000	\$14,255,465
					\$59,776,280		\$14,120,656	

Table 2: 2022 ANNUAL FTA ADJUSTMENTS PROCESS -- \$12,891,373 Additional FY 2022 Funds Available to Regional Projects

Step 1 = Advance projects awarded in later years (2023 to 2022, 2024 to 2023, etc.)

Note: amount available reflects the return of funds from the King County Metro project noted above

Sponsor	Project	Phase(s) Requested	Total Awarded	Advanced to FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024
Community Transit	Swift BRT Orange Line	CN	\$9,088,240		\$3,794,694	\$5,293,546	\$0	

King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities & Access Improvements *	CN	\$0			\$0		
King County Metro	South King County Corridor Speed and Reliability Improvements	CN	\$3,650,000				\$737,000	\$2,913,000
Kitsap Transit	POF Terminal Docking Facility on the Seattle Waterfront	PE	\$2,500,000					\$2,500,000
Pierce Transit	Pacific Avenue/SR 7 BRT Buses	Other	\$7,000,000		\$5,000,000	\$2,000,000		
Pierce Transit	Spanaway Transit Center Phase II	CN	\$2,000,000			\$2,000,000	\$0	
Seattle	Northgate to Downtown Transit Improvements	CN	\$3,000,000				\$3,000,000	\$0
Sound Transit	Downtown Redmond Link Extension	CN	\$7,000,000	\$6,538,040	\$461,960			
Sound Transit	I-405 Bus Rapid Transit	CN, Other	\$14,000,000		\$3,605,465	\$4,787,097	\$5,607,438	\$0
Sound Transit	SR 522/NE 145th St BRT	Other	\$7,000,000			\$6,272,690	\$727,310	\$0
		Totals:	\$55,238,240	\$6,538,040	\$12,862,119	\$20,353,333	\$10,071,748	\$5,413,000

* Subsequently returned

Table 3: TOC RECOMMENDATION OF \$12,891,373 of FREED UP 2023-2024 FUNDS TO ADOPTED REGIONAL CONTINGENCY LIST CURRENT REGIONAL FTA CONTINGENCY LIST (from 2020 Project Selection Process)

Sponsor	Project	Phase(s) Requested	Contingency Request	Total Score (100)	Amount Recommende	FFY 2023	FFY 2024	
King County Metro	RapidRide K Line: Speed and Reliability Improvements *	CN	\$6,000,000	71	\$0			
Sound Transit	NE 130th Street Infill Station **	CN	\$7,300,000	69	\$6,119,350	\$2,912,240	\$3,207,110	
Seattle	Northgate to Downtown Transit improvements *	PE	\$1,000,000	68	\$0			
King County Metro	Route 36 Speed and Reliability Corridor Improvements	CN	\$2,449,000	63	\$2,449,000		\$2,449,000	
Pierce Transit	Spanaway Transit Center Phase II	CN	\$2,000,000	54	\$1,271,477	\$1,271,477		
Seattle	Seattle Center Monorail Station Improvements	CN	\$4,800,000	54	\$3,051,546		\$3,051,546	
Sound Transit	South Tacoma & Lakewood Station Access Improvements	PE	\$5,000,000	51	\$0			
					Totals:	\$12,891,373	\$4,183,717	\$8,707,656

* These projects are not able to use the available funds

*** In addition to the recommended awards shown, an amount of \$1,180,650 in 2019 funds was returned and is recommended to be awarded to Sound Transit's NE 130th Infill Station, to be programmed in 2022 to ensure these funds are not lost to the region.*

Note: the recommendation follows the ranking of the contingency list projects; the remaining available funds was distributed proportionally between the two equally ranked projects at score 54.

ATTACHMENT D: 2022 FTA REDISTRIBUTION REQUESTS

COMMUNITY TRANSIT

REQUEST: Community Transit requests to redistribute:

- **Marysville Urbanized Area (UZA) funds**
 - 2022 5307 Earned Share (ES) - \$2,020,854 from the “Marysville UZA Transit Operations 2021-2022” project to the new “Swift BRT Gold Line” project.
 - 2022 5339 - \$204,021 from the “Transit Revenue Vehicles 2021-2022” project to the new “Swift BRT Gold Line” project.
- **Seattle Tacoma Everett UZA funds**
 - 2022 5307 ES - \$6,280,334 from the “Transit Revenue Vehicles 2021-2022” project to the new “Swift BRT Green Line Extension” project.
 - 2022 5337 HIMB - \$1,924,518 from the “Transit Revenue Vehicles 2021-2022” project to the new “Ridestore Rehab - Lynnwood TC” project.

RATIONALE: The redistributions are needed because the agency’s fleet and service plans have changed due to the lingering effects of COVID-19 service adjustments and workforce struggles. This action will allow the agency to comply with the FTA’s spare ratio policies, align its bus purchase schedule to revised service plans and utilize current funding for projects that will be ready to obligate before the funds are in danger of lapsing.

PROJECT SCOPE IMPACTS:

- **Marysville UZA Transit Operations 2021-2022** – The project scope will be reduced by 21,396 hours of service provided.
- **Transit Revenue Vehicles 2021-2022** - The project scope will be reduced by 15 bus purchases.
- **New projects:**
 - Swift BRT Gold Line
 - Swift BRT Green Line Extension
 - Ridestore Rehab - Lynnwood TC

EVERETT TRANSIT

REQUEST: Everett Transit requests to redistribute \$87,498 in 2022 5339 funding from its “2021-2022 Transit Revenue Vehicles” project to the “2023 Electronic Signage (Passenger Amenities)” project.

RATIONALE: The redistribution is needed because the agency requires additional funding for implementing real-time electronic signage both inside and outside of Everett Station. Funding is being redistributed from the 2021-2022 Transit Revenue Vehicles” project because the agency is no longer in need of paratransit vehicles after replacing 18 paratransit vehicles in 2020. The agency has another TIP project for funding purchases of electric vehicles for fixed route services.

PROJECT SCOPE IMPACTS:

- **2021-2022 Transit Revenue Vehicles** – This project will be closed after the funds are removed.
- **2023 Electronic Signage (Passenger Amenities)** - The additional funds will be used to provide wayfinding and real-time electronic signage of arrivals and departures at Everett Station.

INTERCITY TRANSIT

REQUEST: Intercity Transit requests to redistribute:

- 2022 5307 ES - \$320,000 from the “FY 21-22 Capital Preventive Maintenance” project, \$531,872 from the “FY 2021- 2022 Replacement Fixed Route Coaches” project, and \$1,474,000 from the “FY 2021- 2022 Vanpool Vans” project to the “Pattison MOA Base Rehabilitation and Expansion” project.
- 2022 5339 - \$265,918 from the “FY 2021- 2022 Replacement Fixed Route Coaches” project to the “Pattison MOA Base Rehabilitation and Expansion” project.

RATIONALE: The redistribution is needed so that the agency can use the additional federal funding to displace local funds in the “Pattison MOA Base Rehabilitation and Expansion” project, which will free up local funds that are needed for other critical projects.

PROJECT SCOPE IMPACTS:

- **Pattison MOA Base Rehabilitation and Expansion** – The project scope will not change as the agency will be using the federal funds to displace local funds.
- **FY 21-22 Capital Preventive Maintenance** - This project will be closed after the funds are removed.
- **FY 2021- 2022 Replacement Fixed Route Coaches** - This project will be closed after the funds are removed.
- **FY 2021- 2022 Vanpool Vans** - This project will be closed after the funds are removed.

KING COUNTY METRO

REQUEST: King County Metro requests to redistribute \$3,067,627 in 2022 5307 ES funding from its “Bus Replacements 2021-2022” project to its “Vehicle, Equipment and Facilities Maintenance 2021-2024” project.

RATIONALE: As part of the 2022 adjustments process, per request the agency is swapping 5307 funds for an equivalent amount of 5339 funds in one of its projects in order to keep the regional competitive pot of funds solely made up of the more flexible 5307 funding. As part of this swap, Metro is replacing 5307 funds in the “Bus Replacements 2021-2022” project with 5339 funds and programming the replaced 5307 funds to the “Vehicle, Equipment and Facilities Maintenance 2021-2024” project. The redistribution is needed to maintain the same amount of federal funds in the “Bus Replacements 2021-2022” project, as no 5307 funds are being added to the project from the adjustments.

PROJECT SCOPE IMPACTS:

- **Bus Replacements 2021-2022** – The project scope will not change as the agency is adding an equivalent amount of 5339 funds from the 2022 adjustments.
- **Vehicle, Equipment and Facilities Maintenance 2021-2024** - The project scope will not change as the agency will be reducing local funds by an equivalent amount.

PIERCE TRANSIT

REQUEST: Pierce Transit requests to redistribute \$153,472 in 2022 5307 ES funding from its “Clean Fuels Bus Replacement/Expansion 2021-2022” project to the new “2023 Electronic Signage (Passenger Amenities)” project.

RATIONALE: The redistribution is needed because the bus replacement benchmark in the agency’s transit asset management plan requires few buses during the next six-year cycle, so the agency is removing funds from the “Clean Fuels Bus Replacement/Expansion 2021-2022” project. These funds will be added to a new project for purchasing approximately 19 vehicles to support complementary ADA paratransit service.

PROJECT SCOPE IMPACTS:

- **Clean Fuels Bus Replacement/Expansion 2021-2022** – The project scope will not change because the funding reduction will not impact the number of buses purchased under the project.
- **Shuttle Revenue Vehicles** - This is a new project.



Puget Sound Regional Council

ACTION ITEM

July 7, 2022

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend Approval of Projects Proposed for PSRC's 2025-2026 Federal Highway Administration Funds**

IN BRIEF

PSRC has project selection authority for several sources of funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). A project selection process is conducted every two years to distribute PSRC's federal funds via a competitive process detailed in the *Policy Framework for PSRC's Federal Funds*. Between February and June 2022, the project selection process to distribute approximately \$187 million of PSRC's 2025-2026 FHWA funds was conducted. The projects recommended to receive these funds are identified in Attachments A and B. As a reminder, the distribution of PSRC's FTA funds is on hold pending further board discussions.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the projects recommended for PSRC's FHWA funds as identified in Attachments A and B, including the prioritized contingency lists of projects should additional funds become available prior to the next project selection process.

DISCUSSION

Policy Framework

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. 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*.

Over 40 volunteers from PSRC's four boards – Transportation Policy, Growth Management Policy, Economic Development, and Executive – served on a Project Selection Task Force between April and December 2021 to review the policies and procedures for the 2022 project selection process. The *2022 Policy Framework for PSRC's Federal Funds* was adopted by the Executive Board on January 28, 2022 and encompasses the detailed policies and procedures for conducting PSRC's project selection process, including details on the policy focus of support for centers and the corridors that serve them, the various set-asides and distribution amounts, and other details. The project selection process, as directed by the *Policy Framework*, is based on the regional policies and outcomes as detailed in VISION 2050 and the Regional Transportation Plan.

The criteria used to evaluate every project is based on these policies and outcomes, built from the foundation of supporting regional and local centers; they include elements such as accessibility, multimodal mobility, safety, equity and climate, as well as financial and readiness considerations. Specific changes for the 2022 process include a significant strengthening of the criteria for safety and equity considerations; inclusion of apprenticeship utilization programs to the non-scored Other Considerations element of the criteria; and a new Equity Pilot Program to be developed with PSRC's Equity Advisory Committee.

Call for Projects

A Call for Projects was released on February 11, 2022, and workshops were held to review the materials and provide assistance to potential project sponsors. A total of 198 projects requesting a combined total of almost \$500 million were submitted for the estimated \$187 million available of PSRC's FHWA funds. Per previous board direction, this total amount reflects the 2025-2026 estimate for PSRC's standard FHWA formula funds, as well as additional funds made available to the region in 2021 through the Highway Infrastructure Program (HIP) and the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA). As noted in the Policy Framework, the distribution of PSRC's FTA funds is on hold pending further board discussions on the distribution methodology.

Additional materials about the project selection process – including the *Policy Framework*, project evaluation criteria, project applications, and other resources – may be found on PSRC's website at <https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>.

Regional FHWA Competition

For PSRC's FHWA regional competition, 31 projects requesting over \$159 million were submitted for the estimated \$64 million available. PSRC staff scored project applications based on the adopted regional project evaluation criteria as outlined above. RPEC reviewed the projects and PSRC staff scores on May 26, 2022, and after a full discussion unanimously recommended the projects in Attachment A for funding, including a prioritized contingency list of projects should additional funds become available prior to the next process. In addition to the project scores, RPEC also took other factors into consideration in preparing the recommendation, including the following: geographic equity, agency equity, modal equity, having a balance among project phases, scalability, unique circumstances and project completion.

Countywide Competitions

Per the *Policy Framework*, the balance of PSRC's FHWA funds is distributed through competitive processes conducted by each of the four countywide forums. A total of 167 projects requesting over \$334 million were submitted for the \$123 million available, which includes the set-asides for bicycle and pedestrian investments, preservation and the required minimum amount to be spent in the rural area.

Each countywide group adopts their own competitive processes, based on the *Policy Framework*, federal requirements and the regional project evaluation criteria, with some locally based customization; a summary of each countywide process is contained in the *Policy Framework*. The countywide project selection committees concluded their processes in June and are recommending the projects identified in Attachment B, including prioritized contingency lists of projects should additional funds become available prior to the next process. *Please note: three counties have not yet recommended projects for the additional amount of funding available through HIP and CRRSAA as noted above; it is anticipated these additional project recommendations will come back to the board in September.*

Next Steps

Once the Board approves the projects to receive this funding, PSRC will begin work on the preparation of the Draft 2023-2026 Regional Transportation Improvement Program (TIP), scheduled to be released for public comment in September. In October the Transportation Policy Board will make its final recommendation on the 2023-2026 Regional TIP, and the Executive Board is scheduled to take final action on October 27, 2022.

At their meeting on July 14, the Transportation Policy Board will be provided additional details on the projects recommended for funding as identified in Attachments A and B. This will include information on the types of projects recommended, the phases of implementation, their geographic location, and an assessment of how the suite of recommended projects address and achieve the regional policy outcomes identified in VISION 2050 and the Regional Transportation Plan. In addition, information on the impact of the 2022 criteria changes will be discussed, including plans for further

evaluation through the Equity Pilot Program and future work with the Equity Advisory Committee.

For more information, contact Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

Attachments:

A - PSRC's 2022 FHWA Regional Competition: Regional Project Evaluation Committee Recommendation

B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds

**ATTACHMENT A: PSRC 2022 FHWA REGIONAL COMPETITION
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)						
Sound Transit	Boeing Access Rd Infill Station	Preliminary Engineering / Design	72	\$8,230,000	\$8,230,000	Design a new light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila. Part of the Link 1 Line connecting multiple regional growth centers between Northgate and SeaTac, the S. Boeing Access Road Infill (BARI) Station will be in the northern portion of the North Tukwila Manufacturing Industrial Center (North Tukwila MIC)). The BARI Station includes a new parking facility with up to 300 stalls, pedestrian and bicycle access investments, and transit-oriented development.
King County Metro	South Annex Base Expansion and Electrification	Construction	71	\$8,225,000	\$8,225,000	The South Annex Base (SAB) project will rehabilitate and upgrade an existing Metro owned property at its South Campus in Tukwila to create a new transit base. The new base will increase Metro's base capacity to support the expansion of Metro's bus fleet by approximately 250 new 100% electric buses. The additional base capacity will allow Metro to provide additional transit service as all of its existing bases are at or beyond capacity and unable to accommodate additional buses to increase service. The SAB will also create base capacity that will allow Metro to upgrade its other six operating bases to support a fully electric bus fleet of over approximately 1,361 buses by 2035 while maintain transit service that operates out of these bases.
Pierce Transit	Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S	Construction	68	\$4,800,000	\$4,800,000	Pierce Transit is planning capital improvements to support its first Stream bus rapid transit (BRT) line. Beginning in the north at S 9th Street and Commerce Street in Tacoma, the Stream 1 BRT will travel predominantly along Pacific Avenue/SR 7 to the southern terminus at the Spanaway Transit Center. This project, a subsegment of the larger Stream 1 BRT corridor, will provide dedicated median transit-only lanes between 112th Street S to 104th Street S in both directions and a southbound, transit-only lane from 104th Street S to 99th Street S. In addition, two new transit stations will be constructed at 112th Street S and 104th Street S with signal enhancements for pedestrian safety and transit operation.

Attachment: A - PSRC's 2022 FHWA Regional Competition: Regional Project Evaluation Committee

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Community Transit	Swift Gold Line Zero Emission Expansion Buses	Other	67	\$8,000,000	\$8,000,000	The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Cascade Industrial Center (CIC), and Everett Community College. Ending at the Everett Station, this line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide region. Community Transit is requesting funding for thirteen (13) Expansion buses to operate the Swift Gold Line BRT.
PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Construction	61	\$5,500,000	\$3,645,000	This project will kick start the electrification of switcher locomotives in the Puget Sound Region by replacing two (2) highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard. The engines of the two unregulated locomotives will be scrapped. The recommended award will fund 1 locomotive, with the balance on the contingency list.

TOTAL: \$32,900,000

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Surface Transportation Block Grant Program (STP)						
Bellevue	Eastrail to NE Spring Boulevard Trail Link	Construction	72	\$4,900,000	\$4,900,000	The Eastrail to NE Spring Boulevard Trail Link project will construct a critical 850-foot-long nonmotorized trail linking the north-south "Eastrail" (the Eastside Rail Corridor pedestrian bicycle trail under development by King County) with the new east-west Spring Boulevard separated pedestrian-bicycle path. This Trail Link will include a 12-foot wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding, lighting, and natural storm drainage.
Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	Construction	72	\$4,757,500	\$4,757,500	Constructs a multi-modal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer and amenity zones. On the north side of West Meeker Street, a widened sidewalk and buffer zone will be included west of Madison Ave. Further enhancements include curb bulb-outs, on-street parking, enhanced pedestrian crossing, a raised mid-block crosswalk at the Interurban Trail, pedestrian amenities, and a new roundabout with separated bike lanes at the corner of Lincoln Avenue and West Meeker Street. Improvements will accommodate planned transit needs in the corridor.

Attachment: A - PSRC's 2022 FHWA Regional Competition: Regional Project Evaluation Committee

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
WSDOT	SR167 Completion Project- Stage 2 (Final Completion)	Construction	71	\$5,480,000	\$5,480,000	Construction of the final segment of new four lane alignment of SR 167 from SR 161 Meridian Avenue E in Puyallup to Interstate 5 in Fife. Completes a missing link in the regional trail system beginning in the Puyallup Downtown Regional Growth Center from Puyallup Riverfront Trail to Interurban Trail in Fife. Includes new interchanges at SR 161 and Valley Avenue and completes the diverging diamond interchange at I-5. Extensive wetland mitigation throughout the Wapato Creek Watershed. Adds capacity on existing SR 167 from SR 161 to SR 410 to accommodate additional traffic volume.
Bothell	Bothell Way NE Multimodal Improvements Phase 1	Construction	68	\$5,480,000	\$5,480,000	The project consists of mobility improvements on Bothell Way NE from Reder WA to 191st ST NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete the missing link of the corridor for Community Transit's expansion of the SWIFT BRT Green Line.
Lynnwood	42nd Avenue W Improvements	Construction	67	\$5,000,000	\$5,000,000	The project will complete a new grid street in the heart of Lynnwood's Regional Growth Center, and is part of the City's goal to take the existing 600-foot "superblocks" and divide them into more urbanscale 300-foot blocks. The project is one of the primary routes to access the Sound Transit light rail station opening in 2024. The street cross section includes two travel lanes, bicycle sharrows, on-street parking on both sides of the street, wide sidewalks, lighting, with streetscaping and urban design features. Infrastructure improvements include sidewalk, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements, channelization and signing. Traffic signals will be installed at Alderwood Mall Boulevard and 196th Street SW.
Auburn	East Valley Highway Widening	Preliminary Engineering / Design	65	\$1,050,000	\$1,050,000	The project will improve E Valley Highway from south of the East Valley Access Road intersection in Pierce County, north to the Lakeland Hills Way intersection in King County. The project scope includes intersection improvements, a separated non-motorized trail, additional northbound and southbound through lanes, center turn lane, illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, relocation of utility poles, and installation of a new dynamic message sign.

Attachment: A - PSRC's 2022 FHWA Regional Competition: Regional Project Evaluation Committee

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Kitsap County	Ridgetop - Mickelberry to Myhre, ROW Phase 1	Right of Way	62	\$5,200,000	\$4,872,500	ROW Phase 1 will acquire properties and easements for the eastern portion of the Ridgetop – Mickelberry to Myhre project in the vicinity of the Ridgetop Blvd. and Myhre Rd. intersection. The project will widen the roadway to four travel lanes with divided median, access control, and intersection improvements. Reconstruct and widen sidewalks with upgraded ADA facilities. Add bike lanes in both directions. The project will explore low stress bike lane designs such as raised bike lanes. Reconstruct the intersections at Mickelberry and Myhre. East of Myhre, a 2nd eastbound lane and uphill bike lane will be added to the vicinity of the new Sid Uhinck Drive alignment.

TOTAL: \$31,540,000

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)					
King County Metro	King County Post Pandemic TDM	Other	63	\$6,400,000	The proposed project will apply transportation demand management (TDM) strategies to increase transit and rideshare ridership based on a deeper, more holistic understanding of a changing transit market in a post COVID-19 pandemic society. It will increase and extend existing Metro TDM programs and apply new, innovative strategies. The project will focus on 24 designated Regional Growth and MIC Centers in both King and Snohomish counties which are connected by 17 high-capacity transit corridors with existing service, and upcoming new services starting between 2024 and 2027 alongside parallel transit feeder service restructures in both counties.
Sound Transit	Graham Street Infill Station	Preliminary Engineering / Design	62	\$8,230,000	Design of a new light rail station in the City of Seattle on Martin Luther King Jr. Way between Graham Street and Morgan Street along the existing Link light rail Line 1. The new Graham Street Station will be located between the existing Columbia City and Othello stations and built to accommodate 4-car trains, increasing access in the Rainier Valley and serving the growing Hillman City neighborhood. The Station will also include pedestrian and bicycle improvements in the station area.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Construction	61	\$1,855,000		This project will kick start the electrification of switcher locomotives in the Puget Sound Region by replacing two (2) highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard. The engines of the two unregulated locomotives will be scrapped. The recommended award will fund 1 locomotive, with the balance on the contingency list.
Washington State Ferries	Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Route	Construction	60	\$4,900,000		This request will fund the full electrification of the Mukilteo-Clinton Ferry Route through construction of an electric charging facility at the Clinton Ferry Terminal. Due to the service characteristics of this route, charging infrastructure will only be needed at one terminal, and the Clinton Terminal has been assessed as the most cost-effective site for installation. This project will support the ship-to-shore rapid charging system located on the new ferries through the design and installation of a medium voltage power system running from the utility meter to the vessel mooring facility. Key elements include the construction of conduits, vaults, power cables, service connections, transformers, switchgear, equipment foundations, access and service platforms, energy storage systems if needed and supporting equipment at the terminal.
Northwest Seaport Alliance	Zero-Emission Cargo-Handling Equipment Incentive Program	Other	58	\$4,400,000		The Zero-Emission Cargo-Handling Equipment Incentive Program will support the tenants of the Northwest Seaport Alliance to retire their diesel equipment early and replace them with zero-emission (battery-electric or hydrogen) equivalent units. Cargo-handling equipment is a priority activity sector to target in the near-term, as equipment stays on the terminal for its entire lifetime. This project would cover up to 50% of the cost of the replacement unit (most likely yard tractors) and necessary charging/fueling infrastructure, capped at \$220,000 per unit. The CMAQ and matching funds would fund 20 pieces of zero emission cargo-handling equipment.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Everett	California Street Ped/Bike Corridor	Construction	42	\$8,200,000		The project will construct sidewalks to fill gaps and widen sidewalks along the California Street corridor from Broadway to Pine, install a two-way cycle track on the north side of California Street from Broadway to Pine, delineate formal angled parking on the south side of California Street, with curb extensions and Rectangular Rapid Flashing Beacon protected crossings from Broadway to Pine, construct sidewalks on the west side of Pine from California to Hewitt and a shared use path on the east side of Pine from California to Hewitt, modify the existing sidewalk on the south side of Hewitt from Pine to Maple, modify the existing RRFB at Hewitt and Pine and existing signal at Hewitt and Maple, relocate the Hewitt crossing to the US 2 ramp to Chestnut Street, provide an off-street connection between the Chestnut crossing and US 2 trail, and the asphalt overlay of California Street and Pine Street within project limits.
Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Surface Transportation Block Grant Program (STP)						
Bothell	Bothell Way NE Multimodal Improvements Phase 2	Construction	71	\$5,000,000		The project consists of widening Bothell Way NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, fish passage culvert, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete Phase 2 of the missing corridor link for Community Transit's expansion of the SWIFT BRT Green Line from Bothell Regional Canyon Park Growth Center and connections to Bothell Transit Hub.
Tacoma	Puyallup Ave Transit/Complete Street Improvement	Construction	67	\$5,480,000		The Puyallup Ave project is 1.2 miles extending from Portland Ave to S. C Street, including the Portland Avenue intersection. The project scope includes a complete reconstruction of the roadway with concrete pavement, complete street elements including bike lanes, sidewalks/curb ramps, bulbouts, crosswalks, signals/APS and other ITS elements, lighting, landscaping, bus stops, parking, other street amenities, improved connections to regional transit services and active transportation facilities, upgraded utilities, and a shared HOV/transit lane.
SeaTac	Airport Station Area Pedestrian Improvements	Construction	65	\$4,500,000		The project will construct safety and mobility improvements for people walking, biking, and using transit around the SeaTac Airport Station Area, which is located within the SeaTac City Center. The project improves four street segments and two intersections.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Port of Seattle	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment *	Construction	62	\$3,000,000		The project completes a missing link in the regional highway system by extending SR 509 from existing S. 188th Street interchange to 24th Avenue S. interchange in SeaTac Regional Growth Center. Project elements include: 1. Four lane new expressway from S. 188th Street to 24th Avenue S. 2. Reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area. 3. SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area. 4. Extended acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509. The project also includes extension of the Lake to Sound Trail.
Fife	Port of Tacoma Road Phase 2b: 20th Street East	Construction	60	\$4,000,000		Improve 20th Street E couplet to complete Port of Tacoma Road project; includes new signals and ped crossings at 3 intersections, completion of sidewalks, and connection to ADA pedestrian compliant bridge crossing of I-5.
Bellevue	Mountains to Sound Greenway Trail (142nd Avenue SE to I-90 Nonmotorized Overcrossing at 150th Avenue SE)	Construction	56	\$4,673,000		This project will construct over 2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of Interstate 90 (I-90). The project starts just east of 142nd Place SE, runs parallel to the north side of SE 36th street, and ends adjacent to the pedestrian/bicycle overcrossing of I-90, immediately west of 150th Avenue SE. In general, the design will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, landscaping, lighting, natural storm drainage, and access to the local street network, as well as local and regional transit services.
Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E.)	Preliminary Engineering / Design	56	\$2,000,000		Widen and reconstruct the roadway to accommodate a four-lane facility with paved shoulders, curb, gutter, and sidewalk. The work will include illumination, interconnect, an enclosed drainage system, storm water flow control and runoff treatment facilities, retaining walls, stream relocation/enhancements where needed, and culvert improvements.
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	Construction	55	\$5,480,000		The 148th Street Non-Motorized Bridge project is a new pedestrian/bicycle bridge spanning Interstate 5 in the proximity of N 148th Street in Shoreline and will serve as a key component in the City's bicycle/pedestrian network. The finished nonmotorized bridge will include a bridge span with landing and ramps on the east-side of I-5 that connects users to and integrates with a new regional high-capacity transit center with light rail and bus service. The west-side of I-5 will include ramps/landing and a shared-use path connecting to 1st Avenue NE.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	Right of Way	55		\$5,480,000	This 145th Corridor project connects to a new regional high capacity transit center with light rail and bus service as well as connections to the regional bike trail system. Project elements include: pavement resurfacing, new left turn lanes on 145th at Meridian Ave. with storage and signal timing, ITS infrastructure to support signal optimization and transit speed and reliability, widened, shared-use 8-foot sidewalk on north side of street, relocation of utility poles in sidewalks, pedestrian scale street lighting, wheelchair accessible bus stops and ADA improvements, new bus zone improvements, including ADA-accessible pads, bus shelters, and real-time information system pylons.
Kirkland	108th Avenue Transit Queue Jumps	Right of Way	51		\$1,500,000	Widen the roadway to add a northbound transit only lane on 108th Ave NE. Phase 1 will be from NE 62nd St to just north of NE 68th St and Phase 2 is from NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE and modify the existing signal at NE 68th St to accommodate the new lane and allow transit signal priority. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities.
WSDOT	I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements	Construction	49		\$5,480,000	This project will reconstruct the southbound I-5 to westbound SR 18 off-ramp to improve capacity and serve both eastbound and westbound SR 18 traffic, removing the existing southbound I-5 to eastbound SR 18 loop ramp, and construct the southbound I-5 to SR 161 off-ramp. In addition, the project will upgrade intersections by replacing the S 356th St./SR 161/16th Ave. S intersections with roundabouts and by widening and realigning the east leg of the SR 161/Milton Rd. S intersection. Work will include updating illumination, drainage, stormwater, pedestrian and bicycle facilities and constructing seven fish passable structures, with environmental impacts being mitigated as needed.
Snohomish County	North Creek Regional Trail Phase 2	Construction	48		\$5,000,000	Construct Phase 2 of North Creek Regional Trail between Waxen Road and 183rd St SE (North Creek Park). This segment will be approximately 0.78 miles long, paved, and designed to meet current ADA standards and non-motorized standards. The trail will primarily be designed as a separated trail and a small portion (approximately 100') at the northern end will be designed as a side path to keep people biking and walking away from horizontal and vertical obstructions. This project will also include a 90 foot pre-fabricated pedestrian bridge and a fish passable culvert under Waxen Road.

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Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Arlington	180th Street Connector	Preliminary Engineering / Design	46		\$482,678	New road providing access to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center. The 180th St Connector will connect to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a traditional stop-controlled intersection. This new road will consist of two travel lanes and grade separated pedestrian facilities, a 5-foot wide sidewalk on one side and a 12-foot wide multiuse trail on the other. The roadway will include pedestrian and street lighting, street amenities and local area art; it will also include new water, sewer, and storm utilities.
		Construction				
King County Metro	Metro Route 36 Improvements	Construction	40		\$3,000,000	Design and construct transit speed, reliability and access improvements along Metro Route 36, an electric trolley bus route operating between Othello Link Light Rail Station and Downtown Seattle (12th Ave S and S Jackson St) via Beacon Hill.

* Sponsor reduced requested amount

ATTACHMENT B: COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2025-2026 FHWA FUNDS

PROJECTS RECOMMENDED FOR FUNDING

KING COUNTY PROJECTS RECOMMENDED FOR FUNDING

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
Seattle	130th Link Station Transit & Multimodal Access – East Corridor	CMAQ	\$ 5,480,000	74 / 70	Construction	Provide bike and pedestrian improvements along NE 130th and Roosevelt, including signal improvements.
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	STP	\$ 5,440,000	70 / 56	Construction	Construct a new pedestrian/bicycle bridge spanning I-5 in the proximity of the future N 148th Street Sound Transit light rail station
Bothell	Bothell Way NE Multimodal Improvements Phase 3	STP	\$ 3,960,000	68 / na	Right of Way	Improvements on Bothell Way NE from Reder Way to 191st St NE, including widening 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, and retaining walls, transit signal prioritization, and other elements.
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 1	STP	\$ 5,380,000	66 / na	Construction	lanes at the SR 900 intersection, add center turn lane, reconfigure westbound approach to two left turn lanes, add 12'-wide multi-use trail, add south side sidewalk, add landscaped planter strip buffer with street trees, install LED pedestrian and roadway illumination, build 9'-wide fish-passable box culvert for tributary stream of Tibbetts Creek, and include storm drainage treatment facilities and retaining walls.
Seattle	Harrison St Transit Pathway	STP	\$ 4,200,000	66 / na	Preliminary Engineering / Design	Rebuild Harrison St., with primary project elements including repaving and rechannelization, transit signal priority, transit stops, real-time information signage for transit, trolleywire infrastructure, and enhanced pedestrian realm improvements.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Federal Way	Pacific Hwy Non-Motorized Trail	CMAQ	\$ 3,600,000	64 / 61	Construction	Non-motorized improvements including a shared-use trail that runs along Pacific Hwy S and 16th Ave S (partially unopened right-of-way) from S 308th St to S 288th St. Trail; includes pedestrian scale illumination and storm improvements.
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Subtotal: \$28,060,000

SMALL JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
North Bend	SR202 shared use path	STP	\$ 541,200	46 / 51	Preliminary Engineering / Design	Connect the Tollgate Farm shared use path(s) with Snoqualmie Valley Regional trail and the North Bend downtown business district. This project will include a shared use path and pedestrian trail bridge over the South Fork Snoqualmie River.
North Bend	North Bend Way & Mt. Si Road	STP	\$ 650,000	39 / 45	Preliminary Engineering / Design, RW	Install roundabout, including bike lane transitions, pedestrian crossings at each leg, improved illumination for bicyclists and pedestrians.

Subtotal: \$1,191,200

RURAL PROGRAM

Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
King County Roads	NE Big Rock Road Overlay	STP	\$1,052,458	na	Construction	Grind and overlay 1.4 miles NE Big Rock Road.

Subtotal: \$1,052,458

ALL OTHERS PROGRAM

Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
King County Metro	King County Post Pandemic TDM	CMAQ	\$2,000,000	76 / 76	Other	Implement an array of TDM elements including educational resources to support sustained mode shift, outreach and commuter van subsidies for workers in low-income jobs, robust employer marketing strategies with incentives, and others.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471) : 2022

King County Metro	12th and Jackson Transit Hubs Project	STP	\$2,000,000	62 / 58	Construction	Construct passenger facility improvements at 12th and Jackson, including new bus shelters, sidewalk improvements, traveler information and wayfinding signs, and enhanced pedestrian and electrical infrastructure.
Subtotal:			\$4,000,000			
NONMOTORIZED PROGRAM						
Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
Seattle	Georgetown to Downtown Protected Bike Lane	STP	\$ 2,370,000	72 / 63	Construction	Build a protected bike lane connecting the Georgetown neighborhood to Downtown Seattle
Bellevue	Mountains to Sound Greenway Trail (142nd Place SE to the Nonmotorized Overcrossing of I-90 at 150th Avenue SE)(Non-motorized program)	STP	\$ 2,370,000	69 / 61	Construction	Construct over 2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of I-90. Will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, landscaping, lighting, natural storm drainage, and access to the local street network and local and regional transit services.
Renton	Sunset Trail	STP	\$ 1,378,810	69 / 65	Preliminary Engineering / Design, Right of Way	Install a 12-foot multi-use trail on the north side of NE Sunset Boulevard adjacent to the King County Library and the Renton Housing Authority.
Burien	4th Ave SW Multimodal Improvements Project	STP	\$ 2,370,000	67 / 61	Construction	Construct new multimodal transportation facilities on 4th Ave SW from SW 156th St to SW 160th St. Improvements include: roadway widening for curb, gutter & sidewalk on the east side of the roadway; 5-foot bicycle lanes in each direction; a new illumination system on the east side of the roadway; ADA ramp upgrades at all intersections; retaining walls; storm drainage facilities; paving; and traffic signal modifications.

Auburn	Regional Growth Center Pedestrian Improvements	STP	\$ 500,000	64 / 52	Preliminary Engineering / Design, Construction	Non-motorized improvements at the 1st Street NE/NW/N Division Street intersection, creating raised intersections at both locations, adding curb bulbs where they are not currently provided, installing new ADA compliant ramps, and adding pedestrian level and street lighting improvements.
Tukwila	S 144th Street Bridge Sidewalks	STP	\$ 500,000	62 / 51	Preliminary Engineering / Design	Pedestrian improvements on the S 144th Street Bridge(over I-5) including replacement of 3' wide raised bridge deck, 6' wide sidewalks and barrier, pedestrian railing and sharrows for bicycles.

Subtotal: \$9,488,810

PRESERVATION PROGRAM

Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)	Description
Bellevue	South Downtown Bellevue Arterial Overlay	STP	\$ 1,450,000	96	Construction	Conduct 6.4 lane-miles of roadway pavement repairs, including resurfacing with asphalt and concrete overlay in select locations, ADA curb ramp retrofits, replacement and enhancement of bicycle lanes in select locations, traffic signal modifications, and sidewalk repairs as required on sections of 112th Avenue NE, 110th Avenue NE, NE 102nd Street, and Main Street.
Auburn	C Street SW Preservation (GSA Signal to Ellingson Rd SE)	STP	\$ 865,000	94	Construction	Patch, grind, and overlay C Street SW between the GSA signal to Ellingson Road to the south.
Federal Way	S 320th Street Preservation (1st Ave S to Pacific Hwy S)	STP	\$ 1,450,000	91	Construction	Replace existing curb ramps and pedestrian push buttons to meet ADA standards, pavement repair and overlay, replace existing dual-faced sloped mountable curb, replace traffic signal detector loops with detector cameras, and conduct channelization and utility adjustments.
Kent	East Valley Highway Preservation (84th Ave South from S 212th St to S 196th St)	STP	\$ 1,400,000	91	Construction	Grind and replace failing pavement sections, and provide full-width ACP overlay. Includes replacement of existing ACP with cement concrete for the intersection approach legs at S 212th Street, and ACP overlay of intersections.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

WSDOT	SR 99/S 272nd St to SR 516 Vic - Paving & ADA Compliance	STP	\$ 1,450,000	91	Construction	Resurface the northbound and southbound lanes of SR 99, from S 272nd St to SR 516.
Seattle	Denny Way Preservation	STP	\$ 1,450,000	88	Construction	Mill and overlay pavement along Denny Way.
Auburn	A Street SE Preservation (37th Street SE to Lakeland Hills Way)	STP	\$ 905,000	87	Construction	Grind and overlay A Street SE from 37th Street SE to the intersection with Lakeland Hills Way.
Renton	Oakesdale Ave SW Preservation Project	STP	\$ 1,300,000	86	Construction	Resurface the roadway along Oakesdale Ave SW from SW 34th St to SW 16th St.
Shoreline	NE 155th Street Preservation, 1st Ave NE to 15th Ave NE	STP	\$ 900,000	84	Preliminary Engineering / Design, Construction	Provide pavement preservation on N 155th Street between 1st Ave NE and 15th Ave NE in Shoreline, including spot pavement repairs, pavement overlay, and pavement re-striping.
Port of Seattle	North Bound Airport Expressway Preservation	STP	\$ 698,500	82	Construction	Mill and overlay 4" of existing asphalt pavement along the terminal roadway system at Seattle-Tacoma International Airport.
Newcastle	2026 Newcastle Pavement Management Program	STP	\$ 900,000	78	Preliminary Engineering / Design, Construction	Overlay 4 road segments at 2 miles combined in length. Will retrofit all cur ramps along the corridors to meet current ADA standards.

Subtotal: \$12,768,500

KING COUNTY RECOMMENDED PROJECTS TOTAL: \$56,560,968

KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Funding Source	Amount	Ranking	Phase(s)	Description
Kitsap County	Lund and Hoover	STP	\$2,279,363	1	Construction	Install roundabout at Lund and Hoover intersection and build Segment 1 connection to nearby roundabout at Lund and Harris intersection.
Poulsbo	Noll Road North Segment 3B	STP	\$1,800,000	3	Construction	Construct 1,200 linear feet of new two lane road with sidewalk on west side and shared use path on east side.
Port Orchard	SR 166 / Bay Street Improvements - Preservation	STP	\$2,000,000	4	Construction	Construct first phase of western waterfront area redevelopment, including raising the street elevation, reconstructing travel lanes and sidewalk frontages, providing new streetlighting, and various other elements.

Kitsap Transit	West Bremerton Transit Center and Hydrogen Fueling Station	STP	\$1,800,000	6	Preliminary Engineering / Design	Provide an enhanced transit center with approximately 5 bus berths, pedestrian canopies, a comfort station, hydrogen fueling facility, and park and ride for at least 210 vehicles. Additional pedestrian features to include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security.
Bremerton	SR 303 Corridor Improvements Phase 2	STP	\$2,068,230	8	Preliminary Engineering / Design,	Install adaptive signal control system along the SR 303 corridor.
Bainbridge Island	Wyatt Way Bicycle Pedestrian Improvements	STP	\$777,000	12	Construction	Install intersection safety improvements along Wyatt Way, including vertically separated paths along a half-mile of the roadway.
Kitsap County	Preservation - West Kingston - RURAL / PRESERVATION	STP	\$485,407	15	Construction	Implement pavement overlays and mill and fill.

Subtotal: \$ 11,210,000

KITSAP COUNTY RECOMMENDED PROJECTS TOTAL: \$ 11,210,000

* Kitsap County uses an alternate scoring methodology involving High, Medium and Low summaries per each evaluation criteria, rather than numeric scores out of 100.



PIERCE COUNTY PROJECTS RECOMMENDED FOR FUNDING

ROADWAY

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	112th St. E. (A St. S. to 18th Ave. E.)	STP	\$2,500,000	56	Preliminary Engineering / Design	Improve a 1.22 mile segment of 112th St E by widening the roadway to add a center turn lane, bike lanes, curb, gutter, and sidewalks. Includes street lighting, fiber optic interconnect, storm drainage, and reconstructing the existing traffic signal system.
University Place	67th Avenue Improvements	STP	\$2,875,400	56	Construction	Construct 1.16 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes, illumination, and median islands. Stormwater infrastructure will be replaced as needed. Signals will be upgraded at 3 intersections to include transit priority and audible pedestrian signals. Curb ramps will be brought up to ADA standards.

Subtotal: \$5,375,400

NONMOTORIZED

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
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Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

University Place	70th Ave Improvements Ph 2	STP	\$773,500	62	Preliminary Engineering / Design, Construction	Construct 0.5 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes and illumination, flashing pedestrian crossing beacons, and radar speed feedback signs. Curb ramps will be brought up to ADA standards.
University Place	67th Phase 3	STP	\$297,500	58	Preliminary Engineering / Design	Construct 0.49 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes and illumination, to extend the existing sidewalk and bicycle facility network. Curb ramps will be brought up to ADA standards, and one audible pedestrian signal will be installed.
Tacoma	S 11th St & Earnest S Brazill: Protected Bike Lane Couplet	CMAQ	\$1,567,711	57	Preliminary Engineering / Design, Construction	Construct 0.27 miles of protected bike lanes to complete a gap in the existing bicycle facility network.
Pierce County	159th St. E. (SR-7 to 3rd Ave. Ct. E.)	STP	\$1,500,000	54	Construction	Add sidewalk and bike lanes on both sides of 159th St E to connect to existing sidewalks at SR 7 and B St E. Includes sidewalk illumination and extends the existing two way left turn lane to B St E including necessary traffic signal modifications.
Edgewood	Interurban Trail Phase III (Jovita Canyon)	STP	\$2,480,000	49	Construction	Construct one mile of new multi use path connecting existing segments of the Interurban Trail between 114th Ave E and West Valley Highway.
Subtotal:			\$6,618,711			
RURAL						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	Nisqually Rd SW	STP	\$976,010	32	Construction	Install 1.98 miles of asphalt overlay. Existing guardrails will be brought up to current standards, and new locations for guardrails will be evaluated.
Subtotal:			\$976,010			
OTHER						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	Transportation Demand Management Support for Communities, Businesses and Commuters	CMAQ	\$900,000	74	Planning	TDM program. Includes outreach, materials, and programs to employers and communities between DuPont and Tacoma, plus development of a business plan.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Tacoma	McKinley Ave ITS and Signal Coordination	CMAQ	\$395,000	59	Preliminary Engineering / Design, Right of Way	Coordinate traffic signals along a 1.7 mile corridor. Replace signal cabinets and controllers, and install fiber optic equipment and accessible pedestrian
NW Seaport Alliance	Zero Emission Drayage Truck Demonstration Program	CMAQ	\$2,800,000	55	Other	Deploy 14 zero-emission drayage trucks and development of one or more truck charging / fueling stations in Pierce
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$402,289	47	Preliminary Engineering / Design	Install fiber optic interconnect conduit and cabling plus associated hardware to coordinate 7 existing traffic signals.

Subtotal: \$4,497,289

PRESERVATION

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
University Place	Cirque Drive Overlay	STP	\$723,363	60	Preliminary Engineering / Design, Construction	Install 1.08 miles of 2 inch asphalt overlay. Curb ramps will be brought up to ADA standards as required.
Pierce County	Canyon Rd E Asphalt Overlay	STP	\$725,363	59	Construction	Grind and overlay 1.32 miles of the existing asphalt roadway. Curb ramps will be brought up to ADA standards.
Puyallup	Valley Ave. NW Overlay - Phase 2	STP	\$750,000	55	Preliminary Engineering / Design, Construction	Grind and overlay 0.3 miles of asphalt. Sidewalks will be brought up to ADA standards.
Tacoma	E Portland Ave (64-72) Overlay	STP	\$750,000	50	Construction	Implement pavement repair and overlay. Pedestrian infrastructure well be brought up to ADA standards as needed.
Edgewood	48th St E Preservation	STP	\$600,000	46	Construction	Repair and/or replace the existing concrete and asphalt surfaces.
Sumner	Valley Ave Overlay	STP	\$749,410	45	Preliminary Engineering / Design, Construction	Repair and overlay 0.28 miles of pavement. Pedestrian infrastructure well be brought up to ADA standards as
Lakewood	112th St SW - South Tacoma Way to Steele St. S	STP	\$750,000	41	Preliminary Engineering / Design, Construction	Reconstruct 0.75 miles of asphalt roadway to a depth of two inches.
Steilacoom	Rigney Rd Preservation Project	STP	\$385,540	29	Construction	Repair and overlay 0.55 miles of pavement. Curb ramps will be brought up to ADA standards.
DuPont	Center Drive Overlay Phase 4B	STP	\$49,274	26	Preliminary Engineering / Design	Includes 0.37 miles of grinding and overlaying the existing asphalt travel lanes, turn lanes, and bike lane/shoulders to a depth of two inches. Pedestrian Infrastructure (curb ramps, push buttons) will be brought up to ADA standards.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Subtotal: \$5,482,950

PIERCE COUNTY RECOMMENDED PROJECTS TOTAL: \$22,950,360

SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING

CMAQ Funding

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Lynnwood	44th Avenue W Underpass (I-5 Off Ramp to 208th)	CMAQ	\$1,370,000	75	Construction	Construct a new multi-use path under I-5 connecting the Interurban Trail with the Lynnwood City Center station.
Everett	California Street Ped/Bike Corridor Phase 2 (Broadway Ave to W. Marine View Dr.)	CMAQ	\$1,130,000	65	Preliminary Engineering / Design	Construct bicycle/pedestrian corridor from Broadway Ave to W Marine View Dr. including pedestrian facilities, parking and bicycle lanes in each direction and enhanced nonmotorized facilities at the entrance and exit to US 2.
Arlington	180th Street Roundabout & Smokey Point	CMAQ	\$2,000,000	64	Construction	Construct a new roundabout at the intersection of 180th St and Smokey Point Blvd. Includes rapid flashing pedestrian beacons, landscaping, lighting, and
Sultan	US2 Route Corridor Trail Phase One (MP 22.5 to MP 23.25)	CMAQ	\$980,000	55	Preliminary Engineering / Design, Construction	Connect the recently completed Sultan River Pedestrian/Bicycle Bridge to the existing pedestrian facilities on the south side of US2 located near Main Street and US2.
Subtotal:			\$5,480,000			

STP Funding

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Bothell	Bothell Way NE Multimodal Imp. Phase 2	STP	\$2,597,500	83	Construction	Widen roadway from 2/3 lanes to 5 lanes, and construct transit stop amenities, signal improvements, protected bike lanes, sidewalks, illumination, and fish passage culverts.
Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	STP	\$2,597,500	72	Construction	Construct 3 lane roadway with shared use paths to replace existing 2 lane roadway with minimal shoulders. Curb and gutter, shared-use paths, ADA ramps, and landscape strips will be installed.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	STP	\$2,597,500	70	Construction	Construct Phase 2 of Ash Way corridor project, including segment between Ash Way/134th St SW and Admiralty Way/Gibson Rd. Improve the corridor to a 3-lane urban section with bike lanes, curbs and sidewalks, intersection improvements, and stormwater facilities.
Edmonds	Highway 99 Revitalization from 224th St. SW to 220th St SW - Stage 4	STP	\$2,597,500	69	Right of Way	Widen SR 99 from 224th to 220th and construct sidewalks, curb ramps upgrades, two accessible pedestrian signals, and enhanced landscaping and illumination.
Arlington	180th Street Roundabout & Smokey Point	STP	\$200,000	64	Construction	Construct a new roundabout at the intersection of 180th St and Smokey Point Blvd. Includes rapid flashing pedestrian beacons, landscaping, lighting, and
Monroe	Tjerne Phase III (Woods Creek Road to Old Owen Rd)	STP	\$460,000	59	Preliminary Engineering / Design	Improve existing 20' wide rural roadway to urban standards, including curb, gutter, shared use paths, and center turn lane. Improve existing intersection where Oaks Street connects to Old Owen Road by signalization or roundabout. Extend sidewalk from Oaks Street southerly to existing sidewalk network near US 2.
Subtotal:			\$11,050,000			

PRESERVATION Funding

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
WSDOT	SR525 - SR525 Spur Vic to Mukilteo Ferry Terminal	STP	\$700,000	99	Construction	Pave both directions of SR 525, from the vicinity of the SR 525 Spur to the Mukilteo Ferry Terminal
Lynnwood	33rd Ave W (184th St SW to Poplar Wy Bridge)	STP	\$700,000	93	Construction	Construct 3,000 feet of 2-4 inch asphalt repair and overlay.
Edmonds	Olympic View Dr. (SR524/196th St. SW to Talbot Rd)	STP	\$700,000	85	Preliminary Engineering / Design, Construction	Construct pavement repair and overlay. Pedestrian infrastructure will be brought up to ADA standards as needed.
Bothell	240th St SE (Meridian Ave S to Bothell-Everett Hwy)	STP	\$700,000	81	Construction	Construct pavement repair and overlay. Pedestrian infrastructure will be brought up to ADA standards as needed.

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Marysville	67th Ave NE (Grove St to 88th St NE)	STP	\$550,000	79	Construction	Conduct minor pavement repair, grinding and overlay on 67th Ave NE from Grove Street to 88th St NE. Project includes necessary ADA ramp upgrades, pavement markings and replacement of traffic control loops.
Snohomish County	140th ST NW/NE (MP 2.300 to MP 6.507) - RURAL	STP	\$840,000	71	Construction	Construct subgrade and pavement repair where needed, preleveling where needed, and an asphalt overlay.
		Subtotal:	\$4,190,000			
SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:			\$20,720,000			

RECOMMENDED CONTINGENCY PROJECTS

KING COUNTY PRIORITIZED CONTINGENCY LIST

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
SeaTac	Airport Station Area Pedestrian Improvements	STP	\$4,500,000	64 / 59	Construction
Woodinville	Eastrail Crossing and SR 202 Widening & Trestle Replacement	STP	\$2,500,000	62 / na	Construction
Kirkland	108th Avenue Transit Queue Jumps	STP	\$1,500,000	61 / 51	Right of Way
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	STP	\$5,480,000	66 / na	Right of Way
Bellevue	120th Avenue NE (Stage 4) - NE 16th Street to Northup Way Multimodal Corridor Completion	STP	\$3,820,000	65 / na	Right of Way
Issaquah	Newport Way (Maple to Sunset) - Phase 1	STP	\$5,480,000	65 / na	Construction
Bellevue	Bellevue College Multimodal Connector	STP	\$2,125,000	64 / na	Preliminary Engineering / Design
Kirkland	NE 128th Corridor Multimodal Improvements	STP	\$1,282,000	62 / 63	Preliminary Engineering / Design
Bellevue	Mountains to Sound Greenway Trail (142nd Place SE to the Nonmotorized Overcrossing of I-90 at 150th Avenue SE)(Countywide Large Jurisdiction)	STP	\$4,673,000	59 / 46	Construction
Redmond	Adaptive Signals (Downtown Vicinity)	STP	\$1,050,000	59 / 67	Preliminary Engineering / Design,
Renton	Rainier Avenue North Corridor Improvements - Phase 5	STP	\$3,196,075	59 / na	Preliminary Engineering / Design

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Seattle	80th St and 85th St ITS Corridors	STP	\$4,225,000	58 / 44	Preliminary Engineering / Design,
Auburn	SR 164/SR 18 Interchange Improvements	STP	\$1,357,000	57 / 54	Construction
Seattle	University Bridge	STP	\$5,480,000	57 / na	Construction
Maple Valley	T45 SR 169 Corridor Widening Project from SE 253rd Place to SE 260 Street	STP	\$5,400,000	56 / na	Construction
Auburn	Lea Hill Road/104th Avenue SE Roundabout	STP	\$2,614,000	55 / 41	Preliminary Engineering / Design,
Bothell	Beardslee Blvd Improvement (Campus to I405)	STP	\$4,500,000	54 / na	Construction
Sammamish	SE 8th St - 218th Ave SE Corridor Safety Improvements	STP	\$2,780,110	53 / na	Preliminary Engineering / Design
Burien	SW 148th St Intersection Improvements	STP	\$4,750,000	52 / 32	Construction
Covington	SR 516 and Covington Way Intersection Improvements	STP	\$5,455,000	49 / 38	Construction
King County Roads	Berrydale Bridge #3086OX Corridor Safety Improvement Project	STP	\$3,719,500	49 / na	Preliminary Engineering / Design
Seattle	Duwamish Seaport Drayage Electrification	CMAQ	\$5,480,000	46 / 46	Other
King County Roads	SE Petrovitsky Road at 134th Avenue SE Drainage and Safety Improvement	STP	\$4,203,035	45 / na	Construction
Maple Valley	T28b Phase 3 – Witte Road SE/SE 254 th Place Roundabout	STP	\$4,932,000	43 / 33	Construction
Pacific	West Valley Highway Reconstruction	STP	\$5,300,000	39 / na	Construction
ALL OTHERS PROGRAM					
		Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
King County Metro	Transit Speed and Reliability Spot Improvements	STP	\$ 1,392,375	58 / na	Preliminary Engineering / Design,
King County Metro	Southwest King County Transit Signal Priority	STP	\$ 1,735,950	57 / 48	Preliminary Engineering / Design,
Northwest Seaport Alliance	Terminal 5 Truck Gate Complex	STP	\$ 1,750,000	45 / na	Construction
NONMOTORIZED PROGRAM					
		Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Seattle	Beacon Ave Non-motorized Access Phase 3	STP	\$ 2,370,000	76 / 72	Construction

Federal Way	City Center BPA Trail Extension	CMAQ	\$ 600,000	72 / 72	Preliminary Engineering / Design
Kent	Transit and Non-Motorized Intersection Improvements at Meeker Street and 64th Ave S	STP	\$ 1,893,333	66 / 56	Construction
Bothell	Downtown Bothell Stride Station Access Improvements - 102nd Ave NE	STP	\$ 825,000	65 / 55	Construction
WSDOT	SR 900/57th Ave S to S 135th St – Pedestrian and Safety Improvements	STP	\$ 2,370,000	65 / 54	Preliminary Engineering / Design
King County Metro	Metro Pedestrian & Bicycle Site Improvements	STP	\$ 2,370,000	64 / 52	Preliminary Engineering / Design,
Shoreline	145th Street Off-Corridor Bike Network (west of I-5)	STP	\$ 733,953	64 / 64	Construction
Kirkland	CKC Crossing at 132nd Ave NE	STP	\$ 1,500,000	62 / 51	Construction
Shoreline	Eastside Off-Corridor Bike Network	STP	\$ 151,375	59 / 68	Planning
Auburn	10th Street Non-Motorized Improvements	STP	\$ 839,000	57 / 54	Construction
Redmond	NE 40th Street Shared Use Path (163rd Ave NE to 172nd Ave NE)	STP	\$ 2,000,000	57 / 54	Construction
Maple Valley	SR 169 Pedestrian Bridge at SE 258th ST	CMAQ	\$ 2,620,000	53 / 47	Construction

PRESERVATION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Redmond	Pavement Management Project - 154th Avenue (Redmond Way to 85th Street)	STP	\$ 1,445,000	83	Preliminary Engineering / Design,
Kent	South 212th Street Preservation (Green River Bridge to Orillia Rd/Kent City Limits)	STP	\$ 1,500,000	97	Construction
WSDOT	SR 181/James St Vic to S 180th St - Paving & ADA Compliance	STP	\$ 1,500,000	82	Construction
Bellevue	SE 26th Street / Kamber Road / SE 16th Street Preservation	STP	\$ 1,445,000	81	Construction
Federal Way	S 324th Street Preservation (11th Pl S to Pacific Hwy S)	STP	\$ 400,000	80	Construction
King County Roads	Avondale Rd NE and NE 128th Way Pavement Preservation	STP	\$ 1,487,000	76	Preliminary Engineering / Design,
Bothell	Juanita-Woodinville Way NE Overlay: NE 160th St -121st Ave NE	STP	\$ 800,000	74	Construction
Kirkland	124th Ave NE Preservation Project	STP	\$ 1,000,000	74	Construction
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405)	STP	\$ 800,000	65	Construction

Shoreline	Greenwood Ave N Preservation	STP	\$ 900,000	45	Preliminary Engineering / Design,
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KITSAP COUNTY PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score* (out of 100)	Phase(s)
Kitsap County	Ridgetop Mickelberry to Myhre ROW Phase 2	STP	\$3,500,000	2	Right of Way
Kitsap Transit	Johnson Road Park and Ride	STP	\$1,500,000	5	Preliminary Engineering / Design
Kitsap County	Anderson Hill Corridor Study	STP	\$432,000	7	Planning
Bremerton	11th St. Roadway Preservation Phase 1	STP	\$2,560,400	9	Preliminary Engineering / Design,
Poulsbo	3rd Avenue Reconstruction	STP	\$1,557,000	10	Construction
Bainbridge Island	Finch and Sportsman Club Bicycle and Pedestrian Improvements	STP	\$950,000	11	Construction
Bremerton	11th St. Roadway Preservation Phase 2	STP	\$2,214,400	13	Preliminary Engineering / Design,
Port Orchard	Old Clifton Nonmotorized Improvements	STP	\$2,000,000	14	Construction
Kitsap County	Preservation - Lake Flora	STP	\$761,762	15	Construction
Poulsbo	Finn Hill Overlay	STP	\$925,000	16	Preliminary Engineering / Design,
Port Orchard	Citywide Asphalt Overlays	STP	\$865,000	17	Construction

PIERCE COUNTY PRIORITIZED CONTINGENCY LIST

ROADWAY

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Lakewood	South Tacoma Way - 88th ST S to 80th ST CT SW	STP	\$3,531,500	47	Construction
Sumner	166th Ave E Widening and Intersection Improvements	STP	\$1,550,000	47	Right of Way
Puyallup	23rd Ave. SE; Meridian to 9th St. SE - Road Widening	STP	\$5,500,000	46	Construction
Tacoma	Portland Avenue Freight and Access Improvements	STP	\$4,338,357	46	Construction
Fife	58th Avenue E and Valley Avenue E Roundabout	STP	\$712,500	44	Preliminary Engineering / Design,
Pierce County	122 AV E (146 St Ct E to 136 St E)	STP	\$2,500,000	42	Construction
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STP	\$691,000	42	Preliminary Engineering / Design,
Puyallup	Shaw Road Widening - Phase 4a (25th to 20th Ave. Ct. SE)	STP	\$1,998,000	42	Preliminary Engineering / Design,

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3471 : 2022

Lakewood	Military Rd. SW - Edgewood to 112th	STP	\$3,546,500	37	Preliminary Engineering / Design,
Sumner	Tacoma Ave Overlay and Intersection	STP	\$2,213,530	37	Preliminary Engineering / Design,
Lakewood	Custer Road SW. - Bridgeport Way SW to 75th SW	STP	\$156,760	36	Preliminary Engineering / Design

NONMOTORIZED

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
University Place	67th Phase 3	STP	\$1,615,000	58	Construction
University Place	40th Street Phase 3	STP	\$731,000	57	Preliminary Engineering / Design,
Sumner	Fryar Avenue Shared Use Trail	CMAQ	\$3,030,000	51	Construction
Fife	6224 Pacific Highway Sidewalk Project	CMAQ	\$493,000	50	Construction
Edgewood	Chrisella Road East Safety Improvements	STP	\$3,582,000	44	Construction
Sumner	Rivergrove Community Pedestrian Bridge	STP	\$6,500,000	42	Preliminary Engineering / Design,
Puyallup	Puyallup Downtown Core Intersection Accessibility & Safety Improvements	STP	\$600,000	42	Construction
Puyallup	Sidewalk Construction 14th St. SE - 7th Ave. SE to Pioneer	STP	\$865,000	24	Construction

OTHER

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
NW Seaport Alliance	Zero Emission Drayage Truck Demonstration Program	CMAQ	\$200,000	55	Other
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$2,595,000	47	Construction

PRESERVATION

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Fife	Radiance Blvd Preservation	STP	\$750,000	39	Construction
DuPont	Center Drive Overlay Phase 4B	STP	\$542,019	26	Construction

SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST

STP Funding

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Bothell / Snohomish County	228th Street SE (35th Ave SE to 39th Ave SE Widening Project)	STP	\$ 1,050,000	74	Right of Way
Snohomish County	Interurban Trail Improvements: 167 Pl SW to 160 St SW	STP	\$ 2,020,000	66	Construction

Sultan	US2/Old Owen Road Intersection Improvements	STP	\$ 1,192,000	61	Preliminary Engineering / Design,
Snohomish County	Richardson Creek Bridge #300 Replacement	STP	\$ 1,470,000	58	Construction
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	STP	\$ 328,000	53	Preliminary Engineering / Design,
Everett	75th St. SW Bicycle Pedestrian Corridor (Hardson Rd to Seaway Blvd)	STP	\$ 2,000,000	50	Preliminary Engineering / Design
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Monroe	Kelsey St (US2 to Chain Lk Rd)	STP	\$747,988	67	Preliminary Engineering / Design,
Everett	Everett (California to 18th Ave)	STP	\$750,000	66	Construction
Arlington	67th Ave Ph2 (204th St- 180th St)	STP	\$750,000	63	Construction



Puget Sound Regional Council

DISCUSSION ITEM

July 7, 2022

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

IN BRIEF

The Regional Transportation Plan was unanimously adopted by the General Assembly on May 26, 2022. The plan identifies many short-term implementation actions as well as longer-term work programs for PSRC and its member agencies. At their meeting on June 9 the Transportation Policy Board was provided an overview of these and other ongoing activities and provided preliminary feedback and details for consideration in the development of PSRC's next budget and work program. Further discussion will continue at the July 14 meeting, including feedback on priorities and preferred timelines for each element.

DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

In addition to the work called for to implement the RTP, there are other upcoming and ongoing activities in the PSRC work program. One example is the 2022 project selection process for PSRC's federal funds currently underway, which will be followed by the development of the new 2023-2026 Regional Transportation Improvement Program.

At the Transportation Policy Board meeting on June 9, 2022, staff summarized these various activities and provided information on the expected timeframe to complete each element and an assessment of available resources. Additional board guidance was

requested to provide greater detail on the scope of certain elements. Attachment 1 provides a summary overview of the work program elements; all but the last two items were discussed in June. At the July 14 meeting, the board will continue these discussions and be asked to provide feedback on the priorities and preferred timelines for the various activities.

It is anticipated that the Transportation Policy Board will review and discuss development of the transportation work program and ultimately develop a recommendation of priorities and timelines to the Executive Board. As a reminder, the development of PSRC's Fiscal Year 2024-2025 Biennial Budget and Work Program will begin later this year.

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

Attachments:

1 - Regional Transportation Plan – PSRC Work Program Items

Attachment 1: Regional Transportation Plan – PSRC Work Program Items

This document summarizes the various implementation items identified in the Regional Transportation Plan (RTP), primarily in Chapter 4, “What’s Ahead,” but also as identified in other parts of the plan. Work program items are disseminated into five distinct categories, identified in terms of ongoing and existing work programs versus new areas, level of resources and timeframes, and areas where further board direction is required.

Category 1 = Ongoing Core PSRC Work Program: Meeting and Maintaining MPO/RTPO Requirements

Several implementation items identified in the RTP refer to work that is considered core to PSRC’s mandates and reflect ongoing work that is already part of the budget and work program. In general, these action items refer to standard processes related to:

- Amending and updating the RTP;
- Developing and maintaining the Regional Transportation Improvement Program;
- Developing the Policy Framework for PSRC’s Federal Funds and conducting the project selection process;
- Reviewing and certifying local jurisdiction and transit agency plans;
- Maintaining PSRC’s analytical tools; and
- Continued support to member jurisdictions.

Category 2 = Other Ongoing Work Related to Collaboration, Coordination and Technical Assistance

Several implementation items identified in the RTP refer to other work that is either routinely conducted or in some cases to specific work that may already be underway. Much of this work is captured in the current work program and budget; others that are longer term efforts may require future resources.

This category of implementation items includes PSRC’s ongoing work convening stakeholders through a series of advisory committees that provide input to the region’s planning efforts on a variety of transportation topics. PSRC currently maintains eight standing advisory committees that provide technical guidance and inform the agency on best practices within their specific program areas. In addition, this category includes PSRC’s collaboration with local, regional, state, and national partners on a variety of programs and projects.

More specific work program items within this category that are identified in the RTP and for which PSRC expects to utilize the transportation advisory committees and other partners include:

- Development of guidance, best practices and technical assistance on a variety of topics, such as freight, safety, technology, equity, resilience, etc.
- Repackaging the bicycle/pedestrian elements and data in the RTP into a stand-alone Active Transportation Plan.
- Supporting the transition to a zero emission transportation system, in partnership with the Puget Sound Clean Air Agency and the Regional EV Collaborative.

Category 3 = Work Related to Data Collection, Analysis and Performance Metrics

Several implementation items refer to ongoing data collection efforts on a variety of transportation topics, including: active transportation, transit, emerging technologies, safety, maintenance and preservation, health and the overall update and maintenance of the new transportation system conditions visualization tool. PSRC is committed to this ongoing work, and there are varying levels of effort required depending on the topic and the sources of available data.

There are also several implementation items related to ongoing improvements to PSRC’s analysis tools and performance metrics for the same list of topics noted above, but also for transportation demand management activities, equity, and resilience. Similarly, PSRC is committed to this ongoing work and there are varying levels of effort required depending on the topic, the level of available data and the current state of the practice.

It is expected that some additional resources may be required, depending on the topic and sources of data, and both are expected to be longer term work program items. Board direction will be requested on the relative priority and timing of both of these efforts compared to other implementation items.

Category 4 = Expanded Work Program Items

There are two implementation items identified in the RTP that call on PSRC to take further steps or develop new components to existing work program areas.

Related to climate:

- Developing a 2030 transportation network and inputs and conducting a 2030 analysis in alignment with the adopted Four-Part Greenhouse Gas Strategy; and

- Continuing to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the climate goals and to monitor progress.

A deadline was set for this work to be completed by December 31, 2022, and work is underway.

Related to the RTP financial strategy:

- Identify the action steps necessary to implement the new revenue sources component of the financial strategy – in particular the transition to a Road Usage Charge – and identify the roles and responsibilities at all levels of government.

This is anticipated to be a longer-term work program item and some additional resources or partnership efforts may be required. Board direction will be requested on the relative priority and timing of this effort compared to other implementation items.

Category 5 = New Work Program Items Requiring Board Guidance

There are several new implementation items identified in the RTP, with varying levels of detail provided.

This category includes the following items:

- Identify performance measures and targets for meeting key aspects of VISION 2050 and this RTP, including but not limited to greenhouse gas emissions, safety, reduction of gaps in active transportation system, implementation of the plan's financial strategy, vehicle miles traveled trends, and transit ridership by December 31, 2022. Track progress on these measures through an online dashboard.
- Elevate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans.
- Convene regional partners and stakeholders to discuss the challenges and solutions to continue to make progress toward meeting safety goals. This will include addressing the full spectrum of safety elements and a Safe Systems Approach.
- Develop a Regional Safety Plan, including actions, targets, and performance indicators, with updates provided and progress tracked through an annual regional safety report. Seek resources for regional and local planning and projects.
- Convene members to discuss the vision for future high-capacity transit in the region.

- Update the RTP Prioritization Measures and how projects are evaluated at point of submission into the RTP. This will include consideration of all ages and abilities and a Safe Systems Approach.
- Convene a board working group to develop a road map and timeline for the next RTP. This should also consider the importance of aligning the RTP with state and federal funding cycles.

Board direction will be sought to provide further guidance on the extent and details of each work program, as well as the priority and timeline compared to other implementation items.