



# Puget Sound Regional Council

## Executive Board

Thursday, July 28, 2022 • 10:00 – 11:30 AM

Hybrid Meeting • PSRC Board Room • 1011 Western Avenue, Suite 500, Seattle 98104

The meeting will be streamed live over the internet at [www.psrc.org](http://www.psrc.org).

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### 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: 895 5405 3521, Passcode: 171433.

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 [srogers@psrc.org](mailto:srogers@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](#).

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1. **Call to Order and Roll Call (10:00) - Councilmember Claudia Balducci, President**
2. **Communications and Public Comment**
3. **President's Remarks**
4. **Executive Director's Report**
5. **Committee Reports**
  - a. Operations Committee - Mayor Becky Erickson, Vice President
6. **Consent Agenda (10:15)**
  - a. Approve Minutes of Meeting held June 23, 2022

- b. Approve Vouchers Dated May 31, 2022 through July 11, 2022 in the Amount of \$967,387.26
- c. Approve PSRC FY 2023 Indirect Cost Rate Approval
- d. Approve Budget Amendment to Add Revenue from Department of Commerce for Housing Public Opinion Survey
- e. Approve Contract Authority for On-Call Model Development Support
- f. Approve Contract Authority for Joint Development of Travel Model Software
- g. Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- h. Approve Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designations for the PSRC Region

#### **7. New Business (10:20)**

- a. Approve 2022 Annual FTA Adjustments -- *Kelly McGourty, PSRC*

#### **8. New Business (10:35)**

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

#### **9. Executive Session (11:00)**

- a. Executive Session Regarding Real Estate Matters Pursuant to RCW 42.30.110(1)(b)

#### **10. New Business**

- a. Authorize Executive Director to Execute Office Space Lease -- *Josh Brown and Nancy Buonanno Grennan, PSRC*

#### **11. Information Items**

- a. New Employee Status Report
- b. Letter from Representative Marilyn Strickland Regarding Environmental and Stormwater Mitigation

#### **12. Other Business**

#### **13. Next Meeting: NO MEETING IN AUGUST**

Thursday, September 22, 2022, Hybrid Meeting, 10 - 11:30 AM

#### **14. 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 Sheila Rogers at [srogers@psrc.org](mailto:srogers@psrc.org).

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>.



July 13, 2022

## Project recommendations for PSRC's Federal Highway Administration funds

Between February and June 2022, the project selection process to distribute approximately \$187 million of PSRC's 2025-2026 FHWA funds was conducted through a regional competition and competitions in each of the region's four counties. The projects recommended to receive these funds as well as the recommended contingency lists can be found on pages 40 to 64 of the [agenda packet](#). View the [presentation](#) or watch the [meeting video](#).

For more information, contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

## Annual Federal Transit Administration Adjustment

PSRC distributed its 2022 FTA funds as part of the 2018 project selection process using an estimate based on previous funding levels under the Fixing America's Surface Transportation Act. FTA updates its actual allocations on an annual basis. The final 2022 allocation made under the new Infrastructure Investment and Jobs Act is higher than originally estimated, providing an increase of approximately \$93.7 million to the region. The projects recommended to receive these funds can be found on pages 25 to 35 of the [agenda packet](#). View the [presentation](#).

For more information, please contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org) or (206) 587-4822.

## PSRC Transportation Work Program

The Transportation Policy Board continued its discussion of PSRC's transportation work program and provided feedback on the priorities and preferred timelines for the various activities. View the [presentation](#).

For more information, contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

### In other business, the board:

- Recommended the Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designations for the PSRC Region.
- Recommended adoption of a Routine Amendment to the 2021-2024 Transportation Improvement Program.

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A video of the meeting is available on the [Watch Board Meetings page](#). Meeting materials, including agendas and presentations, can be found on the [Transportation Policy Board: Meeting Materials page](#).

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July 7, 2022

### **Kirkland center designation application extended**

The City of Kirkland would like to designate Greater Downtown Kirkland as a Regional Growth Center. The city has been working to complete its application, and requested an extension to the application window. The Growth Management Policy Board approved the extension through February 2023.

For more information, contact Maggie Moore at [mmoore@psrc.org](mailto:mmoore@psrc.org).

### **Climate Work Program**

For more than a decade, regional policy has directed PSRC to address climate change. Climate change became a greater priority during the development of VISION 2050, resulting in a dedicated chapter in the plan and additional direction on resilience.

The board was briefed on several partnerships and projects related to climate, including:

- **Regional Electric Vehicle Collaboration:** PSRC has partnered with the Puget Sound Clean Air Agency to provide technical assistance and enhanced coordination on advancements towards a zero-emission transportation system. Five workshops have been held around the region, and an information clearinghouse is on the way.

- **Puget Sound Climate Preparedness Collaborative:** PSRC partnered with six other agencies to form a climate preparedness collaborative in 2014. Since then, membership has expanded to over 20 agencies. The goal of the [Collaborative](#) is to create a forum of peer learning and to leverage opportunities and resources to assist local governments and organizations in developing communities resilient to the impacts of climate change.
- **Puget Sound Regional Emissions Analysis Project:** PSRC's planning efforts align with the regional greenhouse gas emissions inventory as developed by the Puget Sound Clean Air Agency. The current inventory is based on 2015 data, and is referenced in both VISION 2050 and the Regional Transportation Plan. An update of the regional emissions inventory is currently underway. This work is expected to be complete at the end of 2022.

For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

### **Comprehensive Plan Review and Certification**

The 2024 periodic comprehensive plan update cycle is underway. The board was briefed on the plan update, review and certification process, and provided guidance to PSRC staff on how PSRC can best guide the process and establish appropriate expectations for local plans.

For more information, contact Paul Inghram at [pingham@psrc.org](mailto:pingham@psrc.org), Liz Underwood-Bultmann at [lunderwood-bultmann@psrc.org](mailto:lunderwood-bultmann@psrc.org), or Laura Benjamin at [lbenjamin.psrc.org](mailto:lbenjamin.psrc.org).

### **Industrial Lands Analysis**

PSRC is in the process of updating the Regional Industrial Lands Analysis with the direction of the Growth Management Policy Board, Economic Development District Board, and Freight Advisory Committee. The board was provided a progress report that includes an update of the project's scope and timeline, a review of local jurisdiction outreach, and initial data analysis findings.



PSRC also recently held a TOOLBOX Peer Networking Session on Industrial Lands. Local jurisdictions shared how they're planning for the changing landscape of industrial lands, and additional information was provided on the Industrial Lands Analysis Update. Watch the [video](#).

For more information, contact Ben Kahn at [bkahn@psrc.org](mailto:bkahn@psrc.org), Jason Thibedeau at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org), or Paul Inghram at [pinghram@psrc.org](mailto:pinghram@psrc.org).

### **Please take a short survey to inform PSRC's federal certification review**

Every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FHA) conduct a review of PSRC to determine if federal planning requirements are being met. Please consider providing feedback on PSRC's transportation planning process to inform the federal review and ensure federal transportation funding continues to flow to the region by [taking this short survey](#) by Friday, July 22, 2022.

A video of the meeting is available on the [Watch Board Meetings page](#). Meeting materials, including agendas and presentations, can be found on the [Growth Management Policy Board: Meeting Materials page](#).



July 13, 2022

## Innovation Cluster Accelerator Program

The Washington State Department of Commerce provided an update on the Innovation Cluster Accelerator program (ICAP), which is designed to grow key industry clusters in the state. ICAP was designed to help transform legacy industries into new clusters that will fuel statewide economic growth. Nine organizations were awarded grants and each will receive up to \$500,000, along with strategic guidance and support to build and run an innovation cluster in a target industry. The Innovation Cluster Accelerator program is supported by a \$15 million CARES Act investment by the U.S. Economic Development Administration (EDA). View the [presentation](#) or watch the [meeting video](#).

For more information, contact Jason Thibedeau at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org) or (206) 389-2879.

## Industrial Lands Update

PSRC is in the process of updating the Regional Industrial Lands Analysis under the guidance of the Economic Development District Board, Growth Management Policy Board, and Freight Advisory Committee. Staff updated the board on the project's scope and timeline, a review of local jurisdiction outreach, and initial data analysis findings. View the [presentation](#).

For more information, contact Ben Kahn at [bkahn@psrc.org](mailto:bkahn@psrc.org).



## In other business, the board:

- Adopted its Fiscal Years 2022-2023 Supplemental Budget and Work Program. View the [presentation](#).

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A video of the meeting is available on the [Watch Board Meetings page](#). Meeting materials, including agendas and presentations, can be found on the [Economic Development District Board: Meeting Materials page](#).

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## Puget Sound Regional Council

### **MINUTES**

**Puget Sound Regional Council Executive Board  
Thursday, June 23, 2022  
Hybrid Meeting, PSRC Board Room**

### **CALL TO ORDER AND ROLL CALL**

The meeting of the Executive Board was called to order at 10:01 AM by King County Councilmember Claudia Balducci, PSRC President. A video of the meeting was streamed live as well as recorded and will be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

The following person addressed the board: Alex Tsimerman.

### **PRESIDENT'S REMARKS**

President Claudia Balducci thanked members of the board for joining the meeting. She stated that the board will have a short business meeting today to take care of a couple of quick business items followed by a joint board workshop on racial equity to learn more about implicit bias and reduce its impact on our work moving forward.

President Balducci reported that Mike Cotten is retiring from WSDOT, and Brian Nielsen will be replacing him as alternate on the Executive Board.

### **COMMITTEE REPORTS**

Vice President Becky Erickson, Chair, Operations Committee, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated March 31, 2022 through June 9, 2022 in the Amount of \$2,147,110.42. The committee also approved a budget amendment and contract authority to increase the amount for the Puget Sound Regional Household Travel Survey Program; approved contract authority to subscribe to common office software programs; and approved a

revised policy on compensating members of PSRC funded focus groups, committees, and/or community-based organizations. She commented, “this policy was first adopted in October 2020 and has since gone through further refinements. At its April meeting, the Operations Committee heard a request from staff to expand the policy to include compensating community-based organizations (CBOs). Staff would also incorporate suggestions from the State Auditor to strengthen controls in the policy.” She reported that the committee directed staff to clarify the definition of a CBO and provide examples of the types of work this would support. She reported that staff provided stronger definitions and guidelines on how this expansion would support PSRC’s work program.

Vice President Erickson reported that the Operations Committee held an executive session to discuss real estate opportunities as allowed by RCW 42.30.110(1)(b). She reminded the board that PSRC’s office lease expires in 2024. She stated that “since early 2021, staff have put in a great deal of effort to evaluate needs related to office space. The Executive Board has also received periodic updates on the status of this effort.” She reported that “for today’s executive session, PSRC’s real estate agent was present along with Nancy Buonanno Grennan and Josh Brown. We heard very promising options from staff and expect the committee and board to make a recommendation at the July meeting.”

## **CONSENT AGENDA**

**ACTION: It was moved and seconded (Wahl/Garrido) to: (a) Approve Minutes of Meeting held April 28, 2022 (b) Approve Vouchers Dated March 31, 2022 through June 9, 2022 in the Amount of \$2,147,110.42 (c) Approve Budget Amendment and Contract Authority to Increase the Amount for the Puget Sound Regional Household Travel Survey Program (d) Approve Contract Authority to Subscribe to Common Office Software Programs (e) Approve Revised Policy on Compensating Members of PSRC Funded Focus Groups, Committees, and/or Community-Based Organizations (f) Adopt Routine Amendment to the 2021-2024 Transportation Improvement Program.**

**The motion passed Unanimously.**

## **INFORMATION ITEM**

Included in the agenda packet was a new Employee Status Report.

## **OTHER BUSINESS**

There was no other business brought before the board.

## **NEXT MEETING**

The Executive Board will next meet on Thursday, July 28, 2022, 10 – 11:30 AM. This will be a hybrid meeting.

## **ADJOURN**

The meeting adjourned at 10:25 AM.

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Adopted this 28<sup>th</sup> day of July 2022.

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Councilmember Claudia Balducci, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

Attachments:  
eb2022-attendance

**Executive Board Meeting - June 23, 2022**

6.a.a

Members and Alternates that participated for all or part of the meeting included:			1=Present
<b>King County</b>	2	EXC Dow Constantine	
		CM Claudia Balducci	1
		CM Joe McDermott Alt	
		CM Jeanne Kohl Welles Alt	
Seattle	4	MYR Bruce Harrell	
		CM Andrew Lewis	1
		CM Tammy Morales	
		CM Dan Strauss	
		CM Teresa Mosqueda Alt	
Bellevue	1	MYR Lynne Robinson	
		CM Jennifer Robertson Alt	1
Federal Way	1	MYR Jim Ferrell	
Kent		<b>Vacant Alt</b>	
	1	MYR Dana Ralph	
Kirkland		CM Toni Troutner Alt	
	1	MYR Penny Sweet	
Renton		DP MYR Jay Arnold Alt	1
	1	MYR Armondo Pavone	
Redmond		CM James Alberson, Jr. Alt	
	1	MYR Angela Birney	1
Auburn		CM Jessica Forsythe Alt	
	1	MYR Nancy Backus	
Cities/Towns		<b>Vacant Alt</b>	
	3	CM Chris Roberts, Shoreline	
		MYR Allan Ekberg, Tukwila	
		CM James McNeal, Bothell	
		CM David Baker, Kenmore Alt	
		MYR Jeff Wagner, Covington Alt	
		MYR Mary Lou Pauly, Issaquah Alt	
<b>Kitsap County</b>		MYR Jan Molinaro, Enumclaw 2nd Alt	
		MYR Rob McFarland, North Bend 2nd Alt	
Bremerton	1	COM Charlotte Garrido	1
		COM Robert Gelder Alt	
Port Orchard	1	MYR Greg Wheeler	1
		CM Michael Goodnow Alt	
Cities/Towns	1	MYR Rob Putaansuu	
		CM Jay Rosapepe Alt	
<b>Pierce County</b>	1	MYR Becky Erickson, Poulsbo	1
		MYR Joe Deets, Bainbridge Island Alt	
Tacoma	2	EXC Bruce Dammeier	1
		CM Derek Young	1
		CM Dave Morell Alt	
Lakewood	1	MYR Victoria Woodards	
		CM Keith Blocker Alt	
Cities & Towns	1	CM Don Anderson	1
		CM Linda Farmer Alt	
<b>Snohomish County</b>	1	CM Doug Fagundes, Fife	1
		MYR Pro Tem Javier Figueroa, University Place Alt	1
	2	EXC Dave Somers	
Everett		CM Sam Low	
		CM Stephanie Wright Alt	
	1	MYR Cassie Franklin	
Cities/Towns		CM Don Schwab Alt	
	2	MYR Barbara Tolbert, Arlington	
		MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
		CM George Hurst, Lynnwood Alt	
Port of Bremerton		MYR Mason Thompson, Bothell Alt	1
	1	COM Axel Strakeljahn	1
		COM Cary Bozeman Alt	
Port of Everett		COM Gary Anderson Alt	
	1	COM Glen Bachman	1
Port of Seattle		COM Tom Stiger Alt	
	1	COM Ryan Calkins	
Port of Tacoma		COMM Sam Cho Alt	
	1	COM Dick Marzano	1
Washington State Department of Transportation		COMM Kristin Ang Alt	
	1	Secretary Roger Millar	1
		Julie Meredith Alt	
		Brian Nielsen Alt	
		Steve Roark Alt	
Washington State Transportation Commission		Robin Mayhew Alt	
	1	COMM Hester Serebrin	
	COMM Jerry Litt Alt		

Attachment: eb2022-attendance (3488 : Minutes of Meeting held June 23, 2022)



## Puget Sound Regional Council

### CONSENT AGENDA

July 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated May 31, 2022 through July 11, 2022 in the Amount of \$967,387.26**

### IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers. Because the meeting is being attended remotely, PSRC will email voucher information to two members of the Operations Committee for review and approval.

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>		<u>TOTALS</u>
06/13/22 - 07/11/22	AP Vouchers	\$	312,183.22
05/31/22 - 06/15/22	Payroll	\$	655,204.04
			\$ 967,387.26

For additional information, please contact Andrew Werfelmann at 206-971-3292; email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).





## Puget Sound Regional Council

### **CONSENT AGENDA**

July 21, 2022

**To:** Executive Board  
**From:** Mayor Becky Erickson, Chair, Operations Committee  
**Subject:** **Approve PSRC FY 2023 Indirect Cost Rate Approval**

### **IN BRIEF**

A request is being made for approval of PSRC's Fiscal Year 2023 Indirect Cost Rate Proposal (ICRP).

### **RECOMMENDED ACTION**

Recommend that the Executive Board approve PSRC's Fiscal Year 2023 indirect cost rate proposal with a benefit rate of 58.74% and indirect rate of 43.18%.

### **BUDGET IMPACT**

The attached ICRP is used to allocate PSRC's budgeted benefits and indirect costs to federal awards. The benefits and indirect costs were included as part of PSRC's Biennial Budget and Work Program for Fiscal Years 2022-2023 as adopted by the General Assembly on April 29, 2021.

### **DISCUSSION**

Indirect costs are costs incurred for common or joint purposes that cannot be easily identified with a particular final cost objective. These costs benefit more than one cost objective or program and are allocated to federal awards by use of an indirect cost rate.

PSRC's ICRP was last reviewed and approved by our federal cognizant agency, the Federal Transit Administration, on February 15, 2018. Subsequent ICRPs do not need to be submitted for approval unless PSRC changes its accounting system,

changes its ICRP methodology, or if PSRC's ICRP exceeds the rate last approved by the FTA by more than 20%.

The MPO/RTPO Agreement between PSRC and the Washington State Department of Transportation (WSDOT) requires Executive Board approval of PSRC's indirect cost proposal. Once approved, the proposal will be included within the budget and work program.

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

Attachments:

PSRC FY 17 Indirect Cost Rate Proposal(Approved)

FY2023 Indirect Cost Plan Proposal



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION X  
Alaska, Idaho, Oregon,  
Washington

915 Second Avenue  
Federal Bldg. Suite 3142  
Seattle, WA 98174-1002  
206-220-7954  
206-220-7959 (fax)

February 15, 2018

Diana Lauderbach  
Chief Financial Officer  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104

RE: 2017 Cost Allocation Plan  
Puget Sound Regional Council

Dear Ms. Lauderbach:

This letter concludes the Federal Transit Administration (FTA) review of the 2016-2017 Cost Allocation Plan submitted by the Puget Sound Regional Council (PSRC). FTA understands that the submitted Cost Allocation Plan is the second such plan submitted by Metro for Federal approval following a change in PSRC's rate type to a "fixed with carryforward" rate. For the review, PSRC identified FTA as its "cognizant agency" – which is the Federal agency responsible for reviewing, negotiating, and approving cost allocation plans and indirect cost rate proposals on behalf of all Federal agencies.

FTA contracted with TFC Consulting, Inc (TFC) to complete the review. A copy of the Final Report dated January 9, 2018 is enclosed. Based on the results of the review, FTA accepts the recommendation of the TFC, and hereby approves the following rate for PSRC:

Type	Effective	Base	Indirect Cost Rate
Fixed	1/1/2017 – 12/31/2017	Direct Salaries and Wages	53.73%

TFC consulting conducted its review during the summer and fall of 2017. The approved rate is based on actual costs for the fiscal year ending June 30 2015, and would be applied in the period ending June 30, 2017. Differences between the applied rate and the actual costs of the period covered by that rate are treated as a carried forward adjustment to the rate computation for the subsequent period.

In accordance with FTA Circular 5010.1E, each year's Cost Allocation Plan (CAP) and/or Indirect Cost Rate Proposal (ICRP) shall be updated and made available to the agency's

independent auditor at the annual audit. Note that Appendix F of FTA Circular 5010.1E requires that subsequent CAP/ICRPs be submitted to the cognizant Federal agency for approval when one or more of the following events occurs:

- The recipient has made a change in its accounting system that significantly impacts the previously approved Indirect Cost Rate Proposal and its basis of application.
- The recipient's proposed Indirect Cost Rate Proposal exceeds the rate(s) last approved by FTA by more than 20 percent.
- The recipient changes the Indirect Cost Rate Proposal methodology.
- The recipient is either a local governmental unit that receives more than \$35 million in direct federal funding or a non-profit entity. In accordance with 2 CFR part 200, these entities must submit their plan annually to their cognizant agency.

Prior to charging indirect costs to an FTA grant, a grant recipient must first have a CAP/ICRP approved by its cognizant agency, and any indirect costs must be specifically identified in the grant prior to grant approval. Thus, in order to seek FTA reimbursement for indirect costs, the following steps must occur: (1) the cognizant Federal agency approves the CAP/ICRP; (2) the approved CAP/ICRP is attached as part of the FTA electronic grant at the time of application; and (3) the proposed FTA grant application specifically identifies indirect costs as a grant expense (usually by identifying a specific activity line item in the budget).

If you have comments or questions regarding the enclosed report or indirect costs, please feel free to contact Scot Rastelli, FTA Transportation Program Specialist, at 206.220.7965.

Sincerely,

Susan Fletcher  
Director of Operations and Program Management

Enclosure

cc: Andrew Werfelmann, PSRC  
Jedediah Stancato, TFC Consulting, Inc.



Puget Sound Regional Council

August 8, 2016

Mrs. Linda Gehrke  
 Regional Administrator for Region 10  
 Federal Transit Administration – Region 10  
 915 Second Avenue, Suite 3142  
 Seattle, Washington 98174

Dear Mrs. Gehrke,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2017 indirect expenses. Based on conversations with Scott Rastelli and Thomas Radmilovich at FTA, PSRC intends to use the approved rate as the base for its fixed with carry forward indirect cost plan. PSRC intends to use the fixed with carry forward rate starting in fiscal year 2017, which begins July 1, 2016.

The budgeted fiscal year 2017 benefit rate is 58.65% of salaries. The proposed indirect rate is 53.73% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2015 Audited Financial Statements
- Proposal Reconciliation with FY 15 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-464-5416 or [dlauderbach@psrc.org](mailto:dlauderbach@psrc.org).

Thank you,

Diana Lauderbach  
 Chief Financial Officer  
 Phone: 206-464-5416  
 Email: [dlauderbach@psrc.org](mailto:dlauderbach@psrc.org)  
 Enclosure

## INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1D Appendix F “Cost Allocation Plans”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC will begin using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.



RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH  
VS PAID DIRECT EMPLOYEE BENEFITS  
FOR THE YEAR ENDING JUNE 30, 2015

**Total Employee Benefits Incurred:**

Employee Leave Benefits		906,110	
Employee non-leave Benefits		2,126,542	
<b>Total Employee Benefits Incurred</b>		<u>\$ 3,032,651</u>	

**2015 Actual Benefit Rate Calculation:**

<u>Total Actual Benefits</u>	=	<u>3,032,651</u>	<b>60.10%</b>
Total Actual Salaries		5,045,685	

**Total Indirect Incurred:**

Indirect Salaries		1,142,424	
Indirect Benefits		686,641	
Indirect Costs		1,510,068	
<b>Total Indirect Incurred</b>		<u>\$ 3,339,134</u>	

**2015 Actual Indirect Rate Calculation:**

<u>Total Actual Indirect Costs</u>	=	<u>3,339,134</u>	<b>53.43%</b>
Total Direct Salaries/Benefits		6,249,271	

**PUGET SOUND REGIONAL COUNCIL  
BENEFIT RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2017**

FY 2017 Budgeted Benefits	<u>\$ 3,223,017</u>
FY 2017 Budgeted Direct Salaries	4,326,048
FY 2017 Budgeted Indirect Salaries	<u>1,169,010</u>
Total Salaries	<u><u>\$ 5,495,058</u></u>

**BENEFIT RATE**

<u>Total Benefits</u>	=	<u>3,223,017</u>	=	<b>58.65%</b>
Total Salaries		5,495,058		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2017 BENEFIT COST**

<b>Benefit</b>	<b>2017 Budget</b>
Fica/Medicare	\$ 448,535
State L&I	20,359
State Unemployment	32,639
Vacation/Personal Time	544,205
Excess comp	0
Sick leave	8,000
Floating holiday	44,338
Holiday	233,889
Bereavement/Other	9,942
State Retirement	685,482
ICMA	235,567
Medical /Vision Insurance	763,095
Dental Insurance	76,972
LTD	17,659
Life insurance	6,417
Long term care	3,551
STD	17,323
EAP/Misc	3,000
Jury duty	5,000
EE recog	500
Transportation Incentive vehicle allowance	66,546
	0
<b>Total</b>	<u><u>\$ 3,223,017</u></u>

Attachment: PSRC FY 17 Indirect Cost Rate Proposal(Approved) (3487 : PSRC 2023 Indirect Cost Plan)

**PUGET SOUND REGIONAL COUNCIL  
INDIRECT COST RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2017**

FY 2017 Budgeted Indirect Cost	<u>\$ 3,687,518</u>
FY 2017 Budgeted Direct Salaries	4,326,048
FY 2017 Budgeted Direct Benefits	<u>2,537,227</u>
Estimated FY 2017 Direct Salaries & Benefits	<u>\$ 6,863,275</u>

**INDIRECT COST RATE**

<u>Total Indirect Cost</u>	=	<u>3,687,518</u>	=	<b>53.73%</b>
Total Direct Salaries & Benefits		6,863,275		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2017 INDIRECT COST BUDGET**

<u>Categories</u>	<u>2017 Budget</u>
Indirect Salaries and Benefits	\$ 1,854,670
Other contract services	235,000
Accounting and auditing	47,099
legal services	50,000
Rent	908,000
Paper	5,000
Copier Expense	25,000
Graphics & Printing	5,000
Postage	5,000
Office Supplies	18,000
Maintenance & Repairs	20,000
Telephone	30,000
Furniture & fixtures	45,000
Delivery charges	250
Advertising	1,000
Conferences	8,000
Education & Training	40,000
Meetings	5,000
Professional Dues	6,000
Publications	5,000
Web Page	25,000
Equipment lease	30,000
Recruiting & Advertising	11,000
moving	1,000
Vehicle Parking & Fuel& maintenance	20,000
Miscellaneous	500
Hardware	20,000
Software	15,000
Hardware Maintenance	16,000
Software Maintenance	30,000
Internet	20,000
Computer Supplies	6,000
Cloud Services	50,000
Temporary Personnel	20,000
Insurance	45,000
Travel	15,000
Depreciation	50,000
<b>Totals</b>	<u><u>\$ 3,687,518</u></u>

PUGET SOUND REGIONAL COUNCIL  
 SCHEDULE OF DIRECT AND INDIRECT COST  
 FOR THE YEAR ENDING JUNE 30, 2015

Categories	Total Cost	Direct Cost	Indirect Cost
Salaries	\$ 5,045,685	\$ 3,903,260	\$ 1,142,424
Benefits	3,032,651	2,346,010	686,641
Total Salaries & Benefits	<u>\$ 8,078,336</u>	<u>\$ 6,249,271</u>	<u>\$ 1,829,066</u>
Other contract services			95,016
Accounting and auditing			44,856
legal services			26,634
Rent			858,763
Paper			3,921
Copier Expense			64,820
Graphics & Printing			10,989
Postage			909
Office Supplies			13,904
Maintenance & Repairs			3,557
Telephone			19,962
Furniture & fixtures			12,007
Delivery charges			42
Advertising			283
Conferences			1,340
Education & Training			17,344
Meetings			570
Professional Dues			4,771
Publications			1,675
Web Page			20,245
Equipment lease			23,460
Recruiting & Advertising			6,644
moving			0
Vehicle & Parking			21,886
Miscellaneous			0
Hardware			99,329
Software			18,376
Hardware Maintenance			14,228
Software Maintenance			21,427
Internet			21,048
Computer Supplies			5,441
Cloud Services			0
Temporary Personnel			11,208
Insurance			28,756
Travel			1,978
Depreciation			34,678
Total Indirect Costs	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 1,510,068</u>

1,510,068

Total Actual Net Indirect Cost for FY 2015

8,078,336

6,249,271

3,339,134

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal, for the fiscal year ending June 30, 2017, are to establish billings or final indirect costs rates for July 1, 2016 through June 30, 2017 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the indirect cost rate proposal.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: Diana Lauderbach

Name of Official: Diana Lauderbach

Title: Chief Financial Officer

Date of Execution: 8/8/16

Attachment: PSRC FY 17 Indirect Cost Rate Proposal(Approved) (3487 : PSRC 2023 Indirect Cost Plan)



Puget Sound Regional Council

July 6, 2022

Mrs. Linda Gehrke  
Regional Administrator for Region 10  
Federal Transit Administration – Region 10  
915 Second Avenue, Suite 3142  
Seattle, Washington 98174

Dear Mrs. Gehrke,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2023 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2023 benefit rate is 58.74% of salaries. The proposed indirect rate is 43.18% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2021 Audited Financial Statements
- Proposal Reconciliation with FY 21 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-688-8221 or [lmayer@psrc.org](mailto:lmayer@psrc.org).

Thank you,

A handwritten signature in black ink, appearing to read 'Lili Mayer'.

Lili Mayer  
Finance Manger  
Phone: 206-688-8221  
Email: [lmayer@psrc.org](mailto:lmayer@psrc.org)  
Enclosure



## INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1E Appendix F “Cost Allocation Plans” and Appendix G “Indirect Cost Rate Proposals”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

As PSRC’s proposed indirect rate of 43.18% does not exceed its previously approved 2017 rate of 53.73% by more than 20% PSRC will not submit the plan to FTA for approval but will be kept on file and made available to review as required.

**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH  
VS PAID DIRECT EMPLOYEE BENEFITS  
FOR THE YEAR ENDING JUNE 30, 2021**

**Total Employee Benefits Incurred:**

Employee Leave Benefits	961,604	
Employee non-leave Benefits	2,233,271	
<b>Total Employee Benefits Incurred</b>	<b>\$ 3,194,875</b>	

**2021 Actual Benefit Rate Calculation:**

<u>Total Actual Benefits</u>	=	3,194,875	58.02%
Total Actual Salaries		5,506,412	

Total Direct Salaries	\$ 4,405,582	
Total Allocated Direct Benefits (@ 61.97% of Total Direct Salaries)	2,730,139	
Total Direct Salaries and Allocated Direct Benefits	<u>\$ 7,135,722</u>	
Total Allocated Indirect Cost per Government Wide Statement ((@ 63.34% of Direct Salaries and Allocated Benefits (\$7,135,722 x 63.34%))	\$ 4,519,766	
Less: Total Actual Net Indirect Cost for FY 2021	3,464,756	
<b>Allocated Indirect Cost less Actual Indirect Cost</b>	<b>\$ 1,055,010</b>	<b>Over (Under)</b>

Total Allocated Direct Benefits	\$ 2,730,139	
Less: Total Actual Direct Benefits	2,556,162	
<b>Allocated Direct Benefits less Actual Direct Benefits</b>	<b>\$ 173,978</b>	<b>Over (Under)</b>

<b>Allocated Indirect Cost and Direct Benefits</b>	<b>\$ 1,228,988</b>	<b>Over (Under)</b>
--	---------------------	---------------------

Indirect Salaries	1,100,830	
Indirect Benefits	638,712	
Indirect Costs	1,725,214	
<b>Total Indirect Incurred</b>	<b>\$ 3,464,756</b>	

**2021 Actual Indirect Rate Calculation:**

<u>Total Actual Indirect Costs</u>	=	3,464,756	49.77%
Total Direct Salaries/Benefits		6,961,745	

Note: FY 2021 Allocated Benefit Rate of 61.97% and Indirect Rate of 63.34% (Based on final Budget vs Actual Report for FY2020)

**PUGET SOUND REGIONAL COUNCIL  
BENEFIT RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2023**

<b>FY 2023 Budgeted Benefits</b>	<b>\$ 3,783,198</b>
<b>FY 2023 Budgeted Direct Salaries</b>	<b>4,988,536</b>
<b>FY 2023 Budgeted Indirect Salaries</b>	<b>1,452,240</b>
<b>Total Salaries</b>	<b>\$ 6,440,776</b>

**BENEFIT RATE**

<u>Total Benefits</u>	=	<u>3,783,198</u>	=	<b>58.74%</b>
Total Salaries		6,440,776		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2023 BENEFIT COST**

<b>Benefit</b>	<b>2023 Budget</b>
Fica/Medicare	\$ 531,448
State L&I	27,788
State Unemployment	110,047
Vacation/Personal Time	685,037
Excess comp	0
Sick leave	9,127
Floating holiday	55,812
Holiday	324,149
Bereavement/Other	9,127
State Retirement	712,071
PERS Admin Fee	12,360
ICMA	254,766
Medical /Vision Insurance	822,967
Dental Insurance	79,858
LTD	23,101
Life insurance	8,393
Long term care	4,645
STD	43,876
EAP/Misc	3,000
Jury duty	2,282
EE recog	500
Transportation Incentive	62,843
<b>Total</b>	<b>\$ 3,783,198</b>

Attachment: FY2023 Indirect Cost Plan Proposal (3487 : PSRC 2023 Indirect Cost Plan)

**PUGET SOUND REGIONAL COUNCIL  
INDIRECT COST RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2023**

<b>FY 2023 Budgeted Indirect Cost</b>	<b>\$ 3,419,306</b>
<b>FY 2023 Budgeted Direct Salaries</b>	<b>4,988,536</b>
<b>FY 2023 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)</b>	<b>2,930,266</b>
<b>Estimated FY 2023 Direct Salaries &amp; Benefits</b>	<b>\$ 7,918,801</b>

**INDIRECT COST RATE**

<u>Total Indirect Cost</u>	=	<u>3,419,306</u>	=	<b>43.18%</b>
Total Direct Salaries & Benefits		7,918,801		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2023. INDIRECT COST BUDGET**

<b>Categories</b>	<b>2023 Budget</b>
Indirect Salaries and Benefits	\$ 2,305,261
Other contract services	181,200
Accounting and auditing	58,360
legal services	112,500
Rent	1,153,970
Paper	5,628
Copier Expense	30,000
Graphics & Printing	5,000
Postage	5,000
Office Supplies	21,493
Records Storage	2,251
Maintenance & Repairs	20,000
Telephone	25,000
Furniture & fixtures	45,000
Delivery charges	250
Advertising	4,000
Conferences	5,000
Education & Training	52,500
Meetings	17,000
Professional Dues	13,000
Publications	4,000
Web Page	52,000
Equipment lease	-
Recruiting & Advertising	8,000
moving	1,000
Vehicle Parking & Fuel& maintenance	23,881
Data Acquisition	1,000
Miscellaneous	500
Hardware	45,000
Software	50,000
Hardware Maintenance	16,000
Software Maintenance	40,000
Telecoferencing	25,887
Internet	20,000
Computer Supplies	7,500
Cloud Services	75,000
Temporary Personnel	15,000
Insurance	161,234
Travel	15,000
Depreciation	93,000
<b>FY2023 Total Indirect Costs</b>	<b>4,716,414</b>
Plus: Estimated Cumulative Under Allocation as of 06/30/2021	- 1,297,108
<b>Totals</b>	<b>\$ 3,419,306</b>

Attachment: FY2023 Indirect Cost Plan Proposal (3487 : PSRC 2023 Indirect Cost Plan)

**PUGET SOUND REGIONAL COUNCIL  
SCHEDULE OF DIRECT AND INDIRECT COST  
FOR THE YEAR ENDING JUNE 30, 2021**

<b>Categories</b>	<b>Total Cost</b>	<b>Direct Cost</b>	<b>Indirect Cost</b>
Salaries	\$ 5,506,412	\$ 4,405,582	\$ 1,100,830
Benefits	3,194,875	2,556,162	638,712
<b>Total Salaries &amp; Benefits</b>	<b>\$ 8,701,287</b>	<b>\$ 6,961,745</b>	<b>\$ 1,739,542</b>
Other contract services	1,001,463	906,491	94,972
Accounting and auditing	50,895	0	50,895
legal services	60,358	0	60,358
Rent	1,078,852	0	1,078,852
Outreach Compensation	2,857	2,857	0
Paper	287	0	287
Copier Expense	8,948	0	8,948
Graphics & Printing	2,744	2,229	515
Postage	1,653	487	1,166
Office Supplies	10,234	480	9,754
Records Storage	2,613	0	2,613
Maintenance & Repairs	3,157	0	3,157
Telephone	19,046	0	19,046
Furniture & fixtures	0	0	0
Delivery charges	76	0	76
Advertising	608	608	0
Conferences	14,445	13,055	1,390
Education & Training	29,596	3,012	26,584
Meetings	5,575	5,575	0
Professional Dues	10,303	400	9,903
Publications	2,512	695	1,817
Translation Services	6,969	6,969	0
Web Page	30,384	0	30,384
Equipment lease	0	0	0
Recruiting & Advertising	3,684	0	3,684
moving	0	0	0
Vehicle & Parking	9,180	0	9,180
Data Acquisition	48,342	47,582	760
Miscellaneous	0	0	0
Hardware	23,515	0	23,515
Software	80,964	1,895	79,069
Hardware Maintenance	7,408	0	7,408
Software Maintenance	62,235	47,250	14,986
Teleconferencing	14,769	0	14,769
Internet	8,245	0	8,245
Computer Supplies	1,431	0	1,431
Cloud Services	70,954	0	70,954
Temporary Personnel	53,823	53,823	0
Insurance	49,155	1,588	47,567
Travel	197	60	136
Depreciation	42,792	0	42,792
<b>Totals</b>	<b>\$ 2,820,272</b>	<b>\$ 1,095,058</b>	<b>\$ 1,725,214</b>
<b>Total Actual Net Indirect Cost for FY 2021</b>			<b><u>3,464,756</u></b>

**Total Indirect Cost Collected :**

(Direct Salaries + Allocated Benefits ) x Indirect Rate	\$ 4,519,766
Total Allocated Indirect Cost less Actual Net Indirect Cost	\$ 1,055,010
Total Allocated Direct Employee Benefits less Direct Employee Benefits Paid	\$ 173,978
<b>Allocated Cost FY2021 less Actual Cost</b>	<b>Over (Under) Allocated</b>
	<b><u>\$ 1,228,988</u></b>

<b>Total Over (Under) Allocated Cost Collected for Year Ending 06/30/21</b>	<b>\$ 1,228,988</b>
<b>Cumulative Over (Under) Allocated Carryforward from 06/30/20</b>	<b>68,120</b>
<b>Cumulative Over (Under) Allocated @ 06/30/21</b>	<b><u>1,297,108</u></b>

Attachment: FY2023 Indirect Cost Plan Proposal (3487 : PSRC 2023 Indirect Cost Plan)

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2023, are to establish billing or final indirect costs rates for July 1, 2022 through June 30, 2023 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: 

Name of Official: Lili Mayer

Title: Finance Manager

Date of Execution: 7/6/22

Attachment: FY2023 Indirect Cost Plan Proposal (3487 : PSRC 2023 Indirect Cost Plan)



## Puget Sound Regional Council

### CONSENT AGENDA

July 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Budget Amendment to Add Revenue from Department of Commerce for Housing Public Opinion Survey**

### IN BRIEF

PSRC has prepared a budget amendment to increase revenues from the Washington State Department of Commerce participation in the joint housing public opinion survey within Growth Management (Task 100).

### RECOMMENDED ACTION

Recommend that the Executive Board approve the proposed budget and work program amendment, increasing the Growth Management budget by an additional \$118,800 as outlined below. This increase in revenues is due to the anticipated funding by the state Department of Commerce.

### BUDGET IMPACT

The proposed work program amendment would increase the adopted Biennial Budget and Work Program by \$ 118,800 from \$32,486,000 to \$32,605,000.

### DISCUSSION

PSRC issued a Request for Proposals for firms to conduct a public opinion survey regarding housing for the Puget Sound region and for Washington State in partnership with the Department of Commerce. The Operations Committee reviewed the contract authority for this work and the Executive Board approved contract authority in April 2022.

PSRC and Commerce interviewed multiple firms to conduct a public opinion poll regarding housing and selected PRR. PRR has extensive experience in public engagement and fielding opinion polls using its Qualtrics platform. PRR has a team of PhD-level researchers and a strong understanding of housing and planning issues in the region. Their recent work includes a survey for the City of Kenmore's comprehensive plan update, a survey for King County Metro regarding transit fares, and a survey for the Regional Transportation Plan for PSRC.

PRR will be working with PSRC and Commerce to develop and field the survey questions in August and September. If members have suggestions for the survey, please connect with Paul Inghram, [pinghram@psrc.org](mailto:pinghram@psrc.org) or 206-790-0182. We will be able to update the Operations Committee on the survey progress in September and plan to report results in November.

The existing budget and work program includes sufficient budget for the portion of the work focused on the Puget Sound region. The budget amendment will allow PSRC to receive funds from the state and to work in partnership with the Department of Commerce to conduct the opinion survey statewide.

The proposed amendment includes the following change:

**Updated Review Comparison by Source on Table 4**, to reflect differences between estimated reviews and actual revenues. (Please see attached updated Table 4.)

- Add \$ 118,800 of Funding for Housing Public Opinion Survey (Growth Management)

For more information, please contact Andrew Werfelmann at 206-971-3292 or [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).

Attachments:  
Tables 1-5



Table 1 - Revenue Comparison Summary

<b>Basic Funding</b>	<b>Draft Supplemental Biennial FY2022-2023</b>	<b>Supplemental Biennial FY2022-2023</b>	<b>Variance</b>
State	\$1,630,000	\$1,511,000	\$119,000
Federal	\$17,321,000	\$17,321,000	\$0,000
Local Funds, EDD and Service Income	\$5,307,000	\$4,837,000	\$470,000
Carryover (a)	\$8,223,000	\$8,223,000	\$1,000
State/Federal/Local Anticipated	\$124,000	\$124,000	\$0,000
<b>Total</b>	<b>\$32,605,000</b>	<b>\$32,016,000</b>	<b>\$589,000</b>

Table 2 - Expenditure Comparison Summary

<b>Basic Funding</b>	<b>Draft Supplemental Biennial FY2022-2023</b>	<b>Supplemental Biennial FY2022-2023</b>	<b>Variance</b>
Salaries (b)	\$12,718,000	\$12,736,000	(\$18,000)
Benefits (c)	\$7,423,000	\$7,427,000	(\$4,000)
Overhead	\$3,382,000	\$4,677,000	(\$1,294,000)
s+b+oh	\$23,524,000	\$24,840,000	(\$1,316,000)
Direct	\$1,091,000	\$1,069,000	\$22,000
Consultant	\$3,497,000	\$2,914,000	\$582,000
Anticipated	\$124,000	\$124,000	\$0,000
Encumbered for Future Work	\$2,333,000	\$1,032,000	\$1,301,000
Contingency Reserve PSRC	\$2,036,000	\$2,036,000	\$0,000
<b>Total</b>	<b>\$32,605,000</b>	<b>\$32,016,000</b>	<b>\$589,000</b>

(\$0,000)

Table 3 - Staffing Comparison by Task

	<b>Draft Supplemental Biennial FY2022-2023</b>	<b>Sept-21 Amended Biennial FY2022-2023</b>	<b>Variance</b>
Planning Management	4	4	-
Regional Growth Planning	6	6	-
Transportation Planning	16	16	-
<b>Subtotal Planning</b>	<b>26</b>	<b>26</b>	<b>-</b>
Economic Development District	1	1	-
Data	19	19	-
Council Support	3	3	(1)
Communications	5	5	-
Administrative Services (d)	15	15	1
<b>Total</b>	<b>69</b>	<b>69</b>	<b>-</b>

## Notes:

- (a) Carryover are available funds that remain unspent in the previous budget cycle and can be used in the next budget cycle.
- (b) Includes all agency staff salaries for the two year period. Assume 5% merit pool first year and 5% merit pool second year.
- (c) Benefits include vacation, sick leave, holiday, retirement medical, dental, short and long term disability, life, a deferred compensation plan, etc.
- (d) Administrative Services include: Executive Administration, Finance, HR, IT, Information Center, and Graphics.

Table 4 - Revenue Comparison by Source

Basic Funding	Draft Supplemental Biennial FY2022-2023	Supplemental Biennial FY2022-2023	Variance
<b>Grant and Local Revenue</b>			
<b>Planning funds</b>			
Regional Transportation Planning Org	\$1,506,000	\$1,506,000	\$0,000
Federal Transit Administration (MPO) and Federal Highway Administration (MPO)	\$3,473,000	\$3,473,000	\$0,000
	\$8,948,000	\$8,948,000	\$0,000
Subtotal Planning funds	\$13,927,000	\$13,927,000	\$0,000
<b>Project Funding</b>			
FTA/5307	\$2,500,000	\$2,500,000	\$0,000
Estimated STBGP	\$2,000,000	\$2,000,000	\$0,000
FTA/5310	\$200,000	\$200,000	\$0,000
Subtotal Project Funds	\$4,700,000	\$4,700,000	\$0,000
<b>Local Funding</b>			
Local Membership Dues	\$3,435,000	\$3,435,000	\$0,000
EDD Membership Dues (a)	\$301,000	\$301,000	\$0,000
Subtotal Membership Dues	\$3,736,000	\$3,736,000	\$0,000
Transit Agency Dues	\$1,101,000	\$1,101,000	\$0,000
Subtotal Local Funding	\$4,837,000	\$4,837,000	\$0,000
<b>Grant and Local Revenue Subtotal</b>	<b>\$23,464,000</b>	<b>\$23,464,000</b>	<b>\$0,000</b>
<b>Project Specific Revenue</b>			
Space Sector Study Support	\$5,000	\$5,000	\$0,000
City of Seattle - Household Survey	\$270,000	\$0,000	\$270,000
City of Bellevue - Household Survey	\$100,000	\$0,000	\$100,000
City of Bothell - Household Survey	\$100,000	\$0,000	\$100,000
Department of Commerce	\$119,000	\$0,000	\$119,000
Subtotal Project Specific Revenue	\$594,000	\$5,000	\$589,000
<b>CPSEDD Revenue</b>			
CPSEDD - EDA Planning Grant	\$200,000	\$200,000	\$0,000
EDA - CARES	\$0,000	\$0,000	\$0,000
Subtotal CPSEDD Revenue	\$200,000	\$200,000	\$0,000
Carryover PSRC	\$8,223,000	\$8,223,000	\$0,000
<b>Basic Funding Total</b>	<b>\$32,481,000</b>	<b>\$31,892,000</b>	<b>\$588,000</b>
<b>Anticipated Funding</b>			
FAA Anticipated	\$0,000	\$0,000	\$0,000
Anticipated MPO	\$124,000	\$124,000	\$0,000
<b>Anticipated Funding Total</b>	<b>\$124,000</b>	<b>\$124,000</b>	<b>\$0,000</b>
<b>Total</b>	<b>\$32,605,000</b>	<b>\$32,016,000</b>	<b>\$589,000</b>

(a) EDD Membership dues have been collected from PSRC membership since 2005 to support Economic Development.

Table 5 - Distribution of Matching funds

Basic Funding	Draft Supplemental Biennial FY2022-2023	Supplemental Biennial FY2022-2023	Variance
<b>Basic Funding Match</b>			
MPO combined	\$1,938,000	\$1,938,000	\$0,000
Other Federal - FTA 5307	\$625,000	\$625,000	\$0,000
Other Federal STBGP	\$312,000	\$312,000	\$0,000
EDA Match	\$200,000	\$200,000	\$0,000
<b>Anticipated Funding Match</b>			
FAA Anticipated	\$148,000	\$148,000	\$0,000
Contingency EDD Dues	\$12,000	\$12,000	\$0,000
Contingency	\$177,000	\$177,000	\$0,000

Balance of EDD Local Dues	\$90,000	\$90,000	\$0,000
Balance of Local Dues	\$1,336,000	\$1,336,000	\$0,000
<b>Total</b>	<b>\$4,837,000</b>	<b>\$4,837,000</b>	<b>\$0,000</b>



## Puget Sound Regional Council

### **CONSENT AGENDA**

July 21, 2022

**To:** Executive Board  
**From:** Mayor Becky Erickson, Chair, Operations Committee  
**Subject:** **Approve Contract Authority for On-Call Model Development Support**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize an on-call consultant contract, not to exceed \$100,000, to assist in the further development of the agency's travel demand modeling system.

### **RECOMMENDED ACTION**

Recommend that the Executive Board authorize the Executive Director to enter a consultant contract for on-call support not to exceed \$100,000 for further development of the agency's activity-based travel demand modeling system.

### **BUDGET IMPACT**

The adopted Biennial Budget and Work Program for fiscal year 2022-2023 includes sufficient funding for this task.

### **DISCUSSION**

COVID-19 has had tremendous impacts on the travel behavior of people across the region and world. As the region emerges from the depths of the pandemic, numerous questions remain on how long-term travel behaviors have changed. PSRC is embarking on a new Regional Household Travel survey in the spring of 2023 which will be a key input into understanding these changes in long term behavior.

Modeling staff from the agency will use this new data to update and improve the regional activity-based travel demand model for use in future planning efforts at PSRC, including the next Regional Transportation Plan. Some key model improvements identified for improvement include the freight component of the model, a new Visitor's model and further enhancements to work-from-home and transit access.

PSRC staff have sufficient expertise to perform much but not all of the implementation work, and an On-Call Model Development Support contract can assist PSRC staff in its design and rounding out any implementation work. This consultant will be required to first familiarize themselves with the agency's current model system, but the vast majority of this contract is for consultant staff to be available on an on-call basis for technical support as the model development continues.

For more information, please contact Craig Helmann at (206) 389-2889 or [chelmann@psrc.org](mailto:chelmann@psrc.org).



## Puget Sound Regional Council

### **CONSENT AGENDA**

July 21, 2022

**To:** Executive Board

**From:** Mayor Becky Erickson, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Joint Development of Travel Model Software**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize the Executive Director to enter into a new 6-year cooperative agreement to jointly develop travel model software.

### **RECOMMENDED ACTION**

Recommend that the Executive Board authorize the Executive Director to enter into a new 6-year cooperative agreement with the Association of Metropolitan Planning Organizations Research Foundation (AMPORF) for the joint development of travel model software not to exceed \$35,000 for FY2023 with future budget allocations contingent on PSRC board approval.

### **BUDGET IMPACT**

The adopted Biennial Budget and Work Program for fiscal year 2022-2023 includes sufficient funding for this fiscal year. Additional funding will be subject to adoption of the future fiscal years' biennial budgets and work programs.

### **DISCUSSION**

The Puget Sound Regional Council continually updates the technical tools in use at the agency for transportation planning purposes. Travel models are costly to build and maintain, including the models currently in use at PSRC.

In 2014, several regions joined forces to share the costs and benefits of building the next generation of travel models. This collaboration currently includes PSRC, The Atlanta Regional Commission (ARC) of Atlanta, Georgia, the San Diego Association of Governments (SANDAG) of San Diego, California, the Metropolitan Transportation Commission (MTC) of Oakland, California, the San Francisco County Transportation Authority, of San Francisco, California, the Southeast Michigan Council of Governments (SEMCOG) of Detroit, Michigan, Metropolitan Washington Council of Governments in Washington DC, the Metropolitan Council in the Twin Cities of Minnesota, the Oregon Department of Transportation, the Ohio Department of Transportation and the Association of Metropolitan Planning Organizations (AMPO) through their Research Foundation, (AMPORF).

The products developed from this work have already had an impact on the travel modeling tools available to PSRC staff and members, at a small fraction of the cost normally associated with travel model development. PSRC modeling updates for Shared-Mobility and Work from Home used in the modeling of the latest Regional Transportation Plan were developed in the collaborative. Efforts are currently underway to improve the model sensitivity to travel behavior by race, an important step forward in the agency's ability to understand travel behavior differences by race.

PSRC's current agreement with this collaborative expires on September 30, 2022 and this proposed action will allow PSRC to continue in this cross-agency work as an equal partner. AMPO is leading this collaborative effort, with each member agency contributing staff time and funding to cover the costs of the travel model development, including consultant assistance. The proposed action shares costs equally across all agencies participating with each member contributing \$35,000 annually to the collaborative. PSRC currently has \$35,000 remaining in the existing FY2022-2023 budget and a new contract would allow PSRC to fully participate in the collaborative and re-aligns the agreement with PSRC's biennial-budget development schedule. Budget amounts beyond FY2023 will require future board approval.

For more information, please contact Craig Helmann at (206) 389-2889 or [chelmann@psrc.org](mailto:chelmann@psrc.org).





## Puget Sound Regional Council

### CONSENT AGENDA

July 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adopt 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. At its meeting on July 14, the Transportation Policy Board recommended adoption of the amendment.

### RECOMMENDED ACTION

The Executive Board should adopt 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](mailto: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	<b>I-5/54th Avenue E Interchange - Phase 1</b> 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	<b>Complete SR 522 Improvements-Kenmore</b> 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	<b>I-5/Freedom Creek Vicinity - Fish Passage</b> 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	<b>I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements</b> 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 (3473 : 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	<b>SR 9/Unnamed Tributaries to Prairie &amp; Quilceda Creeks - Fish Passage</b> 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	<b>SR 99/238th St SW to 148th St SW - ADA Compliance</b> 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	<b>SR 531/Fish Creek - Fish Passage</b> 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	<b>SR 410/Upper White River - Chronic Environmental Deficiency (Immediate Actions 1 &amp; 2)</b> 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 (3473 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))



## Puget Sound Regional Council

### CONSENT AGENDA

July 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve 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. At its meeting on July 14, the Transportation Policy Board approved the candidate Critical Urban and Critical Freight Corridor designations in Attachment A.

### RECOMMENDED ACTION

The Executive Board should approve 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](mailto: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				
<b>T-1/T-2 Segments with Active or Planned Projects, and/or Segments with NHFP Candidate Projects, that Serve MIC or Industrial Subarea</b>										
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
<b>T-3 Segments with Active or Planned Projects that Serve MIC or Industrial Subarea</b>										
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				
<b>T-1/T-2 Segments without Active or Planned Projects that Serve MIC or Industrial Subarea</b>										
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
<b>T-3 or Non-Designated Segments without Active or Planned Projects</b>										
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
<b>TOTAL MILES</b>										<b>70.19</b>

**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.

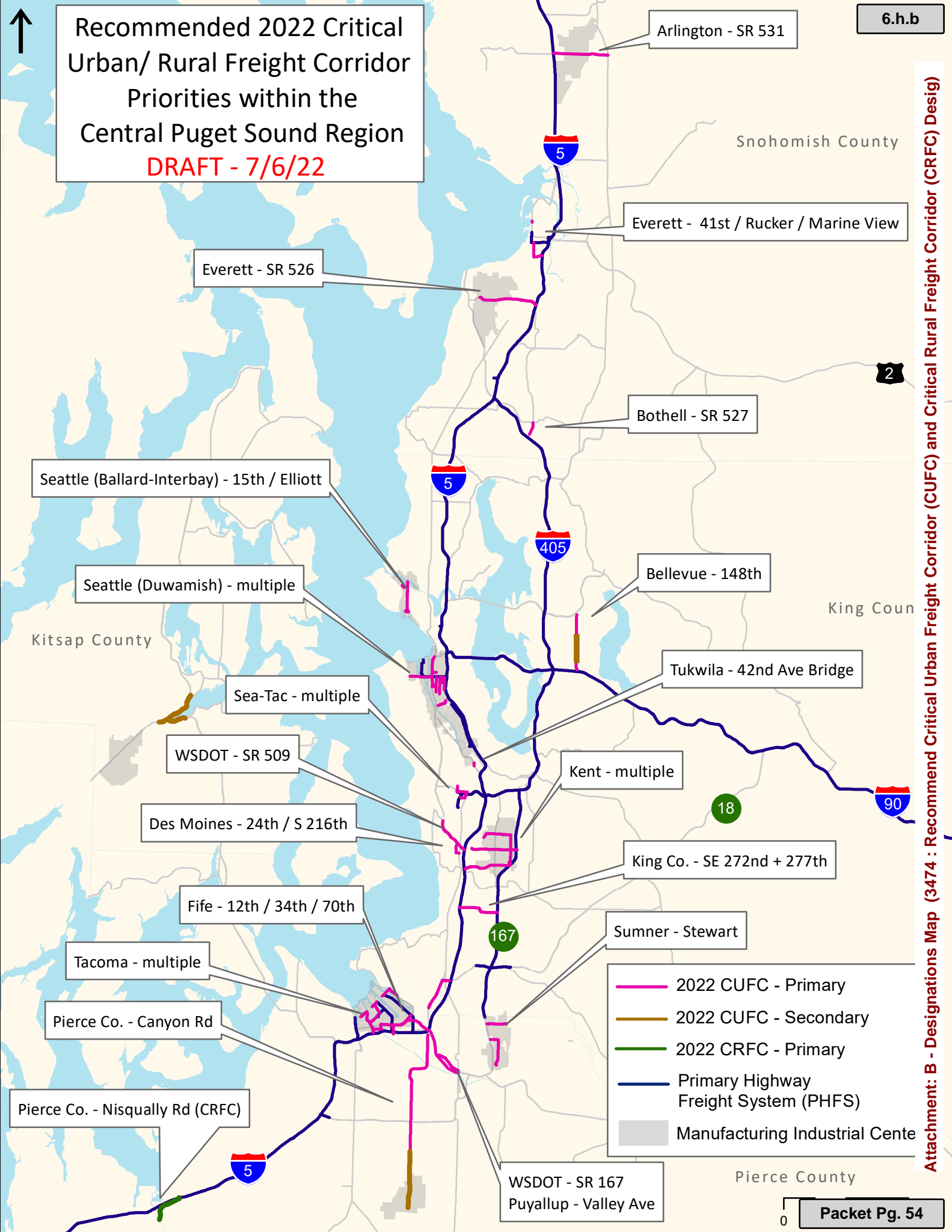
**CRITICAL RURAL FREIGHT CORRIDOR (CRFC) DESIGNATION- PRIMARY LIST**

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**

6.h.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 (3474 : Recommend Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Design)

Produced by PSRC / Doug Cox on 7/6/22



## Puget Sound Regional Council

### **ACTION ITEM**

July 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve 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. At its meeting on July 14, the Transportation Policy Board recommended approval of the adjustments and additional FFY 2022 FTA funds to the list of projects as shown in Attachments B and C.

### **RECOMMENDED ACTION**

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

### **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 and preservation set-aside 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. A summary of the public comments received as of July 21st is shown in Attachment E.

An amendment was proposed during the Transportation Policy Board meeting to postpone action on the distribution of freed-up 2023 and 2024 FTA funds to the four

contingency projects as identified in Attachment C. The amendment failed by a vote of 19 to 4, and the main motion as identified in the action above unanimously passed.

For additional information, please contact Sarah Gutschow at [sgutschow@psrc.org](mailto: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

E - Summary of Public Comments Received as of July 21, 2022

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

<b>Urbanized Area (UZA)</b>	<b>Original Award</b>	<b>Final Amount</b>	<b>Adjustment</b>
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
<b>Total for all three UZAs</b>	<b>\$177,610,420</b>	<b>\$271,353,439</b>	<b>\$93,743,019</b>

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

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

<b>Seattle-Tacoma-Everett (STE) UZA</b>	<b>Original Award</b>	<b>Final Amount</b>	<b>Adjustment</b>
<b>Earned Share and Preservation Set Aside Funding</b>			
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
<b>Regional Competition &amp; Contingency List Funding</b>			
Projects awarded funds through the regional FTA competition	\$7,461,960	\$20,353,333	\$12,891,373
<b>Total for STE UZA</b>	<b>\$171,488,462</b>	<b>\$261,908,929</b>	<b>\$90,420,467</b>

<b>Total of All Three UZAs for FFY 2022 FTA Adjustments</b>			<b>\$93,743,019</b>
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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
<b>Total</b>			<b>\$ 3,880,416</b>	<b>\$ 2,552,814</b>	<b>\$ -</b>	<b>\$ 6,433,230</b>

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
<b>Total</b>			<b>\$ 2,241,542</b>	<b>\$ 769,738</b>	<b>\$ -</b>	<b>\$ 3,011,280</b>

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
<b>Community Transit Totals</b>			<b>\$ 8,923,089</b>	<b>\$ 5,512,813</b>	<b>\$ -</b>	<b>\$ 14,435,902</b>
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
<b>Everett Transit Totals</b>			<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>
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)	\$ -
<b>Intercity Transit Totals</b>			<b>\$ 2,591,790</b>	<b>\$ 79,346</b>	<b>\$ -</b>	<b>\$ 2,671,136</b>
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	
<b>King County Totals</b>			<b>\$ 70,553,644</b>	<b>\$ 33,716,792</b>	<b>\$ -</b>	<b>\$ 104,270,436</b>
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
<b>Kitsap Transit Totals</b>			<b>\$ 447,427</b>	<b>\$ 1,131,318</b>	<b>\$ -</b>	<b>\$ 1,578,745</b>
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
<b>Pierce Transit Totals</b>			<b>\$ 7,303,834</b>	<b>\$ 1,971,702</b>	<b>\$ -</b>	<b>\$ 9,275,536</b>
PSRC	Regional Transportation Planning and Programming, FY22-23	5307	\$ 1,206,667	\$ -	\$ -	\$ 1,206,667
<b>PSRC Totals</b>			<b>\$ 1,206,667</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,206,667</b>
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
<b>City of Seattle Totals</b>			<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>
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
<b>Skagit Transit Totals</b>			<b>\$ -</b>	<b>\$ 470,730</b>	<b>\$ -</b>	<b>\$ 470,730</b>
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
<b>Sound Transit Totals</b>			<b>\$ 47,163,469</b>	<b>\$ 26,357,222</b>	<b>\$ -</b>	<b>\$ 73,520,691</b>
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
<b>Washington State Ferries Totals</b>			<b>\$ 11,926,678</b>	<b>\$ 8,288,259</b>	<b>\$ -</b>	<b>\$ 20,214,937</b>

<b>Seattle-Tacoma-Everett - Preservation Set Aside (from regional portion of funds but distributed via earned share percentages)</b>						
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
<b>Total</b>			<b>\$ 11,159,904</b>	<b>\$ (0)</b>	<b>\$ -</b>	<b>\$ 11,159,904</b>
<b>STE UZA Totals</b>			<b>\$ 164,026,502</b>	<b>\$ 77,529,094</b>	<b>\$ -</b>	<b>\$ 241,555,596</b>

**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			<i>Totals:</i>		\$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.

**Agenda Item 7e: 2022 Annual FTA Adjustments**  
**Public comments received on new TIP projects**  
**July 7 - 21, 2018**

**Comment 1**

Date: Wednesday, July 13, 2022  
 From: Larry Leveen  
 RE: PSRC Seeking Public Comment on Seven Transit Projects

Ms. Gutschow,

I am writing to provide input on PSRC's transit funding mentioned here.

I don't begrudge the agencies asking for the amounts they did, but I note that Pierce Transit is being recommended to receive relatively little funding — just 7% of the total \$23.7 million award if my math is right. I'd like to know that there was some effort made for greater equity among the member counties' transit providers but there isn't much for the public to go by on the webpage (and I don't have the time to delve deeper, unfortunately). I find it hard to believe that there are so few mobility needs in Pierce that this is fair and properly serves our transit riding/dependent public. I encourage PSRC to consider a more equitable approach related to population or other metric. Perhaps a policy of serving out these funds out in rounds, with applicants themselves ranking their own requests might help encourage agencies to make multiple requests and know that in each round they can only have one preliminary award. There would be as many rounds as there is funding for. The underlying issue here is funding equity in PSRC's service area.

Thank you.  
 Larry Leveen

**PSRC Response to Comment 1**

Good afternoon,

Thank you for your comment related to the funding being recommended through PSRC's 2022 Annual FTA Adjustments process. We will be providing your comment to PSRC's Executive Board for their review.

Regarding your specific comments about the funding distributions, we wanted to clarify that the \$23.7 million in 2022 FTA funding described in the public comment request is only the amount of funding being recommended to projects that are new to the TIP. There is a total of about \$271 million in 2022 FTA funding being recommended to transit agencies as part of this process. The amount of funding recommended to each transit agency in the region is shown in the Transportation Policy Board July 14<sup>th</sup> meeting agenda at this link (P.25):

<https://psrc.org/sites/default/files/tpb2022jul14-agenda.pdf>

Best regards,  
 Sarah Gutschow

**Comment 2**

Date: Wednesday, July 20, 2022

From: Larry Leveen

RE: Re: PSRC Seeking Public Comment on Seven Transit Projects

Thanks for confirming that my comments were received and also for providing the additional info about the overall funding amounts. Interestingly, it points out that the situation is actually worse in terms of transit funding equity than I had realized. While Pierce Transit was slated to receive 7% of the additional funding amount, according to the information you supplied, Pierce Transit will be receiving just 3.7% of the total transit funding amount. I hope that info is also conveyed to PSRC's Executive Board.

Thanks again, Ms. Gutschow.

**PSRC Response to Comment 2**

Thank you for your additional comments on PSRC's 2022 Annual FTA Adjustments process. We will provide this response to PSRC's Executive Board as well.

To follow up on your comment, we wanted to note that Pierce Transit actually received a total of \$13,735,087 in 2022 FTA funds, which is 5.2% of the \$261,908,929 apportioned to the Seattle-Tacoma-Everett Urbanized Area (UZA). That includes \$9,735,087 in earned share and preservation set aside funds and \$4,000,000 in regional competitive funds. More information about the FTA funding distribution process and the 2022 FTA adjustments is available on P.22-23 of the agenda: <https://psrc.org/sites/default/files/tpb2022jul14-agenda.pdf>

Best,  
Sarah Gutschow



## Puget Sound Regional Council

### **ACTION ITEM**

July 21, 2022

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve 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. At its meeting on July 14, the Transportation Policy Board recommend Executive Board approval of the projects identified in Attachments A and B.

### **RECOMMENDED ACTION**

The Executive Board should approve 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](mailto: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
<b>Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)</b>						
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.
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**

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

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
<b>Surface Transportation Block Grant Program (STP)</b>						
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.
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.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
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.
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.
<b>TOTAL:</b>					<b>\$31,540,000</b>	

**RECOMMENDED PRIORITIZED CONTINGENCY LIST**

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
<b>Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)</b>					
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.
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.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
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.
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.

**RECOMMENDED PRIORITIZED CONTINGENCY LIST**

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
<b>Surface Transportation Block Grant Program (STP)</b>					
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.
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.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
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.
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.
Arlington	180th Street Connector	Preliminary Engineering / Design		\$482,678	
Arlington	180th Street Connector	Construction	46	\$4,517,322	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.
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 (3480 : 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.

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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.
<b>Subtotal:</b>			<b>\$4,000,000</b>			
<b>NONMOTORIZED PROGRAM</b>						
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.

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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 (3480 : 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.
<b>Subtotal:</b>			<b>\$6,618,711</b>			
<b>RURAL</b>						
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.
<b>Subtotal:</b>			<b>\$976,010</b>			
<b>OTHER</b>						
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 (3480 : 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 (3480 : 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.
<b>Subtotal:</b>			<b>\$5,480,000</b>			

**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 (3480 : 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.
<b>Subtotal:</b>			<b>\$11,050,000</b>			

**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 (3480 : 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.
		<b>Subtotal:</b>	<b>\$4,190,000</b>			
<b>SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:</b>			<b>\$20,720,000</b>			

**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

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3480 : 2022

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 <sup>th</sup> Place Roundabout	STP	\$4,932,000	43 / 33	Construction
Pacific	West Valley Highway Reconstruction	STP	\$5,300,000	39 / na	Construction
<b>ALL OTHERS PROGRAM</b>					
		<b>Funding Source</b>	<b>Contingency Amount</b>	<b>STP/CMAQ Score (out of 100)</b>	<b>Phase(s)</b>
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
<b>NONMOTORIZED PROGRAM</b>					
		<b>Funding Source</b>	<b>Contingency Amount</b>	<b>STP/CMAQ Score (out of 100)</b>	<b>Phase(s)</b>
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

Attachment: B - Countywide Recommendations for PSRC's FFY 2025-2026 FHWA Funds (3480 : 2022

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 (3480 : 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
<b>PRESERVATION</b>					
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

### **ACTION ITEM**

July 21, 2022

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Authorize Executive Director to Execute Office Space Lease**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize the Executive Director to execute a lease for new office space located in downtown Seattle beginning in 2024.

### **RECOMMENDED ACTION**

Recommend that the Executive Board authorize the Executive Director to execute a lease for new office space in downtown Seattle beginning in 2024.

### **BUDGET IMPACT**

The FY 2024-2025 Biennial Budget and Work Program will contain the costs associated with the new lease, as well as the furniture and information technology infrastructure costs associated with the move.

### **DISCUSSION**

Lease negotiations and market research were conducted with the advice and counsel of a corporate real estate broker, who leveraged the market to enable PSRC to negotiate competitive proposals both in terms of rental rate and tenant improvement allowances. Over ten different properties were viewed, and multiple offers were solicited in the last nine months.

PSRC is currently leasing 27,198 square feet of office space on the 5<sup>th</sup> floor of Waterfront Place, located at 1011 Western Avenue, at a rate of approximately \$100,000

per month. For several reasons, remaining at WFP has proven to be infeasible. Staff began exploring new lease options beginning in March 2021.

The spaces under consideration will allow for a large board room that will be flexible in set-up and size, depending on the number of in-person occupants. In addition, the space will provide more flexible use and meeting room space for hybrid work envisioned for the future. The space improves PSRC's space efficiency while accommodating potential future growth.

Staff, with the assistance of commercial real estate attorneys as well as commercial tenant representative, Larry Blackett, of Kidder Mathews, has been negotiating a lease agreement that would commence on January 1, 2024. The Operations Committee has been overseeing the progress of the space selection and lease negotiations and in July 2022, members of PSRC's boards were invited to tour potential new space.

Staff is recommending the Executive Board authorize the Executive Director to execute a lease agreement under the most favorable negotiated tenant improvements and rental rates.

Once executed, staff will work with the Operations Committee on a budget for all the relocation expenses, including furniture, IT infrastructure, as part of the development of the next biennial budget and work program.

For more information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org) or (206) 464-7527.



## Puget Sound Regional Council

### INFORMATION ITEM

July 21, 2022

**To:** Executive Board  
**From:** Josh Brown, Executive Director  
**Subject:** **New Employee Status Report**

PSRC has one new employee:

**Megan Grzybowski** – Data Intern in the Data Department

Megan has a Bachelor's Degree in Child Development from Central Michigan University in Mount Pleasant, MI. She is currently attending Portland State University in Portland, OR for a Master's degree in Urban and Regional Planning with a focus on emergency management planning for vulnerable populations, equitable land use practices, and accessible data visualization and communication methods.

Prior to joining PSRC, Megan was a Graduate Research Assistant working with Regional Food Resilience Initiatives at Portland State University.

For more information, please contact Thu Le at 206-464-6175 or [tle@psrc.org](mailto:tle@psrc.org).

CONGRESSWOMAN MARILYN STRICKLAND  
10TH DISTRICT, WASHINGTON

*U.S. House of Representatives*  
Washington, DC 20515

HOUSE ARMED SERVICES COMMITTEE  
SUBCOMMITTEE ON MILITARY PERSONNEL  
SUBCOMMITTEE ON READINESS  
HOUSE COMMITTEE ON  
TRANSPORTATION & INFRASTRUCTURE  
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT  
SUBCOMMITTEE ON RAILROADS, PIPELINES  
AND HAZARDOUS MATERIALS (VICE CHAIR)

June 30, 2022

Dear President Balducci, Vice President Erickson, and members of the Puget Sound Regional Council Executive Board,

Thank you for your leadership coordinating the development of the Puget Sound region as our communities continue to grow and change. As you consider strategies for using the new federal resources from the Bipartisan Infrastructure Law (BIL), I urge you to think comprehensively about approaches which best position the Puget Sound region for growth while incorporating critical environmental mitigation tools, particularly around stormwater filtration and mitigation of 6PPD-quinone, into bridge and roadway design. The following actions are critical steps to accomplishing this shared goal:

- Use the wide variety of federal resources currently available to proactively integrate stormwater mitigation measures into current and existing infrastructure design.
- Take advantage of expertise across government departments to find the most effective, most efficient solutions.
- Connect with regional experts on ecotoxicology and stormwater to leverage our region's position as a global leader on this issue.

As you know, 6PPD-quinone is a chemical created when a common-used antiozonant in tires interacts with the road surface. During rainstorms, this toxic chemical runs into nearby streams and enters the local aquatic ecosystem. There is evidence to suggest that 6PPD-quinone has negative effects on multiple species of salmon, but the effect is most pronounced on coho. A 2020 study on the effects of 6PPD-quinone on coho showed that exposure leads to death within hours.

We are at an important moment in the future of our region – the funding authorized by Congress through the BIL, from road construction and modification to culvert removal to rebuilding water systems, will direct the growth and development of Washington state for decades to come. I thank you for building stormwater mitigation elements into your 2022-2050 Regional Planning Document and for your acknowledgement of the dangers posed by 6PPD-quinone. As you move from planning to implementation, I ask that these mitigation elements are incorporated into pending roadway projects as well as new construction and maintenance projects going forward. It is critical that the resources going towards rebuilding and expanding our infrastructure fully leverage co-benefits and take advantage of the opportunities this funding provides to build a more sustainable, ecologically viable transportation system.

Thanks to the BIL, we have the opportunity to incorporate effective mitigation strategies and best practices into roadway design to address the crisis posed by 6PPD-quinone now, before the issue gets worse. Coho are a critical part of the Pacific Northwest ecosystem, a linchpin of Tribal treaty rights, and are inextricably linked to Pacific Northwest culture. In addition, a continued decline in coho salmon population could lead to listing coho under the Endangered Species Act, triggering environmental mitigation requirements. By incorporating mitigation into key spots along roadways, we can give coho the best chance at thriving, avoid having to retroactively address these concerns in our transportation systems, and take advantage of the wealth of resources currently available.

Given the multifaceted challenges which stormwater runoff poses, only a whole-of-government approach to mitigating its effects can successfully address this crisis. The State of Washington and many local governments have dedicated environmental divisions with experience developing watershed recovery and estuary protection projects. As I, as your Member of Congress, work to synthesize restoration efforts at the federal level, I strongly urge you to take advantage of the full scope of government experience by bringing together the expertise of transportation planners, environmental mitigation and stormwater experts, and scientists alike to develop the best, most effective techniques for protecting salmon in the Puget Sound.

Furthermore, we are fortunate to have world leaders in our own backyards whose expertise we can draw on to address these challenges. In particular, the teams at the Center for Urban Waters and the Washington Stormwater Center have been at the forefront for worldwide research into 6PPD and studies on mitigation elements. Scientists at the National Oceanographic and Atmospheric Administration (NOAA)'s Northwest Fisheries Science Center have been instrumental in laying the foundation for the research which has led to these findings and in plotting 6PPD-quinone runoff hotspots across Puget Sound. I encourage you to reach out to these and other subject matter experts to identify best practices for mitigating the harmful effects of 6PPD-quinone and other toxic chemicals in our streams and waterways.

Again, thank you for all the work that you do helping to ensure that the Puget Sound region remains a place where people and our natural environment can thrive together. I look forward to continuing to work with you to build a sustainable, vibrant Puget Sound in the years to come.

Sincerely,



Marilyn Strickland  
Member of Congress

Cc: Washington State Department of Transportation  
Cc: Washington State Department of Ecology