



## Puget Sound Regional Council

### **Regional FTA Caucus Agenda**

**Date: Wednesday, February 8, 2023 from 10:30 a.m.-12:00 p.m.**

**Online Meeting Only: Use Zoom Connection Information Provided Below**

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**1. Welcome and Introductions (10:30)**

**2. Action: Approval of Meeting Summary – December 14, 2022\* (10:35)**

Approve summary for the Regional FTA Caucus meeting held December 14, 2022.

**3. Potential Action/Discussion: Review of Delayed TrAMS Obligations\* (10:40)**

Project sponsors will provide updates on their projects currently experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds. The Caucus will review the updated information and discuss next steps for each delayed project.

**4. Discussion: 2023 FTA Annual Adjustments and 2020 Census Updates (11:35)**

PSRC staff will provide an update on the recently released 2023 FTA apportionments, including an overview of the funding received and the draft annual adjustments process schedule. Staff will also present information on updated regional data and Urbanized Area designations from the 2020 Census.

**5. Discussion: FTA Funding and Requirements (11:45)**

This is a standing item for Caucus members to share information or ask questions about FTA funding and other requirements, including updates related to the Bipartisan Infrastructure Law (BIL).

**6. Roundtable (11:50)**

**7. Other Business (11:55)**

**8. Next Meeting: May 10, 2023: 10:30 a.m. – 12:00 p.m.**

**9. Adjourn (12:00 p.m.)**

**10. Information: PSRC VISION 2050 Awards – Call for Nominations**

See attached flyer for details.

\* Supporting materials attached.

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

### **Zoom Remote Connection Information:**

#### **To join audio/video conference:**

<https://psrc-org.zoom.us/j/93353535601?pwd=WDRUVTh2SkxMMnBuM3VTUTNYTjNkQT09>

#### **To join via cellphone (1-touch dial):**

8884754499,,93353535601#,,,,,0#,,895936# US Toll-free

8335480276,,93353535601#,,,,,0#,,895936# US Toll-free

#### **To join via phone:**

Dial by your location

888 475 4499 US Toll-free

833 548 0276 US Toll-free

Meeting ID: 933 5353 5601

Passcode: 895936

### **Regional FTA Caucus Attendees:**

#### **Please adhere to a few virtual meeting rules:**

- Please keep your microphone muted at all times when not speaking
- Use \*6 to mute/unmute phone
- Speakerphone is not recommended

#### **Other Formats:**

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>



## Puget Sound Regional Council

### **Regional FTA Caucus Meeting Summary**

**Date: December 14, 2023 from 10:30 a.m.-12:00 p.m.**

**Location: Online Meeting Only - Zoom Remote Meeting**

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#### **Welcome and Introductions**

Steffani Lillie, Chair, welcomed everyone at 10:30 a.m. and took a roll call and confirmed the members and alternates present.

#### **Approval of Meeting Summary**

The summary for the October 12, 2022 Regional FTA Caucus meeting was approved as presented.

#### **Discussion: Review of Delayed TrAMS Obligations**

Sarah Gutschow, PSRC, provided an overview of projects currently experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds, as shown in the agenda packet. Project sponsors then provided additional information on their delayed projects, including current efforts to advance their projects towards obligation or else return the funds to the region for redistribution.

The Caucus discussed the information provided and decided to wait for updates at the February 8<sup>th</sup> meeting before determining any next steps for the delayed projects. Caucus members also discussed potential strategies for ensuring projects obligate in a timely manner, such as regular meetings with their FTA grant representatives.

*For more information, contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org).*

#### **Discussion: TPB FTA Working Group Update**

Kelly McGourty, PSRC, briefed the Caucus on recent discussions of the Transportation Policy Board FTA Working Group. For the third working group meeting on November 9<sup>th</sup>, the group reviewed member proposals for changing the current allocation methodology and discussed whether each proposal would help ensure a more equitable distribution of PSRC’s FTA funds. Kelly noted the next meeting would be held later in December.

*For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org).*

## **Discussion: FTA Funding and Requirements**

For this item, Caucus members asked questions and shared information on FTA funding and other requirements. These included questions related to:

- Funding eligibility and requirements for real estate property purchases;
- “Buy America” purchasing requirements; and
- U.S. DOT RAISE grant applications.

*For more information, contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org).*

## **Roundtable / Other Business**

During the Roundtable, the committee received updates and announcements from the following attendees:

- Peter Heffernan, King County Metro
- Steffani Lillie, Kitsap Transit
- Dave Morrison, King County Metro
- Benjamin Smith, City of Seattle
- Lisa Wolterink, Sound Transit

*For more information, contact Sarah Gutschow at [sgutschow@psrc.org](mailto:sgutschow@psrc.org).*

## **Adjourn**

The meeting adjourned at 12:00 p.m.

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## **\*Members and Alternates Present**

See attached attendance roster for the member or alternate representing each agency at the meeting; additional alternates present are listed below.

## **\*Alternates, Interested Parties, and PSRC Staff Present**

Joanna Hankamer, City of Seattle; Corine Jackson, Pierce Transit; Dave Morrison, King County Metro; Ashley Ross, Community Transit; Jim Storment, City of Seattle

PSRC: Monica Adkins, Gil Cerise, Sarah Gutschow, Nick Johnson, Kelly McGourty, Miles Stepleton

*\*All attendees were present via remote participation*

# Regional FTA Caucus Attendance Roster

(Members and Alternates represented)

Date: December 14, 2022 10:30am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
<b>Transit Agencies</b>		
Community Transit (1)	x	Kathryn Rasmussen
		<i>Ashley Ross (Alt.)</i>
Everett Transit (1)		Melinda Adams
	x	<i>Amanda Koerber (Alt.)</i>
King County Metro (1)	x	Peter Heffernan
		<i>David Morrison (Alt.)</i>
Kitsap Transit (1)	x	Steffani Lillie, Chair
		<i>Jeff Davidson (Alt.)</i>
Pierce County Ferries (1)	x	Clint Ritter, Vice Chair
		<i>Peter Lewis-Miller (Alt.)</i>
Pierce Transit (1)	x	Barb Hunter
		<i>Corine Jackson (Alt.)</i>
		<i>Tina Lee (Alt.)</i>
Seattle DOT (1)	x	Benjamin Smith
		<i>Vacant (Alt.)</i>
Sound Transit (1)	x	Lisa Wolterink
		<i>Kirste Johnson (Alt.)</i>
		<i>Monica Overby (Alt.)</i>
<b>State</b>		
WSDOT - Washington State Ferries (1)		John Bernhard
		<i>Rick Singer (Alt. 1)</i>
		<i>Krishan Aggarwal (Alt. 2)</i>
	x	<i>Leslie Rifkin (Alt. 3)</i>
<b>Non-Voting Participants</b>		
Intercity Transit		Eric Phillips
	x	Jessica Gould
Skagit Transit		Marcy Smith

## Project Tracking Policies for PSRC's Federal Funds

### Update on Delayed FTA and FHWA TrAMS Applications

Per PSRC project tracking procedures, regional FTA funds are considered delayed if they have not been *transmitted* six months after their estimated obligation date, while flexed FHWA funds are considered delayed if they have not been *submitted* in that time span. The table below summarizes projects experiencing delays in obligating funding as of **February 8, 2023**.

Project	Agency	Funding	Estimated Obligation Date (EOD)	TrAMS Status	FTA/project sponsor actions
<b>Swift BRT Orange Line (CT-66)</b>	Community Transit	\$7,000,000 CMAQ	6/1/2022	Initial Review / Concurrence	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 6 months and 7 months past EOD.</li> <li>• <b>Project status:</b> The buses have already been ordered using PreAward authority.</li> <li>• <b>TrAMS grant application status:</b> This FY22 funding has been transmitted to FTA in a TrAMS application and is currently in Initial Review/Concurrence status.</li> <li>• <b>Agency work with FTA:</b> They are nearly finished working with FTA on making edits to the application, and were just informed by FTA that they will be able to retransmit the application as soon as the newly published Certifications and Assurances are PINed. They plan to complete this by the end of February so should be submitting the application no later than mid-March.</li> </ul>
		\$3,150,000 CMAQ	7/15/2022		
<b>Transit Revenue Vehicles 2021-2022 (CT-64)</b>	Community Transit	\$3,200,000 CMAQ	6/1/2022	Initial Review / Concurrence	<ul style="list-style-type: none"> <li>• <b>Project status:</b> These buses will be ordered in March 2023 using PreAward authority.</li> </ul>
		\$1,440,000 CMAQ	7/15/2022		
		\$83,551 5307 Preservation	6/1/22	Not yet applied	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are within one-year grace period, as they are 6 months and 7 months past EOD.</li> </ul>

		\$1,388,734 5307 Preservation	6/30/22		<ul style="list-style-type: none"> <li>• <b>TrAMS grant application status:</b> The FY21 &amp; FY22 5307 funding is allocated for their next 2023 replacement bus order.</li> <li>• <b>Agency work with FTA:</b> They plan to have the application entered into TrAMS by the end of February 2023 and transmitted by April 2023.</li> </ul>
<b>Bus Replacements 2021-2022 (MET-222)</b>	King County Metro*	\$1,455,348 5307 Preservation	9/30/2021	In-Progress	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> <i>Funds are delayed past one-year grace period, as they are 16 months past EOD.</i></li> <li>• <b>Project status:</b> The funds will be used to purchase 5 door hybrid coaches for the RapidRide G Line lead by the City. Orders for buses have been placed, so the project is proceeding.</li> <li>• <b>TrAMS grant application status:</b> The funds are included in an FTA application which has been returned to Metro to update.</li> <li>• <b>Agency work with FTA:</b> Metro continues to work through its \$187 million backlog of grant applications with Region X. Their list is currently at 19 pending grants, with 61 separate awards of money. Represented among the 19 grants, there are 32 separate Metro projects. Almost all these grants contain PSRC FHWA or FTA funding. Metro generally sets the priorities, though FTA has said they are to prioritize any national discretionary grants. Metro is therefore prioritizing lapsing and national discretionary funds in applications, as well as those with significant dollar amounts. <ul style="list-style-type: none"> <li>○ The funding for MET-222 is relatively far down their list at application #19, which has yet to be prepared.</li> <li>○ They are also modifying some current “super grant” applications to ensure they only contain one project with multiple funding sources, or one funding source with one or more projects. This has increased the number of Metro’s applications FTA needs to process.</li> <li>○ In addition, they are updating old applications that require new information as they transition into a new federal fiscal year. Given all of these factors, Metro does not want to prepare too many applications ahead of time due to the need to revise old applications at the start of each new federal fiscal year.</li> </ul> </li> </ul>
<b>Transportation Demand Management to Support Centers and Regional Service Investments (MET-231)</b>	King County Metro	\$695,122 CMAQ	6/1/2021	In-Progress	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> <i>Funds are 18 months and 19 months past EOD.</i></li> <li>• <b>Project status:</b> Work has begun on this project with design of project actions and implementation underway.</li> <li>• <b>TrAMS grant application status:</b> The funds are included in an FTA application, which has been returned to Metro to update.</li> <li>• <b>Agency work with FTA:</b> The amendment was prepared on 12/30/2022 and is #8 in their queue. Additional work will now be needed to add additional STIP information as it was not one of</li> </ul>
		\$2,304,878 CMAQ	7/15/2021		

					the original six applications submitted but should be ready by the week of 2/6. They are hopeful this amendment will be processed this year.
<b>Increasing Student and Family Access to Regional Travel Options through TDM (MET-237)</b>	King County Metro	\$500,000 CMAQ	7/15/2021	In-Progress	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 19 months past EOD.</li> <li>• <b>Project status:</b> Project implementation activities are underway.</li> <li>• <b>TrAMS grant application status:</b> The funds were included in an FTA grant amendment, which has been returned to Metro to update.</li> <li>• <b>Agency work with FTA:</b> The amendment was prepared on 12/30/2022 and is #8 in their queue. Additional work will now be needed to add additional STIP information as it was not one of the original six applications submitted but should be ready the week of 2/6. They are hopeful this amendment will be processed this year.</li> </ul>
<b>On-Demand Feeder-to-Fixed Route Connections to Transit Program (MET-239)</b>	King County Metro	\$500,000 CMAQ	6/1/2022	Transmitted / Ready for FTA Review	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 6 months past EOD.</li> <li>• <b>Project status:</b> The Vendor has been selected and Metro is finalizing the contract and service schedules but implementation is complicated by Sound Transit delays in opening East and Federal Way LINK light rail segments.</li> <li>• <b>TrAMS grant application status:</b> This project was in a previous application but had to be removed due to the “no super grant” policy described above. Based on other awards in the pipeline and hoped for obligation rate, the F2FR project will be contained in a new application and ready for FTA review roughly by June 2023. If FTA accelerates its review and approval of grants, the application will be prepared earlier. If the rate of obligation is slower, the application will be prepared when there are three to four applications ahead of it in the queue.</li> <li>• <b>Agency work with FTA:</b> Funds are #18 in their cue of applications.</li> </ul>
<b>Clean Fuels Bus Replacement/Expansion 2021-2022 (PT-170)</b>	Pierce Transit	\$750,000 CMAQ	6/1/2022	Transmitted / Ready for FTA Review	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 6 months past EOD.</li> <li>• <b>Project status:</b> <ul style="list-style-type: none"> <li>○ The BRT project is behind schedule, which has delayed the bus order. Preliminary planning has occurred, and the bus type has been tentatively identified.</li> <li>○ The project is coordinating closely with partners, including WSDOT, City of Tacoma and Pierce County. The City of Tacoma and WSDOT required additional traffic modeling in 2022.</li> <li>○ Now the modelling is complete and has been accepted by partners, the team is drafting the BRT Build TIA Report at this time. The team also plans to submit updated information to FTA in August 2023 and will undergo rerating with FTA leading to readiness review and FTA Capital Investment Grant (CIG) execution expected in 2024.</li> </ul> </li> </ul>



					<ul style="list-style-type: none"> <li>○ 90% design is anticipated in summer 2024 with construction expected to start in the Spring of 2025. Bus purchases are also expected to take place in March 2025 with revenue services expected in late 2027.</li> <li>● <b>TrAMS grant application status:</b> The grant is transmitted and waiting for FTA review.</li> <li>● <b>Agency work with FTA:</b> Pierce Transit does not have an FTA grant representative, but they are working with FTA to prioritize their grants. The queue is moving. They've recently had three grants reviewed.</li> </ul>
<b>Pacific Avenue/SR 7 BRT Buses (PT-172)</b>	Pierce Transit	\$1,871,113 CMAQ	6/1/2022	Transmitted / Ready for FTA Review	<ul style="list-style-type: none"> <li>● <b>PSRC project tracking status:</b> <i>Funds are 6 months past EOD.</i></li> <li>● <b>Project status:</b> The BRT project is behind schedule, as described above.</li> <li>● <b>TrAMS grant application status:</b> The grant is transmitted and waiting for FTA review.</li> <li>● <b>Agency work with FTA:</b> Pierce Transit is working with FTA to prioritize their grants.</li> </ul>
<b>Pacific Avenue/SR 7 BRT Stations (PT-173)</b>	Pierce Transit	\$2,305,700 CMAQ	6/1/2022	Transmitted / Ready for FTA Review	<ul style="list-style-type: none"> <li>● <b>PSRC project tracking status:</b> <i>Funds are 6 months past EOD.</i></li> <li>● <b>Project status:</b> The BRT project is behind schedule, which has delayed the start of construction, as described above. Design is underway.</li> <li>● <b>TrAMS grant application status:</b> FTA reviewed the grant on 1/30/23 and provided comments. They anticipate retransmitting it in February.</li> <li>● <b>Agency work with FTA:</b> Pierce Transit is working with FTA to prioritize their grants.</li> </ul>
<b>Center City Connector (SEA-205)</b>	Seattle	\$3,479,754 CMAQ	2/2/2017	In-Progress	<ul style="list-style-type: none"> <li>● <b>PSRC project tracking status:</b> <i>Funds are 6 years past EOD.</i></li> <li>● <b>Project/grant status:</b> See attached memo.</li> </ul>
<b>Northgate to Downtown Transit Improvements (SEA-240)</b>	Seattle	\$1,000,000 CMAQ	6/1/2022	Transmitted	<ul style="list-style-type: none"> <li>● <b>PSRC project tracking status:</b> <i>Funds are 6 months and 7 months past EOD.</i></li> <li>● <b>TrAMS grant application status:</b> The amendment to add \$450,000 to the Route 40 CMAQ grant was transmitted to FTA for review and approval in late January.</li> </ul>
		\$450,000 CMAQ	7/15/2022	Transmitted	
<b>Fairview Ave N Multimodal Improvements (SEA-215a)</b>	Seattle	\$4,030,400 STP	6/1/2022	In-Progress	<ul style="list-style-type: none"> <li>● <b>PSRC project tracking status:</b> <i>Funds are 6 months past EOD.</i></li> <li>● <b>TrAMS grant application status:</b> The FFY 2023 funds weren't available until October 2022 and Region X had asked that this be held for submittal until January due to their own backlog.</li> <li>● <b>Agency work with FTA:</b> SDOT recently submitted the flex request for this to FTA.</li> </ul>

<b>Commuter Rail Project: Seattle to Lakewood (RTA-4B)</b>	Sound Transit	\$1,100,000 CMAQ	6/1/2022	In-Progress	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 6 months past EOD.</li> <li>• <b>Project status:</b> NEPA work for the King Street Station Platform Improvements (currently the active project under the SSCE program) has been underway, it's expected to be complete in Q1 2024. The King Street Station project is in the early stages of Conceptual Engineering and environmental phases.</li> <li>• <b>TrAMS grant application status:</b> FTA requires NEPA completion before the TrAMS grant can be amended to add these CMAQ funds for right of way acquisition needed for the Sounder South Capacity Expansion (SSCE) program.</li> </ul>
<b>I-405 Bus Rapid Transit (RTA-100)</b>	Sound Transit	\$3,650,000 CMAQ	6/1/2022	Initial Review / Concurrence	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 6 months past EOD.</li> <li>• <b>Project status:</b> <ul style="list-style-type: none"> <li>○ ST has been preparing for their upcoming BRT bus procurement, developing specs and bus design. ST will initiate bus procurement off their State contract this year.</li> <li>○ Soil remediation was underway this past year for the South Renton Transit Center and wrapped up in January 2023. The contractor is demobilizing now. Actual construction on the SRTC won't begin until late 2024 at the earliest. Until then, temporary artwork (locally funded) will be added around the perimeter of the site. The art will be on the fence until construction for the transit center starts.</li> </ul> </li> <li>• <b>TrAMS grant application status:</b> This grant has been transmitted in TrAMS and under FTA review with no movement since November 22nd.</li> <li>• <b>Agency work with FTA:</b> ST met with FTA late in January 2023 and were told they have a new assigned representative for their grants. FTA will have to release the grant back to ST in order to re-assign the grant to the new representative, so ST is currently waiting for that change.</li> </ul>
<b>Access to Transit with Next Generation ORCA and ORCA Lift (RTA-104)</b>	Sound Transit	\$4,152,000 CMAQ	7/15/2021	Transmitted	<ul style="list-style-type: none"> <li>• <b>PSRC project tracking status:</b> Funds are 19 months past EOD.</li> <li>• <b>Project status:</b> ST rolled out Next Gen ORCA in 2022. <ul style="list-style-type: none"> <li>○ ORCA Cards for Region: 721,426 ORCA Cards were provided to region for distribution at a cost of \$938,539 in 2022.</li> <li>○ ORCA LIFT &amp; Subsidized Annual Pass Outreach: \$651,148 (2021 &amp; 2022 combined).</li> </ul> </li> <li>• <b>TrAMS grant application status:</b> This grant has been transmitted in TrAMS and under FTA review since December 19, 2022. FTA is re-assigning a new grant representative so they will release the grant back to ST so it can be re-assigned. ST will need to re-transmit the grant, then hopefully FTA will get this grant moving through submittal/award process soon.</li> </ul>

\* King County Metro has two additional projects, West Seattle Water Taxi Mobility Hub (KCFD-13) and Transit Speed and Reliability Corridor Improvements (MET-203), which were taken off the delayed projects list because the agency formally indicated to PSRC that they are returning the funds to the region. For next steps, PSRC staff will identify the next FHWA obligations in the queue and work with the FTA on redistributing the funds to those projects.

Memo

Date: February 7, 2023

To: PRSC Regional FTA Caucus Members

From: Benjamin Smith, Seattle Department of Transportation, Transit & Mobility Division  
Joanna Hankamer, Seattle Department of Transportation, Capital Projects Division  
Kristen Simpson, Seattle Department of Transportation, Senior Deputy Director

RE: Discussion Item #3, Review of Delayed TrAMS Obligations – Center City Connector (SEA-205)

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The City of Seattle is restarting work on the Center City Connector (C3) project, beginning with an eight-month \$1.1 million effort we are initiating now, using local funds, to confirm and update key project elements before embarking on full project design and engineering updates. This work will position us to successfully utilize the \$7.32 million grant the PSRC awarded SDOT in 2017 for the next phase, project design. To that end, we request that the PSRC FTA Caucus defer any recommendation about reprogramming the \$7.32 million grant award funding until mid-late Q3 2023, when our current effort will be completed.

Starting immediately and over the next eight months, we will update and re-establish the C3 project scope, schedule, budget, risk, and funding plan. We have identified available local funds for 2023-2024 for this purpose. We will submit a request to formally reallocate funds through the City's FY 2023 mid-year supplemental budget update process, anticipated to be finalized and adopted in September 2023, but our work can begin now with funding we have within our existing resource pool.

The C3 project was one of the highest-ranked projects in the Regional CMAQ competition; the City paused it initially to assess technical issues and the project was delayed further by the pandemic. Mayor Bruce Harrell and SDOT Director Greg Spotts are excited about the opportunity to close Seattle's streetcar network gap. We are now ready, following the pandemic and West Seattle High Bridge repair – both of which required a shift in priorities – to focus our attention back on this important marquee project. As the City plans to revitalize the Downtown Seattle economic engine through a unified vision for public and private investment, [the C3 project is poised to be the catalyst as part of a broader program known as the "Cultural Connector."](#) In direct community outreach to understand support for the paused but prized project, Director Spotts has found broad enthusiasm among stakeholders for restarting the project.

The City's proposal is designed to be accountable for public dollars, both local and federal, and to respect PRSC's obligations. The City requests the PRSC's partnership to restart the C3 project, including maintaining momentum and reprogramming the existing grant. Recompeting for funds in 2024, instead of using the grant funds in 2023, would delay the project restart until 2025 or 2026. This assumes the best-case scenario that funds would be programmed in 2027/2028 and advanced to 2025 or 2026 later. This schedule would further delay a project of regional significance with the capacity to help revitalize downtown Seattle and provide a low-carbon transportation option. A setback at this time would be difficult to overcome.

If the PRSC FTA Caucus supports a recommendation to maintain the grant, SDOT commits to resume local project spending immediately in Q1 2023. This “Task 1” list includes:

- Assess vehicle fleet options and compatibility
- Confirm viability of South Lake Union Streetcar Maintenance Facility expansion site and evaluate potential historic issues
- Confirm or update assumptions about existing conditions
- Confirm or update assumptions about areaway conditions and impacts
- Confirm or update the scope to connect to existing South Lake Union and First Hill streetcar lines
- Update schedule and cost estimate
- Estimate remaining design costs
- Establish scopes for Supplemental Environmental Assessment and updating FTA CIG grant application
- Initiate consultant procurement for “Task 2” grant-eligible expenses (noted below)

In Q3 2023, pending anticipated approval of the funding reallocation by Seattle City Council, SDOT will proceed immediately to Task 2 to advance the project using PRSC grant funds (\$7.32M), City matching funds (\$1.3M), and any additional funds necessary to achieve shovel-readiness. Task 2 deliverables include:

- Updated NEPA: Supplemental Environmental Assessment and FONSI
- Design criteria for trackwork and vehicles
- Advance and update the Design
- Reaffirm Operating plan
- Update Project scope
- Update Project schedule
- Update Cost Estimate
- Update Funding plan
- Complete FTA CIG Application

We appreciate your consideration, and will work in partnership with the Regional FTA Caucus and PRSC boards to spend these dollars responsibly, to be accountable for the project delay, to make progress going forward, and to be responsive to the PRSC’s priorities concerning the grant.

# VISION 2050 AWARDS



Puget Sound Regional Council

## Call for Nominations 2023

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through April 1, 2023.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work by jurisdictions, Tribes, nonprofit organizations, businesses, and other groups in the region to create a better future for central Puget Sound.

We welcome nominations in the following categories:

### On the Ground

Projects that show VISION 2050 in action today, including housing, mixed-use development or redevelopment, expanding access to opportunity, open space preservation, and transportation investments.

### Planning Ahead

Comprehensive or subarea plans, economic development plans, climate action plans, equity initiatives, design guidelines, outreach programs, and other similar efforts that are shaping a positive future for the region.

### Working Together

Cross-jurisdictional or public/private partnerships focused on solutions or working together to tackle tough problems and advance VISION 2050. Examples include multijurisdictional work on housing affordability, environmental and climate initiatives, corridor transportation planning, or other similar efforts to face long-term regional challenges.

### The region's vision for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at [www.psrc.org](http://www.psrc.org)





## Eligibility

Nominations must be for projects, programs, plans and partnerships in the four-county region (King, Kitsap, Pierce and Snohomish counties) that are developed in the public or private sectors, or through public/private partnerships. Any individual, business, agency, Tribe, organization or jurisdiction may submit a nomination.

## Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: [www.psrc.org](http://www.psrc.org)

Scan the code for  
the nomination form



## Schedule

- April 1, 2023 – Nominations due
- April-May 2023 – Awards Selection Committee composed of PSRC board members will select the award winners
- Summer/Fall 2023 – Awards presented on location around the region

