



## Puget Sound Regional Council

### **Regional FTA Caucus Agenda**

**Date: Wednesday, July 12, 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 – May 10, 2023\* (10:35)**

**3. Action: Delayed FTA and FHWA TrAMS Obligations^ (10:40)**

PSRC will provide updates on projects experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds, including projects previously recommended for obligation extensions. Action by the Caucus is required to address the delayed projects.

**4. Discussion: Update on Distribution of 2023-2026 FTA Funds (11:25)**

PSRC will provide an update on the planned schedule for distributing 2023-2024 equity formula allocation funds and 2025-2026 earned share and equity formula allocation funds.

**5. Discussion: Transit Agency Roundtable (11:45)**

As time permits, transit agency staff will provide updates on their work, and ask questions or share information about FTA funding and other requirements.

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

**7. Next Meeting: August 9, 2023: 10:30 a.m. – 12:00 p.m.**

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

\* Supporting materials attached.

^ Supporting materials will be sent in advance of the meeting.

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/87800746580?pwd=dC9EdnBnVWdyakxsZE40Sldwd0NaQT09>

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

8335480276,,87800746580#,,,,\*921586# US Toll-free

8335480282,,87800746580#,,,,\*921586# US Toll-free

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

Dial by your location

833 548 0276 US Toll-free

833 548 0282 US Toll-free

Meeting ID: 878 0074 6580

Passcode: 921586

## **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:** May 10, 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 February 08, 2023 Regional FTA Caucus meeting was approved as presented.

#### **Action: Community Transit Redistribution Requests**

Sarah Gutschow, PSRC, reviewed two Community Transit funding redistribution requests:

- Redistributing \$2,145,839 in Marysville (MAR) Urbanized Area (UZA) FFY2020 5307 funds between projects.
- Redistributing \$244,897 in MAR UZA FFY2021 5339 and \$3,912,082 in Seattle-Tacoma Everett UZA FFY2022 5337 HIMB funds between projects.

The Caucus voted unanimously to recommend the requests to the Transportation Operators Committee (TOC).

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

#### **Action: 2023 FTA Annual Adjustments**

Sarah reviewed the information previously provided for the 2023 FTA Adjustments process, and the project revisions proposed by each agency for their 2023 earned share and preservation set-aside funding, as shown in the [agenda packet](#). The Caucus discussed and provided comments, then voted unanimously to recommend the project revisions to the TOC.

The remaining “freed up” 2023 and 2024 funds will be distributed later in 2023 through the newly adopted equity formula allocation process.

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

## **Action: Delayed FTA and FHWA TrAMS Obligations**

Sarah reviewed the projects currently experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds, as detailed in the [agenda packet](#). Sponsors of delayed projects then provided further information on their projects.

The Caucus reviewed and took action on recommendations for each delayed project based on whether the delay was considered “reasonable” or “unreasonable.” The Caucus determined that eight projects had reasonable delays and therefore recommended extensions for within the next three months to submit their grant applications. For each project, if the funds are not submitted by the anticipated time, then PSRC will bring the project back to the Caucus for further discussion.

For Sound Transit’s Commuter Rail Project: Seattle to Lakewood project, the Caucus determined the delay was unreasonable and an extension was not warranted. Sound Transit staff will propose an alternative option for consideration and will work with PSRC staff on next steps. The Caucus will review the proposal at an upcoming meeting.

The Caucus voted unanimously to forward the recommended extensions to the TOC for their next meeting.

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

## **Roundtable / Other Business**

There was not enough time for an agency roundtable at this meeting.

## **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**

Krishan Aggarwal, Washington State Ferries; Tyler Benson, Sound Transit; Chris Eilerman, City of Seattle; Kirste Johnson, Sound Transit; Amanda Koerber, Everett Transit; Todd Lamphere, Washington State Ferries; Tina Lee, Pierce Transit; Monica Overby, Sound Transit; Mark Stojak, Federal Transit Administration

PSRC: Alexa Leach, Gil Cerise, Sarah Gutschow, Kelly McGourty

*\*All attendees were present via remote participation*

# Regional FTA Caucus Attendance Roster

(Members and Alternates represented)

Date: May 10, 2023 10:30am - 12:00pm

Online/Remote Meeting Only

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

rev. 5/2023

## Project Tracking Policies for PSRC's Federal Funds

### Updates 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 (EOD), 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 **July 3, 2023**.

City of Seattle: Fairview Ave N Multimodal Improvements (SEA-215a)		
<p><b>Source:</b> STP  <b>Phase:</b> Construction  <b>Amount:</b> \$4,030,400</p> <p><b>EOD:</b> 6/1/2022  <b>EOD delay:</b> 8 months</p>	<p><b>FTA app status:</b> Transmitted / Ready for FTA Review (transmitted in February 2023)</p> <p><b>Anticipated next steps for application:</b></p> <ul style="list-style-type: none"> <li>• Submittal – June 2023</li> <li>• Obligation – September 2023</li> </ul> <p><b>Agency work with FTA:</b> SDOT continues to have monthly meetings with FTA to obtain a recommendation for the CIG grant readiness from their Project Management Oversight Consultant. The PMOC issued a Risk and Contingency Review report on May 1, 2023 which indicated they have adequately accounted for risks within the project schedule, including contingency.</p> <p>FTA headquarters has provided a roadmap with a schedule for the FTA CIG Small Starts grant to be executed in TrAMS in October 2023 if they remain on the current schedule. They are therefore working to obligate the remaining grants (including this Fairview Ave N Multimodal Improvements – SEA215a grant) in conjunction with or in advance of the Small Starts grant.</p>	<p><b>TIP project description:</b> Widening Fairview Ave N between Valley St and Yale Ave N to accommodate an additional lane (allowing for a southbound transit only lane for streetcar and buses), replacing and upgrading signals, upgrading bus stops to accommodate future RapidRide stations, and re-channelizing the corridor. This project is related to the Roosevelt Rapid Ride project (SEA-215).</p> <p><b>Project status:</b> This project is a component of RapidRide J Line (SEA-215) which will also be using FTA Small Starts CIG funds. This project will be constructed as part of the overall RapidRide J Line project and as such, project schedule is determined in part by the schedule for receiving and entering into a Small Starts Grant Agreement. That schedule was most recently updated following the required FTA Risk and Contingency Review. The RapidRide J Line project has received an allocation of FY2023 CIG and is completing steps to be ready to enter into a grant agreement in October 2023. The FTA has issued a Finding of No Significant Impact in April 2022, allowing them to proceed with final design. They completed their 90% design milestone in February 2023 and expect to complete the final design in December 2023. Their understanding is that they are able to obligate FTA CN funds during the design phase.</p> <p>Right-of-way certification is anticipated for completion by December 2023. They still need to complete negotiations with property owners and then sign temporary construction easements. Approximately 55 temporary construction easements are required for the project and are in process with notifications being provided to property owners and valuations being prepared.</p> <p>FTA Small Starts grant award is anticipated in October 2023 and is necessary to be received prior to advertisement for construction. They are working toward advertisement in Q1 2024. They expect to advertise the construction contract by the end of 2023. The agency expects the project to be operationally complete by September 2027, with the contract complete in March 2028.</p>

<b>RECOMMENDED ACTION:</b>	<p>The Regional FTA Caucus granted an extension until June 2023. As of July 1, 2023, this application has not yet been submitted. The City will need to provide information at the July 12<sup>th</sup> Caucus meeting on the current status and when submittal can be expected, and the Caucus will be asked to recommend either an additional short-term extension or the return of the funds.</p>	
<b>City of Seattle: Northgate to Downtown Transit Improvements (SEA-240)</b>		
<p><b>Source:</b> CMAQ  <b>Phase:</b> PE/Design  <b>Amount:</b> \$450,000</p> <p><b>EOD:</b> 7/15/2022  <b>EOD delay:</b> 9 months</p>	<p><b>FTA app status:</b> Initial Review / Concurrence (transmitted in March 2023)</p> <p><b>Anticipated next steps for application:</b></p> <ul style="list-style-type: none"> <li>• Submittal – June 2023</li> <li>• Obligation – August 2023</li> </ul> <p><b>Agency work with FTA:</b> The project was originally awarded \$1M in CMAQ funding for PE and then received this additional \$450K in CMAQ funding through the Bipartisan Infrastructure Law (BIL). The original award of \$1M in CMAQ funding was obligated in September 2022. The addition of \$450K in CMAQ funding through the BIL prevented the agency from executing an amendment to the existing application in FFY 2022. After TrAMS reopened for FFY2023, they have been working with FTA to resolve this application. An amendment to add the new funding to the existing application in TrAMS is pending FTA approval.</p>	<p><b>TIP project description:</b> The City of Seattle will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40 to improve connections to major destinations in North and Central Seattle including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. Key features of the enhanced Route 40 corridor include: bus priority lanes, pavement improvements, traffic signal optimization, bus stop rebalancing, additional bus stops, and bicycle and pedestrian upgrades.</p> <p><b>Project status:</b> Project work is underway using pre-award authority. The project is currently at 60% design. The agency received NEPA approval from FTA in April 2023, which allowed them to proceed to final design. They expect to finish design by December 2023</p> <p>Right-of-way certification is anticipated for completion by October 2023. They still need to complete negotiations with property owners and then sign temporary construction easements.</p> <p>They expect to advertise the construction contract by the end of 2023. The agency expects the project to be operationally complete by February 2025, with the contract complete in May 2025.</p>
<b>RECOMMENDED ACTION:</b>	<p>The Regional FTA Caucus granted an extension until June 2023. As of July 1, 2023, this application has not yet been submitted. The City will need to provide information at the July 12<sup>th</sup> Caucus meeting on the current status and when submittal can be expected, and the Caucus will be asked to recommend either an additional short-term extension or the return of the funds.</p>	
<b>Sound Transit: Commuter Rail Project: Seattle to Lakewood (RTA-4B)</b>		
<p><b>Source:</b> CMAQ  <b>Phase:</b> ROW  <b>Amount:</b> \$1,100,000</p> <p><b>EOD:</b> 6/1/2022  <b>EOD delay:</b> 8 months</p>	<p><b>FTA app status:</b> In-Progress (created in June 2021)</p> <p><b>Anticipated next steps for application:</b></p> <ul style="list-style-type: none"> <li>• Transmittal - November 2024</li> <li>• Submittal – January 2025</li> <li>• Obligation – March 2025</li> </ul> <p><b>Agency work with FTA:</b> This grant is pending a NEPA determination which won't happen until later in 2024 or 2025 for the Sounder South</p>	<p><b>TIP project description:</b> Continue implementation and expansion of commuter rail service. CMAQ funding will be used for design and right-of-way needed to expand Sounder South line capacity in King and Pierce Counties, including extending station platforms to accommodate 10-car trains, nonmotorized access improvements and track and signal upgrades needed for additional capacity. FRA CRISI funds will be used to double-track several rail segments: from TR Junction to Portland Avenue, S66th Street Bridge to Pine Street, Lakewood to DuPont. This double-tracking work includes two bridges: the S 66th Bridge and the Pendleton Avenue Bridge. CRISI funding will also be used for signal system modifications, Positive Train Control (PTC) and Centralized Traffic Control (CTC) overlay updates to accommodate the new and reconfigured tracks, signals and grade crossing protection equipment. This is a multi-year project.</p>

	<p>Capital Express project (SSCEP). FTA will not process/obligate the grant until NEPA is complete.</p>	<p><b>Project status:</b> Project work is underway using pre-award authority. The SSCEP is essentially a program of projects for Sounder. Some elements of the Sounder South Capacity Expansion Program/projects were put on "hold", except for King Street Station Platform Improvements and Pierce County track work (funded by an FRA grant), due to the realignment of ST's Financial Plan during COVID.</p> <p>For the King Street Station platform improvements, the King St. Station Alternative Analysis and Report was completed and issued in August 2022. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans. ST expects to reach 10% design at the end of 2023 or Q1 2024. ST expects NEPA to be complete in December 2024. CE and the environmental documentation phase for the Pierce County Rail Capacity and Reliability Improvement Project is expected to begin in spring 2023.</p> <p>The King Street Station completion date is 2036 and the Pierce County project is also 2036. The entire SSCEP includes a completion date of 2036 (capital improvements) and 2046 (potential added trips). If additional funding becomes available and with Board approval those completion dates could move up, but that is to be determined. Because of ST's financial plan realignment, Sounder projects have been delayed, so until there is additional funding and financial capacity many of the projects have future completion dates.</p>
<p><b>RECOMMENDED ACTION:</b></p>	<p>The delay to 2024 has been deemed unreasonable per PSRC's project tracking policies. Sound Transit requests that funds be moved from ROW to the PE/Design phase so that they can be obligated faster. If this change is approved, the agency anticipates the funds will be submitted by August 2023, with obligation expected in December 2023.</p> <p>In response to PSRC's follow-up questions regarding completion of the full scope between Seattle and Tacoma, Sound Transit provided the additional information below.</p> <p>Regarding the requested action, the Caucus is reminded that regional awards are granted to specific scopes and phases of projects and that moving funds from one phase to another would be considered a scope change. The committee may determine that the change is still consistent with the original grant as awarded and recommend approval. The Regional FTA Caucus is asked to review the proposal and provide a recommendation for this scope change.</p>	



**Additional Information from Sound Transit, RTA-4B**

Background: When the *South Sounder Capacity Expansion* CMAQ application was submitted to PSRC in 2018/2019, there was only *South Sounder Capacity Expansion* project listed in Sound Transit’s budget. Since then, the *South Sounder Capacity Expansion* project has been broken-out into sub-projects: King St Station Improvements, Pierce County Rail Capacity and Reliability Improvements, BNSF platform extensions and ST platform extensions (For awareness: BNSF owns the track from Seattle to Tacoma. ST owns the track from Tacoma to Dupont).

Below is the status of the *South Sounder Capacity Expansion* CMAQ project:

<b>South Sounder Capacity Expansion –</b>	<b>Obligation Status</b>	<b>Drawdown Status</b>	<b>Overall Schedule</b>
<p>The scope includes:</p> <ul style="list-style-type: none"> <li>• nonmotorized improvements</li> <li>• track and signal improvements</li> <li>• platform extensions</li> </ul>	<ul style="list-style-type: none"> <li>• TrAMS grant WA-2020-002 “South Sounder Capacity Expansion” obligated \$5.6M for engineering and NEPA in December 2019.</li> <li>• ST is requesting a <u>change in phase</u> for the remaining \$1.1M of CMAQ funding for the <i>South Sounder Capacity Expansion</i>. ST requests that the remaining \$1.1M of CMAQ funding be reallocated from the ROW phase to Engineering and NEPA in order to obligate faster.</li> <li>• There is no change of scope requested.</li> </ul>	<ul style="list-style-type: none"> <li>• Over \$2M of the South Sounder Capacity Expansion project has been drawdown for engineering and NEPA work on the <i>King Street Station Improvements</i> (platform extension, nonmotorized improvements and track and signal work).</li> <li>• Future drawdowns are anticipated to happen on Engineering/NEPA work for <i>King St Station and the Pierce County Rail Capacity and Reliability Improvements</i>.</li> </ul>	<ul style="list-style-type: none"> <li>• Engineering and NEPA work for the <i>King Street Station Improvements</i> began September 26, 2022 and is scheduled to continue through Feb 27, 2025 (with FTA approval of NEPA scheduled for December 16, 2024).</li> <li>• Engineering and NEPA work for the <i>Pierce County Rail Capacity and Reliability Improvements</i> work begin January 2, 2023.</li> <li>• Engineering for the “BNSF platform extensions” (Seattle to Tacoma) started in April 2023.</li> <li>• Engineering for the “ST platform extensions” (Tacoma-Lakewood-Dupont) will start in Jan 2026.</li> </ul>

Here's the Master Schedule of the Sounder South Capacity Expansion (found on the [Agency Progress Report](#), May 2023).

Activity Name	Start	Finish	2023		2024		2025		2026		2027			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
<b>Sounder South Capacity Expansion - Master Schedule</b>	Sep-26-22 A	Dec-31-46	[Gantt bar spanning from Sep-26-22 to Dec-31-46]											
Sounder South Platform Extensions	Jan-02-24	Jan-08-24	[Gantt bar spanning from Jan-02-24 to Jan-08-24]											
Alternative Analysis - (Ph - I)	Jan-02-24	Jan-08-24	[Gantt bar spanning from Jan-02-24 to Jan-08-24]											
Alternative Analysis	Jan-02-24	Jan-08-24	[Gantt bar spanning from Jan-02-24 to Jan-08-24]											
Sounder South Access - South King County (By 2041) - Added for Future Inclusion	Jan-02-24*	Jan-08-24	[Gantt bar spanning from Jan-02-24 to Jan-08-24]											
Additional Roundtrip Trains - (2046) - Added for Future Inclusion	Jan-02-24*	Jan-08-24	[Gantt bar spanning from Jan-02-24 to Jan-08-24]											
<b>King St Station - CE thru Final Completion</b>	Sep-26-22 A	Jul-02-35	[Gantt bar spanning from Sep-26-22 to Jul-02-35]											
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25	[Gantt bar spanning from Sep-26-22 to Feb-27-25]											
Risk Register - KSS	Apr-24-23 A	Apr-24-23 A	[Gantt bar spanning from Apr-24-23 to Apr-24-23]											
System Expansion Committee (SEC)	May-11-23 A	May-11-23 A	[Gantt bar spanning from May-11-23 to May-11-23]											
Board Admin - Staff Report Meeting	May-11-23 A	May-11-23 A	[Gantt bar spanning from May-11-23 to May-11-23]											
King St. Station - Platform Improvements - Phase II	Sep-26-22 A	Sep-16-24	[Gantt bar spanning from Sep-26-22 to Sep-16-24]											
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24	[Gantt bar spanning from Feb-08-23 to Oct-17-24]											
90 Day wait period for FTA Review of NEPA submittal	Sep-17-24	Dec-15-24	[Gantt bar spanning from Sep-17-24 to Dec-15-24]											
FTA Issues Approval of NEPA	Dec-16-24	Dec-16-24	[Gantt bar spanning from Dec-16-24 to Dec-16-24]											
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25	[Gantt bar spanning from Feb-27-25 to Feb-27-25]											
Right of Way	Dec-25-25	Aug-22-27	[Gantt bar spanning from Dec-25-25 to Aug-22-27]											
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26	[Gantt bar spanning from Feb-28-25 to Jan-22-26]											
Final Design	Oct-06-25	Oct-16-28	[Gantt bar spanning from Oct-06-25 to Oct-16-28]											
Construction	Oct-17-28	Apr-12-34	[Gantt bar spanning from Oct-17-28 to Apr-12-34]											
Post Construction	Apr-13-34	Jul-02-35	[Gantt bar spanning from Apr-13-34 to Jul-02-35]											
<b>Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 &amp; 2</b>	Jan-02-23 A	Dec-31-46	[Gantt bar spanning from Jan-02-23 to Dec-31-46]											
BNSF Platform Extension - CE thru Final Completion	Apr-11-23 A	Dec-31-36	[Gantt bar spanning from Apr-11-23 to Dec-31-36]											
ST Platform Extension - CE thru Final Completion	Jan-02-26	Dec-31-36	[Gantt bar spanning from Jan-02-26 to Dec-31-36]											

## Updates on Previously Reviewed Projects

Project	Agency	Funding	EOD	TrAMS Status	Notes
Transit Revenue Vehicles 2021-2022 (CT-69)	Community Transit	\$83,551 5307 Pres.	6/1/22	Transmitted (as of March 2023)	
		\$1,388,734 5307 Pres.	6/30/22	Transmitted (as of March 2023)	
Bus Replacements 2021-2022 (MET-222)	King County Metro	\$1,455,348 5307 Pres.	9/30/2021	Transmitted (as of May 2023)	
Transportation Demand Management to Support Centers and Regional Service Investments (MET-231)	King County Metro	\$695,122 CMAQ	6/1/2021	Transmitted (as of February 2023)	Submittal deadline extended to July 2023
		\$2,304,878 CMAQ	7/15/2021		
Increasing Student and Family Access to Regional Travel Options through TDM (MET-237)	King County Metro	\$500,000 CMAQ	7/15/2021	Transmitted (as of February 2023)	Submittal deadline extended to July 2023
On-Demand Feeder-to-Fixed Route Connections to Transit Program (MET-239)	King County Metro	\$500,000 CMAQ	6/1/2022	Transmitted (as of February 2023)	Submittal deadline extended to July 2023
Rainier Rapid Ride Corridor (SEA-213)	King County Metro	\$1,819,350 5307 Comp.	10/1/2017	Transmitted (as of May 2023)	
Clean Fuels Bus Replacement/Expansion 2021-2022 (PT-170)	Pierce Transit	\$750,000 CMAQ	6/1/2022	Transmitted (as of May 2023)	Submittal deadline extended to August 2023
Pacific Avenue/SR 7 BRT Buses (PT-172)	Pierce Transit	\$1,871,113 CMAQ	6/1/2022	Transmitted (as of May 2023)	Submittal deadline extended to August 2023
Pacific Avenue/SR 7 BRT Stations (PT-173)	Pierce Transit	\$2,305,700 CMAQ	6/1/2022	Transmitted (as of May 2023)	Submittal deadline extended to August 2023
Center City Connector (SEA-205)	Seattle	\$3,479,754 CMAQ	2/2/2017	In-Progress	PSRC management has been in active conversation with FTA, WSDOT and City of Seattle to review this funding, in consideration of the February 2023 Caucus recommendation.
Monorail System Maintenance 2021-2022 (SEA-226)	Seattle	\$42,579 5307 Preservation	9/30/2021	Transmitted (as of January 2023)	