



Puget Sound Regional Council

Transportation Policy Board

Thursday, November 9, 2023 • 9:30 – 11:30 AM

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

Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 878 6268 1077, Passcode: 840998

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
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.
- **Written comments**
Comments may be submitted via email to cmoreau@psrc.org by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

- 1. Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair**
- 2. Communications and Public Comment**
Public comment must relate to an action or discussion item on the agenda.
- 3. Report of the Chair**
- 4. Director's Report**
- 5. Consent Agenda - Action Items (9:45)**
 - a. Approve Minutes of Transportation Policy Board Meeting held October 12, 2023
- 6. Action Item (9:50)**
 - a. Release 2025-2026 FTA Funding Recommendations for Public Comment – *Kelly McGourty & Sarah Gutschow, PSRC*
- 7. Discussion Item (10:10)**
 - a. Status Report on PSRC's FHWA Equity Pilot – *Charles Patton, PSRC*
- 8. Discussion Item (10:25)**
 - a. Preparing for the 2024 Project Selection Process – *Kelly McGourty, PSRC*

9. Discussion Item (11:10)

- a. Project Tracking Program – *Jennifer Barnes, PSRC*

10. Information Items

- a. 2023 Transit Integration Report
- b. Transportation Work Program Progress Tracker
- c. Notice of November 14 CPRG Meeting
- d. 2024 Meeting Schedule

11. Next Meeting: December 14, 2023, 9:30 – 11:30 AM - Remote Only

Major Topics for December:

- FHWA Equity Pilot Recommendations
- Preparing for the 2024 Project Selection Process

12. Adjourn (11:30)

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

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Puget Sound Regional Council

MINUTES OF THE TRANSPORTATION POLICY BOARD

October 12, 2023

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

CALL TO ORDER

The meeting was called to order at 9:32 a.m. by Mayor Mary Lou Pauly. Mayor Pauly shared that Chair Mayor Ralph and Vice Chair Councilmember Mello were unable to attend the meeting and she would serve as Chair. Mayor Pauly announced that the Transportation Policy Board (TPB) meeting would be hybrid, allowing for remote and in-person attendance. The meeting will be live streamed, and a call-in number provided for members of the public to listen.

A quorum was established by roll call.

COMMUNICATIONS AND PUBLIC COMMENT

Joe Kunzler provided public comment.

REPORT OF THE CHAIR

Mayor Pauly commented that Kelly McGourty will share details of the November in-person TPB meeting.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, reported that the Executive Board approved the updated non-voting membership parameters discussed in September. Ms. McGourty then reminded the board that PSRC will be moving offices at the end of the year. The TPB will meet remotely in December and January during the move. The November meeting will be in-person; members are encouraged to attend at PSRC's offices. A remote option will be available for those that cannot travel.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held

September 14, 2023

- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- c. Recommend a Change in Regional Transportation Plan Project Status for Two Projects

ACTION: The motion was made by Councilmember Kate Kruller and seconded by Councilmember Jennifer Robertson to adopt the Consent Agenda. The motion passed.

RECOMMEND APPROVAL OF PROJECTS FOR RURAL TOWN CENTER AND CORRIDORS PROGRAM AND TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

Mr. Doug Cox, PSRC, provided background on the RTCC program. It is a two-stage process with each county recommending up to three projects to compete regionally. He shared that there were eight applications received requesting \$8.42 M with a total of \$6.09 M available of 2025-2026 FHWA funds. Mr. Cox also gave an overview of the TAP program. He shared that a total of 31 applications requesting \$45 M were received with \$23.6 M of 2024-2026 funds available.

Mr. Cox reviewed the process for convening committees for both the RTCC and TAP programs and the development of unanimous project funding recommendations.

Ms. Gutschow gave an overview of the types of projects recommended for funding for both RTCC and TAP. She noted that no public comments were received and the outlets which PSRC used to distribute the information to the public in September.

Next steps are for the TPB to recommend approval to the Executive Board. PSRC staff will continue to monitor public comment and share any received with the Executive Board at its October meeting. The Executive Board is then scheduled to take action on the funding recommendation and review any public comment.

Action: It was moved by Deputy Mayor Kristina Walker and seconded by Councilmember Jennifer Robertson that The Transportation Policy Board should recommend the Executive Board approve Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachments A and B, along with the recommended prioritized lists of contingency projects. The motion passed.

RECOMMENDATIONS TO THE 2024 WASHINGTON STATE LEGISLATURE

Robin Koskey, PSRC, reminded the board that PSRC's role is to provide data and background information to jurisdictions and the legislature. Generally, PSRC is neutral on legislation unless the Executive Board takes action. In 2022, Data staff provided

analysis on the middle housing bill and transit-oriented development bill. She noted that there will be additional TOD bills this year.

For PSRC's 2024 recommendations to the legislature, staff recommend following the same priority areas as the previous year. The agenda packet included 2023 recommendations. Ms. Koskey acknowledged that this year's recommendation will also recognize ferries. The 2024 recommendation process will also include briefing the Equity Advisory Committee (EAC). PSRC Policy boards have been briefed at meetings earlier in the year. PSRC's Executive Committee will review draft recommendations in November with proposed adoption at the December Executive Board meeting.

Members suggested workforce development and noted that educational institutions have partnered to develop curriculum related to specific industries. It would be helpful for the legislators to set aside money to support and/or build institutions for workforce development.

Members shared that the Regional Transportation Plan (RTP) relies on robust revenue, including developing a Road Usage Charge (RUC). If the legislature does not take action on a RUC, an interim step will be needed.

Members shared that text for an exchange program for leaders could be strengthened. Members also noted that they are concluding work on comprehensive planning for the next 20 years. If the legislature continues to give new targets and zoning mandates, it will impact the jurisdictions' ability to meet timelines.

Members shared that legislation on transit-oriented development (TOD) was appreciated. Members expressed appreciation for inclusion of ferries in the legislative priorities.

Members shared that it was important to make TOD workable and not add to the burden of local government. Funding to support additional infrastructure was an important component. There was discussion on the middle housing bill and how to make TOD workable.

CLIMATE POLLUTION REDUCTION GRANT PROGRAM

Sara Hetrick, Puget Sound Clean Air Agency (PSCAA), gave an overview of the Climate Pollution Reduction Grants (CPRG) program being administered by the Environmental Protection Agency (EPA). The CPRG program is comprised of two phases, the first for planning grants and the second phase is a competitive grant program for implementation of measures identified in phase one. PSCAA is the lead agency for the regional planning grant. Ms. Hetrick covered the CPRG timeline and key deliverables as well as the development of a Priority Climate Action Plan (PCAP).

Ms. Hetrick gave an overview of the CPRG Phase 2. The goal is to implement measures to achieve significant greenhouse gas (GHG) reductions. She discussed

applicant eligibility, deadlines and funding tiers. Ms. Hetrick also provided examples of transportation GHG measures.

PSCAA will partner with the Department of Commerce, who is leading the state planning grant, to host a broad stakeholder meeting in mid-November. Jurisdictions and agencies will be invited to share interests to pursue Phase 2 implementation grants.

Ms. McGourty shared that the PCAP is the trigger to open the gates for Phase 2 funding. The PCAP will be developed by March and include a broad range of potential emission reduction strategies across all sectors. Ms. McGourty noted that the EPA is seeking deep emission reductions so smaller scale individual projects may not be as competitive for Phase 2 grants. PSCAA and PSRC will work to keep agencies informed as this work progresses and provide support for Phase 2 submittals. Ms. McGourty noted this is a one-time opportunity for funding, not a continuous program.

Members asked when proposals would be due and to what level of detail would the design need to be done in order to apply for federal funds. Ms. Hetrick shared that Phase 2 applications are due April 1, 2024. The EPA has not given guidance on the level of detail needed in applications; however, she did share that documenting the GHG reduction potential from each of the projects would be important.

Ms. McGourty shared that the upcoming meeting in November will be a helpful step forward. Members will be briefed as information becomes available. She also noted that PSRC and other agencies have tools that can assist in calculating emission reductions.

PREPARING FOR THE 2024 PROJECT SELECTION PROCESS

Ms. McGourty, PSRC, noted that the board was briefed on the 2024 Project Selection Process at its September meeting. She shared that PSRC has project selection authority for funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). She reviewed the amount of funding available from each federal partner, the specifications for the funding sources and distribution methods.

Ms. McGourty provided background on PSRC's Policy Framework. The board will be asked to recommend adoption of the Policy Framework at its January 2024 meeting. The Policy Framework is based on VISION 2050 policies and is consistent with the RTP. She also reviewed project evaluation criteria, based on VISION 2050 policies, and went over additional Project Selection process details such as set-asides, funding estimates, distribution splits, project tracking policies, contingency lists and limitations on applications and funding requests. Ms. McGourty called attention to the attachment in the agenda packet that displayed the changes to project selection criteria over time, noting where adjustments were made based on VISION 2050 policies or board direction.

There were significant changes made to the equity and safety criteria during the 2022 project selection process, and the policy emphasis continues to be safety, climate and equity moving into 2024. Ms. McGourty also went over details of the Equity Pilot. The EAC will provide recommendations to TPB on the equity pilot at upcoming meetings.

Ms. McGourty reviewed highlights from the 2022 FHWA Process, noting the awards by primary project type. Nearly 100% of applicable projects include safety measures identified as proven countermeasures by FHWA. In 2022 there were 8 projects that were adding general purpose capacity. She noted additional features of those projects such as scale and how they will support transit, freight, and centers.

Ms. McGourty noted that there are two key levers in PSRC's funding competitions: how the funds are distributed, including the splits between competitions and set asides, and the project scoring criteria and additional project evaluation elements.

She provided an overview of the current funding distributions and noted that set-asides are taken directly off the top of total funding and are distributed through countywide competitions. The remaining funds, roughly 33%, go to the regional competition. All competitions support centers, but the regional competition is focused on regional growth and regional manufacturing/industrial centers while countywide competitions are expanded to support local centers.

Ms. McGourty reviewed the current set of criteria, decision points and distinctions in scores between the two FHWA funding sources. She reviewed questions for the board related specifically to safety, climate and equity.

For safety, she shared that options for consideration could be to update scoring values, update safety criteria and language, and consider a requirement that agencies have a safety plan based on a Safe System Approach. Members provided initial support for each of these three considerations, but indicated more information would be needed to understand implications of the Safe System Approach and expectations of agencies.

Ms. McGourty reviewed options for consideration related to climate, including changes to the point values and potentially limiting the types of projects that may compete. She noted that this criterion is currently 20-50% of the total score and the types of projects that may result in emission reductions. Members asked if there are considerations for projects that are innovatively or creatively addressing climate – such as improving vegetation or increasing tree canopy. Ms. McGourty noted that funding does have constraints, however there could be additional points for a project with auxiliary elements. Initial feedback indicated the changes to safety and equity should continue to be the focus and tested first. Regarding the limiting of project types, members indicated more information would be needed and that it was important to fund a diversity of project types and not just transit.

Ms. McGourty reminded the board on equity that staff has been working with the EAC on the equity pilot and that their recommendations for changes to the process will be brought back to the board by December.

Ms. McGourty shared that project readiness is also a component of the criteria. She reminded the board that project delivery has been an ongoing challenge for the region and each year a supplemental funding action is required to meet the annual FHWA targets. She shared that staff is working with RPEC to discuss improvements to the project tracking policies and recommendations will be brought to the board later this year.

Additional feedback board members wished to provide over the next few weeks will be shared with the board at the November meeting. The board is scheduled to make a recommendation on the Policy Framework at its January 2024 meeting.

Members requested to keep a chart of what was suggested, what was incorporated and what needs further consideration before inclusion.

Mayor Pauly reminded the board that November will be an in-person meeting with a remote option available.

ADJOURN

The meeting adjourned at 11:20 AM.

TPB MEMBERS & ALTERNATES PRESENT

Attachment A - Attendance Roster.

GUESTS and PSRC STAFF ATTENDING

(As determined by staff)

Ben Bakkenta, PSRC
 Josh Brown, PSRC
 Nancy Buonanno Grennan, PSRC
 Doug Cox, PSRC
 Sara Gutschow, PSRC
 Kathryn Johnson, PSRC
 Piset Khuon, PSRC
 Alexa Leach, PSRC
 Kelly McGourty, PSRC
 Casey Moreau, PSRC

Attachments:

A – Transportation Policy Board October 12, 2023, Attendance Roster

Transportation Policy Board October 12, 2023				5.a - Att. A	
Voting Members			✓	Non-voting Members	✓
King County	2	CM Girmay Zahilay	1	Associate Members	
		CM Dave Upthegrove	1	Island County	1
		Vacant Alt		COMM Melanie Bacon	
		Vacant Alt		COMM Jill Johnson Alt	
Seattle	2	CM Dan Strauss		Thurston Regional Planning Council	1
		CM Alex Pedersen	1	Public Agency Members	
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1
Bellevue	1	CM Jennifer Robertson	1		1
		CM Janice Zahn Alt		Freight Mobility Strategic Investment Board	1
Cities/Towns	3	CM Kate Kruller, Tukwila	1		1
		MYR Dana Ralph, Kent, Chair		WA Transportation Improvement Board	1
		MYR Mary Lou Pauly, Issaquah	1		1
		CM Peter Kwon, SeaTac Alt		PSRC Committees	
		CM Wendy Weiker Mercer Isl Alt		Regional Staff Cmte.	1
		DEP MYR Jay Arnold, Kirkland Alt	1		1
Local Transit	1	CM Rod Dembowski		Regional Project Evaluation Cmte.	1
		Vacant Alt			1
Kitsap County	1	COM Christine Rolfes	1	Transportation Operators Cmte.	1
		COM Charlotte Garrido Alt			1
Bremerton	1	MYR Greg Wheeler		Private/Civic Members-Business/Labor	
		CP Jeff Coughlin Alt		WA Trucking Associations exp. 12/31/25	1
Cities/Towns	1	Vacant			1
		CM Leslie Schneider, Bainbridge Isl Alt	1	Vacant exp. 12/31/25	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard	1		1
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/25	1
Pierce County	1	CM Ryan Mello, Vice Chair		Master Builders of Pierce County exp. 12/31/23	1
		CM Dave Morell Alt			1
Tacoma	1	DEP MYR Kristina Walker	1		1
		CM Olgy Diaz Alt		Private/Civic Members-Community/Environment	
Cities & Towns	1	CM Tim Ceder, Milton	1	Seattle Aging & Disability Services exp. 12/31/23	1
		MYR Josh Penner, Orting Alt			1
Local Transit	1	CM Marty Campbell, Pierce County		Vacant exp. 12/31/25	1
		MYR Daryl Eidinger, Edgewood Alt			1
Snohomish County	1	CM Jared Mead		Public Health Seattle/ King County exp. 12/31/23	1
		CM Strom Peterson Alt			1
Everett	1	CM Ben Zarlingo	1	Vacant exp. 12/31/23	1
		MYR Cassie Franklin Alt			1
Cities/Towns	1	CM Jan Schuette, Arlington	1	Non-voting	16
		MYR Pro Tem Stephanie Vignal, Mill Creek Alt		Ex-Officio Non-Voting Members	
Local Transit	1	CM Kim Daughtry, Lake Stevens	1	State Legislators	87
		CM Jan Schuette, Arlington Alt		Districts within PSRC's boundary	
Regional Transit	1	CM Ed Prince, Renton	1		
		MYR Kim Roscoe, Fife Alt			
Federally Recognized Tribes					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Andrew Strobel			
		Robert Barandon Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman Alt			
Statutory Members					
Ports	1	COM Toshiko Hasegawa, Seattle			
		COM Cary Bozeman, Bremerton Alt	1		
WA Trans. Commission	1	COM Jim Restucci	1		
		COM Nicole Grant Alt			
WSDOT	1	Robin Mayhew	1		
		Todd Lamphere Alt	1		
Legislative Transportation Cmte. (Not Counted for Quorum)					
House Transportation Cmte.	2	Vacant			
		REP Jake Fey, D Alt	1		
		REP Dan Griffey, R			
		REP Andrew Barkis, R Alt			
Senate Transportation Cmte.	2	SEN Marko Lias, D			
		SEN Emily Randall, D Alt	1		
		Vacant, R			
		Vacant, R Alt			
Voting	32	(Quorum = 14) Quorum Total	19		
		Total Voting members present	23		
				Abbreviations	
				CHRMN Chairman	
				CM Councilmember	
				CP Council President	
				COM Commissioner	
				MYR Mayor	
				DEP MYR Mayor	
				SEC Secretary	
				ASST SEC Assistant Secretary	
				REP Representative	
				SEN Senator	



Puget Sound Regional Council

ACTION ITEM

November 2, 2023

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Release 2025-2026 FTA Funding Recommendations for Public Comment**

IN BRIEF

A revised distribution methodology for PSRC's Federal Transit Administration (FTA) funds was approved by the Executive Board in March 2023, to include an earned share and an equity formula process. The distribution of 2025-2026 FTA funds, which would normally have occurred as part of the 2022 project selection process, was put on hold until these methodology discussions concluded.

The Transportation Operators Committee has reviewed the project submittals for PSRC's 2025-2026 FTA funds included in the attachments and recommends approval. At the meeting on November 9, the Transportation Policy Board will be briefed on the distribution processes and project recommendations and asked to release the recommended projects for a public review and comment period. Final recommendation to the Executive Board is scheduled for the December meeting.

RECOMMENDED ACTION

The Transportation Policy Board should release the list of projects identified in Attachments A and B recommended for PSRC's 2025-2026 FTA Earned Share and Equity Formula funds for public comment.

DISCUSSION

PSRC has project selection authority over certain funding programs under the Federal

Transit Administration (FTA), which are apportioned by FTA to urbanized areas around the country. 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.

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 directly to those two agencies. Within the Seattle-Tacoma-Everett UZA, approximately 86% of the FTA funds allocated by federal formula are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the “earned share” distribution. As a reminder, the STE UZA includes three agencies that are external to the UZA but provide service to the area: Kitsap Transit, 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 to the region.

The remaining funds, approximately 14%, come to the region based on regional attributes such as population density, called the “regional” distribution. Prior to this cycle, the “regional” funds were distributed between a regional competition and a preservation set-aside within the STE UZA. In addition, a small proportion of the regional funds were used to provide a minimum floor adjustment to agencies whose earnings are less than 1% of the total earned share funding in the UZA. However, in March 2023 the Executive Board adopted a revised methodology that distributes the entirety of the regional portion of PSRC’s FTA funds via a new equity formula distribution.

The equity formula uses a focused and intentional methodology that looks at all transit services being provided to the region’s equity focus populations and distributes funds accordingly. The six equity focus populations include people of color, people with low incomes, seniors, youth, people with disabilities, and people with limited English proficiency. The adopted distribution methodology required transit agencies to identify the equity populations being served by each project proposed to receive the equity formula funding, and to respond to the equity criterion questions included in the 2022 project selection process.

A Call for Projects was released in July 2023 for the distribution of an estimated \$588 million of PSRC’s 2025-2026 FTA funds. Of this total amount, \$79 million is to be

distributed via the equity formula. An additional \$7 million of 2023-2024 FTA funds is also available for this distribution, due to an increase in regional funding from the final 2023 FTA allocations. Further, \$14 million in 2023 funding has been returned from previously awarded regional competitive projects; these funds will also be distributed via the equity formula per the revised policies.

The projects recommended to receive the Earned Share funding within all three UZAs are identified in Attachment A. The twelve projects submitted for the equity formula funds are shown in Attachment B. PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional policies. For the proposed equity formula projects, staff worked closely with each transit agency and the TOC to confirm the projects meet the intent of the new distribution methodology. Attachment B includes a brief summary of each project and the staff and committee findings. The submitted equity project applications, including responses to the equity criteria, are posted [here](#).

The Transportation Policy Board will be asked to release the projects recommended for PSRC's FFY 2025-2026 FTA funds for public comment at the November 9 meeting. Any public comments received will be presented to the board in December, at which time the board will be asked for a recommendation of approval to the Executive Board. The Executive Board is scheduled to take final action on January 25, 2024.

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

Attachments:

- A. Projects Recommended for PSRC's FFY 2025-2026 FTA Earned Share Funding
- B. Projects Recommended for PSRC's FFY 2023-2026 FTA Equity Formula Funding

Attachment A: Project Recommendations for PSRC's FFY 2025–2026 FTA Earned Share Funding

Bremerton UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Kitsap Transit	Bus and OTR Coach Purchases (25-26)	\$6,119,769	2025	5307	This is a TIP bucket project for transit revenue vehicle purchases. The 2025-2026 PSRC FTA 5307 and 5339 funds will assist in acquiring approximately 14 vehicles. The 5339 funds will be used on bus procurement including on board vehicle technologies hardware.
		\$6,277,475	2026		
		\$426,146	2025	5339	
		\$436,700	2026		
	Subtotal	\$13,260,090			
Kitsap Transit	Passenger Only Ferry System Preventive & Capital Maintenance (25-26)	\$455,598	2025	5337 HIFG	This is a 2025 26 TIP bucket project for preventive and capital maintenance of Kitsap Transit's passenger only ferry system (POF). Funds for capital maintenance activities will support a state of good repair for ferry terminals, POF vessels and related maintenance costs. Acquisition of ferry terminal materials and equipment includes safety, electrical, mechanical and other miscellaneous parts and equipment. Acquisition of vessel spare parts includes impellers, driveshafts, engines, gearbox, jets and other driveline and miscellaneous parts. Toll credits will be used as a local match for this project. The bucket project completion will be based on approximately 3% of the overall annual budget represented by the federal funds.
		\$465,411	2026		
			Subtotal	\$921,009	
Bremerton ES UZA Total		\$14,181,099			

Marysville UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2025-2026	\$339,942	2025	5339	Approximately 40 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 10 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 6 with 5337 funds that will operate on HOV lanes; 14 vehicles with Local Funds.
		\$348,362	2026		
			Subtotal		
Community Transit	Preventive Maintenance 2025-2026	\$1,300,000	2025	5307	This is a TIP bucket project with contains Community Transit's 2025 and 2026 FTA funds for Preventive Maintenance operating grants. Preventive Maintenance covers a range of possible work types to preserve and maintain vehicle and non vehicle assets including servicing, repairs, inspection and administration. The cumulative number of hours of preventive maintenance provided by this project is estimated to be 20,313 hours.
		\$1,300,000	2026		
			Subtotal	\$2,600,000	
Community Transit	Marysville UZA Transit Operations 2025-26	\$1,679,505	2025	5307	This is a TIP bucket project which contains Community Transit's 2025 and 2026 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 32,723 hours of Fixed Route bus service.
		\$1,756,360	2026		

	Subtotal	\$3,435,865		
Marysville ES UZA Total		\$6,724,169		

Seattle-Tacoma-Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2025-2026	\$10,115,580	2025	5307	Approximately 40 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. Project includes about 10 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 6 with 5337 funds that will operate on HOV lanes; 14 vehicles with Local Funds.
		\$10,361,686	2026		
		\$4,118,332	2025	5337 HIMB	
		\$4,218,528	2026		
		\$986,823	2025	5339	
\$1,010,831	2026				
	Subtotal	\$30,811,780			
Everett Transit	FY25 Shelters (Passenger Amenities)	\$103,543	2025	5339	This project will involve the rehabilitation of existing bus shelters and/or installation of new shelters. Work may include but is not limited to rust removal, painting, resealing/repairing water drains and spouts, and replacing glass panels with wire mesh panels. This project will use 2025 5339 funding.
	Subtotal	\$103,543			
Everett Transit	FY26 Shelters (Passenger Amenities)	\$106,062	2026	5339	This project will involve the rehabilitation of existing bus shelters and/or installation of new shelters. Work may include but is not limited to rust removal, painting, resealing/repairing water drains and spouts, and replacing glass panels with wire mesh panels. This project will use 2026 5339 funding.
	Subtotal	\$106,062			
Everett Transit	FY25-26 Operations Base Generator	\$311,408	2025	5307	This project will fund the replacement of a large generator that will be used to power the Operations Base building in the event of a power outage. The previous generator was purchased in 1992 and is at the end of its life. This project will use 2025 and 2026 5307 earned share funding. This generator is critical to the new electric infrastructure being placed at the operations center.
		\$207,232	2026		
	Subtotal	\$518,640			
Everett Transit	FY26 Transit Driver Training Equipment	\$80,000	2026	5307	This project will purchase equipment for use in transit driver training. This may include driving simulator equipment such as displays, training software, and peripherals required to simulate a real driving experience. The driving simulator will also include training for responding to safety and security threats.
		\$80,000			
Everett Transit	FY25-26 Transit Maintenance Facility Design	\$750,000	2025	5307	This project will include engineering and design for a new transit maintenance facility. This facility will primarily service electric vehicles as Everett Transit works toward having an all-electric fixed-route fleet by 2028. The paratransit fleet and service vehicle fleet are planned for conversion to electric vehicles as well. The existing maintenance shop is nearing the end of its life and is not designed to service a large fleet of electric vehicles. This project will use 2025 and 2026 5307 funding which is expected to take the project to 30% design.
		\$800,000	2026		

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
	Subtotal	\$1,550,000			
Intercity Transit	Replacement Coaches 2024- 2026	\$2,573,538	2025	5307	This is a new bucket project which will contribute to the replacement of approximately 7 fixed route coaches at the end of their useful life. The funds reflected in this project will go towards the proportion of coach replacement costs associated with fixed route express coach revenue miles serving the Seattle-Tacoma-Everett UZA.
		\$2,636,150	2026		
		\$251,072	2025	5339	
		\$257,181	2026		
	Subtotal	\$5,717,941			
King County Metro	500 KW Traction Power Substations State of Good Repair	\$18,487,255	2025	5337 HIFG	Replacement of the Alternating Current (AC) Medium Voltage (MV) Switches, Traction Power Transformer, and Metering Cabinets at up to 26 - 500kW Traction Power Substation(s). Scope may include soundproofing fencing replacements, demolition of the existing systems, and critical equipment or infrastructure.
		\$5,593,700	2026		
	Subtotal	\$24,080,955			
King County Metro	Atlantic Base Substation Replacement	\$7,444,599	2025	5337 HIFG	Replacement of two Atlantic Base Traction Power Substations. Scope includes engineering and construction of both substations that power coaches at Atlantic Base to meet Metro's trolley fleet needs. Project is funded with federal funds using state toll credits as local match.
	Subtotal	\$7,444,599			
King County Metro	Marine Vessel Maintenance 2025-26	\$1,000,000	2025	5337 HIFG	This is a TIP bucket project that contains the Ferry District's tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. The federal funding represents 80 percent of the total budget for this activity during the time period. The project includes PSRC FTA funds scheduled to be expended over the span of FFYs 2025-2026.
		\$1,000,000	2026		
	Subtotal	\$2,000,000			
King County Metro	Bus Acquisitions 2025-26	\$28,792,294	2025	5307	Purchase of replacement buses for King County Metro's existing fleet of 40-ft. and 60-ft hybrid coaches. Buses will be alternative fuel coaches, primarily battery electric buses. Approximate 310 buses will be purchased.
		\$11,849,866	2025	5337 HIMB	
		\$12,138,166	2026		
		\$4,192,490	2025	5339	
		\$4,294,491	2026	5339	
			Subtotal	\$61,267,307	
King County Metro	Marine Vessel Engine Overhaul	\$1,842,602	2026	5337 HIFG	The project will overhaul the tier 3 marine engines on King County Metro's two Sally Fox class vessels. These engines will have reached their useful service half life. The project will maintain these County assets in a state of good repair.
	Subtotal	\$1,842,602			
King County Metro	TPSS Switch Gear Replacements	\$2,952,086	2025	5337 HIFG	Replacement of switchgear at substation locations including Collins and Central. Project is funded with federal funds using state toll credits as local match.
	Subtotal	\$2,952,086			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Trolley Bus Acquisition 2025-2026	\$24,260,163	2026	5307	This project funds the replacement of King County Metro's existing fleet of trolley buses. Approximately 30 trolley buses will be purchased.
	Subtotal	\$24,260,163			
King County Metro	Trolley System Transit Asset Management 2025-2026	\$5,000,000	2025	5337 HIFG	This project provides for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR). Depending on the number and complexity of activities and projects utilizing this funding, the federal amount could represent a range from 20 to 50 percent of the overall budget for this activity. The project includes PSRC FTA funds scheduled to be expended over the span of FFY's 2025-2026.
		\$5,000,000	2026		
	Subtotal	\$10,000,000			
King County Metro	Vehicle, Equipment, and Facilities Maintenance 2025-26	\$26,208,268	2025	5307	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,400 buses, vanpool fleet, and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 20 to 50 percent of the annual budget for this activity. The project includes PSRC FTA funds already expended or scheduled to be expended over the span of FFYs 2025-2026.
		\$32,078,530	2026		
	Subtotal	\$58,286,798			
King County Metro	TBD	\$3,619,159	2025	5337 HIFG	Project(s) to be announced in next budget cycle.
		\$26,003,554	2026		
	Subtotal	\$29,622,713			
Kitsap Transit	Passenger Only Ferry System Preventive & Capital Maintenance (25-26)	\$1,586,099	2025	5307	This is a 2025 26 TIP bucket project for preventive and capital maintenance of Kitsap Transit's passenger only ferry system (POF). Funds for capital maintenance activities will support a state of good repair for ferry terminals, POF vessels and related maintenance costs. Acquisition of ferry terminal materials and equipment includes safety, electrical, mechanical and other miscellaneous parts and equipment. Acquisition of vessel spare parts includes impellers, driveshafts, engines, gearbox, jets and other driveline and miscellaneous parts. Toll credits will be used as a local match for this project. One hundred percent of the STE UZA funding will support ferry service to the STE UZA. The bucket project completion will be based on approximately 3% of the overall annual budget represented by the federal funds.
		\$1,624,688	2026		
		\$36,684	2025	5337 HIFG	
		\$37,576	2026		
	Subtotal	\$3,285,047			
Kitsap Transit	Bus and OTR Coach Purchases (25-26)	\$37,795	2025	5339	This is a TIP bucket project for transit revenue vehicle purchases. The 2025-2026 PSRC FTA 5307 and 5339 funds will assist in acquiring approximately 14 vehicles. The 5339 funds will be used on bus procurement including on board vehicle technologies hardware.
		\$38,714	2026		
	Subtotal	\$76,509			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Pierce Transit	2025-2026 ADA Operating Services	\$1,616,921	2025	5307	This project contains 5307 Earned Shared funds for Pierce Transit's complementary ADA Service for persons with disabilities as provided for in the Americans with Disabilities Act scheduled for 2025 and 2026. The amount requested will be applied to Pierce Transit's contracted provider agreement. For the two-year period the project funding will provide approximately 34,314 (16,951 service miles in 2025 and 17,363 service miles in 2026) hours of service.
		\$1,656,259	2026		
	Subtotal	\$3,273,180			
Pierce Transit	2025-2026 Clean Fuel Bus Replacement	\$5,312,291	2025	5307	This project contains funds for Pierce Transit's bus replacement projects scheduled for 2025 and 2026. This includes the purchase of approximately 12 buses with 5307 earned share funds; 2 buses with 5339 funds and 1 bus with 5337 HIMB funds that will operate on HOV lanes.
		\$5,440,927	2026		
		\$213,080	2025	5337 HIMB	
		\$218,264	2026		
		\$730,789	2025	5339	
\$748,569	2026				
	Subtotal	\$12,663,920			
Pierce Transit	2025-2026 Preventative Maintenance	\$2,178,899	2025	5307	This is a TIP bucket project that contains Pierce Transit's FTA-funded ongoing preventive maintenance activities for its vehicle fleet and facilities. Preventive maintenance covers a range of work to cost-effectively preserve and extend an asset. Typical work includes: performance of inspections and maintenance for facilities and associated equipment, appliances and furnishings; performance of vehicle inspections and routine maintenance, including associated maintenance labor, parts and supplies. The project consists of FTA funds already expended or scheduled to be expended over the span of FFYs 2025-2026. The federal funds represent 4% of the overall maintenance and operations budget for this work.
		\$2,232,519	2026		
	Subtotal	\$4,411,418			
City of Seattle	Monorail System Maintenance 2025-2026	\$256,547	2025	5307	This is a TIP bucket project which contains the Seattle Center Monorail's FTA funded major maintenance grants to support the system which began service in 1962. The Monorail system includes two trains, two stations, and the elevated guideway and supports. The work is part of the ongoing Transit Asset Management Plan (TAMP) for the Seattle Center Monorail. The 2025-2026 Monorail funds will be used primarily to fund refurbishment and major maintenance projects related to the Train Propulsion, Bogies, and Suspension. Federal funds represent 80% of the total budget.
		\$262,788	2026		
		\$686,286	2025	5337 HIFG	
		\$702,982	2026		
	Subtotal	\$1,908,603			
Skagit Transit	TBD	\$453,582	2025	5307	Project(s) to be announced as part of PSRC's future FFY2025-2026 annual adjustments processes.
		\$464,617	2026		
		\$44,251	2025	5339	
		\$45,328	2026		
	Subtotal	\$1,007,777			
	Operations and Maintenance Facility	\$16,705,990	2025	5307	This project will construct and operate a light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). OMF South would be used to store, maintain, and deploy a minimum of 144

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Sound Transit	South	\$17,112,438	2026	5307	LRVs for daily service. OMF South would include three primary buildings: the Operations and Maintenance Facility (OMF) building, Maintenance of Way (MOW) building, and the Link System-Wide Storage building. FY2025 and 2026 funds will be used for final design needed for the project.
	Subtotal	\$33,818,428			
Sound Transit	Regional Express Bus Program (2025-2026)	\$11,571,108	2025	5337 HIMB	This bucket project will include the purchase of replacement buses and the performance of preventive maintenance services - including possible midlife overhauls - for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 315 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2025-2026 FTA 5337 HIMB funds will pay for preventive maintenance work for buses that will operate on HOV lanes. The 2025-2026 FTA 5339 funds will procure replacement buses to replace buses that have reached the end of their useful life. The 2025-2026 funds represent approximately 5% of the of the overall combined annual budget within the TIP timeframe.
		\$11,852,626	2026		
		\$1,536,440	2025	5339	
		\$1,573,821	2026		
	Subtotal	\$26,533,995			
Sound Transit	Sounder and Link State of Good Repair (2025-2026)	\$30,541,852	2025	5337 HIFG	This is a TIP bucket project providing state of good repair/preventative maintenance for Sounder commuter rail and Link light rail rolling stock and related rail facilities to extend the life and ensure continued performance of these assets. Sounder includes a current active fleet of 81 locomotives and cab/coach cars and Link light rail active fleet currently includes 65 vehicles. The project includes FTA 5337 HIFG funds (approximately 12% of the overall combined annual budget within the TIP timeframe) to be expended over the span of FFY's 2025-2026 and will provide for labor and fringe costs incurred for engineering maintenance of vehicles, transit way, related structures and supporting maintenance facilities, as well as administrative support of these activities.
		\$31,284,917	2026		
	Subtotal	\$61,826,769			
Sound Transit	Tacoma Dome Link Extension	\$16,705,991	2025	5307	This project extends light rail 9.7 miles from the Federal Way Transit Center to Tacoma, primarily along the I-5 corridor, and includes four new stations in south Federal Way, Fife, and two in Tacoma (one near E Portland Avenue and one near the Tacoma Dome Station). FY 2025-2026 funds will be used to complete the Final Design phase of the project.
		\$17,112,437	2026		
	Subtotal	\$33,818,428			
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$897,718	2025	5307	This is an ADA preservation and improvement project that will include conventional preservation of existing ADA physical assets at terminals, as well as system-wide deployment of new physical infrastructure and advanced technologies such as ADA-compliant electronic signage and other equipment to support Accessible Wayfinding that are compliant with the Americans with Disabilities Act (ADA). The project will be 100% federally funded over five biennia with toll credits used to meet matching requirements. The FTA 5307 2023-2026 5307 funds will be used for the system assessment of ADA needs and opportunities in the 23-25 biennium, with all funds used in support of ferry terminals and services in the Seattle-Tacoma-Everett UZA.
		\$858,736	2026		
	Subtotal	\$1,756,454			
		\$5,040,341	2025	5307	This is a TIP bucket project that contains Washington State Ferries' FTA, FBP and State funding for preventative maintenance, preservation and/or improvement of ferry vessels to ensure the vessels remain in safe, efficient and effective operating condition. The project contains all biennial

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Washington State Ferries	Vessel Preservation and Improvement (2025-2026)	\$5,223,793	2026	5307	funding (both state and federal) for work on up to 21 vessels in the WSF active fleet over the span of the 25-27 biennium. The primary uses of the funds may include renovation, replacement and/or upgrade of vessel systems; including, steel structures, structural preservation systems, interior spaces, piping systems, propulsion systems, major mechanical /electrical, communication / navigation / lifesaving, and security equipment on vessels. Funding may also be used to address emergency repairs, regulatory compliance, maintenance and preservation, and enhancements as required. The federal amount represents approximately 27% percent of the biennial budget for this activity.
		\$15,154,108	2025	5337 HIFG	
		\$15,522,799	2026		
	Subtotal	\$40,941,041			
STE UZA Earned Share Total		\$485,966,758			
Grand Total, All UZAs		\$506,872,025			

Attachment B: Project Recommendations for PSRC's 2023-2026 FTA Equity Formula Funding

Sponsor	Project Title	Amount Requested	Year	Description	PSRC Staff / TOC Evaluation
Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	\$2,607,049	2023	The nine vehicles that will be purchased with 5307 Equity Funds will be used for new expansion service for the Swift Gold Line. This new BRT Line will serve a corridor from Everett Station along Broadway through Marysville along State Street and into the Smokey Point Transit Center in Arlington. The Swift Gold Line will provide access to high-capacity transit to current residents along the corridor, many of whom are low income and BIPOC populations. The Swift Gold Line will provide these populations with fast, frequent and reliable transit at a greater span of service to better accommodate the needs of workers during off peak work and shift hours.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$481,067	2024		
		\$5,862,006	2025		
		\$6,004,625	2026		
	Subtotal	\$14,954,747			
Everett Transit	2021-2023 Everett Station Preventive Maintenance and Rehabilitation	\$136,105	2023	This preventive maintenance project at Everett Station will include work on approximately two elevator cabs, including but not limited to, cab controls and door refurbish/replacements. This project will ensure that patrons of the Everett Station can continue to access Everett Transit's administrative offices and WorkSource office, which helps connect clients with job opportunities and resources. This access via elevator is necessary for patrons who may not be able to use the stairs. This project will ensure access for people with disabilities and others with limited mobility such as adults over age 65.	This project is considered to be consistent with the intent of the Equity Formula distribution.
	Subtotal	\$136,105			
Everett Transit	FY25 Paratransit Electric Vehicles	\$511,795	2025	This project will replace approximately two gasoline paratransit vehicles past their useful life with electric vehicles and charging systems to support them. The vehicles will be fully American with Disabilities Act (ADA) accessible for use in paratransit service.	This project is considered to be consistent with the intent of the Equity Formula distribution.
	Subtotal	\$511,795			

Sponsor	Project Title	Amount Requested	Year	Description	PSRC Staff / TOC Evaluation
Everett Transit	Vehicle Preventive Maintenance	\$489,587	2023	This project contains Section 5307 equity funding for preventive maintenance work on the agency's fleet of fixed route and paratransit vehicles. The fixed-route vehicles will be used on routes that serve census tracts with a higher than regional average of adults with disabilities, people with low-incomes, and adults over age 65, connecting these populations to vital services (e.g., medical services, educational institutions, local businesses, etc. Typical work includes performance of inspections and routine maintenance, such as changing belts, hoses, distributor parts, electrical components, oil changes and tune-ups. This work also includes service on electric vehicles as it is expected that approximately 78% of Everett Transit's fixed-route fleet will be electric by 2025.	<p>The TOC discussed the applicability of broad preventive maintenance activities to the intent of the Equity Formula distribution. The general parameters considered for each preventive maintenance project submitted include the following: Are the activities to be funded above and beyond "routine" maintenance? If not, is there a loss of opportunity and a negative impact to equity populations if the funds are not able to be utilized on the project?</p> <p>Everett Transit has indicated that as a small operator, they are not pursuing capital expansion. Preventive maintenance on their fleet is the largest expense for their agency, and they relied historically on the previous minimum floor adjustment and preservation set-aside to help support this activity. Given limited available funding, without the use of the Equity Formula funds the ability to ensure preventive maintenance on the fleet is impaired, which in turn would impact the ability to keep buses in operation across the system and supporting service to equity populations across the service area.</p> <p>Based on this information, the project is considered to be consistent with the intent of the Equity Formula distribution.</p>
		\$115,456	2024		
		\$895,086	2025		
		\$1,441,110	2026		
	Subtotal	\$2,941,239			
King County Metro	Rapid Ride I Line	\$7,490,920	2023	This project includes station and stop improvements for the new bus rapid transit (BRT) RapidRide corridor along Metro Routes 169 and 180 between Auburn and Renton. The improvements may include such items as shelter pads and footings, tech pylons, real time information systems, lighting, benches, trash receptacles, bicycle storage, shelter canopies, route signs and maps. Implementation of the RapidRide I Line will provide fast, affordable, frequent and reliable transportation service to communities along the route, including census tracts with people of color and low-income areas. This service will provide greater opportunity for riders to access jobs, childcare, medical care, retail shopping, and educational and training opportunities.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$1,382,264	2024		
	Subtotal	\$8,873,184			

Sponsor	Project Title	Amount Requested	Year	Description	PSRC Staff / TOC Evaluation
King County Metro	Rapid Ride R Line	\$16,843,496	2025	King County Metro will design a new RapidRide corridor along Rainier Ave S. The project will include business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, transit signal priority, supporting bicycle and pedestrian infrastructure, enhanced stations and stops, real-time arrival information, lighting, and wayfinding. This scope includes design of the entire corridor and construction of the corridor from 4th Ave & Jackson to Rainier Avenue & Bayview. Most of the area that will be served by the RapidRide R Line is above the regional average of people of color, people with low incomes, persons with disabilities, and people with limited English Proficiency. Implementation of the service will provide transit riders in the corridor with a faster, more reliable, safer, more accessible and pleasanter transit experience. The improved service will also create a greater incentive for additional Transit Oriented Development in the area.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$17,253,288	2026		
		Subtotal	\$34,096,784		
Pierce Transit	Shuttle Revenue Vehicles 23-24	\$2,502,767	2023	This project contains funds for Pierce Transit's Shuttle replacement projects scheduled for 2023. The 2023 and 2024 5307 equity funds will provide for the purchase of approximately 10 vehicles to support complementary ADA paratransit service.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$461,824	2024		
	Subtotal	\$2,964,591			
Pierce Transit	Shuttle Revenue Vehicle Replacement 2025-2026	\$5,627,525	2025	This project contains funds for Pierce Transit's ADA Service for persons with disabilities scheduled for 2025 through 2026. The 2025 and 2026 amounts requested will be used to purchase approximately 45 shuttles.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$5,764,439	2026		
	Subtotal	\$11,391,964			
Seattle	Aurora Avenue N Safety and Transit Access Improvements*	\$556,170	2023	The Aurora Avenue N Safety and Transit Access Improvements project will further evaluate and develop conceptual design and transit alternatives in a Planning phase to enhance access to transit for equity populations along this vital transit corridor serving the state's highest ridership bus route. FTA 5307 funds are requested to advance the conceptual designs, which could include drafting of concepts, environmental scoping, community engagement, traffic analysis, additional data collection, utility coordination , and other pre-design activities. All planned improvements are within .5 miles of the transit services along the corridor (including but not limited to RapidRide E Line, Metro Routes 5, 40, 44, 62 and more). Safety and transit access improvements are intended to address sidewalk connectivity (new sidewalks, sidewalk repair) controlled crossings to access bus stops (new signalized pedestrian crossings, signal upgrades) and other access management and transit improvements (rechannelization of roadway, modifications to dedicated transit lanes, queue jumps, signal modernization to support transit signal priority).	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$102,628	2024		
		\$817,937	2025		
		\$871,302	2026		
	Subtotal	\$2,348,037			

Sponsor	Project Title	Amount Requested	Year	Description	PSRC Staff / TOC Evaluation
Seattle	Maintenance for the First Hill Streetcar Line (2025-2026)	\$432,624	2025	This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2025-2026 timeframe for the First Hill Streetcar line. Typical work includes, but is not limited to, routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. Funded maintenance work would support the multiple population groups meeting several equity criteria at rates higher than the regional average, including people of color, people with low incomes, people aged 65+, people with disabilities, and people with low English proficiency. The First Hill Streetcar line has been, and remains, an essential SDOT priority to ensure equitable mobility and access to a range of medical services, educational institutions, community gathering spaces, local businesses, and cultural resources. The line directly supports community demand for a rail service over bus or shuttle and facilitates faster and easier connections to the regional light rail system, as well as other transit hubs and connections.	The TOC discussed the applicability of broad preventive maintenance activities to the intent of the Equity Formula distribution. The general parameters considered for each preventive maintenance project submitted include the following: Are the activities to be funded above and beyond "routine" maintenance? If not, is there a loss of opportunity and a negative impact to equity populations if the funds are not able to be utilized on the project? The First Hill Line has been ranked by Seattle as #3 for investment on the SDOT Equity Priority Index. The project encompasses both routine preventive maintenance activities as well as additional maintenance and replacement activities to ensure the reliability and resilience of the service. Since FTA funds are not applicable for service costs, the use of the Equity Formula funds for the preventive maintenance on this priority equity line will allow the city to pursue other funding for operations. Based on this information, the project is considered to be consistent with the intent of the Equity Formula distribution.
		\$409,685	2026		
Subtotal		\$842,309			
Sound Transit	Battery Electric Buses for I-405 Bus Rapid Transit Service	\$2,885,134	2023	FTA 5307 equity funds will be used to purchase eight battery electric high-capacity transit buses (BEBs) to support Stride, Sound Transit's new BRT service along I-405. The S1 Stride Line will connect communities along I-405 and SR 518 from Bellevue to Burien. The S2 Stride Line will connect communities along I-405 from Lynnwood to Bellevue. For both lines, buses will run every 10 minutes and connect to Link light rail stations, as well as other transit services. Stride service will provide a benefit to the communities of color and areas with concentrations of poverty along these corridors by providing fast and reliable transit service even outside of commute times. Buses will have floor-level boarding, easier fare payment, wheelchair accessibility and other features that meet the needs of seniors, youth, and people with disabilities. Stride will operate on residential and commercially dense corridors that will greatly benefit from the reduced emissions from a BEB fleet.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$532,380	2024		
		\$6,487,286	2025		
		\$6,645,118	2026		
Subtotal		\$16,549,918			

Sponsor	Project Title	Amount Requested	Year	Description	PSRC Staff / TOC Evaluation
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$712,593	2023	This is an ADA preservation and improvement project that will include conventional preservation of existing ADA physical assets at terminals, as well as system-wide deployment of new physical infrastructure and advanced technologies such as ADA-compliant electronic signage and other equipment to support Accessible Wayfinding that are compliant with the Americans with Disabilities Act (ADA). The project will be 100% federally funded over five biennia with toll credits used to meet matching requirements. The FTA 5307 2023-2026 5307 funds will be used for the system assessment of ADA needs and opportunities in the 23-25 biennium. When completed, the assessment will identify project specifics, locations and a prioritized list of preservation and improvements for project deployment and implementation beginning in the 23-25 biennium and extending through the 25-27 biennium (and subsequent biennia), with all funds used in support of ferry terminals and services in the Seattle-Tacoma-Everett UZA.	This project is considered to be consistent with the intent of the Equity Formula distribution.
		\$131,492	2024		
		\$1,602,282	2025		
		\$1,641,264	2026		
Subtotal		\$4,087,631			
Equity Total		\$99,698,304			



Puget Sound Regional Council

DISCUSSION ITEM

November 2, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Status Report on PSRC's FHWA Equity Pilot**

IN BRIEF

The Equity Advisory Committee (EAC) worked with PSRC staff throughout 2023 to review PSRC's current project selection process as it relates to equity and develop an equity pilot program to distribute approximately \$6 million of PSRC's 2025-2026 Federal Highway Administration (FHWA) funds. The equity pilot is currently underway and the EAC will prepare a recommendation to the board in December for both project recommendations and potential further equity improvements in PSRC's 2024 project selection process. At the November 9 Transportation Policy Board meeting, staff will provide a status report on the pilot.

DISCUSSION

PSRC conducts a project selection process to distribute federal transportation funds every two years. The process and the criteria used to evaluate every project is based on policies and outcomes detailed in [VISION 2050](#) and the [Regional Transportation Plan](#). These include elements such as accessibility, multimodal mobility, safety, equity and climate, as well as financial and project readiness considerations.

In addition to substantial improvements to how equity was incorporated into the existing project selection process, as part of the 2022 *Policy Framework* approximately \$6 million of PSRC's FHWA funds were set aside for an Equity Pilot Program. The EAC was asked to co-create this program and develop the parameters by which projects would be selected for funding, with an overarching focus on improving equity with transportation investments.

There are four phases for this program. Phase one was focused on education and included a series of meetings during the first quarter that helped EAC members understand the nuances of the project selection process. These meetings explored PSRCs current project selection process and how other Metropolitan Planning Organizations (MPOs) across the country have incorporated equity into their processes. The EAC also engaged in a simulation exercise where members evaluated transportation projects from 2022.

Phase two focused on designing the Pilot. During this phase, the EAC proposed ideas about the structure of the Equity Pilot Program. Additionally, from June to August, a few members of the EAC joined PSRC staff to implement the suggestions shared by the committee and design the Equity Pilot. Phase three, currently underway, includes conducting the pilot and ultimately reviewing projects for a funding recommendation to the board.

The EAC will end the year with phase four, reviewing the outcomes of the pilot program, discussing what went well and sharing recommendations for the next full project selection process, based on the experience designing the equity pilot. In December, the board will review the EAC recommendations for improvements to the project selection process, for incorporation in the *2024 Policy Framework for PSRC's Federal Funds*.

At the November 9 Transportation Policy Board meeting, staff will provide a brief update on the parameters included in the equity pilot currently underway. These include revisions to the project evaluation criteria as well as consideration of two equity pathways – equity as a stand-alone criterion, and equity as a key element woven throughout the full suite of criteria.

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at cpatton@psrc.org or Kelly McGourty, Director of Transportation, at kmcgourty@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

November 2, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Preparing for the 2024 Project Selection Process**

IN BRIEF

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds.

The board will continue discussions begun in September to prepare for the 2024 project selection process, with a specific emphasis on the policy focus areas of safety, climate and equity. At the November 9 meeting, the board will be briefed on feedback received to date from the Executive Board and the Regional Project Evaluation Committee.

DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted.

Safety, equity and climate are priority themes in both the Regional Transportation Plan and PSRC's funding processes. At the September meeting, the board was briefed on the work being conducted under the direction of the Regional Transportation Plan (RTP) related to these policy areas, as well as how they are addressed in the current project evaluation criteria for PSRC's funding competitions. The board was also reminded of the

Equity Pilot currently underway in collaboration with PSRC's Equity Advisory Committee, recommendations from which will be brought to the board later this fall.

At the October meeting the board began a deeper discussion on the three key policy areas of safety, climate and equity and potential improvements to the project selection process. Additional information was provided to support these discussions, including background on the project evaluation criteria, information on the projects funded in the last cycle, and administrative details of the project selection process. Key questions posed to the board included the following:

Funding distributions: Does the board want to consider changes to the existing set-asides and/or the distribution splits across competitions.

Safety: Does the board want to consider the following:

- Updating the scoring values for safety in the project evaluation criteria (currently 6-8 points in the regional competition).
- Updating the safety criterion & language to more concretely tie to the [Safe System Approach](#) and [FHWA proven safety countermeasures](#).
- Consider a requirement that each agency have, or commit to develop, a safety plan based on a Safe System Approach in order to be eligible to compete for PSRC funding.

Climate: Does the board want to consider the following:

- Updating the scoring values for air quality / climate in the project evaluation criteria (currently 20-50 points in the regional competition).
- Set parameters around the types of projects that would be eligible – or ineligible – for funding (for example, projects adding general purpose capacity).

Equity: Recommendations related to the equity criterion will be provided by the Equity Advisory Committee in December.

The same presentation and policy questions were provided to the Executive Board at their meeting on October 26 and the Regional Project Evaluation Committee at their meeting on October 27. Feedback heard to date will be provided to the Transportation Policy Board at their meeting on November 9, for continued discussion through December and ultimately a recommendation on the *2024 Policy Framework for PSRC's Federal Funds* in January 2024.

To support the discussion, additional information is attached illustrating the range of scores assigned to projects submitted into the 2022 regional competition, across the six project evaluation criteria. The projects ultimately recommended for funding are indicated on the charts. Also attached for reference is the summary of 2022 FHWA awarded projects previously provided.

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

Attachments:

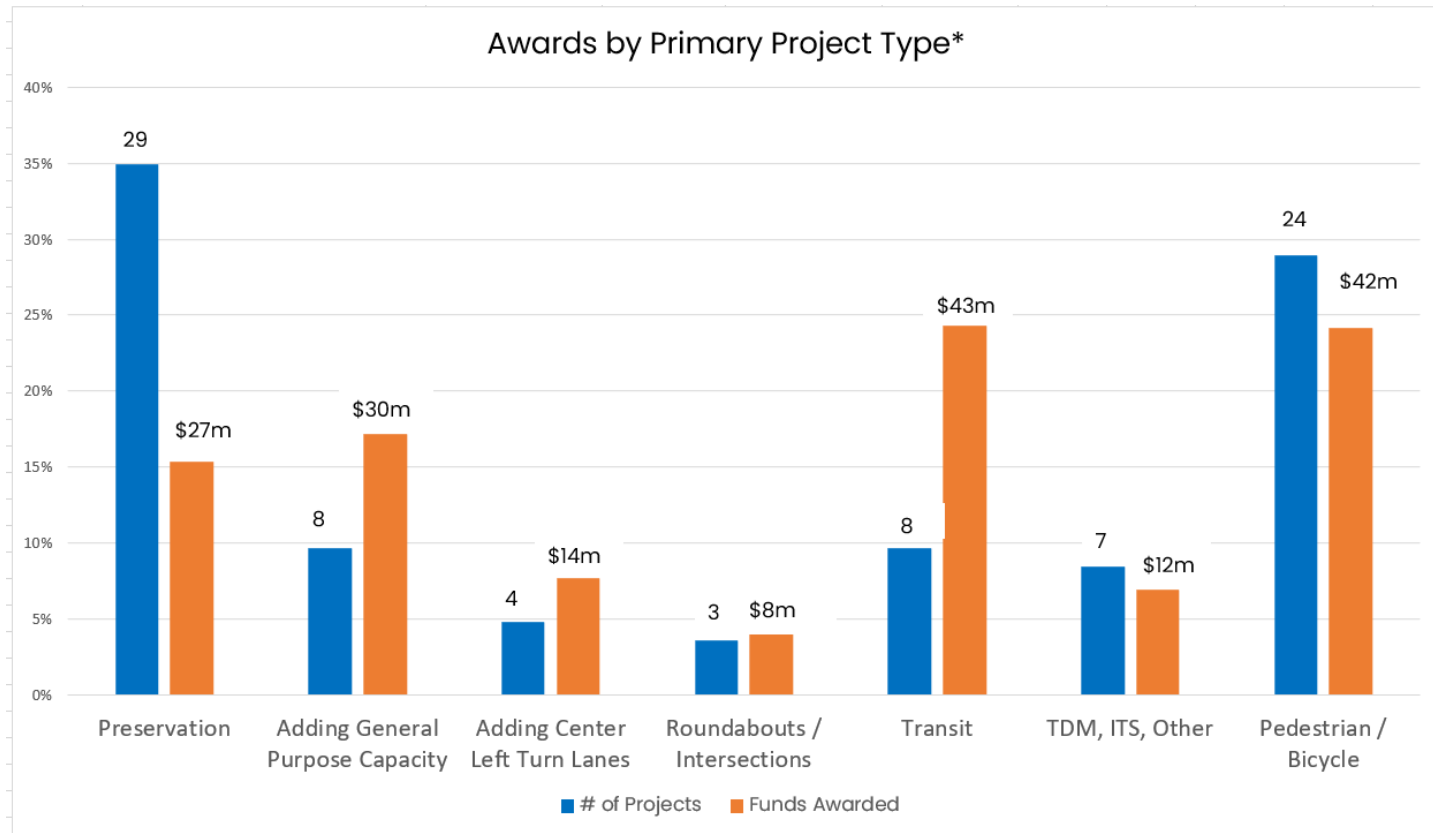
- A. PSRC'S 2022 Project Selection Process – FHWA Project Awards / Key Takeaways
- B. PSRC'S 2022 Project Selection Process – Regional FHWA Project Scoring

PSRC’S 2022 PROJECT SELECTION PROCESS - FHWA PROJECT AWARDS

KEY TAKEAWAYS

196 projects submitted, requesting \$493 million

83 projects awarded \$187 million (includes both regional and countywide projects)



* Multiple scope elements are included within the majority of projects, including pedestrian and bicycle improvements, signalization and/or channelization, transit amenities, etc. Please note, the numbers above do not reflect the rural and equity set-asides to be distributed in 2023.

Of the 50 applicable projects (excluding preservation, transit, TDM, etc.), 49 include one or more **proven safety countermeasures**, such as:

- Walkways, bicycle lanes and lighting
- Roundabouts and other reductions of left turn conflicts at intersections
- Crosswalk visibility enhancements and rectangular rapid flashing beacons
- Medians, pedestrian refuge islands

Of the 8 projects providing general purpose lane capacity:

- Auburn, East Valley Highway Widening: fills a gap along a freight and transit corridor connecting a regional growth center and a manufacturing/industrial center; separates modes, includes intersection improvements, access control (1.1 mile project)
- Bothell, Bothell Way NE Multimodal Improvements, Phases 1-3 (three awards): fills a gap along a transit corridor serving two regional growth centers; separates modes, includes intersection improvements, access control (1.3 mile project)
- Kitsap County, Ridgetop, Mickleberry to Myhre: fills a gap along a corridor within a regional growth center; separates modes, includes intersection improvements (0.4 mile project)
- Lynnwood, 42nd Avenue West Improvements: completes a new grid street in the heart of a regional growth center, providing multimodal access to the transit center (1/4 mile project)
- Poulsbo, Noll Road Improvements Segment North 3B: part of a corridor-wide improvement within the local town center on what is currently a gravel road; separates modes (1/4 mile project)
- WSDOT, SR 167 Completion Stage 2: completes final segment of major highway and freight corridor connecting to a regional growth center and a manufacturing/industrial center; includes a missing link in trail system, interchanges and variable tolls to manage traffic flow (4-mile project)

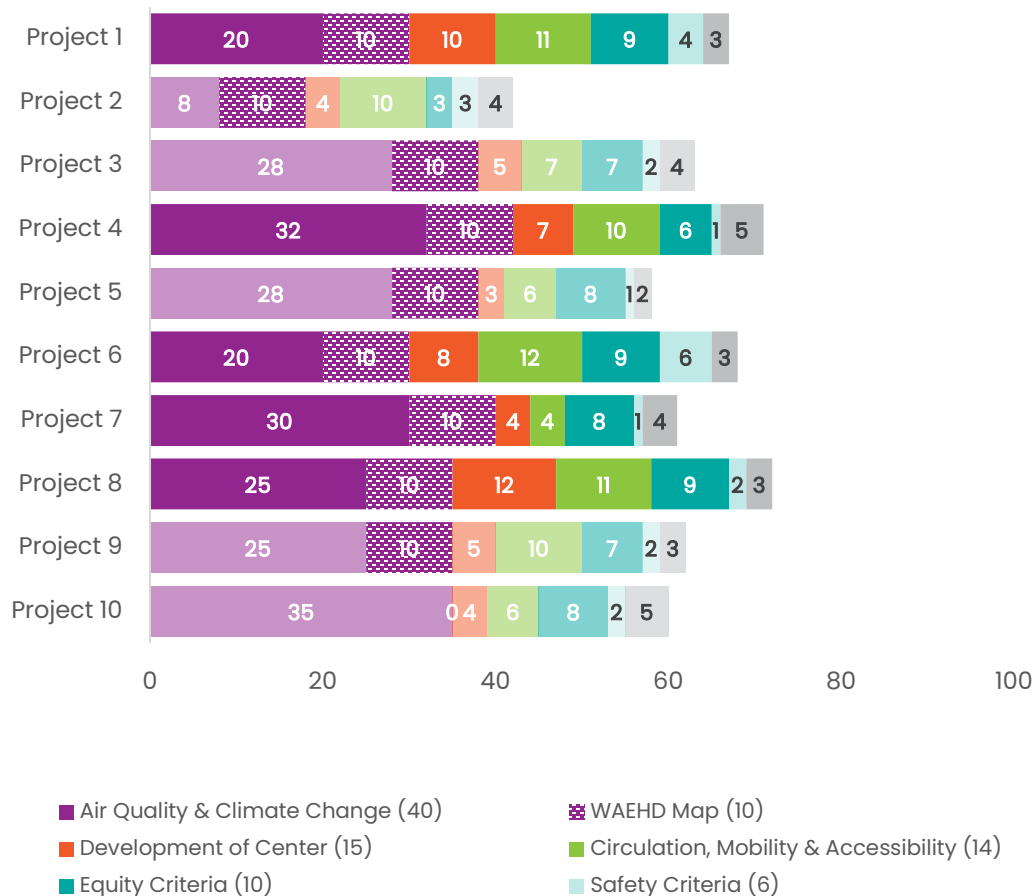
PSRC’S 2022 PROJECT SELECTION PROCESS

Regional FHWA Project Scoring

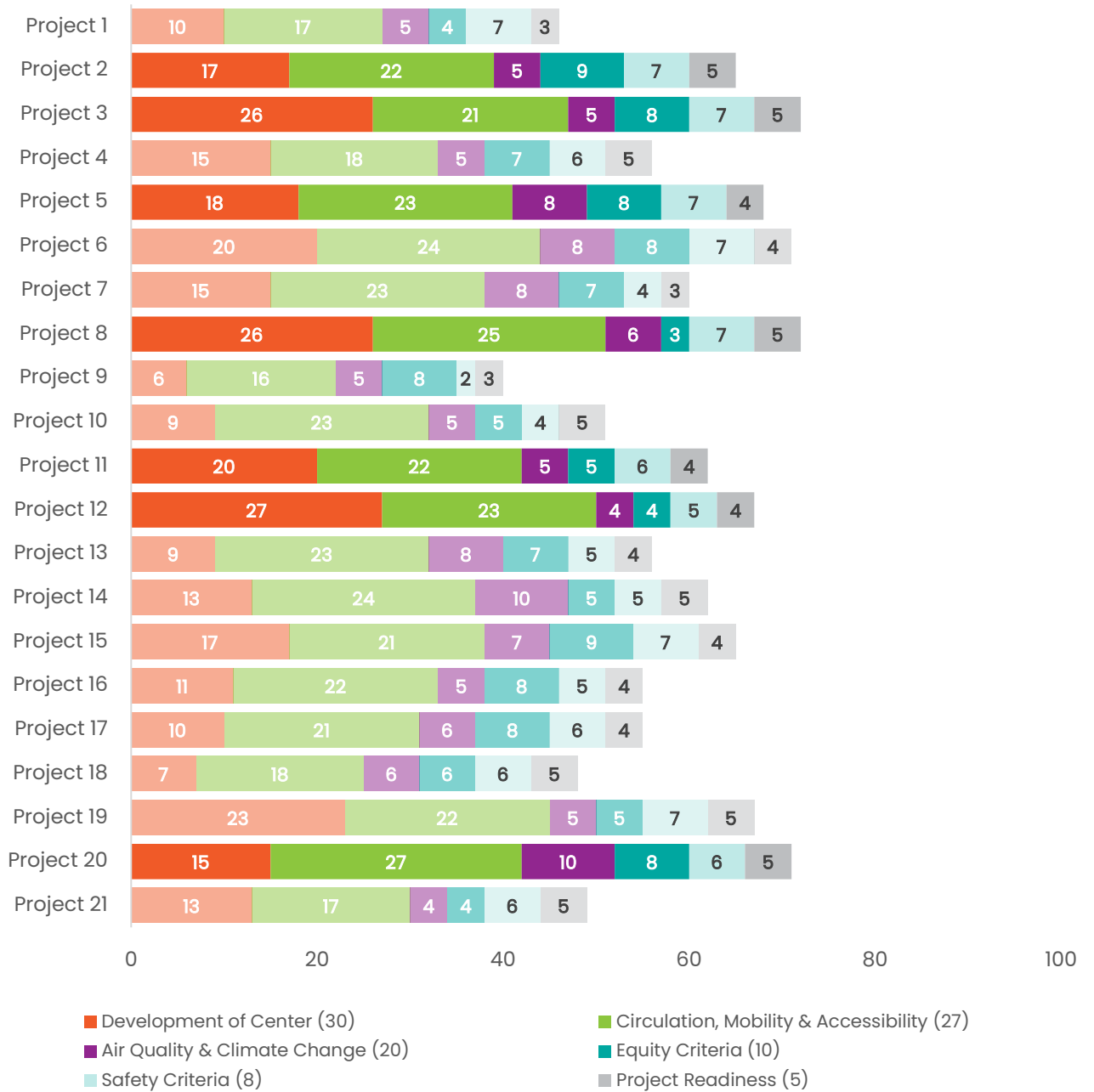
The scores received across all six criteria for the projects submitted into the 2022 Regional FHWA competition are shown in the charts below. There are two charts illustrating projects submitted under the two different funding sources available. Each project is referenced with a number, with summary details of each project provided on the attachment. The differing scores reflect the various scales and scope elements of each project, and how each responded to the six criteria. More background information on the project evaluation criteria and the projects themselves may be found on PSRC’s [website](#).

The darker bars in each chart identify the projects that were ultimately funded from the regional competition.

CMAQ PROJECTS



STP PROJECTS



PSRC 2022 FHWA REGIONAL COMPETITION - SUMMARY OF PROJECTS SUBMITTED

CMAQ PROJECTS

Project #	Sponsor	Project Title	Description
Project 1	Community Transit	Swift Gold Line Zero Emission Expansion Buses	Fourth line of BRT network from Smokey Point Transit to Everett Station.
Project 2	Everett	California Street Ped/Bike Corridor	Widen and fill gaps in sidewalks along the California Street corridor from Broadway to Pine. Various other improvements along some portion of the corridor including a two-way cycle track and shared use path, delineated angled parking and protected crossings.
Project 3	King County Metro	King County Post Pandemic TDM	Increase and extend existing Metro TDM programs and apply new strategies focused designated Regional Growth and MIC Centers in both King and Snohomish counties.
Project 4	King County Metro	South Annex Base Expansion and Electrification	Rehabilitate and upgrade an existing property at the South Campus in Tukwila to create a new transit base. The new base will increase capacity to support the expansion of Metro's bus fleet by approximately 250 new 100% electric buses, and the provision of additional transit service as all existing bases are at or beyond capacity.
Project 5	Northwest Seaport Alliance	Zero-Emission Cargo-Handling Equipment Incentive Program	Supporting the tenants of the Northwest Seaport Alliance (NWSA) to retire their diesel equipment early and replace them with zero-emission (battery-electric or hydrogen) equivalent units.
Project 6	Pierce Transit	Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S	Pierce Transit's first bus rapid transit line (Stream) along Pacific Avenue/SR 7 from Tacoma to the Spanaway Transit Center. Includes priority lanes, two new transit stations and signal enhancements for pedestrian safety and transit operation.
Project 7	PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Replace two highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard.
Project 8	Sound Transit	Boeing Access Rd Infill Station	New light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila for the Link 1 Line operating between Northgate and SeaTac.
Project 9	Sound Transit	Graham Street Infill Station	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. Also includes pedestrian and bicycle improvements in the station area.
Project 10	WSF	Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Route	Electric charging infrastructure at the terminal to support full battery-electric operation of the vessels on this route.

STP PROJECTS

Project #	Sponsor	Project Title	Description
Project 1	Arlington	180th Street Connector	New road connecting to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center. Roundabout at Airport Blvd, 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.
Project 2	Auburn	East Valley Highway Widening	Improve E Valley Highway, a heavily congested two lane facility with minimal shoulders serving the Auburn Regional Growth Center and Sumner-Pacific MIC. Intersection improvements, separated non-motorized trail, additional northbound and southbound through lanes, center turn lane, installation of a new dynamic message sign.
Project 3	Bellevue	Eastrail to NE Spring Boulevard Trail Link	850-foot-long nonmotorized trail linking the north-south Eastside Rail Corridor pedestrian bicycle trail with the new east-west Spring Boulevard separated pedestrian-bicycle path.
Project 4	Bellevue	Mountains to Sound Greenway Trail (142nd Avenue SE to I 90 Nonmotorized Overcrossing at 150th Avenue SE)	2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of Interstate 90.
Project 5	Bothell	Bothell Way NE Multimodal Improvements Phase 1	Widen 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, ITS and adaptive signalization, transit improvements such as transit prioritization and transit stop amenities. Completes the missing link of the corridor for Community Transit's expansion of the SWIFT BRT Green Line.
Project 6	Bothell	Bothell Way NE Multimodal Improvements Phase 2	Widen 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, ITS and adaptive signalization, transit improvements such as transit prioritization and transit stop amenities. Completes Phase 2 of the missing corridor link for Community Transit's expansion of the SWIFT BRT Green Line.
Project 7	Fife	Port of Tacoma Road Phase 2b: 20th Street East	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.
Project 8	Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	Multimodal promenade along the south side of West Meeker Street including a two-way, separated bikeway and sidewalk with buffer and amenity zones. 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.
Project 9	King County Metro	Metro Route 36 Improvements	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.

Project 10	Kirkland	108th Avenue Transit Queue Jumps	Add a northbound transit only lane on 108th Ave NE between NE 53rd and NE 68th Streets, including new and modified traffic signals, replacement of existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities.
Project 11	Kitsap County	Ridgetop - Mickelberry to Myhre, ROW Phase 1	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. 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; bike lanes in both directions; reconstruct intersections.
Project 12	Lynnwood	42nd Avenue W Improvements	New grid street in the heart of Lynnwood’s Regional Growth Center (Segment #1: Alderwood Mall Boulevard to 196th Street SW), part of the City's goal to take the existing 600-foot “superblocks” and divide them into more urbanscale 300-foot blocks. One of the primary routes to access the new Sound Transit light rail station opening in 2024. Includes two travel lanes, bicycle sharrows, on-street parking, wide sidewalks, signals, etc.
Project 13	Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E.)	Widen and reconstruct the roadway to accommodate a four-lane facility with paved shoulders, curb, gutter, and sidewalk and other features.
Project 14	Port of Seattle	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment	Completes 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. Four lane new expressway from S. 188th Street to 24th Avenue S; reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area; SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area; extends an acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509; extension of the Lake to Sound Trail, already under construction under a separate contract.
Project 15	SeaTac	Airport Station Area Pedestrian Improvements	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.
Project 16	Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	New pedestrian/bicycle bridge spanning Interstate 5 in the proximity of N 148th Street. The 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.

Project 17	Shoreline	148th Street Non-Motorized Bridge (Phase 2)	ROW Acquisition for Phase 2 (SL-16B, Corliss to Wallingford Ave) of the SR-523 (N/NE 145th St) Aurora Ave N to I-5 project. 145th Street is the west leg of a major east/west regional corridor and forms the city boundary between Shoreline and Seattle. 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 18	Snohomish County	North Creek Regional Trail Phase 2	Phase 2 of North Creek Regional Trail between Waxen Road and 183rd St SE (North Creek Park), approximately 0.78 miles of separated trail and a small portion (approximately 100') at the northern end will be designed as a side path. This project will also include a 90 foot pre-fabricated pedestrian bridge and a fish passable culvert under Waxen Road.
Project 19	Tacoma	Puyallup Ave Transit/Complete Street Improvement	1.2 miles extending from Portland Ave to S. C Street, including the Portland Avenue intersection. Complete reconstruction of the roadway with concrete pavement, bike lanes, sidewalks/curb ramps, signals/APS and other ITS elements, other amenities including a shared HOV/transit lane.
Project 20	WSDOT	SR167 Completion Project- Stage 2 (Final Completion)	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 from Puyallup Riverfront Trail to Interurban Trail in Fife. New interchanges at SR 161 and Valley Avenue, 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.
Project 21	WSDOT	I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements	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. 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. Other components including constructing seven fish passable structures.



Puget Sound Regional Council

DISCUSSION ITEM

November 2, 2023

To: Transportation Policy Board
From: Kelly McGourty, Director, Transportation Planning
Subject: **Project Tracking Program**

IN BRIEF

PSRC's adopted project tracking policies are designed to ensure the timely use of PSRC's federal funds and to increase the delivery of transportation investments that support the region's long-range plans. Among other things, the policies address the required annual delivery target of Federal Highway Administration (FHWA) funds, as well as the parameters by which project sponsors may request extensions to their delivery deadlines. Each year a rebalancing process is conducted to address any gaps in delivery, following a specific set of procedures identified in the project tracking policies.

At the November 9 Transportation Policy Board meeting staff will provide a briefing on trends in project delivery and discussions currently underway by the Regional Project Evaluation Committee for potential improvements to the adopted project tracking policies.

DISCUSSION

PSRC's project tracking program has evolved over the years to ensure successful delivery of projects, by addressing issues caused by project delays and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement for FHWA funds begun in 2013. Regions must meet their delivery target for that year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

The current adopted project tracking policies include an allowance for sponsors to request up to a one-year extension, if warranted due to unforeseen delays. These

extensions result in a gap to meeting the current year's delivery target, and other factors such as higher allocations than estimates and returned funds due to project cancellations or other issues also impact delivery. The policies therefore further include a five-step approach to filling the delivery gap each year, including the advancement of funds in later years and parameters around supplemental funding actions for immediately ready to go projects.

In addition to addressing the annual delivery targets for PSRC's FHWA funds, the project tracking program also encompasses regular monitoring of all projects awarded PSRC funds, through to final completion. Twice a year project progress reports are requested from sponsors and a variety of data is collected on the overall status of each project, including completion of project milestones, changes in total cost, and any issues causing delays to the schedule.

The Transportation Policy Board will be provided a briefing at their November 9 meeting on the status of PSRC's 2023 annual FHWA delivery target and trends in project delivery over time. The Regional Project Evaluation Committee is in the process of developing recommendations for continued improvements to the adopted project tracking policies to address current delivery issues and ensure continued achievement of delivery targets into the future. These recommendations are anticipated to be brought before the board for discussion in December and ultimately incorporation into the *2024 Policy Framework for PSRC's Federal Funds*.

For more information, please contact Jennifer Barnes at (206) 389-2876, jbarnes@psrc.org or Kalon Thomas at (206) 389-2877, kthomas@psrc.org.

2023 TRANSIT INTEGRATION REPORT



2023 Transit Integration Report // November 2023

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Introduction

The 2023 Puget Sound Regional Council (PSRC) Transit Integration Report documents transit coordination activities over the last year in the central Puget Sound region.

The goal of this report is to share information with elected officials and the public, highlighting coordination successes, ongoing work and challenges, and emerging opportunities for future coordination. Successful transit integration requires coordination not only among transit providers, but also with local jurisdictions, state and county governments, and other partners in the region.

The Transit Integration Report also fulfills the state reporting requirement¹ that the Washington State Department of Transportation (WSDOT) develop an annual report for the transportation committees of the state legislature summarizing the status of transit system coordination in the central Puget Sound region.²

There are six policy areas the state law requires the report to address. Icons will be used to indicate where these topics are addressed throughout the report:



Integrating marketing efforts



Aligning fare structures



Integrating service planning



Coordinating long-range planning, including capital projects planning and implementation



Integrating other administrative functions and internal business processes as appropriate



Integrating certain customer-focused tools and initiatives

The report also provides updates on projects the state funds through the Transit Coordination grant program. Funding levels for the competitive grant program vary from one budget cycle to the next. Two million dollars was allocated to fund projects for the 2023–2025 biennium.

¹ RCW 35.58.2796(2)(a)

² For purposes of the report, RCW 35.58.2796(2)(a) defines the region as counties with a population of 700,000 or more that border Puget Sound. As of the 2020 U.S. Census, this includes King, Pierce, and Snohomish counties. Since PSRC has historically created this report, Kitsap County transit activity is also included, as it is part of the regional planning area.

Link T Line Fare Introduction Aligned with Hilltop Extension Opening



The initial segment of Tacoma Link light rail (known as the T Line) began running 20 years ago, from Tacoma Dome Station to the city's Theater District. Thanks in part to a fare subsidy agreement with the Downtown Tacoma Partnership, riders did not have to pay a fare to ride the T Line until the first extension opened in September 2023.

The Hilltop Extension of the T Line, which opened in September, doubled its length and added seven new stations to serve the Stadium District, hospitals, and the Hilltop neighborhood. The T Line already had multimodal connections at hubs like the Tacoma Dome station, which is also served by Pierce Transit local bus and Runner service, ST Express buses, ST Sounder trains, and intercity services like Amtrak Cascades and Greyhound. However, the extension has created new connection opportunities beyond the major hubs like the Tacoma Dome and Commerce Street & Pacific Avenue. Riders can now transfer between the T Line and more Pierce Transit local bus routes, like Routes 28 and 57. The extension also improves transit access for schools, like Stadium High School and the Evergreen State College Tacoma campus, and major medical facilities, like Tacoma General and St. Joseph Medical Center.

After a robust public engagement process in 2021–2022, the Sound Transit Board adopted a \$2 fare for the T Line, which is consistent with the current Pierce Transit bus fare. T Line fares were implemented on September 16 when the extension opened. As with all transit services in the region, people younger than 19 ride free on the T Line. A reduced \$1 fare is charged for ORCA LIFT and Regional Reduced Fare Permit riders (seniors and people with disabilities).

To raise public awareness of the T Line service extension and ease the transition to paying fares, Sound Transit, partnering with the City of Tacoma, Pierce Transit, and community organizations, completed extensive marketing and community engagement in the weeks following the opening. As part of this outreach, Sound Transit has distributed 10,000 ORCA cards to residents in communities around the T Line extension through community events and direct mail. Direct mail proved to be a successful strategy in building awareness and getting residents enrolled in ORCA and ORCA LIFT when the Northgate extension of the Link 1 Line opened two years ago.

Sound Transit and Pierce Transit are both working to get more eligible community members enrolled in the ORCA LIFT program to reduce the cost burden of transit fares for lower-income riders on all transit services in the region.

Pierce Transit Joins ORCA LIFT Program and Sound Transit Reduces LIFT Fare



The region's transit agencies have long been committed to providing quality service that is financially accessible to all residents. Several years ago, Kitsap Transit was one of the first providers in the region to introduce a reduced fare program for low-income riders. In 2015, King County introduced ORCA LIFT, a program to ensure low-income riders were not cost burdened by an increase in King County Metro fares at that time.

Since then, other transit agencies have joined ORCA LIFT, which uses the regional fare payment system (ORCA) to create a fare classification for single rides and passes at a reduced cost for adults with a pre-tax household income below 200% of the Federal Poverty Level. Customers can save up to 70% on transit fares, depending on which services they use.

This February, an important milestone was reached when the Pierce Transit Board of Commissioners voted to join the ORCA LIFT program. With this addition, ORCA LIFT is now accepted across the central Puget Sound region on Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, the Seattle Streetcar, and the Seattle Center Monorail.

Additionally, over the last few years some transit agencies have been lowering the fare charged to ORCA LIFT cardholders to make it consistent with the fare charged to seniors and people with disabilities participating in the Regional Reduced Fare Permit (RRFP) program. In March 2023 Sound Transit reduced their ORCA LIFT fare to \$1 per trip. This decision was made after completing a six-month demonstration project. The project's robust public engagement demonstrated strong public support for reducing the ORCA LIFT fare to \$1 or less.

ORCA LIFT cardholders can now use the following services in the region for \$1: Everett Transit bus, King County Metro bus (including DART and MetroFlex), Kitsap Transit bus and local foot ferry service, Pierce Transit bus (including Runner service), Seattle Streetcar, and Sound Transit bus and rail (including Link and Sounder).

The ORCA regional fare payment system makes continual adjustments and improvements like these possible, with the power to easily change fares across the system or add new card options, like ORCA LIFT or the Free Youth Transit Pass.

Regional High-Capacity Transit Network Continues to Grow



Sound Transit Plans for “Starter Line” of Link 2 Line on Eastside

In August, Sound Transit announced it will open the first segment of the Link 2 Line (formerly East Link) in Spring 2024, operating between South Bellevue and the Overlake area of Redmond. The 2 Line was initially scheduled to open this year between the Northgate and Redmond Technology stations, but construction quality issues with the I-90 bridge concrete plinths required rebuilding portions of the line, delaying the full opening. Given that the Eastside portions of the project were not affected by these issues, Sound Transit has opted to open the segment from the South Bellevue to Redmond Technology stations, serving 6.5 miles and eight stations, with only a one-year delay. The full 2 Line will open in 2025, running 34 miles between Lynnwood City Center and Downtown Redmond.

Sound Transit and King County Metro (including the Rail Division) are working closely together on this interim service. ST Express routes serving East King County (including the popular Route 550), King County Metro’s RapidRide B Line, and other local Metro routes will remain unchanged and will supplement the initial Link 2 Line service until the line fully opens in 2025, when they will be adjusted to maximize connections to Link light rail service. This coordination will support ongoing reliable regional mobility for riders across transit modes and services.

Preparation Continues for Link 1 Line Extension to Lynnwood

The extension of the Link 1 Line from Northgate to Lynnwood is still scheduled to open in the fall of 2024. Unfortunately, the issues on the I-90 bridge track segment will affect how frequently Link service runs between Downtown Seattle and Lynnwood on the 1 Line when it opens. This segment was designed to combine 1 Line and 2 Line services to provide more frequent trains between Lynnwood and Downtown Seattle. Passengers getting on in Lynnwood could board either a 1 Line or 2 Line train to Downtown Seattle, where the 1 Line then continues south to Angle Lake and the 2 Line splits off east toward Judkins Park and across the I-90 bridge.

This service plan relied on a fully operational 2 Line and access to the new maintenance facility on the Eastside, which isn’t possible until the infrastructure supporting tracks across the I-90 bridge are completed. Instead, the 1 Line extension to Lynnwood will open in Fall 2024, as planned, but with trains departing every 8–10 minutes. Once the 2 Line segment across I-90 opens—now expected in 2025—frequency will increase on the Lynnwood-to-Downtown Seattle segment.

Community Transit and King County Metro have coordinated service plans with Sound Transit this year and for 2024. While earlier planning assumed the 2 Line would open in 2023 and the extension to Lynnwood in 2024, these plans have been adjusted for the new opening dates.

Flexibility, coordination, and continual community engagement around these multi-agency, multi-modal planning efforts are critical to ensuring clear communication with customers and a consistent level of frequent, reliable service, regardless of mode.

Moving Forward on Stride BRT

This summer the Sound Transit Board adopted the final budget and schedule for the new Stride bus rapid transit (BRT) system. The project includes the S1 and S2 lines, which will provide north-south service along I-405 and SR 518 between Lynnwood Transit Center and Burien Transit Center, the S3 Line serving the SR 522/NE 145th corridor from Shoreline to Bothell (with connecting service options to Woodinville), and Bus Base North, a new base to service the full BRT fleet and some of the ST Express bus fleet.

WSDOT and Sound Transit have been working closely planning several highway and interchange improvement projects to prepare for BRT service. In September, the two agencies officially broke ground on the Stride system with a project at I-405 and 85th Street in Kirkland.

Additionally, Sound Transit has worked with local jurisdictions on siting Bus Base North. After evaluating more than 30 sites for the maintenance facility, Sound Transit selected a 12.5-acre site in the Canyon Park Subarea of Bothell, which best met the selection criteria, such as size, zoning considerations, and proximity to the Stride routes on I-405 and SR 522. Sound Transit and Bothell completed a transfer of development rights study and have turned to implementation to ensure the development capacity of the Canyon Park regional growth center is retained with the construction of the bus base.

Bus Base North will include a maintenance and operations building, a parking structure, facilities for bus washing, and above-ground re-fueling and charging infrastructure, among other amenities. The base will support midday and overnight charging for Stride's battery electric buses and support Sound Transit's efforts to move toward a full zero-emissions fleet for ST Express and Stride buses.

RapidRide H Opens, Work on G Line Continues

In March, King County Metro launched its seventh RapidRide corridor, the H Line, upgrading the high-ridership Route 120 to Metro's most frequent and reliable service tier. The project included transit improvements along the 12-mile route from downtown Seattle to Burien (via Delridge, West Seattle, and White Center) to improve speed, reliability, and customer experience. Seattle, King County, and Burien's investments in the project also aimed to improve safety for pedestrians accessing transit service.

Metro has also continued its partnership with the City of Seattle on the RapidRide G Line with significant construction progress this year ahead of completion scheduled for 2024. The RapidRide G Line will run from Colman Dock in Downtown Seattle east to Madison Valley via

First Hill and the Central District. The Seattle Department of Transportation (SDOT) has invested in multimodal improvements on Madison and Spring streets that will facilitate better transit service and access to transit along this corridor.

Construction Complete on Multimodal Colman Dock Upgrades



With multiple agencies operating ferry service to/from downtown Seattle and limited shoreside capacity, coordination of operations and planning is critical for Washington State Ferries and passenger-only ferry service on the King County Water Taxi and Kitsap Transit Fast Ferries.

A key multimodal facility for regional ferry travel is Colman Dock, located off Alaskan Way between Marion Street and Yesler Way. WSDOT began construction in 2017 to upgrade the terminal, which was aging and seismically vulnerable. Foundational improvements to the dock itself were completed in 2021, and the new passenger building opened in late 2022. This past August, the new entry building and elevated pedestrian connector were completed, connecting the passenger building to street level on Alaskan Way with new elevators and stairs. Ferry passengers who have been shifted around the facility during the last six years of construction can now use the Colman Dock facilities and their amenities, as designed.

The project also included building a new terminal for passenger-only ferries on the south side of Colman Dock (Pier 50) for King County Water Taxi and Kitsap Transit Fast Ferries, which opened in 2019. Kitsap Transit also began the scoping process for its Seattle Fast Ferry Terminal Project in 2022 to evaluate options for an additional downtown Seattle landing site to better meet existing demand and plan for future growth. (Pier 50 can only accommodate two vessels at a time and is currently used for five ferry routes.)

The Colman Dock project has also been coordinated with the redesign and rebuilding of Seattle's Waterfront, led by the City of Seattle's Office of the Waterfront in coordination with WSDOT. After the former Alaskan Way Viaduct was removed in 2019, work began on a redesigned Alaskan Way with new pedestrian and bicycle facilities and crossings, parks and public spaces, and other amenities. The Marion Street Bridge, connecting 1st Avenue to Colman Dock, was a joint project between the City of Seattle and WSDOT. The bridge provides a key pedestrian access point to the multimodal terminal and should be completed before the end of 2023.

Other remaining work near the new Colman Dock, including some street and utility work in front of the entry building and reconfiguring the vehicle entry lanes, should be completed within the next year as part of the Seattle Waterfront project.

Everett Transit, SnoPUD, and King County Metro Partner to Give a Second Life to Old Batteries



Everett Transit and the Snohomish County Public Utility District (SnoPUD) have partnered on the electrification of Everett Transit's fixed-route bus fleet, including a project to install inductive fast chargers for electric buses and evaluate their impact on the electric grid. Beginning in 2022, the two agencies are also working on a demonstration project with tech/energy startup BattGenie to assess onsite energy storage potential at transit facilities.

The demonstration project is using old batteries from King County Metro that no longer fully function for vehicles because the charging capacity has depleted over time. When dozens of these old batteries are combined, they can still store enough power to offer a potential backup power supply for bus charging. The concept is that software, like BattGenie's, can manage battery charging for transit fleets, maximizing charging during off-peak hours and using stored energy (like that stored on these old batteries) if charging must happen during peak energy consumption hours.

The project is part of an overall Proof of Concept testing. The first stage was utilizing BattGenie's battery management system (BMS) to improve battery cycle life. The next stage is testing on a larger scale, increasing the size of the Battery Energy Storage System (BESS). The overall project is expected to last three years or until the batteries are no longer viable.

Transit Coordination Grants for 2023–2025 Biennium Awarded to Marketing and Fare Projects



In June, WSDOT announced that the \$2 million from the 2023–2025 State Transportation Budget allocated to the Transit Coordination Grant program was awarded to two projects aimed at improving transit coordination in the central Puget Sound region. \$1.7 million was awarded to Sound Transit and partner agencies for ORCA and ORCA LIFT enhancements. Community Transit, Everett Transit, King County Metro, Kitsap Transit, and Pierce Transit all joined as partners on the project. Grant funds will be used to improve integration of ORCA LIFT into the ORCA system, develop regional ORCA LIFT outreach materials, and/or automate ticket distribution for ORCA. These measures are designed to improve the passenger experience and administrative efficiency.

The other \$300,000 was allocated to King County Metro and partners to continue marketing and educating communities about the Free Youth Transit Pass introduced last year. For the 2022-2023 Fiscal Year, \$500,000 in Transit Coordination Grant funding was awarded to marketing this major policy change (see [2022 Report](#)). Beyond the initial educational campaigns, agencies have continued working together to build relationships with school districts and youth organizations and utilize best practices in transportation demand management strategies to encourage young people to ride transit. All of the region's transit agencies have joined as partners: Community Transit, Everett Transit, Kitsap Transit, Pierce Transit, Seattle Department of Transportation, Sound Transit, and Washington State Ferries.

PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of November 2, 2023)

Status	
■	Preparing
■	In Progress
■	Complete
■	Tentative

Project	Status to-date
Regional Transportation Plan	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	tbd - anticipated Q1-2 2024
TPB direction on scope of work for 2026 RTP	tbd - anticipated Q1-2 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
PSRC Funding	
Policy Framework for PSRC's Federal Funds	Board discussions currently underway; anticipated adoption January 2024
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	Project submittals to boards November 2023
Annual FTA Adjustments Process	Complete
Rural Town Centers and Corridors Project Selection	Complete
Transportation Alternatives Project Selection	Complete
Equity Pilot Program Development	Complete
Equity Pilot Program Project Selection	Competition underway; project recommendations and further EAC recommendations due December 2023
Consolidated Grant Program Regional Rankings	Complete
Transportation Improvement Program (TIP)	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
Climate: GHG Analysis and Planning	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; Expert Review Panel convened September-October 2023, summary document being developed; next steps pending further board, RTP Steering Committee discussions
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year) - event held June 28
Develop Climate Implementation Strategy with Partners	Pending board and RTP Steering Committee direction; board discussions in Q1-2 2023 and expert panel convened; CPRG planning work underway with partners, board briefings held Q3-4 2023
PSRC Board Progress Briefings	Ongoing
Regional Safety Plan	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 pending

Research current plans, roles and responsibilities	In Progress, beginning local safety plan inventory compilation
Convene Stakeholders	Complete - Regional Safety Summit held June 29
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Consultant RFP released October 2023; work to commence through end of 2024; adoption Q1 2025
Performance Measures and Dashboard	
<i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	tentative Q1 2024
Active Transportation Plan Repackaging	
Repackage Active Transportation Plan	Complete
ADA Transition Plan Technical Assistance	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
Annual Transit Integration Report	
Report Development	Q3-Q4 2023, scheduling and scoping in progress
Publish Report	Released November 2023
Big Ideas/Transformational Planning	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
Data Collection, Analysis, Performance Metrics	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
RTP Financial Strategy	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions



OCT. 31 , 2023

Public meeting: Climate Pollution Reduction Grant Phase 2 federal funding

Join Commerce and the Puget Sound Clean Air Agency (PSCAA) **Tuesday, Nov. 14 at 2:30 p.m.** for a virtual meeting to discuss the federal Climate Pollution Reduction Grant Phase 2 funding.

Background

The [Climate Pollution Reduction Grant](#) (CPRG) is one of many federal funding opportunities created through the [Inflation Reduction Act](#) and runs through the U.S. Environmental Protection Agency (EPA). This program provides grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas (GHG) emissions and other harmful air pollution.

This program consists of two phases:

- **Phase 1:** \$250 million nationally for noncompetitive planning grants. Washington state received a \$3 million planning grant on June 30, 2023, which is underway now. The Seattle-Tacoma-Bellevue Metropolitan Statistical Area (MSA) received a \$1 million planning grant which is also underway.
- **Phase 2:** \$4.6 billion nationally for competitive implementation grants. Washington state is eligible for potentially more than \$500 million. Other eligible entities in Washington, including tribes and local governments, are also encouraged to apply.

Virtual meeting information

The CPRG program provides funding to implement deep GHG emission reduction measures that can scale across jurisdictions. Phase 2 of the program focuses on competitive implementation grants for measures that are included in a Priority Climate Action Plan (PCAP). PCAP's are due March 1, 2024, and Phase 2 implementation grant applications are due April 1, 2024.

This meeting will provide an opportunity to learn about GHG reduction measures and to work with others across the state to identify measure priorities. The EPA recommends that applicants develop partnerships and coalitions when applying for Phase 2 funding. This meeting may help identify partners who align with your priorities.

The webinar will be recorded and posted later on the [Washington Climate Pollution Reduction Grant Program webpage](#).

Please register to attend Tuesday, Nov.14 at 2:30 p.m.

REGISTER (Zoom)

This climate action planning work supports the [2021 State Energy Strategy](#) and our mission to build a more sustainable and resilient, clean energy future, ensuring that our state remains a great place to live, work, and play for generations to come.

Questions?

Please email [Dina Geiszler](#)



About Commerce

Commerce works with local governments, businesses, community-based organizations and tribes to strengthen communities. The department's diverse portfolio of more than 100 programs and effective public and private partnerships promote sustainable community and economic development to help all Washingtonians thrive. For more information, visit <http://www.commerce.wa.gov>. For information on locating or expanding a business in Washington, visit choosewashingtonstate.com.

2024 PSRC Transportation Policy Board Meetings

January						
S	M	T	W	T	F	S
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No meeting in August						

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

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