



Puget Sound Regional Council

Transportation Policy Board

Thursday, January 11, 2024 • 9:30 – 12:00 p.m. **[note: MEETING EXTENDED]**

All Members Remote

Watch or listen

- 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

Attend

- *The public can attend meetings at PSRC's offices – PSRC has moved!*
 - New location: 1201 3rd Avenue, Suite 500, Seattle, 98101
- PSRC staff will be available to provide floor access 30 minutes before the meeting's start time and up to 15 minutes after the meeting's start time.
- If you arrive after these times, please call 206-464-7090 for assistance.

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 December 14, 2023
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

- c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Two Projects

6. Action Item (9:50)

- a. 2025-2026 FTA Funding Allocations – *Sarah Gutschow, PSRC*

7. Action Item (10:00)

- a. Equity Pilot Project Recommendations – *Charles Patton, PSRC*

8. Action Item (10:15)

- a. Preparing for the 2024 Project Selection Process / Recommendation of 2024 Policy Framework for PSRC's Federal Funds – *Kelly McGourty, PSRC*

9. Information Items

- a. Transportation Work Program Progress Tracker
- b. Draft Supplemental Biennial Budget and Work Program (FY2024-2025)
- c. 2024 Meeting Schedule

10. Next Meeting: February 8, 2024, 9:30 – 11:30 a.m.

Major Topics for February:

- Regional Transportation Plan (2026-2050) Scoping Process
- Current Regional Transportation Plan Mid-Cycle Project Updates

11. Adjourn (12:00)

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.

For language or ADA assistance at PSRC board meetings, please contact us at 206-464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng Việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Transportation Policy Board
December 14, 2023
1011 Western Ave., Suite 500, Seattle, WA 98104**

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 9:32 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that all members would be participating remotely due to PSRC's office move. A video of the meeting was streamed live as well as recorded and is available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting. Roll call determined attendance and that a quorum was present.

Mayor Ralph acknowledged outgoing board members and thanked them for their service:

- Councilmember Alex Pedersen, Seattle
- Councilmember Debora Juarez, Seattle
- Mayor Daryl Eiding, Edgewood
- Councilmember John Clauson, Port Orchard
- Councilmember Jennifer Robertson, Bellevue
- Councilmember Kate Kruller, Tukwila

COMMUNICATIONS AND PUBLIC COMMENT

There was no public comment.

REPORT OF THE CHAIR

Chair Ralph thanked members for their work this year and acknowledged how much has been accomplished.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, also thanked the outgoing members for their service. Ms. McGourty reviewed activities that had happened in the past year related to PSRC's

safety, climate and equity work programs. On safety, these activities included the Regional Safety Summit and the grant received under the Safe Streets for All program (SS4A). She informed the board that it was just announced that PSRC received its second round of SS4A funding to support additional member agencies in their safety planning. On climate, PSRC conducted a 2030 analysis and sensitivity testing, hosted a climate expert review panel, and is partnering with the Puget Sound Clean Air Agency (PSCAA) and a consortium of agencies to develop a regional climate action plan under EPA's Climate Pollution Reduction Grant Program (CPRG). On equity, Ms. McGourty reminded the board that PSRC's FTA funding process was revised to include an equity formula distribution and the FHWA equity pilot was conducted.

Ms. McGourty shared that the first two presentations of the day would lead into the presentation on project selection. The board has been discussing project selection since September and consensus is being sought on the various improvements proposed. In January the board will then review the final suite of improvements for action.

Ms. McGourty reminded the board that PSRC is moving to 1201 3rd Avenue in January 2024. All members will participate remotely for the January meeting. PSRC hopes to host a hybrid meeting for members in February.

The near-term Priority Climate Action Plan being developed under CPRG will be ready for review and comment by late January 2024. PSRC and PSCAA are also working with agencies interested in pursuing implementation grants, which are due in April 2024. The survey to gauge interest for jurisdictions has been extended to December 22.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held November 9, 2023

ACTION: The motion was made and seconded (Clauson/Robertson) to adopt the Consent Agenda. The motion passed.

DISCUSSION ITEM: PROJECT TRACKING POLICIES AND PROGRAM UPDATES

Jennifer Barnes, PSRC, shared an overview of the project tracking program and policies. The program and policies have been in place since 2003 and help ensure efficient delivery of projects and federal funds. The policies are periodically updated. The policies set out a five-step process to meet gaps in delivery. She provided background on each of the steps of the process, noting that the last three steps require supplemental funding actions.

PSRC continuously monitors funded projects and communicates with project sponsors. PSRC staff maintain a project tracking summary throughout the year and share it with the Regional Project Evaluation Committee (RPEC).

In 2023, PSRC exceeded the delivery target and received \$4.5 million in additional allocation of funds. However, Ms. Barnes pointed out the challenges faced each year in achieving the target, and achieving it in a timely enough manner to receive additional funding. She reviewed delivery trends over the last decade, and the reliance on supplemental funding actions to meet the target.

Ms. Barnes reviewed the problem statement and goals for project delivery moving forward. She gave an overview of the Working Group on Project Delivery that has been convened from members of RPEC and the countywide forums throughout 2023. The group has focused on addressing overall project delivery challenges and developed recommendations that were reviewed and put forward to the board by RPEC. Ms. Barnes went through the four recommendations for improvements to the project tracking policies and procedures related to funding competitions and the annual rebalancing process.

At its meeting in January, the board will be asked to recommend the Executive Board take action on these revisions as part of the *2024 Policy Framework for PSRC's Federal Funds*.

DISCUSSION ITEM: RECOMMENDATIONS ON PSRC'S FHWA EQUITY PILOT

Dr. Charles Patton, PSRC, shared that in 2022 the criteria for equity and safety in PSRC's project selection process was strengthened. In addition, an FHWA Equity Pilot for \$6 million was established. Dr. Patton reviewed the goals of the pilot and the development work throughout the year. Dr. Patton emphasized that the goal of the pilot was to develop improvements for future project selection processes, rather than just distributing funding to projects.

Dr. Patton gave an overview of the Equity Pilot Framework. He shared that the Equity Advisory Committee (EAC) tested two pathways for the pilot. The first pathway updated the criteria within the existing structure, while the second built from those improvements and wove equity throughout all criteria. Dr. Patton shared how the EAC encouraged PSRC to set expectations for what effective outreach to marginalized communities looks like and to improve anti-displacement policies. Dr. Patton also reviewed the parameters of the pilot and noted that 8 projects applied and were asked to respond to both pathways. He then gave an in-depth overview of the EAC recommendations, on both the projects to be funded as well as the improvements for future project selection processes developed under the second pathway.

Since only 8 projects were submitted into the pilot, requesting a modest amount above the available funding, the EAC recommends all projects be funded. They acknowledged that not all projects scored highly, but their participation in the pilot was very helpful to evaluating the proposed changes and refining the final recommendation on improvements. The EAC further recommended staff continue to develop guidance to encourage better responses and stronger scores in the future, and to assist smaller jurisdictions with less resources to devote to grant writing.

Members asked if the pilot would be continued. Ms. McGourty noted that it was intended to be a one-time pilot, with the focus being on identifying improvements to address equity in the project selection process. Members asked for clarification on how point values will be assigned if pathway two is selected. Staff shared the breakdown of points would be presented in the following presentation but also highlighted that additional equity questions have been incorporated throughout the rest of the criteria. Members expressed concern that smaller jurisdictions may not have the resources and staff to address the criteria. Staff noted the types of outreach and other guidance that will be implemented, and also noted that the EAC discussed this topic as an additional equity consideration. Staff also noted that the criteria document will be very transparent in that each question and associated points will be clearly identified. Staff noted that the questions developed from the pilot are more direct and clear and resulted in better responses from applicants.

Ms. McGourty noted that the eight projects from the equity pilot will be released for public comment. The board will review comments received and take final action at its meeting in January.

DISCUSSION ITEM: PREPARING FOR THE 2024 PROJECT SELECTION PROCESS

Ms. McGourty shared that the board has discussed project selection since September, and the presentation would continue the review of potential improvements with a focus on safety, climate and equity.

Ms. McGourty shared that no changes had been proposed to set-asides or distribution splits between the Regional and Countywide competitions. She then reminded the board of the project evaluation criteria under discussion.

Ms. McGourty shared that consensus from the last meeting was to increase scoring values for safety. She pointed to the agenda attachment which includes options for changes to the overall scoring values. Members shared a variety of comments related to the scoring options, with some supporting changes to reflect these priorities and others expressing a preference to allow time for the changes from the 2022 process to be more fully evaluated before making further substantial changes. Members expressed concern about reduced point values for centers.

Ms. McGourty noted there had been consensus to update safety criteria and language to tie to the Safe System Approach and FHWA proven safety countermeasures. She provided further details on how this would be accomplished.

Ms. McGourty noted that there had been previous board conversations regarding incorporating a commitment to develop a safety plan/policy based on a Safe System Approach. She shared that PSRC is developing a Regional Safety Action Plan with scheduled adoption in early 2025. Ms. McGourty then reviewed the current safety plan inventory for the region and expectations after the SS4A grant activities. She shared an

option for commitment language that would allow jurisdictions flexibility and would not implement specific requirements for 2024. PSRC would monitor local safety action plans and report back prior to the 2026 project selection process.

Ms. McGourty shared that there had not been board consensus from previous discussions on changes to how climate is addressed. She provided background on the current air quality and climate scoring process. She also reviewed additional changes that have been put forward for consideration, including a proposal to limit the types of projects that can participate in the competition. A version of this suggestion would be to not allow projects on limited access highways that add general purpose capacity. Members shared a diversity of opinions on this topic. Those not supportive of this change shared that general purpose capacity could serve centers and there are times where there is a reason for adding capacity. The change is significant, and concerns were expressed about applying this change without further evaluation and discussion. Further, while the fleet may electrify, there remains the need to eliminate gridlock and encourage transit. Those supportive of the change shared that the proposal was consistent with the Regional Transportation Plan (RTP) and it was helpful to clarify that the change would not impact projects such as High Occupancy Vehicle (HOV) lanes. Expansion projects are often the most expensive, and funds could instead be used to support land use and alternative mode strategies. It was pointed out that the types of projects in question are large scale projects for which the majority of funding would come from other sources. However, there could be downstream consequences for related local facilities.

As the meeting was over time, Ms. McGourty proposed sending a poll to board members to gather additional feedback. In January, Ms. McGourty will share the results of the poll for further discussion.

NEXT MEETING

The next meeting is scheduled for January 11, 2024. All members will be remote as PSRC moves.

ADJOURN

The meeting adjourned at 11:46 a.m.

Attachment:

- A. Attendance Roster.

| Transportation Policy Board - December 14, 2024 | | | | 5.a - Att. A | |
|--|----|--|----|--|---------------------------------------|
| Voting Members | | | | Non-voting Members | |
| King County | 2 | CM Girmay Zahilay | | Associate Members | |
| | | CM Dave Upthegrove | 1 | Island County | 1 COMM Melanie Bacon |
| | | Vacant Alt | | | COMM Jill Johnson Alt |
| | | Vacant Alt | | Thurston Regional Planning Council | 1 MYR Andy Ryder, Lacey Marc Daily |
| Seattle | 2 | CM Dan Strauss | | Public Agency Members | |
| | | CM Alex Pedersen | 1 | Puget Sound Clean Air Agency | 1 CM Megan Dunn |
| | | CP Debora Juarez Alt | | | Christine Cooley Alt |
| Bellevue | 1 | CM Jennifer Robertson | 1 | Freight Mobility Strategic Investment Board | 1 Vacant |
| | | CM Janice Zahn Alt | | WA Transportation Improvement Board | 1 Vacant Alt |
| Cities/Towns | 3 | CM Kate Kruller, Tukwila | 1 | PSRC Committees | |
| | | MYR Dana Ralph, Kent, Chair | 1 | Regional Staff Cmte. | 1 Vacant |
| | | MYR Mary Lou Pauly, Issaquah | 1 | | Vacant Alt |
| | | CM Peter Kwon, SeaTac Alt | 1 | | CM Sam Low, Snohomish Co. Alt |
| | | CM Wendy Weiker Mercer Isl Alt | | | |
| | | DEP MYR Jay Arnold, Kirkland Alt | 1 | | |
| Local Transit | 1 | CM Rod Dembowski | | Regional Project Evaluation Cmte. | 1 Doug McCormick, Snohomish Co. |
| | | Vacant Alt | | | Shane Weber, Bremerton Alt |
| Kitsap County | 1 | COM Christine Rolfes | | Transportation Operators Cmte. | 1 Peter Heffernan, King County |
| | | COM Charlotte Garrido Alt | | | Vacant Alt |
| Bremerton | 1 | MYR Greg Wheeler | 1 | Private/Civic Members-Business/Labor | |
| | | CP Jeff Coughlin Alt | | WA Trucking Associations exp. 12/31/25 | 1 Sheri Call |
| Cities/Towns | 1 | CM Leslie Schneider, Bainbridge Isl | | Vacant exp. 12/31/25 | 1 Jeff DeVere Alt |
| | | CM John Clauson, Port Orchard Alt | 1 | | Vacant |
| Local Transit | 1 | MYR Rob Putaansuu, Port Orchard | | | Vacant Alt |
| | | CM John Clauson, Port Orchard Alt | | Seattle Met. Chamber of Commerce exp. 12/31/25 | 1 Lorelei Williams, WSP USA |
| Pierce County | 1 | CM Ryan Mello, Vice Chair | 1 | Master Builders of Pierce County exp. 12/31/23 | 1 Amy Grotefendt, Enviroissues Alt |
| | | CM Dave Morell Alt | | | 1 Jessie Gamble |
| Tacoma | 1 | DEP MYR Kristina Walker | 1 | | Jason Gano Alt |
| | | 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 Dinah Stephens |
| | | MYR Josh Penner, Orting Alt | | | Vacant Alt |
| Local Transit | 1 | CM Marty Campbell, Pierce County | | Vacant exp. 12/31/25 | 1 Vacant |
| | | MYR Daryl Eidinger, Edgewood Alt | | | Vacant Alt |
| Snohomish County | 1 | CM Jared Mead | | Public Health Seattle/ King County exp.12/31/23 | 1 Dr Faisal Khan, Seattle-King County |
| | | CM Strom Peterson Alt | | | Dennis Worsham, Snohomish Co. Alt |
| Everett | 1 | CM Ben Zarlino | 1 | Vacant exp. 12/31/23 | 1 Vacant |
| | | MYR Cassie Franklin Alt | | | Vacant Alt |
| Cities/Towns | 1 | CM Jan Schuette, Arlington | 1 | Non-voting | 16 Non-voting members present |
| | | MYR Pro Tem Stephanie Vignal, Mill Creek Alt | | Ex-Officio Non-Voting Members | |
| Local Transit | 1 | CM Kim Daughtry, Lake Stevens | | State Legislators | 87 Districts within PSRC's boundary |
| | | CM Jan Schuette, Arlington Alt | | | |
| Regional Transit | 1 | CM Ed Prince, Renton | | | |
| | | 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 | | | |
| Legislative Transportation Cmte. (Not Counted for Quorum) | | | | | |
| House Transportation Cmte. | 2 | Vacant | | | Abbreviations |
| | | REP Jake Fey, D Alt | | | CHRMN Chairman |
| | | REP Dan Griffey, R | | | CM Councilmember |
| | | REP Andrew Barkis, R Alt | | | CP Council President |
| Senate Transportation Cmte. | 2 | SEN Marko Lias, D | | | COM Commissioner |
| | | SEN Emily Randall, D Alt | | | MYR Mayor |
| | | Vacant, R | | | DEP MYR Mayor |
| | | Vacant, R Alt | | | SEC Secretary |
| | | | | | ASST SEC Assistant Secretary |
| | | | | | REP Representative |
| Voting | 32 | (Quorum = 14) Quorum Total | 16 | | SEN Senator |
| | | Total Voting members present | 18 | | |



Puget Sound Regional Council

January 4, 2024

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)**

IN BRIEF

Nine agencies submitted fourteen projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2023-2026 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to

the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This month's amendment includes no project tracking actions.

Federal and State Fund Source Descriptions

The following federal and state funding sources are referenced in Exhibit A.

| | |
|----------|--|
| 5307(h) | Passenger Ferry Grant Discretionary Program for work supporting passenger ferries. |
| 5309(NS) | FTA New Starts funding for fixed guideway investments. |

| | |
|--------|--|
| BR | Local Bridge Program for work on bridges on public roads. |
| CWA | State Connecting Washington Account. |
| HIP(W) | Highway Infrastructure Program for construction of highways, bridges, and tunnels administered by WSDOT. |
| HSIP | Highway Safety Improvement Program for safety work on public roads. |
| MAW | State Move Ahead Washington account. |
| MVA | State funds from the motor vehicle account. |
| NHPP | Provides support for the condition and performance of the National Highway System (NHS). |

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

ATTACHMENTS

Exhibit A

Month: January

**Project(s) Proposed for
Routine Amendment to 2023-2026 TIP**

Year: 2024

Exhibit A

| Sponsor | Project Title and Work Description | Funding | PSRC Action Needed | | | | |
|---|---|--------------|--------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | | | Project Tracking | New Project/Phase | UPWP Other | Amend | |
| 1. Everett | Merrill & Ring Creek Bridge Replacement New project programming a preliminary engineering phase to replace the existing Merrill and Ring Creek bridge. | \$5,450,000 | Federal BR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$850,000 | Local | | | | |
| | | \$6,300,000 | Total | | | | |
| 2. Kenmore | Lower Swamp Creek New project programming preliminary engineering, right-of-way, and construction phases to replace the existing bridge with a precast concrete girder bridge. A temporary access bridge will be required during construction of the bridge. | \$4,727,000 | Federal BR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$50,000 | Local | | | | |
| | | \$4,777,000 | Total | | | | |
| 3. Kent | Meeker Street Multimodal, Kent Elementary School Existing project programming a construction phase to reduce drive lanes on Meeker Street to one in each direction, develop two-way separated bike lane, install landscaped median, construct raised midblock crossing with rectangular rapid flashing beacons (RRFB), and install pedestrian scale illumination. | \$1,760,000 | State | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$1,760,000 | Total | | | | |
| 4. King County Department of Transportation (Transit) | RapidRide K Line New project programming preliminary engineering, right-of-way, and construction phases to add transit only or BAT lanes, make intersection improvements, implement transit signal priority, and enhance passenger amenities in Kirkland and Bellevue between the new Totem Lake BRT Station the Eastgate Park and Ride. | \$8,134,600 | Federal 5309(NS) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$21,162,444 | Local | | | | |
| | | \$29,297,044 | Total | | | | |
| 5. Pierce County | 46th Ave E / 208th St E New project programming a preliminary engineering phase to install a four-legged single lane roundabout with associated sidewalk, RRFB's, illumination, and storm drainage improvements. | \$1,016,000 | Federal HSIP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$111,000 | Local | | | | |
| | | \$1,127,000 | Total | | | | |

5.b - Exhibit A

| Sponsor | Project Title and Work Description | Funding | | PSRC Action Needed | | | |
|----------------------------|---|--------------|----------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | | | | Project Tracking | New Project/Phase | UPWP | Other Amend |
| 6. Snohomish | Larson Road Bridge #101 New project programming preliminary engineering and right-of-way phases to retrofit seismic deficient members in superstructure and substructure. | \$886,000 | Federal BR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$14,359 | Local | | | | |
| | | \$900,359 | Total | | | | |
| 7. Tacoma | Puyallup Ave Transit/Complete Street Improvements Existing project adding funds to preliminary engineering and programming right-of-way and construction phases to reconstruct the roadway to heavy haul standards with sidewalks, bike lanes, bulb-outs/curb ramps, crosswalks, signals, lighting, bus stops, a HOV/transit lane, adjustments to the ramp at the Portland/Puyallup intersection, and other street amenities. | \$15,250,000 | State | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$15,250,000 | Total | | | | |
| 8. Tacoma | Fishing Wars Memorial Bridge Replacement Phase 2 New project programming a preliminary engineering phase to complete the replacement of the fishing wars memorial bridge with a four lane steel tied truss arch with bike lanes and upgraded pedestrian facilities. | \$9,000,000 | Federal BR | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$9,000,000 | Total | | | | |
| 9. WSDOT Northwest Region | I-90/Eastbound Mercer Slough Bridge - Rehabilitation Existing project adding funds to preliminary engineering and programming a construction phase to stabilize and preserve the structural integrity of the bridge. | \$11,522,872 | Federal HIP(W) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$235,160 | MVA | | | | |
| | | \$11,758,032 | Total | | | | |
| 10. WSDOT Northwest Region | SR 520/Floating Bridge - Bridge Deck and Expansion Joint Sealer New project programming preliminary engineering and construction phases to seal the surface of the concrete. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current regional TIP. | \$7,202,116 | State | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$7,202,116 | Total | | | | |
| 11. WSDOT Northwest Region | SR 18/Unnamed Tributary to Big Soos & Soosette Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish passage barrier and replace with a fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current regional TIP. | \$69,410,860 | Federal NHPP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$9,383,275 | MAW | | | | |
| | | \$1,703,540 | MVA | | | | |
| | | \$884,062 | CWA | | | | |
| | | \$81,381,737 | Total | | | | |

| Sponsor | Project Title and Work Description | Funding | | PSRC Action Needed | | | |
|----------------------------|--|--------------|-----------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | | | | Project Tracking | New Project/Phase | UPWP Other | Amend |
| 12. WSDOT Northwest Region | SR 531/43rd Ave NE to 67th Ave NE - Widening Existing project programming a construction phase to widen the SR 531 corridor to four lanes between 3rd Ave NE and 67th Avenue NE. Work also includes pedestrian and bicycle improvements and a new fish passable structure. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP. | \$24,694,663 | CWA | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$24,694,663 | Total | | | | |
| 13. WSDOT Northwest Region | SR 509/Clear Creek Stream Restoration New project programming preliminary engineering, right-of-way, and construction phases to remove two existing Clear Creek dams #600318 and #600317 located in Pierce County, regrade upstream and downstream of dams, add large woody materials and plant native vegetation along the stream channel. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current regional TIP. | \$47,400,000 | CWA | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$47,400,000 | Total | | | | |
| 14. WSDOT Marine Division | Vessel Passenger Space Refurbishment New project programming a construction phase to enhance passenger spaces on up to six vessels by installing new deck coverings, additional bathroom fixtures, updated piping, new supporting underlayments, bulkheads, and overheads. | \$4,800,000 | Federal 5307(h) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,800,000 | Total | | | | |



Puget Sound Regional Council

January 4, 2024

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend a Change in Regional Transportation Plan Project Status for Two Projects**

IN BRIEF

Two agencies have submitted requests to change the status of two Regional Capacity Projects in PSRC's Regional Transportation Plan. Per PSRC's adopted procedures, requests to change a project status require Board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize the change in project status for the two Regional Capacity Projects detailed in Exhibit A. Two projects are recommended for a change in project status from "Candidate" to "Approved."

DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been

completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

Two projects are requesting a change in project status from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and the criteria applied to review the projects for the requested status change.

For more information, please contact Mitch Koch at 206-464-7537 or mkoch@psrc.org

ATTACHMENTS

Exhibit A: Regional Capacity Projects Status Change Requests

EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

| Sponsor | Project Title | Project Description | Total Project Cost | Consistency with Regional Policies | Benefit-Cost Analysis | Environmental Documentation | Other Planning Requirements | Financial Feasibility | Air Quality Conformity |
|---|--|--|--------------------|--|--|--|-----------------------------|---|---|
| REQUESTING CHANGE FROM “CANDIDATE” TO “APPROVED” | | | | | | | | | |
| Auburn | Auburn Way S (SR-164) – Hemlock to Poplar | This project will widen Auburn Way S between Hemlock Street SE and Poplar Street SE to accommodate a five-lane cross-section with two general-purpose travel lanes in each direction and a center median/ left-turn lane. Project components include curb and gutter, 10' sidewalks, illumination, transit stop improvements, stormwater improvements, and access management where feasible. Poplar Street will also be realigned to improve the sight distance around curves. | \$10,400,001 | This project is consistent with regional policies. | Project cost is less than \$100,000,000, so benefit-cost analysis is not required. | NEPA Categorical Exclusion (CE) was issued March 2023. | N/A | The project is fully funded with \$4,905,735 of federal funds and \$5,494,266 of local funds for a total project cost of \$10,400,001 in 2023 year of expenditure dollars. | Approving this project will not change the region's air quality conformity determination. |
| Covington | SR 516 - 185th Place SE to 192nd Avenue SE Project | Widen and reconstruct a portion of SE 272nd Street between 185th Place SE and 192nd Avenue SE. This project will widen the street from 3-lanes to 5-lanes including curb and gutter, sidewalks, access control features, illumination, landscaping, signal improvements, a new bus pad, ITS, and planter strip buffers with street trees. | \$12,269,076 | This project is consistent with regional policies. | Project cost is less than \$100,000,000, so benefit-cost analysis is not required. | NEPA Categorical Exclusion (CE) was issued June 2023. SEPA Determination of Non-Significance (DNS) was issued July 2023. | N/A | The project is fully funded with \$2,207,868 of federal funds and \$10,061,208 of local funds for a total project cost of \$12,269,076 in 2023 year of expenditure dollars. | Approving this project will not change the region's air quality conformity determination. |



Puget Sound Regional Council

January 4, 2024

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommend 2025-2026 FTA Funding for Approval**

IN BRIEF

PSRC recently conducted a project selection process to distribute 2025-2026 Federal Transit Administration (FTA) funds. This process used the recently revised distribution methodology for PSRC's FTA funds, including an earned share and an equity formula process. On October 12, 2023, the Transportation Policy Board authorized the release of projects recommended for funding for public review and comment. As of January 4, 2024, no comments had been received.

RECOMMENDED ACTION

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

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. 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 are also being 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.

Summary of Public Comment

On October 12, 2023, the Transportation Policy Board authorized the release of recommended projects for public review and comment. A news release was sent to PSRC’s media list of 144 contacts and was shared on four social media platforms. The

public comment period was also featured in the Executive Director's newsletter, which is sent to 3,694 contacts comprised of PSRC's boards and committees, stakeholder groups and interested parties. Materials were also posted on PSRC's website, which invited the public to comment by mail or email. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response.

As of January 4, 2024, no comments had been received. Any comments received by the January 11th Transportation Policy Board meeting will be provided at that time. The Executive Board is scheduled to review all comments and take final action at their January 25, 2024 meeting.

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 | | \$688,304 | | | |
| 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 | 5337 HIMB | |
| | | \$4,118,332 | 2025 | | |
| | | \$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 | | |
| | 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 | 5339 | |
| | | \$251,072 | 2025 | | |
| | | \$257,181 | 2026 | | |
| | Subtotal | \$5,717,941 | | | |

| Sponsor | Project Title | Amount Requested | Year | FTA Source | Description |
|-------------------|--|---------------------|------|------------|---|
| 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 | | | |
| 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 | | | |

| Sponsor | Project Title | Amount Requested | Year | FTA Source | Description |
|-------------------|--|---------------------|------|------------|---|
| 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 | | | |
| 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 HIFG funds that will operate on HOV lanes. |
| | | \$5,440,927 | 2026 | | |
| | | \$213,080 | 2025 | 5337 HIFG | |
| | | \$218,264 | 2026 | | |
| | | \$730,789 | 2025 | 5339 | |
| | | \$748,569 | 2026 | | |

| Sponsor | Project Title | Amount Requested | Year | FTA Source | Description |
|-----------------|---|---------------------|------|------------|---|
| | 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 | | | |
| Sound Transit | Operations and Maintenance Facility South | \$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 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. |
| | | \$17,112,438 | 2026 | | |
| | 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 | | | |

| Sponsor | Project Title | Amount Requested | Year | FTA Source | Description |
|--------------------------|---|---------------------|------|------------|---|
| 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 | | | |
| Washington State Ferries | Vessel Preservation and Improvement (2025-2026) | \$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 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. |
| | | \$5,223,793 | 2026 | | |
| | | \$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 |
|-------------------|---|---------------------|------|---|
| 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. |
| | | \$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. |
| | 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. |
| | Subtotal | \$511,795 | | |

| Sponsor | Project Title | Amount Requested | Year | Description |
|-------------------|--------------------------------|--------------------|------|--|
| 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. |
| | | \$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. |
| | | \$1,382,264 | 2024 | |
| | Subtotal | \$8,873,184 | | |

| Sponsor | Project Title | Amount Requested | Year | Description |
|-------------------|--|---------------------|------|--|
| 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. |
| | | \$17,253,288 | 2026 | |
| | | Subtotal | | |
| 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. |
| | | \$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. |
| | | \$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). |
| | | \$102,628 | 2024 | |
| | | \$817,937 | 2025 | |
| | | \$871,302 | 2026 | |
| Subtotal | | \$2,348,037 | | |

| Sponsor | Project Title | Amount Requested | Year | Description |
|---------------|--|---------------------|------|--|
| 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. |
| | | \$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. |
| | | \$532,380 | 2024 | |
| | | \$6,487,286 | 2025 | |
| | | \$6,645,118 | 2026 | |
| Subtotal | | \$16,549,918 | | |

| Sponsor | Project Title | Amount Requested | Year | Description |
|--------------------------|--|---------------------|------|---|
| 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. |
| | | \$131,492 | 2024 | |
| | | \$1,602,282 | 2025 | |
| | | \$1,641,264 | 2026 | |
| | Subtotal | \$4,087,631 | | |
| Equity Total | | \$99,698,304 | | |



Puget Sound Regional Council

January 4, 2024

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Recommendations on PSRC's FHWA Equity Pilot Funding**

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 EAC finalized their recommendations to the board at their meeting on December 7 for both the projects to receive funding as well as further equity improvements in PSRC's 2024 project selection process.

On December 14 the Transportation Policy Board authorized release of the recommended projects for public review and comment. As of January 4, 2024, twelve comments were received and are included in Attachment B.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the list of projects identified in Attachment A for PSRC's 2025-2026 FHWA Equity Pilot funds.

DISCUSSION

In addition to substantial improvements to how equity was incorporated into the existing project selection process, as part of the 2022 *Policy Framework for PSRC's Federal Funds* 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.

The EAC worked with staff to develop the parameters of the pilot which was released in September 2023. The pilot was designed to evaluate several areas of improvements within the project evaluation criteria and guidance related to equity, most notably within the topics of community engagement and displacement. In addition, the pilot explored the potential impacts from weaving equity throughout the full suite of criteria, rather than as a separate, stand-alone criterion.

Eight project applications were submitted into the pilot program, requesting just under \$6.4 million. Applicants assisted with the pilot by responding to criteria changes under two pathways, both of which increased the overall point values for equity-related criteria. A summary of the recommended projects is included in Attachment A.

At their meeting on December 7, the EAC reviewed the outcomes of the pilot program and the results of the scored ranking of the eight submitted projects. The committee developed a recommendation for the distribution of the \$6 million in pilot funding, as well as a recommendation on improvements to how equity is addressed in the upcoming project selection process.

The Transportation Policy Board was briefed on the EAC recommendations at their meeting on December 14 and authorized the release of the projects for public review and comment. Twelve comments were received as of January 4, 2024 and are included in Attachment B, along with a staff response.

At the meeting on January 11, the board will review the public comments received and is requested to recommend the projects to the Executive Board for funding.

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.

ATTACHMENTS

- A. Summary of Recommended Projects
- B. Public Comments Received

ATTACHMENT A: SUMMARY OF RECOMMENDED EQUITY PILOT PROJECTS

| Sponsor | Project | Phase | Amount Requested |
|----------------|--|---------------------------------|-------------------------|
| Federal Way | BPA Trail | Preliminary Engineering /Design | \$600,000 |
| Kent | Benson Corridor | Planning | \$750,000 |
| Pierce Transit | Equitable Bus Shelter Program | Construction | \$1,000,000 |
| Seattle | Beacon Ave S | Preliminary Engineering /Design | \$865,000 |
| Snohomish Co. | Center Rd (Revised Application) | Preliminary Engineering /Design | \$485,000 |
| Tacoma | S 38th & S Cedar Sts | Construction | \$1,000,000 |
| Tulalip Tribes | Marine Drive / Hermosa Heights Safety Improvements | Construction | \$654,283 |
| WSDOT | SR 99 | Planning | \$1,000,000 |
| TOTAL:* | | | \$6,354,283 |

* \$6,010,000 was available in the Equity Pilot, and \$344,283 more was requested than available. Staff is reaching out to sponsors and seeking voluntary reductions to meet the available amount. Reductions would be proportional to the original requested amount, and made only if the sponsor can still fully fund the phase requested.

ATTACHMENT B: PSRC’S EQUITY PILOT - PUBLIC COMMENTS RECEIVED

Reflecting all comments received through January 3, 2024

Note: PSRC responds to every comment, and where appropriate forwards the comment to any affected jurisdictions.

Comment 1:

Please consider allocating some of these funds to small business owners in the transportation industry. People such as independent operators, semi truck drivers, freight haulers, and last mile delivery services. These people are often forgotten and are struggling to stay in business because freight rates are < \$1 per mile and diesel is >\$5 a gallon. Meanwhile insurance is > \$2500 per month for 1 truck. Independent drivers need newer trucks to stay in business.

Nancy

PSRC RESPONSE:

Thank you for your comment related to PSRC’s Equity Pilot Program. Your comment will be provided to PSRC’s Transportation Policy Board and Executive Board.

Regarding your specific request to allocate some of the funds to small business owners in the transportation industry, please be aware that the funds come from the federal surface transportation program which stipulates what the funds can be used for. The funds are limited to transportation infrastructure projects and equipment purchases by state and local governments. Unfortunately, it is not permitted to use the funds to support individual businesses.

Comment 2:

It's too bad Kitsap got shut out of funding. Be great if you could look at Bremerton for these programs. 54% of Bremerton Public School students are students of color, 69% are low income. Several schools don't even have sidewalks around them. We could use some help.

Thx
Travis Merrigan
Street Smart Bremerton

PSRC RESPONSE:

Thank you for your comment related to PSRC’s Equity Pilot Program. Your comment will be provided to PSRC’s Transportation Policy Board and Executive Board.

Regarding your specific concern about Kitsap County and Bremerton, please be aware that Kitsap County and all cities within it were eligible to apply for this program, as were all of PSRC's member jurisdictions. PSRC did not receive an application from any Kitsap County jurisdiction for this competition. However, you will be pleased to know that Bremerton's Naval Avenue Pedestrian and Bicycle Enhancements Project did receive an \$899,600 award in PSRC's recent Transportation Alternatives Program Competition. Additionally, Kitsap County received a \$449,800 award for the Suquamish/Augusta – South to Winfred project though PSRC's recent Rural Town Centers and Corridors Program Competition.

Comment 3:

the entire premise is racist. there should be no such program, this is simply affirmative action.

most taxpayers
people

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern, the Equity Pilot is funded with federal transportation dollars and the U.S. Department of Transportation has centered equity as a strategic goal throughout their programs. This is driven by several federal directives, like the Justice40 Initiative, to address decades of underinvestment in disadvantaged communities, reducing disparities and inequities in the transportation system.

Consistent with federal policies like these, our boards have directed PSRC to make targeted investments to reduce disparities and prioritize services and access to opportunity for people of color, people with low incomes, and other historically underserved groups, including people with disabilities (please see policies such as MPP-RC-2, MPP-DP-2, and MPP-T-9 in **VISION 2050** for more details).

Research has shown that equitable cities that expand access to resources like public transportation also experience an expansion of opportunities, such as new jobs from innovative ideas developed by those who were previously marginalized. Our hope is that the Equity Pilot and future work will connect communities to opportunities, reduce disparities and help raise our ceiling as a region.

Comment 4:

I support the capital investment of bus shelters for Pierce Transit as they are highly underserved in safety and security.

In addition I support the construction project for Tacoma at 38th.

I support the WsDOT SR 99 planning study.

I recommend that Kent planning be overlooked unless the equity scores (need) is higher than Tacoma's.

Planning studies tend to be a loss of federal dollars when not comprehensive, funding should prioritize shovel ready projects in highest community of needs. This recommendation tends to require cities to invest in their own planning studies for underserved areas before applying.

Lindsey Sehmel

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Comment 5:

bad idea. this is affirmative action and is a racist policy.

Jay Stonehouse
retired

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern, the Equity Pilot is funded with federal transportation dollars and the U.S. Department of Transportation has centered equity as a strategic goal throughout their programs. This is driven by several federal directives, like the Justice40 Initiative, to address decades of underinvestment in disadvantaged communities, reducing disparities and inequities in the transportation system.

Consistent with federal policies like these, our boards have directed PSRC to make targeted investments to reduce disparities and prioritize services and access to opportunity for people of color, people with low incomes, and other historically underserved groups, including people with disabilities (please see policies such as MPP-RC-2, MPP-DP-2, and MPP-T-9 in **VISION 2050** for more details).

Research has shown that equitable cities that expand access to resources like public transportation also experience an expansion of opportunities, such as new jobs from

innovative ideas developed by those who were previously marginalized. Our hope is that the Equity Pilot and future work will connect communities to opportunities, reduce disparities and help raise our ceiling as a region.

Comment 6:

We just want the most qualified firms with the low big doing the work. Why do we need to bring race into this? Will this exclude successful Asians and Whites? Just don't understand why there is a reason to spend money on an exclusion program, this is akin to the Boston Mayor lunch for "people of color: - this is what poltiicans and their laptop class of workers do these days - divide the population into groups, create division all in an attempt "to level the playing field" it is disgusting and wrong.

Leslie Board

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern, the Equity Pilot is funded with federal transportation dollars and the U.S. Department of Transportation has centered equity as a strategic goal throughout their programs. This is driven by several federal directives, like the Justice40 Initiative, to address decades of underinvestment in disadvantaged communities, reducing disparities and inequities in the transportation system.

Consistent with federal policies like these, our boards have directed PSRC to make targeted investments to reduce disparities and prioritize services and access to opportunity for people of color, people with low incomes, and other historically underserved groups, including people with disabilities (please see policies such as MPP-RC-2, MPP-DP-2, and MPP-T-9 in **VISION 2050** for more details).

Research has shown that equitable cities that expand access to resources like public transportation also experience an expansion of opportunities, such as new jobs from innovative ideas developed by those who were previously marginalized. Our hope is that the Equity Pilot and future work will connect communities to opportunities, reduce disparities and help raise our ceiling as a region.

Comment 7:

Select based on qualifications, not race. The sooner we stop with these well intended but completely wrong programs the sooner we can all move on. This type of program just continues that DEI industrial complex.

Rasheed Washington
student

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern, the Equity Pilot is funded with federal transportation dollars and the U.S. Department of Transportation has centered equity as a strategic goal throughout their programs. This is driven by several federal directives, like the Justice40 Initiative, to address decades of underinvestment in disadvantaged communities, reducing disparities and inequities in the transportation system.

Consistent with federal policies like these, our boards have directed PSRC to make targeted investments to reduce disparities and prioritize services and access to opportunity for people of color, people with low incomes, and other historically underserved groups, including people with disabilities (please see policies such as MPP-RC-2, MPP-DP-2, and MPP-T-9 in **VISION 2050** for more details).

Research has shown that equitable cities that expand access to resources like public transportation also experience an expansion of opportunities, such as new jobs from innovative ideas developed by those who were previously marginalized. Our hope is that the Equity Pilot and future work will connect communities to opportunities, reduce disparities and help raise our ceiling as a region.

Comment 8:

The recommended projects on the list all seem worthy, though, in truth, it is hard to make informed comments without additional information about how they were ranked/scored. We do appreciate that an equity-focused committee reviewed the projects and have trust in their work. It would be helpful to know more about how the projects were nominated/solicited and the committee's ranking process (including which projects were not selected and why). Aside, it might be helpful to see more information about EAC members on the committee webpage such as any organization/agency they are connected with (not that lived experience isn't significant and sufficiently qualifying).

We appreciate the EAC's work and look forward to learning more about this, including a debrief of the process, and the potential for this important funding opportunity to become a permanent one for PSRC. Thank you.

Larry Leveen
FOREVERGREEN TRAILS

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern about the how the projects were nominated/solicited and the ranking process, please see the Equity Advisory Committee's **December 7, 2023 meeting resources** which includes detailed information about the evaluation criteria and project rankings. There is also a **powerpoint presentation** with more information about the eight (8) projects submitted beginning on slide 12. For more information about the committee members, please see the **current membership roster** which includes a short biography of each member.

Comment 9:

You people are ridiculous. Transportation isn't racist. You waste our money and you perpetuate racism. Shame on you.

Renay

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Regarding your specific concern, the Equity Pilot is funded with federal transportation dollars and the U.S. Department of Transportation has centered equity as a strategic goal throughout their programs. This is driven by several federal directives, like the Justice40 Initiative, to address decades of underinvestment in disadvantaged communities, reducing disparities and inequities in the transportation system.

Consistent with federal policies like these, our boards have directed PSRC to make targeted investments to reduce disparities and prioritize services and access to opportunity for people of color, people with low incomes, and other historically underserved groups, including people with disabilities (please see policies such as MPP-RC-2, MPP-DP-2, and MPP-T-9 in **VISION 2050** for more details).

Research has shown that equitable cities that expand access to resources like public transportation also experience an expansion of opportunities, such as new jobs from innovative ideas developed by those who were previously marginalized. Our hope is that the Equity Pilot and future work will connect communities to opportunities, reduce disparities and help raise our ceiling as a region.

Comment 10:

It has come to my attention that Pierce Transit was selected to receive a Puget Sound Regional Council Equity Pilot Program project for \$1,000,000 to replace approximately 40 shelters, which are decades old, with upgraded shelters which are safer and illuminated and are now being asked to reduce this award to replace only 25 of those 40 shelters.

The installation of bus shelters plays a pivotal role in fostering equity and accessibility for all residents who rely on public transportation. These shelters serve as vital amenities, offering protection from inclement weather and ensuring the safety and convenience of individuals relying on public transit. Within the overall project for which PSRC is asked to provide funding for 40 of 132 locations, 42 stops slated for upgraded shelters are in Lakewood.

The original plan to establish 40 bus shelters was developed with a deliberate focus on equity, considering the diverse needs and demands of our community. A reduction in the number of shelters would not only compromise the convenience of commuters but also creates disparities in access to essential transit infrastructure, thereby undermining our city's commitment to fostering equity and inclusivity.

I urge you to reconsider this proposed reduction in funding and advocate for upholding the initial commitment to install 40 bus shelters. Maintaining the original allocation of funds will ensure a more equitable distribution of these facilities, benefiting a broader spectrum of our community and addressing the disparities in access to public transportation infrastructure.

The City of Lakewood remains steadfast in its dedication to promoting equity and inclusivity for all residents. I implore you to consider the profound impact of preserving the funding for these vital public amenities on the equitable access to transportation services for our diverse population. Thank you for your attention to this matter. I encourage the Board to provide full funding to Pierce Transit to completely fund this project.

Jason Whalen, Mayor, City of Lakewood c/o Briana Schumacher, City Clerk

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board.

Please note that the 2023 Equity Pilot Program has \$6,010,000 available to award. PSRC received a total of eight (8) applications requesting a total of \$6,354,283. Preliminary board direction is to award funds to all of the projects within the amount available. In order to do this, \$344,283 must be trimmed. PSRC is asking each of the

project sponsors if they would be able to accept a reduced award proportional to their request and still advance their project. We are in the process of confirming this with each project sponsor.

Comment 11:

We desperately need bus service on 176th St between Meridian, Canyon, and Pacific Ave. Service on Canyon as well from about 112th to 176th. Bike lanes and signage would be great too!

Michael Berry

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to Pierce Transit and Pierce County's Public Works Department.

Comment 12:

Regarding the Pierce Transit Equitable Bus Shelter Program: it is important that we choose bus shelter design that reflects our local environmental conditions. Rarely are the shelters made with enough room for more than 4 riders to be under a covered awning & outside of the rain. At the most heavily used and especially downtown shelters; we should be choosing shelter designs that protect more than just 3 riders from the rain/snow/elements. I would like to see larger awnings/coverings which can accommodate more riders keeping them out of the rain and under well-lit conditions. Take for instance the bus shelter designed used in Curitiba, Brazil.

Christiano Martinez

PSRC RESPONSE:

Thank you for your comment related to PSRC's Equity Pilot Program. Your comment will be provided to PSRC's Transportation Policy Board and Executive Board, as well as to Pierce Transit.



Puget Sound Regional Council

January 4, 2024

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director, Transportation Planning

Subject: **Preparing for the 2024 Project Selection Process and Recommendation of the 2024 Policy Framework for PSRC's Federal Funds**

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 has been discussing potential improvements to the 2024 project selection process since September 2023, focused on the specific emphasis areas of safety, climate and equity. At the January 11 meeting, the board will review the options discussed and areas of consensus to date for a final recommendation on the suite of improvements to be incorporated into the *2024 Policy Framework for PSRC's Federal Funds*.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board approval of the policies and procedures for the 2024 project selection process, to be documented in the *2024 Policy Framework for PSRC's Federal Funds*. A summary of these policies and procedures is contained in Attachment A.

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. Over the past four months the board has been provided information on how these policy focus areas are currently addressed and discussed various options for improvements to the 2024 project selection process. Information has been 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.

At the meeting in December, the potential revisions related to safety, climate and equity were further discussed and specific options for both criteria and scoring changes were reviewed. Following the December meeting a poll was sent to board members to further identify whether consensus had been achieved on each element. A total of 14 responses were received, and the overall results by topic are provided below.

- Refine the safety criteria to align with a Safe System Approach – 12 Yes, 2 No
- Ask agencies to commit to develop plans/policies in line with a Safe System Approach – 12 Yes, 2 No
- Restrict projects adding general purpose capacity on limited access highways from competing – 5 Yes, 9 No
- Incorporate the Equity Advisory Committee recommendations for the equity criteria – 12 Yes, 2 No
- Establish a minimum project scoring threshold to award funding – 7 Yes, 7 No
- Draft scoring options preference – Option 1 (5), Option 2 (6), Option 3 (3)

The following summarizes in greater detail the suite of potential improvements for the 2024 project selection process and the feedback from the board member poll related to each. After reviewing the survey findings, the board Chair and Vice Chair crafted a new alternative Option 2A, found in Attachment B.

Safety

1. Update the scoring values for safety in the project evaluation criteria (currently 6-8 points in the regional competition).
 - *There is board consensus to increase the point values for safety, however some concerns were raised about raising this to 20 points, in particular due to the resulting reduction in points for the centers criterion. An alternative scoring*

system is proposed under Option 2A in Attachment B. The project scores from the 2022 regional competition are contained in Attachment D, for background.

2. Update the safety criterion & language to more concretely tie to the [Safe System Approach](#) and [FHWA proven safety countermeasures](#).
 - *There is strong board consensus to update the criteria language in this manner.*
3. 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. Specific language proposed was as follows:

“USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?
PSRC will continue to monitor local safety action plans and revisit prior to the 2026 project selection process.”

 - *There is strong board consensus to include this language in the 2024 process.*

Climate

In December, staff provided background on the project-level emissions estimation tool that is used to evaluate every project, regardless of funding source. Projects resulting in a substantial reduction in fine particulate and/or greenhouse gas emissions – the two highest priority pollutants in the region - score the highest under the Air Quality / Climate criterion.

The following summarizes the climate-related options for improvements under discussion by the board.

1. PSRC is in the process of updating the project-level emissions estimation tool to reflect current state of the practice, including consideration of induced demand for capacity expansion of highways and major arterials.
2. The Air Quality / Climate Change criterion will continue to prioritize projects that result in significant emission reductions of greenhouse gases and fine particulates through the substantial elimination of vehicle trips, reduction of vehicle miles traveled, conversion to alternative fuels, and reduction of heavy duty diesel truck idling or the shortening of heavy duty diesel truck trip lengths.
3. To further address concerns raised regarding general purpose roadway projects, the board has considered the exclusion of projects that include general purpose capacity expansion on limited access highways into the competition. A map of these facilities is included in Attachment C. Projects on these facilities that do not add general purpose capacity, for example those that provide preservation or safety improvements, would still be eligible to compete.
 - *A majority of board members opposed restricting eligible projects in this manner.*

4. Update the scoring values for air quality / climate in the project evaluation criteria (currently 20-50 points in the regional competition). This option is illustrated in Option 3 in Attachment B.
 - *A majority of board members selected Options 1 or 2 over Option 3 in the poll.*

Equity

The Equity Advisory Committee (EAC) finalized recommendations on the Equity Pilot and improvements to the equity criterion at their meeting on December 7. This information was presented to the board for review at the December 14 meeting, and included improvements both to the criteria and scoring values for equity in the upcoming project selection process. Specific criteria improvements include updates to how community outreach and engagement and displacement risk is evaluated, and incorporating equity throughout all criteria. Proposed changes to point values are illustrated in Attachment B.

- *There is strong board consensus to incorporate the EAC recommendations.*

Additional Policy Framework Revisions

In December the board also reviewed recommendations from the Regional Project Evaluation Committee for improvements to the adopted Project Tracking policies and procedures. These recommendations are included in Attachment A.

In addition, since the final scores and rankings reflect how well each project meets each of the project evaluation criteria and regional policies, the question of setting a threshold for funding projects only above a certain total score - e.g., 60% of total available points – was raised. The board did not have time to discuss this question at the December meeting, but it was included in the follow-up poll for consideration.

- *Board members were evenly split on this topic.*

At the January 11, 2024 meeting, the board will review each potential revision discussed above and be asked to take final action to recommend adoption of the *2024 Policy Framework for PSRC's Federal Funds*. This document will encompass the final revisions recommended by the board at the January meeting, in addition to the existing elements summarized in Attachment A. Upon approval of the *Policy Framework* the call for projects for the project selection will be released, anticipated in early February.

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

ATTACHMENTS

- A. Draft Summary of the *2024 Policy Framework for PSRC's Federal Funds*
- B. Draft Scoring Options
- C. Map of Limited Access Roadways in the PSRC Region
- D. 2022 Regional FHWA Competition Project Scores

Attachment A: Policy Framework for PSRC's Federal Funds 8.a – Att. A

- Policy direction from Board adopted in the *Policy Framework for PSRC's Federal Funds*
- Based on VISION 2050 policies and consistent with the Regional Transportation Plan
 - Adopted policy focus = *support for centers and the corridors that serve them*
- Projects must be consistent with local comprehensive plans
- Process conducted every two years
 - 2024 process will distribute FFY 2027–2028 funds



Process Details to be Included

- Funding estimates (pending guidance from FHWA, FTA)
- Distribution splits between FHWA Regional and Countywide competitions, FTA Earned Share and Equity Formula Distributions
- FHWA Set-Asides: Preservation, Bicycle / Pedestrian, Kitsap County, Rural Town Centers & Corridors Program, PSRC funding
- Caps on number of applications / funding requests
- Contingency lists
- Project tracking policies

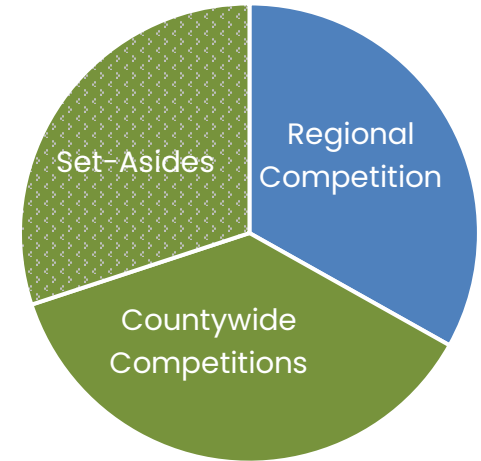
Funding Distributions

| | |
|---|---|
| Federal Highway Administration Funds | Federal Transit Administration Funds |
| Regional Competition | Equity Formula Distribution |
| Countywide Competitions | Earned Share Distribution |

FHWA Funding Distributions

- 50/50% split of funds between Regional and Countywide competitions, *after* set-asides are taken off the top

| Set-Aside | Application |
|--|---|
| Preservation | 20% of STBG Funds, distributed in countywide competitions |
| Bicycle / Pedestrian | 10% of all Funds, distributed in countywide competitions |
| Kitsap County Adjustment | Population adjustment from STBG for Kitsap countywide process |
| Rural Town Centers & Corridors Program | 10% of Regional Funds, distributed in off-year |
| PSRC Funding | \$1 million of STBG Funds per year |



Administrative Details – FHWA Competitions

Number of Regional Applications:

- Total of 36 for the regional FHWA competition
 - 12 King County, 6 each for Kitsap, Pierce and Snohomish Counties, 2 each for regional agencies – WSDOT, PSCAA, Sound Transit

Amounts by Source in FHWA Competitions:

- Predetermined amount of FHWA funds by source, by competition
- Regional competition = 60% CMAQ, 40% STP



Funding Limits:

- Limit on FHWA regional applications at 50% of available annual funding by source

Contingency Lists:

- Continue long-standing procedure of creating prioritized contingency lists, should additional funds become available prior to the next cycle



FTA Distributions

- 2023 Revised Process
 - Maintained the earned share distribution process
 - Regional portion of funds in the Seattle–Tacoma–Everett Urbanized Area distributed via an equity formula process
 - Focused, intentional distribution that looks at all transit service being provided to the region’s equity populations and distributes funds accordingly
 - Projects address PSRC’s equity criterion and improvements for equity focus area populations



Project Tracking Policies and Procedures

Project Tracking Program:

- In place since 2003
- Goal = efficient and timely project delivery, minimize cost of delays, preserve federal funds coming to the region

Policies updated over time

- Current policies address annual delivery target for FHWA funds
- Policies set firm obligation deadlines but allow opportunity for one extension
- Revised extension request policies for FHWA in 2021



Project Tracking Policies and Procedures

5-Step Process for rebalancing and supplemental funding actions, if necessary to fill a delivery gap each year:

1. *Advance projects from later years of the TIP*
2. *Exchange federal funds for local or state funds between phases of a single project, or between projects within the same agency*
3. *Fund immediately ready-to-go projects from the current adopted contingency lists*
4. *Increase the federal share of awarded projects*
5. *Award new funds to new projects, outside of the standard PSRC project selection process*



In funding competitions:

1. Change project readiness/financial plan from a scored criterion to an eligibility criterion
2. Award only one phase per competition (no PE+1)

In annual rebalancing process, for supplemental funding:

3. Award increased federal shares before contingency projects
4. Adjust process timeline to accommodate more June 1 deadlines



Project Evaluation Criteria and Point Values

Criteria includes:

- Development of Centers
- Circulation, Mobility and Accessibility
- Equity
- Safety
- Air Quality / Climate Change
- Project Readiness / Financial Plan

Board currently
discussing
improvements and
revisions



Attachment B: Draft Scoring Options

The following scoring options reflect the proposals from the Equity Advisory Committee and the Regional Project Evaluation Committee discussed elsewhere in the board agenda packet, and include draft revisions to safety and climate. Shown here is the scoring framework for the Regional competition; the final revisions will also be applied to each of the four countywide competitions.

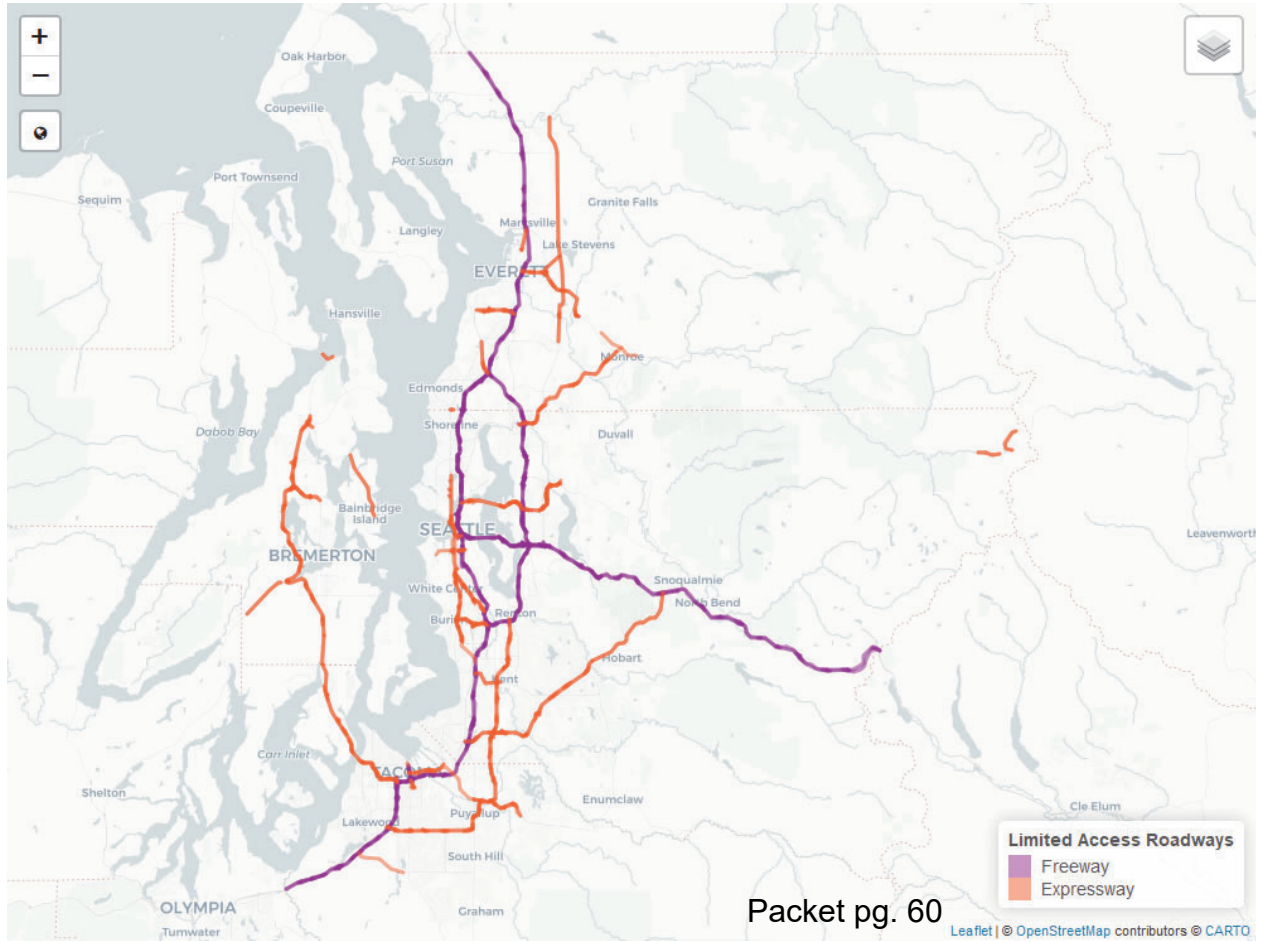
Surface Transportation Block Grant Program Funding (STP)

| CRITERIA | STP Point Values Option 1, Current Process | STP Point Values Option 2, Safety and Equity Increased | STP Point Values Option 2A, Safety and Equity Increased | STP Point Values Option 3, Safety, Equity and Climate Increased | Staff notes |
|---|--|--|---|---|--|
| Development of Centers | 30 | 25 | 28 | 18 | To increase the point values in Safety, Equity and Climate, point reductions must come from these two criteria |
| Circulation, Mobility and Accessibility | 27 | 23 | 24 | 15 | |
| Equity | 10 | -- | -- | -- | The EAC recommendation is to incorporate Equity throughout <u>all</u> criteria, but leave a stand-alone Outreach and Displacement criterion. |
| Outreach and Displacement | -- | 12 | 12 | 12 | |
| Safety | 8 | 20 | 16 | 20 | Based on preliminary board consensus to increase safety points, these options increase safety to be in line with climate and equity. The EAC also recommended to increase safety points, to better allow for the differentiation across projects. The new Option 2A increases safety within a range between Options 1 and 2. |
| Air Quality / Climate Change | 20 | 20 | 20 | 35 | Option 2 does not change the Air Quality / Climate Change scoring value. Option 3 increases it to 35 points, and reduces points for Development of Centers and Circulation, Mobility and Accessibility. |
| Project Readiness / Financial Plan | 5 | -- | -- | -- | Per the RPEC recommendation, Project Readiness / Financial Plan is moved to an eligibility threshold for all projects to meet prior to submittal into the competitions. |
| TOTAL | 100 | 100 | 100 | 100 | |

Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)

| CRITERIA | CMAQ Point Values Option 1, Current Process | CMAQ Point Values Option 2, Safety and Equity Increased | Staff notes |
|---|---|---|---|
| Development of Centers | 15 | 13 | The Air Quality / Climate criterion has a much larger share of points for CMAQ projects. As such, the distribution of points to reflect increases in safety and equity is attempted to be balanced across the other criteria. |
| Circulation, Mobility and Accessibility | 14 | 12 | |
| Equity | 10 | -- | |
| Outreach and Displacement | -- | 10 | |
| Safety | 6 | 15 | |
| Air Quality / Climate Change | 50 | 50 | |
| Project Readiness / Financial Plan | 5 | -- | |
| TOTAL | 100 | 100 | |

Limited Access Roadways in the PSRC Region 8.a - Att. C



ATTACHMENT D: PSRC 2022 FHWA REGIONAL COMPETITION - FULL PROJECT SCORES BY SOURCE AND SPONSOR

CMAQ PROJECTS

| Sponsor | Project Title | Requested Amount | Phase (s) | Category | Part I: Policy Criteria | | | | | Part 4: Technical Scores | | | | TOTAL SCORE (100) |
|----------------------------|---|------------------|--------------|-----------------------------------|----------------------------|--|----------------------|------------------------------|-----------------------------|-----------------------------------|----------------|-----------------------|-------------------------|-------------------|
| | | | | | Development of Center (15) | Circulation, Mobility & Accessibility (14) | Policy Subtotal (29) | Part 2: Equity Criteria (10) | Part 3: Safety Criteria (6) | Air Quality & Climate Change (40) | WAEHD Map (10) | Project Readiness (5) | Technical Subtotal (55) | |
| Community Transit | Swift Gold Line Zero Emission Expansion Buses | \$8,000,000 | Other | Corridor | 10 | 11 | 21 | 9 | 4 | 20 | 10 | 3 | 33 | 67 |
| Everett | California Street Ped/Bike Corridor | \$8,200,000 | Construction | Regional Growth Center | 4 | 10 | 14 | 3 | 3 | 8 | 10 | 4 | 22 | 42 |
| King County Metro | King County Post Pandemic TDM | \$6,400,000 | Other | Corridor | 5 | 7 | 12 | 7 | 2 | 28 | 10 | 4 | 42 | 63 |
| King County Metro | South Annex Base Expansion and Electrification | \$8,225,000 | Construction | Corridor | 7 | 10 | 17 | 6 | 1 | 32 | 10 | 5 | 47 | 71 |
| Northwest Seaport Alliance | Zero-Emission Cargo-Handling Equipment Incentive Program | \$4,400,000 | Other | Manufacturing / Industrial Center | 3 | 6 | 9 | 8 | 1 | 28 | 10 | 2 | 40 | 58 |
| Pierce Transit | Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S | \$4,800,000 | Construction | Corridor | 8 | 12 | 20 | 9 | 6 | 20 | 10 | 3 | 33 | 68 |
| PSCAA | On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project | \$5,500,000 | Construction | Manufacturing / Industrial Center | 4 | 4 | 8 | 8 | 1 | 30 | 10 | 4 | 44 | 61 |
| Sound Transit | Boeing Access Rd Infill Station | \$8,230,000 | PE/Design | Corridor | 12 | 11 | 23 | 9 | 2 | 25 | 10 | 3 | 38 | 72 |
| Sound Transit | Graham Street Infill Station | \$8,230,000 | PE/Design | Corridor | 5 | 10 | 15 | 7 | 2 | 25 | 10 | 3 | 38 | 62 |
| WSF | Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Route | \$4,900,000 | Construction | Corridor | 4 | 6 | 10 | 8 | 2 | 35 | 0 | 5 | 40 | 60 |

STP PROJECTS

| Sponsor | Project Title | Requested Amount | Phase (s) | Category | Part I: Policy Criteria | | | | | Part 4: Technical Scores | | | | TOTAL SCORE (100) |
|-------------------|--|------------------|--------------------------|-----------------------------------|----------------------------|--|----------------------|------------------------------|-----------------------------|-----------------------------------|-----------------------|-------------------------|----|-------------------|
| | | | | | Development of Center (30) | Circulation, Mobility & Accessibility (27) | Policy Subtotal (57) | Part 2: Equity Criteria (10) | Part 3: Safety Criteria (8) | Air Quality & Climate Change (20) | Project Readiness (5) | Technical Subtotal (25) | | |
| Arlington | 180th Street Connector | \$5,000,000 | PE/Design & Construction | Manufacturing / Industrial Center | 10 | 17 | 27 | 4 | 7 | 5 | 3 | 8 | 46 | |
| Auburn | East Valley Highway Widening | \$1,050,000 | PE/Design | Corridor | 17 | 22 | 39 | 9 | 7 | 5 | 5 | 10 | 65 | |
| Bellevue | Eastrail to NE Spring Boulevard Trail Link | \$4,900,000 | Construction | Corridor | 26 | 21 | 47 | 8 | 7 | 5 | 5 | 10 | 72 | |
| Bellevue | Mountains to Sound Greenway Trail (142nd Avenue SE to I 90 Nonmotorized Overcrossing at 150th Avenue SE) | \$4,673,000 | Construction | Corridor | 15 | 18 | 33 | 7 | 6 | 5 | 5 | 10 | 56 | |
| Bothell | Bothell Way NE Multimodal Improvements Phase 1 | \$5,480,000 | Construction | Corridor | 18 | 23 | 41 | 8 | 7 | 8 | 4 | 12 | 68 | |
| Bothell | Bothell Way NE Multimodal Improvements Phase 2 | \$5,000,000 | Construction | Corridor | 20 | 24 | 44 | 8 | 7 | 8 | 4 | 12 | 71 | |
| Fife | Port of Tacoma Road Phase 2b: 20th Street East | \$4,000,000 | Construction | Corridor | 15 | 23 | 38 | 7 | 4 | 8 | 3 | 11 | 60 | |
| Kent | Meet Me on Meeker - Thompson Ave to Interurban Trail | \$4,757,500 | Construction | Regional Growth Center | 26 | 25 | 51 | 3 | 7 | 6 | 5 | 11 | 72 | |
| King County Metro | Metro Route 36 Improvements | \$3,000,000 | Construction | Corridor | 6 | 16 | 22 | 8 | 2 | 5 | 3 | 8 | 40 | |
| Kirkland | 108th Avenue Transit Queue Jumps | \$1,500,000 | ROW | Corridor | 9 | 23 | 32 | 5 | 4 | 5 | 5 | 10 | 51 | |
| Kitsap County | Ridgetop - Mickelberry to Myhre, ROW Phase 1 | \$5,200,000 | ROW | Regional Growth Center | 20 | 22 | 42 | 5 | 6 | 5 | 4 | 9 | 62 | |
| Lynnwood | 42nd Avenue W Improvements | \$5,000,000 | Construction | Regional Growth Center | 27 | 23 | 50 | 4 | 5 | 4 | 4 | 8 | 67 | |
| Pierce County | Canyon Rd. E. (72nd St. E to Pioneer Way E.) | \$2,000,000 | PE/Design | Corridor | 9 | 23 | 32 | 7 | 5 | 8 | 4 | 12 | 56 | |
| Port of Seattle | SR 509 Extension Project Stage 2 (Final Stage) Local Commitment | \$5,480,000 | Construction | Corridor | 13 | 24 | 37 | 5 | 5 | 10 | 5 | 15 | 62 | |
| SeaTac | Airport Station Area Pedestrian Improvements | \$4,500,000 | Construction | Regional Growth Center | 17 | 21 | 38 | 9 | 7 | 7 | 4 | 11 | 65 | |
| Shoreline | State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave) | \$5,480,000 | ROW | Corridor | 11 | 22 | 33 | 8 | 5 | 5 | 4 | 9 | 55 | |
| Shoreline | 148th Street Non-Motorized Bridge (Phase 2) | \$5,480,000 | Construction | Corridor | 10 | 21 | 31 | 8 | 6 | 6 | 4 | 10 | 55 | |
| Snohomish County | North Creek Regional Trail Phase 2 | \$5,000,000 | Construction | Corridor | 7 | 18 | 25 | 6 | 6 | 6 | 5 | 11 | 48 | |
| Tacoma | Puyallup Ave Transit/Complete Street Improvement | \$5,480,000 | Construction | Corridor | 23 | 22 | 45 | 5 | 7 | 5 | 5 | 10 | 67 | |
| WSDOT | SR167 Completion Project- Stage 2 (Final Completion) | \$5,480,000 | Construction | Corridor | 15 | 27 | 42 | 8 | 6 | 10 | 5 | 15 | 71 | |
| WSDOT | I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements | \$5,480,000 | Construction | Corridor | 13 | 17 | 30 | 4 | 6 | 4 | 5 | 9 | 49 | |

PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of January 4, 2024)

| 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 | Anticipate use of RTP Steering Committee, beginning February 2024 |
| TPB direction on scope of work for 2026 RTP | Discussions beginning February 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 | Projects released for public comment November 9 - December 15; action pending in January 2024 |
| 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 | 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 | Board discussions in Q1-2 2023 and expert panel convened; CPRG planning work underway with partners, Preliminary Climate Action Plan due to EPA March 2024; 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 | Preliminary local safety plan inventory completed; more detailed review to be conducted as part of the Regional Safety Action Plan |
| 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 | Complete |
| 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 |



Puget Sound Regional Council

January 4, 2024

INFORMATION ITEM

To: Transportation Policy Board
From: Andrew Werfelmann, Budget Manager
Subject: **Draft Supplemental Biennial Budget and Work Program (FY2024-2025)**

IN BRIEF

At its January meeting, the Transportation Policy Board will be given information on the Draft Supplemental Biennial Budget and Work Program FY2024-2025.

BACKGROUND

PSRC's Biennial Budget and Work Program was adopted in May 2023 and covers July 1, 2023 through June 30, 2025.

The proposed supplemental budget reflects revenues and expenditure of \$44,837,000, including approximately \$9.8 million in increased carryover grants from the previous biennium that have been added since adoption in May 2023. As a reminder, grants are awarded on a reimbursement basis and are earned only after completion of the work. A full draft budget is available online at <https://www.psrc.org/about/budget>.

Throughout the month of January, the draft supplemental budget information will be provided to the Executive Board, Economic Development Board, Growth Management Policy Board, Transportation Policy Board, and the Regional Staff Committee. PSRC staff will bring any comments received to the February 22nd meeting of the Operations Committee. In March the Operations Committee will be asked to recommend approval of the budget by the Executive Board and in April, the Executive Board will recommend the budget for adoption by the General Assembly to be held May 30, 2024.

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

2024 PSRC Transportation Policy Board Meetings

| January | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

| February | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | | |

| March | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | | | | | | |

| April | | | | | | |
|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | | | | |

| May | | | | | | |
|-------------------------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |
| General Assembly May 30 | | | | | | |

| June | | | | | | |
|------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

| July | | | | | | |
|------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

| August | | | | | | |
|----------------------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| No meeting in August | | | | | | |

| September | | | | | | |
|-----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

| October | | | | | | |
|---------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

| November | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| December | | | | | | |
|----------|----|----|----|----|----|----|
| S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

Meetings are held 9:30-11:30 a.m. the second Thursday of the month. 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>.