



Puget Sound Regional Council

Executive Board

Thursday, January 25, 2024 • 10:00 a.m. – 12:00 p.m.

Hybrid Meeting – PSRC’s New location: 1201 3rd Avenue, Suite 500, Seattle, WA 98101

[Directions, transit and parking.](#)

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 810 0249 9853, Passcode: 920743

Attend

- *Attend meetings at PSRC’s offices – PSRC has moved!*
 - New location: 1201 Third 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:** [Registration](#) is required and closes at 8:00 a.m., the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to srogers@psrc.org by 8:00 a.m. 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 (10:00)** – *Mayor Becky Erickson, President*
2. **Communications and Public Comment**
Public comment must relate to an action or discussion item on the agenda.
3. **President’s Remarks**
4. **Executive Director’s Report**
5. **Committee Report**
 - a. Operations Committee – *Executive Dave Somers, Vice President*
6. **Consent Agenda - Acton Item (10:20)**
 - a. Approve Minutes of Meeting held December 7, 2023

- b. Approve Vouchers Dated November 15, 2023, through January 12, 2024, in the Amount of \$2,099,061.87
- c. Approve Additional Contract Authority for Records Digitization
- d. Approve Additional Contract Authority for Furniture Purchase
- e. Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant Round 2
- f. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- g. Approve A Change in the Regional Transportation Plan Project Status for Two Projects
- h. Approve 2025-2026 FTA Funding Allocations

7. Action Item (10:25)

- a. Approve PSRC's FHWA Equity Pilot Funding – *Charles Patton, PSRC*

8. Action Item (10:45)

- a. Approve 2024 Policy Framework for PSRC's Federal Funds – *Kelly McGourty, PSRC*

9. Discussion Item (11:45)

- a. Equity Advisory Committee Update – *Shannon Turner and Julius Moss, EAC Co-Chairs*

10. Information Item

- a. Draft Supplemental Biennial Budget and Work Program (FY2024-2025)
- b. Newly Elected Officials Workshop, March 1, 2024, 9:00 a.m. – 1:30 p.m.
- c. 2024 Executive Board and Operations Committee Meeting Schedule

11. Other Business

12. Next Meeting: Thursday, February 22, 2024, 10:00 a.m. – 12:00 p.m.

13. 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 Sheila Rogers, e-mail srogers@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>.



January 11, 2024

2025-2026 FTA Funding Allocations

The Transportation Policy Board recommended the Executive Board approve the list of projects for PSRC's 2025-2026 Federal Transit Administration (FTA) Earned Share and Equity Formula funds. The projects were released for public review and comment on October 12; no comments were received. The Executive Board will review and take final action at their January meeting. [View video](#) and [presentation](#).

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

Equity Pilot Project Recommendations

The board recommended the Executive Board approve the list of projects to receive funding from PSRC's Federal Highway Administration (FHWA) Equity Pilot Program. Eight projects were submitted for the \$6.01 million available from the pilot and are being recommended by the Equity Advisory Committee along with a suite of improvements for the 2024 project selection process. The projects were released for public review and comment in December, and the board reviewed the twelve public comments received. The Executive Board will review and take final action at their January meeting. [View presentation](#).

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.

Preparing for the 2024 Project Selection Process / Recommendation of 2024 Policy Framework for PSRC's Federal Funds

The Transportation Policy Board recommended the Executive Board approve the 2024 Policy Framework for PSRC's Federal Funds. The board has been discussing improvements to the 2024 project selection process and a suite of revisions is recommended for improvements with a focus on safety, climate and equity. [View presentation.](#)

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

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 Update



Growth Management Policy Board | At Work



Puget Sound Regional Council

January 4, 2024

Black Home Initiative

Marty Kooistra, former Executive Director of the Housing Development Consortium of Seattle-King County and former Growth Management Policy Board member, briefed the board on the Black Home Initiative, a new regional program that seeks to target the racial inequities in the housing market to increase homeownership among Black residents. Short-term goals for the BHI include creating opportunities for 1500 new low-and-moderate income Black households to own a home in South Seattle, South King County and North Pierce County within the next five years. The Black Home Initiative includes [seven focus areas](#) to address housing production, lending, purchasing and exiting. These focus areas include pre-/post- purchase counseling, purchase supports and tools, credit and lending, housing production, policies and practices, marketing and outreach and sustaining existing owners. PSRC will continue to monitor housing ownership metrics and coordinate with the BHI and Civic Commons. [View video](#) or [presentation](#).

For more information, contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org.

Covenant Homeownership Act

The board was briefed on the work of the state Housing Finance Commission to support access to homeownership and affordable housing through the Covenant Homeownership Act. The Covenant Homeownership Act addresses the role of government institutions in housing-related racial discrimination. To implement the Act, the Housing Finance Commission will oversee a research study prepared by the National Fair Housing Alliance. The new law has two implementation points- a research study to investigate housing discrimination against marginalized communities in Washington States, the impact of the discrimination and potential remedies and a new source of funding from homebuyer assistance. PSRC will

continue to coordinate with the Commission and local jurisdictions during plan updates.

For more information, contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org.

2024 Regional Transit-Oriented Development Committee Work Plan

The board heard from the Regional Transit Oriented Development Committee (RTODC) on their 2023 work and their plans for 2024. Last year, RTODC held four quarterly meetings and a TOD event providing direction on regional planning work, learning from others about promising practices and convening TOD stakeholders for information sharing and networking. RTODC 2024 work plan includes restructuring discussions to increase engagement and interaction among members as well as including a work session at each meeting. The committee will begin implementing the work plan at its next meeting on March 15, 2024. [View presentation](#).

For more information, contact Liz Underwood-Bultmann at Lunderwood-Bultmann@psrc.org.

Regional Safety Plan Draft Scope of Work

The board provided feedback on the draft scope of work outline for PSRC's Regional Safety Plan. Sections of the draft work outline include Overview; Safety and Equity Analyses; Engagement and Collaboration; Strategies, Countermeasures and Actions; and Implementation and Next Steps. PSRC will work with a consultant team to advance the development of the Regional Safety Plan, with a target completion date by Q1 of 2025. [View presentation](#).

For more information, contact Gary Simonson at gsimonson@psrc.org

Next Meeting: February 1, 2024, 10:00 a.m. – 12:00 p.m.

Hybrid Meeting at new office! February 1, 2024, 10:00 a.m. – 12:00 p.m. Hybrid Meeting at new office!

New location: 1201 3rd Avenue, Suite 500, Seattle, 98101

Major Topics for February:

- Equity Advisory Committee Update
- Regional Centers Monitoring Scope of Work



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, December 7, 2023
Hybrid Meeting, PSRC Board Room**

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 a.m. by Mayor Becky Erickson, PSRC President. 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.

COMMUNICATIONS AND PUBLIC COMMENT

There were no written or oral public comments received.

PRESIDENT'S REMARKS

President Becky Erickson acknowledged the following outgoing board members and alternates:

- Lakewood Councilmember Don Anderson
- University Place Mayor Pro Tem Javier Figueroa
- King County Councilmember Jeanne Kolh-Welles
- Seattle Councilmember Andrew Lewis
- King County Councilmember Joe McDermott
- Bothell Councilmember James McNeal
- Seattle Councilmember Alex Pedersen
- Arlington Mayor Barbara Tolbert
- Puyallup Deputy Mayor Ned Witting

COMMITTEE REPORTS

Vice President Dave Somers, Chair, Operations Committee, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated September 30, 2023, through November 13, 2023, in the amount of

\$1,221,512.04. The committee also recommended contract authority for traffic modeling software maintenance and recommended contract authority for a new accounting planning software system.

The committee also reviewed the Draft Supplemental Biennial Budget and Work Program (FY 2024-2025). Since September, the Operations Committee has overseen the development of the draft budget. Starting in January, all PSRC policy boards will be briefed on the draft supplemental budget and can provide comments. In April, the Executive Board is scheduled to recommend the budget for adoption by the General Assembly on May 30, 2024.

CONSENT AGENDA

ACTION: It was moved and seconded (Wahl/Cho) to:

- a. Approve Minutes of Meeting held October 26, 2023**
- b. Approve Vouchers Dated September 30, 2023 through November 13, 2023 in the Amount of \$1,221,512.04**
- c. Approve Contract Authority for Traffic Modeling Software Maintenance**
- d. Approve Contract Authority for New Accounting System/Enterprise Resource Planning Software System**

The motion passed unanimously.

ACTION ITEMS

Recommendations to the 2024 State Legislature

Robin Koskey, PSRC Director of Government Relations & Communications, briefed the board on the draft recommendations to the 2024 State Legislature.

Ms. Koskey reported that staff consulted with the Executive Board, Economic Development Board, Growth Management Policy Board and Transportation Policy Board on 2024 recommendations to the state legislature in September and October.

Staff also briefed the Equity Advisory Committee (EAC) on PSRC's role at the legislature in July and then consulted the committee in October on policy content of the recommendations. She stated that feedback from each of the policy boards and EAC was incorporated into draft recommendations presented for review and approval.

ACTION: It was moved and seconded (Wahl/Wagner) to adopt the proposed recommendations to the 2024 State Legislature.

The motion passed with two abstentions (Meredith and Low).

Equity Advisory Committee: 2024 Cohort Update

Charles Patton, PSRC Program Manager – Equity Policy and Initiatives, briefed the board on the 2024 EAC cohort.

The EAC was officially formed in November of 2021. Over the past two years, the EAC has provided input on numerous PSRC initiatives including the Regional Transportation Plan, Regional Housing Strategy, Regional Equity Strategy and Equity Pilot. At the end of 2023, there were three EAC members who either stepped down or had fulfilled their two-year term commitment. Additionally, there was one vacant seat for a total of four available seats on the EAC.

The EAC includes a proposed roster of 20 members, representing a range of experiences and expertise related to equity issues. The four new cohort members include one from Kitsap County, two from Pierce County and one from Snohomish County.

ACTION: It was moved and seconded (Balducci/Wahl) to approve the proposed roster for the Equity Advisory Committee.

The motion passed unanimously.

DISCUSSION ITEM

2023 Housing Monitoring Report

Eric Clute, PSRC Associate Planner, briefed the board on the 2023 Housing Monitoring Report. As directed by the Regional Housing Strategy, the Housing Monitoring Report includes data and case studies to track the strategy's implementation and identify gaps and opportunities for future work.

The strategy calls for PSRC to track performance and outcomes over time and identify challenges or barriers in consultation with jurisdictions and other stakeholders. Performance measures support the housing goal in VISION 2050 to meet the region's housing and affordability needs. Monitoring provides a snapshot of key housing measures in the region and captures long-term trends. It helps focus regional housing assistance and local work, with an emphasis on eliminating racial disparities in access to housing.

The 2023 Housing Monitoring Report follows the 2022 Housing Monitoring Report and the 2021 Regional Housing Needs Assessment. PSRC will continue to review these measures annually and periodically, depending on data type and source. PSRC will publish an annual update on housing data monitoring, and the 2023 Housing Monitoring Report is available.

EXECUTIVE SESSION

Executive Session to Review the Performance of the Executive Director

At 11:14 a.m. President Becky Erickson announced that the board would adjourn to an Executive Session for 20 minutes to discuss the Executive Director's annual performance evaluation. President Erickson reconvened the board meeting at 11:35 a.m.

ACTION: It was moved and seconded (Somers/Wahl) to approve a merit increase for the Executive Director of six percent (6%).

The motion passed unanimously.

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, January 25, 2024, from 10:00 – 12:00 AM.

ADJOURN

The meeting adjourned at 11:43 AM.

Adopted this 25th day of January 2024.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:
Executive Board Attendance, December 7, 2023

Executive Board Meeting - December 7, 2023

<i>Members and Alternates that participated for all or part of the meeting included:</i>		Present
King County	EXC Dow Constantine	
	CM Claudia Balducci	1
	CM Joe McDermott Alt (OUTGOING)	1
	CM Jeanne Kohl-Welles Alt (OUTGOING)	
Seattle	MYR Bruce Harrell	
	CM Andrew Lewis (OUTGOING)	
	CM Tammy Morales	
	CM Dan Strauss	
	CM Teresa Mosqueda Alt	
Bellevue	MYR Lynne Robinson	
	DPT MYR Jared Nieuwenhuis Alt	
Federal Way	MYR Jim Ferrell	1
	Vacant Alt	
Kent	MYR Dana Ralph	1
	CM Toni Troutner Alt	
Kirkland	MYR Penny Sweet	1
	DP MYR Jay Arnold Alt	
Renton	MYR Armondo Pavone	1
	CM James Alberson, Jr. Alt	
Redmond	MYR Angela Birney	1
	CM Jessica Forsythe Alt	
Auburn	MYR Nancy Backus	
	CM Larry Brown Alt	1
Other Cities/Towns in King County	CM Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	1
	CM James McNeal, Bothell (OUTGOING)	
	MYR Mary Lou Pauly, Issaquah Alt	
	MYR Jan Molinaro, Enumclaw Alt	1
Kitsap County	MYR Rob McFarland, North Bend Alt	
	COM Charlotte Garrido	1
Bremerton	COMM Katie Walters Alt	
	MYR Greg Wheeler	
Port Orchard	CM Jeff Coughlin Alt	1
	MYR Rob Putaansuu	
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Becky Erickson, Poulsbo	1
Pierce County	CM Joe Deets, Bainbridge Island Alt	1
	EXC Bruce Dammeier	1
Tacoma	CM Ryan Mello	1
	CM Dave Morell Alt	
Lakewood	DP MYR Krstina Walker	1
	CM Keith Blocker Alt	
Other Cities/Towns in Pierce County	CM Don Anderson (OUTGOING)	
	CM Linda Farmer	
Snohomish County	MYR Joshua Penner, Orting	
	CM Dennis King, Puyallup Alt	
Everett	EXC Dave Somers	1
	CM Sam Low	1
Other Cities/Towns in Snohomish County	CM Jared Mead Alt	
	MYR Cassie Franklin	
Port of Bremerton	CM Don Schwab Alt	
	MYR Barbara Tolbert (OUTGOING)	1
Port of Everett	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Mason Thompson, Bothell Alt	1
Port of Seattle	COM Axel Strakeljahn	1
	COM Gary Anderson Alt	
Port of Tacoma	COM David Simpson	
	COM Glen Bachman Alt	1
Washington State Department of Transportation	COMM Sam Cho	1
	COMM Toshiko Hasegawa Alt	
Washington State Transportation Commission	COM Dick Marzano	
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Roger Millar	
	Julie Meredith Alt	1
Washington State Transportation Commission	COMM Nicole Grant	1
	COMM Jim Restucci Alt	



Puget Sound Regional Council

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated November 15, 2023, through January 12, 2024, in the Amount of \$2,099,061.87**

IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee’s review, the Executive Board approves the vouchers.

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
11/20/23 - 12/29/23	AP Vouchers	\$ 572,122.90
11/30/23 - 01/12/24	Payroll	\$ 1,526,938.97
		\$ 2,099,061.87

For additional information, please contact Andrew Werfelmann, Budget Manager, at awerfelmann@psrc.org or 206-971-3292.



Puget Sound Regional Council

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: Approve Additional Contract Authority for Records Digitization

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to increase existing contract authority for document imaging services. An additional \$20,000 is needed to contract with one or more vendors for an amount not to exceed \$35,000.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to increase contract authority from \$15,000 to \$35,000 for document imaging services.

BUDGET IMPACT

The adopted Biennial Budget and Work Program includes sufficient funds within the budget for this project.

DISCUSSION

On September 21, 2023, the Executive Board authorized staff to enter into a contract with one or more vendors to image existing documents in an amount not to exceed \$15,000. After working through PSRC's documents this fall, staff determined the volume of documents contained in PSRC's Information Center and within its planning department that needed to be scanned was greater than the anticipated amount. In addition, some of the files are in a format that is more expensive to scan than simple paper files, such as maps and photographs.

Staff have worked to minimize the number of physical documents needed to be moved to the new office while ensuring access by staff, member jurisdictions, and the public to documents still of value. For example, the Transportation Planning Division staff need access to a host of physical documents related to Transportation Improvement Program (or "TIP"), including jurisdictions' applications, correspondence, and other related documents. While the TIP files are now fully electronic there is still a need to access these older paper records. Fully digitizing the TIP files will save PSRC and member jurisdiction staff time by providing more effective and efficient access to information.

For additional information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at nbgrennan@psrc.org or 206-464-7527.



Puget Sound Regional Council

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: Approve Additional Contract Authority for Furniture Purchase

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to increase existing contract authority to purchase furniture for PSRC's new office. An additional \$50,000 is needed to contract with one or more vendors for an amount not to exceed \$461,000.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to increase contract authority from \$411,000 to \$461,000 to purchase new office furniture.

BUDGET IMPACT

The adopted Biennial Budget and Work Program includes sufficient funds within the budget for the down payment that will be needed to secure the purchase of new furniture needed in the new office space. The remainder of the expenditure will be reflected in the biennial budget and work program proposal for Fiscal Years 2024-2025.

DISCUSSION

At its meeting July 28, 2022, the Executive board authorized the Executive Director to execute a lease for new office space at 1201 Third Avenue in downtown Seattle, effective January 1, 2024. In October 2022, the Executive Board approved contract authority for furniture of \$411,000. To date, PSRC has spent \$407,000.

In December 2023, PSRC contracted with a vendor to clean existing chairs that were

reupholstered in 2012. Due to the age of the chairs and long-term heavy use, cleaning efforts did not produce a satisfactory result. The authorization of additional contract authority would allow PSRC to replace chairs that are at the end of their useful life.

Pursuant to [Chapter 39.34 RCW](#), PSRC will piggyback on the State of Washington's Master Contracts for office furniture. Utilizing the cooperative purchasing statute will allow PSRC to benefit from the State's competitive process and pricing. It will also save time and the expense of conducting an independent request for proposal.

For more information, please contact Lili Mayer, Finance Manager, at lmayer@psrc.org or 206-971-3268 or Nancy Buonanno Grennan, Deputy Executive Director, at nbgrennan@psrc.org or 206-464-7527.



Puget Sound Regional Council

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: Approve Budget Amendment and Contract Authority for Subrecipient Agreements and Consultant Contracts to Implement Safe Streets for All Safety Grant Round 2

IN BRIEF

PSRC has prepared this routine budget amendment to incorporate new revenue sources and associated expenses identified since the budget was amended in September 2023.

In addition, authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize execution of the grant agreement as well as one or more new contracts and agreements for planning services for US Department of Transportation (USDOT) funded work to develop regional and local safety plans as part of the Safe Streets and Roads for All Discretionary Grant Opportunity.

RECOMMENDED ACTIONS

1. Recommend the Executive Board approve the proposed budget amendment to increase the budget by \$2,870,000.
2. Authorize the Executive Director to enter into one or more contracts for regional and local safety planning consulting services for *Safe Streets and Roads for All Discretionary Grant Opportunity Round 2*, not to exceed \$300,500.
3. Authorize the Executive Director to enter into subrecipient agreements with partner agencies for the development of local safety plans, not to exceed

\$2,370,000. Partner agencies will provide an additional match of \$592,500 for this program.

4. Authorize the Executive Director to execute all associated grant agreements with the US Department of Transportation.

BUDGET IMPACT

The proposed work program amendment would increase the adopted supplemental Biennial Budget and Work Program (FY 2024-2025) by \$2,870,000 from \$44,837,000 to \$47,707,000 to reflect the additional revenues and work program associated with the Safe Streets and Roads for All Discretionary Grant. PSRC will be providing matching funds in the amount of \$125,500 towards this project.

DISCUSSION

Adopted in May 2023, the Regional Transportation Plan update called for the development of a Regional Safety Plan, including actions, targets, and performance indicators, with updates provided and progress tracked through an annual regional safety report.

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Road for All (SS4A) discretionary program with \$5 billion in appropriated funds over five years. In spring 2023, PSRC reached out to member jurisdictions to determine whether any would be interested in pursuing a consolidated joint application for funding in the second round, Federal Fiscal Year 2023 SS4A Safety Action Plan and Demonstration Project competition. Ten jurisdictions responded that they were interested. PSRC applied for \$500,000 in funding to continue to develop the Regional Safety Plan and to provide administrative support to grant subawards to the cities of Edmonds, Fife, Shoreline, Renton, Bonney Lake, Kirkland, Federal Way, Eatonville, Sultan, and Snohomish County to develop local Safety Action Plans, bringing the total award to \$2,870,000. The local match associated with the nine cities and the county totals \$718,000. PSRC and the jurisdictions' staff will prepare sub-recipient agreements detailing the match, work schedules, and budgets, as well as the federal grant conditions. PSRC will use grant funding to increase PSRC staff capacity to support grant-funded activities for two years, either through new staff or backfilling reassigned staff to ensure capacity to administer the grant, agreements, and provide technical assistance to member jurisdictions.

The jurisdictions' grant awards are as follows:

Designated Grant Recipient or Subrecipient	Grant Component	Total Amount of 2023 SS4A Grant Funds for Grant Component
Puget Sound Regional Council	Grant Administration and Public Engagement	\$500,000
City of Bonney Lake, WA	City of Bonney Lake Safety Action Plan	\$120,000
City of Eatonville, WA	City of Eatonville Safety Action Plan	\$200,000
City of Edmonds, WA	City of Edmonds Safety Action Plan	\$300,000
City of Federal Way, WA	City of Federal Way Safety Action Plan	\$400,000
City of Fife, WA	City of Fife Safety Action Plan	\$160,000
City of Kirkland, WA	City of Kirkland Safety Action Plan	\$240,000
City of Renton, WA	City of Renton Safety Action Plan	\$400,000
City of Shoreline, WA	City of Shoreline Safety Action Plan	\$200,000
City of Sultan, WA	City of Sultan Safety Action Plan	\$100,000
Snohomish County, WA	Snohomish County Safety Action Plan	\$250,000
	Total	\$2,870,000

For more information, please contact Ben Bakkenta at (206) 971-3286 or bbakkenta@psrc.org or Andrew Werfelmann at (206) 688-8220 or awerfelmann@psrc.org.



Puget Sound Regional Council

January 18, 2024

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Adopt 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. At its meeting January 11, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt 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.

ATTACHMENT:
EXHIBIT A

Month: January

Year: 2024

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

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	Other	UPWP 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				
		<hr/>					
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				
		<hr/>					
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				
		<hr/>					
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				
		<hr/>					
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				
		<hr/>					

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

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve 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. At its meeting on January 11, the Transportation Policy Board recommended that the Executive Board authorize changing the status of the projects as requested.

RECOMMENDED ACTION

The Executive Board should 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 have 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.

ATTACHMENT:

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

CONSENT AGENDA

January 18, 2024

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Approve 2025-2026 FTA Funding Allocations

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. No comments were received.

RECOMMENDED ACTION

The Executive Board should 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.

No public comments have been received. At its meeting on January 25, the Executive Board will be asked to take final action.

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		
		\$4,118,332	2025	5337 HIMB	
		\$4,218,528	2026		
		\$986,823	2025		
\$1,010,831	2026	5339			
	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		
		\$251,072	2025	5339	
		\$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 HIMB funds that will operate on HOV lanes.
		\$5,440,927	2026	5337 HIMB	
		\$213,080	2025		
		\$218,264	2026		
		\$730,789	2025	5339	
\$748,569	2026				
	Subtotal	\$12,663,920			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
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
		\$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	\$34,096,784		
Pierce Transit	Shuttle Revenue Vehicles 23-24	\$2,502,767	2023	This project contains funds for Pierce Transit's Shuttle replacement projects scheduled for 2023. The 2023 and 2024 5307 equity funds will provide for the purchase of approximately 10 vehicles to support complementary ADA paratransit service.
		\$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 18, 2024

ACTION ITEM

To: Executive Board
From: Dana Ralph, Chair, Transportation Policy Board
Subject: **Approve 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. Twelve comments were received and are included in Attachment B.

RECOMMENDED ACTION

The Executive Board should 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. At the meeting on January 11, the board reviewed twelve public comments received as well as the staff response and recommended that the Executive Board approve the projects 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	Amount Recommended
Federal Way	BPA Trail	Preliminary Engineering /Design	\$600,000	\$567,491
Kent	Benson Corridor	Planning	\$750,000	\$709,364
Pierce Transit	Equitable Bus Shelter Program	Construction	\$1,000,000	\$945,819
Seattle	Beacon Ave S	Preliminary Engineering /Design	\$865,000	\$818,133
Snohomish Co.	Center Rd (Revised Application)	Preliminary Engineering /Design	\$485,000	\$458,722
Tacoma	S 38th & S Cedar Sts	Construction	\$1,000,000	\$945,819
Tulalip Tribes	Marine Drive / Hermosa Heights Safety Improvements	Construction	\$654,283	\$618,833
WSDOT	SR 99	Planning	\$1,000,000	\$945,819
TOTAL:*			\$6,354,283	\$6,010,000

* The EAC recommended all eight projects be funded; as such staff reached out to sponsors who agreed to take proportional reductions in their request to pare back to the amount of available funding.

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 bid 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 politicians 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 18, 2024

ACTION ITEM

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve 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.

Over the last five months, the Transportation Policy Board discussed potential improvements to the 2024 project selection process, focused on the specific emphasis areas of safety, climate and equity. At their January 11 meeting, the Transportation Policy Board took action on a final recommendation on the suite of improvements to be incorporated into the *2024 Policy Framework for PSRC's Federal Funds*.

RECOMMENDED ACTION

The Executive Board should approve 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 five months the Transportation Policy Board reviewed how these policy focus areas are currently addressed and discussed various options for improvements to the 2024 project selection process. Information was provided to support these discussions, including background on the project evaluation criteria, information on the projects funded in the last cycle, and administrative details of the project selection process.

Specifically, the Transportation Policy Board reviewed and discussed potential revisions related to safety, climate and equity including options for both criteria and scoring changes. The following summarizes in greater detail the suite of potential improvements ultimately recommended for the 2024 project selection process. The recommended scoring framework is included in Attachment B.

Safety

1. Update the scoring values for safety in the project evaluation criteria.
2. Update the safety criterion & language to more concretely tie to the [Safe System Approach](#) and [FHWA proven safety countermeasures](#).
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. The specific language recommended to be included in the 2024 application is 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.”

Climate

PSRC uses a project-level emissions estimation tool 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.

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. In addition, 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.

The Transportation Policy Board considered increasing the point values for the Air Quality / Climate criterion. However, since this criterion is already more heavily weighted (currently 20-50 points depending on the funding source), and since the impact from this option would reduce the points allocated to the Centers criterion, this

option was not advanced. In addition, the Transportation Policy Board considered prohibiting from the competition projects adding general purpose capacity expansion on limited access highways. The board felt further evaluation was needed on this proposal before advancing, and directed staff to continue researching the impacts and nuances from this topic for future consideration.

Equity

The Equity Advisory Committee (EAC) finalized recommendations on the Equity Pilot and improvements to the equity criterion, which 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. The Transportation Policy Board recommended approval of these changes, which are summarized in Attachment C.

Additional Policy Framework Revisions

The Regional Project Evaluation Committee (RPEC) recommended improvements to the adopted Project Tracking policies and procedures, to continue supporting the region's delivery of federal funds and achieving the annual FHWA delivery target. The Transportation Policy Board recommended approval of these revisions, which are included in Attachment A.

The Transportation Policy Board also considered setting a threshold for funding projects only above a certain total score, since the final scores and rankings reflect how well each project meets each of the project evaluation criteria and regional policies. This proposal was not advanced, but the board directed staff to continue working with RPEC on options and administrative procedures to present to the board later in 2024.

At the January 25, 2024 meeting, the Executive Board will review the Transportation Policy Board recommendations 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 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. Summary of the 2024 Policy Framework for PSRC's Federal Funds
- B. Recommended Scoring Framework
- C. EAC Equity Pilot Recommendations

Attachment A: Policy Framework for PSRC's Federal Funds

- 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

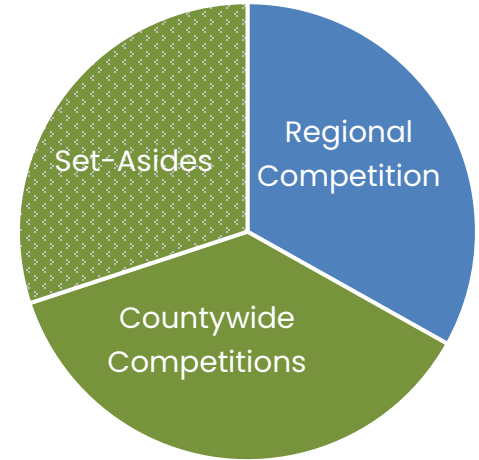
Funding Distributions

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



Administrative Details – FHWA Competitions

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*



2024 Project Tracking Revisions

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:

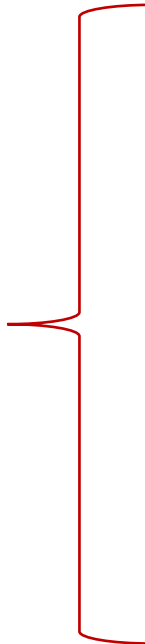
3. Award increased federal shares before contingency projects
4. Adjust process timeline to accommodate more June 1 deadlines



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



Updates
recommended by the
Transportation Policy
Board



Attachment B: Recommended Scoring Framework

Surface Transportation Block Grant Program Funding (STP)

CRITERIA	STP Point Values Current Process	STP Point Values Recommended: Safety and Equity Increased	Staff notes
Development of Centers	30	28	To increase the point values in Safety and Equity, point reductions must come from these two criteria.
Circulation, Mobility and Accessibility	27	24	
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	
Safety	8	16	The board recommendation doubles the points for Safety; the EAC also recommended increases points for safety, to allow for a greater differentiation among projects.
Air Quality / Climate Change	20	20	
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	

Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)

CRITERIA	CMAQ Point Values Current Process	CMAQ Point Values Recommended: Safety and Equity Increased	Staff notes
Development of Centers	15	13	<p>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.</p>
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	

Attachment C

Summary of Equity Pilot Pathways and Improvements

1. Updating existing structure (Pathway 1)

- Update criteria
- Update guidance
- Increase equity criterion point values

2. Equity woven throughout all criteria (Pathway 2)

- Same criteria updates
- Same guidance updates
- Equity incorporated throughout

Equity Pilot Framework – Pathway 1

1. Updating existing structure

- Update criteria and guidance – Circulation, mobility & accessibility:
 - Address transit improvements for all services and times of day, not just commuter lines and periods
 - Is there a way to incorporate **resilience of the system** into the criterion?
 - Emphasize access to **opportunities and destinations**
 - Connect to existing PSRC resources such as the new **Housing Opportunities by Place (HOP)** typology



Equity Pilot Framework – Pathway 1

- Update criteria and guidance – **Equity:**
 - Assist sponsors in identifying the most marginalized communities impacted / improved by the project
 - Start with PSRC’s 6 **equity focus population areas (EFAs)**, support identification and understanding of data
 - Incorporate the **intersection of two or more EFAs** in the project area (e.g., in an area of higher percentages of both people of color and people with low incomes)
 - Include other datasets on disparities – e.g., WA Environmental Health Disparities map, Coordinated Mobility Plan
 - Improve assessment of addressing impacts and providing benefits
 - **Provide best practices and examples**



Equity Pilot Framework – Pathway 1

- Update criteria and guidance – Equity:
 - Address under Community Outreach and Engagement:
 - Provide **best practices and examples**, setting expectations
 - **Compensation, language, partnership practices** included in the project / agency outreach to the extent feasible
 - Include the variety of outreach strategies that could / should be conducted
 - Increase **point values** for this subsection



Equity Pilot Framework – Pathway 1

- Update criteria and guidance – Equity:
 - Address the quality of Displacement policies
 - Connect to **Housing Opportunities by Place (HOP)** resources
 - Provide improved guidance and examples



Equity Pilot Framework – Pathway 2

1. Equity woven throughout all criteria

- Include the same criteria and guidance updates
- Identify equity populations **upfront, before all criteria**
- Include **addressing impacts / benefits to EFA populations within all applicable criteria**
 - Additional questions related to **access to jobs** and **improved safety**, specifically for **Equity Focus Areas (EFAs)**
- Equity criterion becomes Community Outreach and Displacement
 - Identification and impacts questions now throughout all criteria





Puget Sound Regional Council

DISCUSSION ITEM

January 18, 2024

TO: Executive Board
FROM: Josh Brown, Executive Director
SUBJECT: **Equity Advisory Committee Update**

IN BRIEF

Equity is a key policy area in [VISION 2050](#), the region's long-range plan for growth. A new action in the draft VISION 2050 plan (RC-Action-3) directs PSRC to develop a regional equity strategy, which is intended to make equity central to PSRC's work and to support the 2024 local comprehensive plan updates.

PSRC staff and the [Equity Advisory Committee](#) (EAC) have made progress on regional equity work, including co-creating elements of the [Regional Equity Strategy](#), which will provide guidance to help members work in a coordinated manner towards the region's goal of providing an exceptional quality of life and opportunity for all. During the upcoming Executive Board meeting, staff will share the progress the committee has made co-creating various resources within the Regional Equity Strategy.

Additionally, since January of 2023, the Equity Advisory Committee (EAC) has worked with PSRC staff to review PSRC's current project selection process as it relates to equity, to ultimately develop an equity pilot program to distribute approximately \$6 million of PSRC's 2025-2026 Federal Highway Administration (FHWA) funds. The EAC also developed recommendations for potential further equity improvements in future PSRC project selection processes. During the upcoming Executive Board meeting, the co-chairs of the EAC will also share the progress the committee has made designing the Equity Pilot and developing recommendations for the board.

DISCUSSION

Regional Equity Strategy

Based on feedback from PSRC boards and committees as well as various stakeholders from around the region, staff worked with the Equity Advisory Committee to co-create the Regional Equity Strategy. The strategy includes components such as:

Community Engagement

- Equity Advisory Committee
- Anti-Displacement Organizations Report
- Equitable Engagement Guidance

Capacity Building

- Learning Opportunities
- Prioritizing Equity
- Inclusive Procurement
- Hiring and Retention

Best Practices

- Equity Planning Resources
- Racial Equity Impact Assessment

Data and Research

- Equity Tracker
- Legacy of Structural Racism Interactive Report
- Data & Analysis

In anticipation of upcoming comprehensive plan updates, staff engaged with the EAC on the resources most relevant to this process: Equity Tracker, Legacy of Structural Racism Interactive Report, Anti-Displacement Organizations Report, Equitable Engagement Guidance, Equity Planning Resources, and Racial Equity Impact Assessment. The EAC co-chairs will share an update on the progress the committee has made co-creating these resources with PSRC staff.

Equity Pilot

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

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

There are four phases for this program. Phase one was focused on education and included a series of meetings during the first quarter that helped EAC members understand the nuances of the project selection process. These meetings explored

PSRCs current project selection process and how other Metropolitan Planning Organizations (MPOs) across the country have incorporated equity into their processes. The EAC also engaged in a simulation exercise where members evaluated transportation projects from 2022.

Phase two focused on designing the Pilot. During this phase, the EAC proposed ideas about the structure of the Equity Pilot Program. Additionally, from June to August, a few members of the EAC joined staff meetings to implement the suggestions shared by the committee and design the Equity Pilot. During phase three staff released the pilot, conducted the pilot, and reviewed which projects were recommended with the EAC.

The EAC ended the year with phase four, reviewing the outcomes of the pilot program, discussing what went well and sharing recommendations for the next full project selection process, based on their experience designing the Equity Pilot. In January, the board will review the EACs recommendations for how project selection should be improved and then adopt the framework that will shape the project selection process moving forward.

Next Steps

The next meeting of the Equity Advisory Committee will be held on February 1, 2024. During this meeting, members will receive an update on 2024 Project Selection process. Members will also hear overviews of the 2023 Housing Monitoring Report and the engagement plan for the Regional Safety Plan.

Lead Staff

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at cpatton@psrc.org.



Puget Sound Regional Council

INFORMATION ITEM

January 25, 2024

To: Executive Board

From: Andrew Werfelmann, Budget Manager

Subject: **Draft Supplemental Biennial Budget and Work Program (FY2024-2025)**

IN BRIEF

At its January meeting, the Executive 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.

Newly Elected Officials Workshop



Working Together: Regional Connections for Local Leaders will set the context for local and regional planning activities and help you discover resources for your new role.

The Workshop will include:

- Exploration of local trends and opportunities for regional collaboration
- Small group discussions on issues facing your community
- Networking lunch with new and veteran peer local elected officials

Date: **Friday, March 1**
Time: **9am-1:30pm**
Location: **PSRC Office**
1201 3rd Ave, Suite 500,
Seattle, WA 98101

[Register Here](#)





Puget Sound Regional Council

INFORMATION ITEM

November 30, 2023

To: Executive Board

From: Josh Brown, Executive Director

Subject: 2024 Executive Board and Operations Committee Meeting Schedule

The Executive Board and Operations Committee meet on the **fourth Thursday of every month**. Unless noted, Operations Committee meetings are held from 9:00-9:50 AM and the Executive Board from 10:00 AM - 12:00 PM. Meeting dates and times are subject to change. Members will be notified if a meeting is changed or canceled.

January 25

February 22

March 28

April 25

May 30 – PSRC General Assembly, 9:30 AM - 1:00 PM, location TBD

June 27

July 25

August – No meeting

September 26

October 24

November – No meeting

December 5 – Early meeting date

Questions can be directed to Sheila Rogers at (206) 464-5815 or srogers@psrc.org. For additional board information, visit PSRC's website at <https://www.psrc.org/calendar>.