



## Puget Sound Regional Council

# Executive Board

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

**Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101**

### Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 899 0643 9680, Passcode: 152239

### Attend

- The public can attend meetings at [PSRC's offices](#).
- 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 outside of 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](mailto:srogers@psrc.org) by 8:00 a.m., the day of the meeting. Comments will be shared with board members.

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

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- 1. Call to Order (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**
  - Operations Committee – Executive Dave Somers, Vice President*
- 6. Consent Agenda - Action Items (10:20)**
  - Approve Minutes of Meeting held June 27, 2024
  - Approve Vouchers Dated June 14, 2024, through July 2, 2024, in the Amount of \$1,121,273.32

- c. Approve Budget Amendment for National Association of Regional Councils (NARC) Conference Work
- d. Approve PSRC FY 2025 Indirect Cost Rate
- e. Approve Contract Authority for Consultant Services to Update Regional Transportation Plan Project Consistency Measures
- f. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
- g. Approve the 2024 Annual Adjustment of PSRC's Federal Transit Administration (FTA) Funds

**7. Action Item (10:25)**

- a. Approve Projects for PSRC's 2027-2028 Federal Highway Administration and Federal Transit Administration Funds– *Jennifer Barnes, Doug Cox and Charles Patton, PSRC*

**8. Discussion Item (11:05)**

- a. Equity Advisory Committee Update – *Debbie Lacy and Maria Fergus, Co-Chairs*

**9. Executive Session (11:25)**

- a. Executive Session Held Pursuant to RCW 42.30.110(1)(g) to Review the Performance of a Public Employee

**10. Other Business**

**11. Next Meeting: NO MEETING IN AUGUST**

Thursday, September 26, 2024, 10:00 a.m. – 12:00 p.m.

**12. 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](mailto: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>.



July 11, 2024

### **Recommend Approval of the 2024 Annual Adjustment of PSRC’s Federal Transit Administration (FTA) Funds**

The board reviewed the projects submitted as part of the 2024 annual adjustments of PSRC’s FTA funds. In June, PSRC’s Transit Operators Committee unanimously recommended the project adjustments, including the submittals for equity formula funding. The Transportation Policy Board recommended the Executive Board approve the final adjustments to PSRC’s 2024 FTA Funds. [View video](#) and [presentation](#).

For additional information, please contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206- 971-3601.

### **Recommend Approval of Projects for PSRC’s 2027-2028 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Funds**

Every two years, a project selection process is conducted to distribute FHWA and FTA funds via a competitive process detailed in the Policy Framework for PSRC’s Federal Funds. Between February and June 2024, the project selection process was conducted to distribute \$639 million of PSRC’s 2027-2028 federal funds and \$63 million of 2025-2026 FHWA funds. Staff reviewed the recommended projects and provided observations on the process in light of the significant changes adopted as part of the Policy Framework in January. The Transportation Policy Board recommended the Executive Board approve the projects recommended for PSRC’s FHWA and FTA funds, including a contingency list of projects should additional funds become available prior to the next process. [View presentation](#).

For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601 or Jennifer Barnes at [jbarnes@psrc.org](mailto:jbarnes@psrc.org) or 206-389-2876.

## **Coordinated Mobility Planning**

The board was briefed on the work to develop PSRC's next Coordinated Mobility Plan. The Coordinated Mobility plan is a component of the Regional Transportation Plan (RTP) and serves as the comprehensive strategy to address transportation challenges experienced by people with accessibility and mobility needs, including older adults, youth, people with low incomes, people with disabilities and people with limited English proficiency (LEP). The plan is updated every four years, and staff reviewed with the board the current work to develop the next plan including an updated inventory of programs. Upcoming outreach efforts were also described, including engaging with communities directly through surveys, outreach meetings led by community-based organizations and mobility coalitions and working with PSRC's Special Needs Transportation Committee. [View presentation.](#)

For more information, please contact Jean Kim, Senior Planner, at [jkim@psrc.org](mailto:jkim@psrc.org) or 206-971-3052.



# Puget Sound Regional Council

## **MINUTES**

**Puget Sound Regional Council Executive Board  
Thursday, June 27, 2024  
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. Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

There were no public comments received.

### **PRESIDENT'S REMARKS**

PSRC President Becky Erickson thanked members for attending the annual meeting on May 30th, noting that it was a great turnout.

She informed the board that she and Snohomish County Executive Dave Somers were re-elected for another term as President and Vice-President, respectively. She reported that during the meeting, the General Assembly adopted the 2024-2025 Biennial Budget and Work Program. The assembly also honored Representative Rick Larsen with PSRC's President's Award in recognition of his outstanding leadership in securing federal transportation investments, which have been instrumental in enhancing infrastructure and connectivity across the region, followed by Executive Director Josh Brown who delivered an insightful presentation on safety, highlighting key initiatives and strategic measures aimed at improving community safety and well-being. She stated that "the session underscored our collective commitment to advancing the region's growth and development."

President Erickson reminded the board that there has not been a market-based review of PSRC's Executive Director's salary since 2014. She reported that she has directed staff to work with PSRC's HR consultant to perform this review, and the results will be presented at the board's July meeting.

## COMMITTEE REPORTS

PSRC Vice President and Chair of the Operations Committee, Executive Dave Somers, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated April 15, 2024, through June 10, 2024, totaling \$2,402,530.61. The committee also recommended approval of the following contracts:

1. Consultant services for a federal policy and grant consultant
2. Ongoing audio-visual systems maintenance
3. Consultant services for public engagement on the Regional Transportation Plan

Additionally, the committee met new PSRC staff members and received a final update on PSRC's moving expenses, which came slightly below the original estimates.

## CONSENT AGENDA

### **ACTION: It was moved and seconded (Wahl/Simpson) to:**

- a. Approve Minutes of Meeting held April 25, 2024
- b. Approve Vouchers Dated April 15, 2024, through June 10, 2024, in the Amount of \$2,402,530.61
- c. Approve Contract Authority for Consultant Services for a Federal Policy and Grant Consultant
- d. Approve Contract Authority for Ongoing Audio-Visual Systems Maintenance
- e. Approve Contract Authority for Consultant Services for Regional Transportation Plan Public Engagement
- f. Adopt Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

**The motion passed unanimously.**

## DISCUSSION ITEMS

### **Development of the Regional Safety Action Plan**

Gary Simonson, PSRC Senior Planner, along with Craig Helmann, PSRC Director of Data, and Veronica Sullivan, a consultant from DKS, briefed the board on the development of the Regional Safety Action Plan.

Development of PSRC's first Regional Safety Action Plan is underway, funded through the USDOT Safe Streets and Roads for All (SS4A) Grant Program. Staff has been engaging with the Transportation Policy Board and the Executive Board regarding the scope of work and planned outreach and engagement opportunities.

The board was briefed on the results of the initial research and data collection efforts and provided feedback on the next steps.

The board heard information on the first set of tasks for the Regional Safety Action Plan. This included preliminary information on current regional trends and a discussion of how the data would be further analyzed and used in the development of the plan. Ultimately, a State of the Region report will be developed and released prior to the completion of the full plan, and the data will become available to jurisdictions for their use at the local level. Information was also provided on the state of the practice, both regionally and nationally, including a review of local safety plans and policies, and a summary of feedback gathered from agency partners on the types of safety strategies being deployed around the region.

The plan is scheduled to be adopted in spring of 2025.

### **PSRC Equity Tracker**

Brian Lee, PSRC Program Manager of Data Solutions & Research, along with Mary Richards, PSRC Associate Planner briefed the board on PSRC's Equity Tracker.

PSRC is developing an Equity Tracker centered on VISION 2050 to measure community wellbeing and track equity-related goals. This tool holds PSRC and others accountable in striving for a region where race does not predict life outcomes. Complementing existing PSRC data and equity resources, the Equity Tracker supports agency work programs and integrates equity into regional plans and strategies. It is a key part of the Regional Equity Strategy, enhancing PSRC's support for members and stakeholders in their equity efforts. The Equity Tracker is being developed iteratively, starting with initial priorities and planning to add more features in future versions.

Staff have been engaging with the Equity Advisory Committee (EAC) about the Equity Tracker project since 2022. Version one of the Equity Tracker site is publicly available. Staff will continue to make refinements and add updates.

### **Comprehensive Plan Review Work Plan and Approach**

Maggie Moore, PSRC Senior Planner, briefed the board and sought feedback on the process for reviewing and certifying 2024 comprehensive plan updates at the end of 2024 and into 2025.

In the Puget Sound region, local governments and the PSRC are updating their comprehensive plans to guide community development and address regional issues. The plans, which cover a 20-year period, aim to create a shared vision and address growth in a way that reflects community input. PSRC is responsible for reviewing and certifying these plans to ensure they align with regional policies and state law. Local comprehensive plans are evaluated for consistency with VISION 2050 and the Regional Transportation Plan. PSRC staff provides feedback during the drafting process and later conducts a review after the plan is adopted. Then, certification recommendations are made by the Growth Management Board and Transportation Policy Board before the Executive Board makes the final decision.

Certification signifies the completion of the update process and allows communities to access federal transportation funds. Although PSRC aims to support communities through the certification process, it can raise complex policy questions. The recent meeting with the Growth Management Policy Board sought to address these issues. The next update on the plan review process, including early findings from draft plans and a discussion on certification, will be provided to the Executive Board at an upcoming meeting. This will be an opportunity for the board to ask questions and raise any potential certification issues.

## **INFORMATION ITEMS**

The agenda packet included the following information items:

- a. Project Selection: Equity Pilot
- b. Toolbox Series – Commercial to Housing Conversion: Unlocking Residential Potential in Our Region’s Commercial District: August 2, 2024, 10:00 – 11:30 a.m.

## **OTHER BUSINESS**

There was no other business brought before the board.

## **NEXT MEETING**

The next meeting will be on Thursday, July 25, 2024, from 10:00 a.m. – 12:00 p.m.

## **ADJOURN**

The meeting was adjourned at 11:58 a.m.

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Adopted this 25<sup>th</sup> day of July 2024.

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Mayor Becky Erickson, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

## **ATTACHMENT:**

- A. Executive Board Attendance, June 27, 2024



**Executive Board Meeting - June 27, 2024**

<i>Members and Alternates that participated for all or part of the meeting included:</i>		Present
<b>King County</b>	EXC Dow Constantine	1
	CM Claudia Balducci	1
	<b>Vacant Alt</b>	
	<b>Vacant Alt</b>	
Seattle	MYR Bruce Harrell	
	CM Robert Kettle	1
	CM Rob Saka	
	CM Sara Nelson	
	CM Tammy Morales Alt	
	CM Dan Strauss Alt	
Bellevue	MYR Lynne Robinson	1
	CM Janice Zahn Alt	
Federal Way	MYR Jim Ferrell	
Kent	<b>Vacant Alt</b>	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	
	MYR Kelli Curtis	
Renton	DP MYR Jay Arnold Alt	
	MYR Armondo Pavone	1
Redmond	CM James Alberson, Jr. Alt	1
	MYR Angela Birnev	1
Auburn	CM Vanessa Kritzer Alt	
	MYR Nancy Backus	1
Other Cities/Towns in King County	DP MYR Larry Brown Alt	
	MYR Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	
	MYR Jan Molinaro, Enumclaw	1
	MYR Mary Lou Pauly, Issaquah Alt	
Kitsap County	MYR Mason Thompson, Bothell Alt	
	MYR Thomas McLeod, Tukwila Alt	
Bremerton	COMM Charlotte Garrido	1
	COMM Katie Walters Alt	
Port Orchard	MYR Greg Wheeler	1
	CM Jennifer Chamberlin Alt	
Other Cities/Towns in Kitsap County	MYR Rob Putaansuu	1
	CM Jay Rosapepe Alt	
Pierce County	MYR Becky Erickson, Poulsbo	1
	MYR Joe Deets, Bainbridge Island Alt	1
	EXC Bruce Dammeier	1
Tacoma	CM Ryan Mello	1
	CM Dave Morell Alt	
Lakewood	CM Krstina Walker	1
	MYR Victoria Woodards Alt	
Other Cities/Towns in Pierce County	CM Ryan Pearson	
	MYR Jason Whalen Alt	
Snohomish County	MYR Joshua Penner, Orting	1
	DP MYR Dennis King, Puyallup Alt	
	EXC Dave Somers	1
Everett	CM Sam Low	1
	CM Jared Mead Alt	
Other Cities/Towns in Snohomish County	MYR Cassie Franklin	1
	CM Scott Bader Alt	
	MYR Jon Nehring, Marysville	1
Port of Bremerton	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Mason Thompson, Bothell Alt	
Port of Everett	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
Port of Seattle	COMM David Simpson	1
	COMM Glen Bachman Alt	
Port of Tacoma	COMM Hamdi Mohamed	
	COMM Toshiko Hasegawa Alt	
Washington State Department of Transportation	COMM John McCarthy	1
	COMM Kristin Ang Alt	
Washington State Transportation Commission	Secretary Roger Millar	
	Julie Meredith Alt	1
	COMM Nicole Grant	
	COMM Jim Restucci Alt	



## Puget Sound Regional Council

July 18, 2024

### CONSENT AGENDA

**To:** Executive Board

**From:** Executive Dave Somers, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated June 14, 2024, through July 2, 2024, in the Amount of \$1,121,273.32**

### 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>
06/17/24 - 07/02/24	AP Vouchers	\$ 355,366.25
06/14/24 -06/28/24	Payroll	\$ 765,907.07
		<b>\$ 1,121,273.32</b>

For additional information, please contact Andrew Werfelmann, Budget Manager, at [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org) or 206-971-3292.



## Puget Sound Regional Council

July 18, 2024

### CONSENT AGENDA

**To:** Executive Board

**From:** Executive Dave Somers, Chair, Operations Committee

**Subject:** **Approve Budget Amendment for National Association of Regional Councils (NARC) Conference Work**

### IN BRIEF

The National Association of Regional Councils (NARC) has chosen the Puget Sound Regional Council (PSRC) as the host of its next annual conference to be held in June 2025 in Seattle. PSRC staff will work with NARC staff to develop and coordinate the event. The conference will provide an opportunity to showcase the region and the collaborative work of PSRC and our members. To reflect the change in the work program, an amendment is needed to PSRC's biennial budget and work program.

### RECOMMENDED ACTION

The Executive Board should approve the following amendment to PSRC's biennial budget and work program, Council support (Task 500), subtask #9 as follows:

9. Participate in the National Association of Regional Councils (NARC). Collaborate with NARC staff on developing and hosting NARC's 2025 annual conference to highlight and advance regional priorities.

### BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2024-2025 includes sufficient funding for the addition to work program.

## DISCUSSION

PSRC staff have been active participants in NARC since 2018. NARC sponsors an annual conference that brings together representatives of councils of government and metropolitan planning organizations, including elected leaders and staff, to share best practices and learn about relevant issues. Held annually in June, it is the largest national event focusing on promoting effective regional cooperation and solutions. The most recent conference hosted by the Atlanta Regional Commission had over 200 participants from across the United States. As part of the conference, participants had an opportunity to tour different parts of the Atlanta region and learn about priorities and challenges.

NARC has chosen PSRC as its next partner to host NARC's 59<sup>th</sup> Annual conference. To reflect the work that will be needed to ensure the event is a success, staff are looking to add to the biennial work program a specific task of collaborating on developing and hosting NARC's 2025 annual conference to highlight and advance regional priorities.

PSRC's two-year budget and work program runs from July 1, 2023, through June 30, 2025. The work program is divided into tasks presented in detail in the Work Descriptions by Task section of the budget. Occasionally there is a need to amend the work program to accurately reflect new work not contemplated when the budget and work program was most recently adopted and/or amended.

For additional information, please contact Andrew Werfelmann, Budget Manager, at [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org) or 206-971-3292.



## Puget Sound Regional Council

July 18, 2024

### **CONSENT AGENDA**

**To:** Executive Board  
**From:** Executive Dave Somers, Chair, Operations Committee  
**Subject:** **Approve PSRC FY 2025 Indirect Cost Rate**

### **IN BRIEF**

A request is being made for approval of PSRC's Fiscal Year 2025 Indirect Cost Rate Proposal (ICRP).

### **RECOMMENDED ACTION**

Recommend the Executive Board approve PSRC's Fiscal Year 2025 indirect cost rate proposal with a benefit rate of 53.89% and indirect rate of 43.18%.

### **BUDGET IMPACT**

The attached ICRP is used to allocate PSRC's budgeted benefits and indirect costs to federal awards. The benefits and indirect costs were included as part of PSRC's Supplemental Biennial Budget and Work Program for Fiscal Years 2024-2025 as adopted by the General Assembly on May 30, 2024.

### **DISCUSSION**

Indirect costs are costs incurred for common or joint purposes that cannot be easily identified with a particular final cost objective. These costs benefit more than one cost objective or program and are allocated to federal awards by use of an indirect cost rate.

PSRC's ICRP was last reviewed and approved by our federal cognizant agency, the Federal Transit Administration (FTA), on February 15, 2018. Subsequent ICRPs do not need to be submitted for approval unless PSRC changes its accounting system,

changes its ICRP methodology, or if PSRC's ICRP exceeds the rate last approved by the FTA by more than 20%.

The MPO/RTPO Agreement between PSRC and the Washington State Department of Transportation (WSDOT) requires Executive Board approval of PSRC's indirect cost proposal. Once approved, the proposal will be included within the budget and work program.

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

**ATTACHMENTS**

- A. 2025 Indirect Cost Plan Proposal



Puget Sound Regional Council

July 8, 2024

Mrs. Susan Fletcher  
Regional Administrator for Region 10  
Federal Transit Administration – Region 10  
915 Second Avenue, Suite 3142  
Seattle, Washington 98174

Dear Mrs. Fletcher,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2025 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2025 benefit rate is 53.89% of salaries. The proposed indirect rate is 43.18% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2023 Audited Financial Statements
- Proposal Reconciliation with FY 23 Financial Statements (pg.3)
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-971-3268 or [lmayer@psrc.org](mailto:lmayer@psrc.org).

Thank you,

A handwritten signature in black ink, appearing to read "Lili Mayer".

Lili Mayer  
Finance Manger  
Phone: 206-971-3268  
Email: [lmayer@psrc.org](mailto:lmayer@psrc.org)  
Enclosure

## INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1E Appendix F “Cost Allocation Plans” and Appendix G “Indirect Cost Rate Proposals”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

As PSRC’s proposed indirect rate of 43.18% does not exceed its previously approved 2017 rate of 53.73% by more than 20% PSRC will not submit the plan to FTA for approval but will be kept on file and made available to review as required.

PSRC has not changed its methodology nor has it changed its accounting system in a way that has significantly impacted its Cost Allocation Plan.



**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH  
VS PAID DIRECT EMPLOYEE BENEFITS  
FOR THE YEAR ENDING JUNE 30, 2023**

**Total Employee Benefits Incurred:**

Employee Leave Benefits	1,091,074
Employee non-leave Benefits	2,468,289
<b>Total Employee Benefits Incurred</b>	<b><u>\$ 3,559,363</u></b>

**2023 Actual Benefit Rate Calculation:**

<u>Total Actual Benefits</u>	=	<u>3,559,363</u>	<b>59.44%</b>
Total Actual Salaries		5,987,914	

Total Direct Salaries	\$ 4,781,260
Total Allocated Direct Benefits (@ 58.74% of Total Direct Salaries)	2,808,512
Total Direct Salaries and Allocated Direct Benefits	<u>\$ 7,589,773</u>
Total Allocated Indirect Cost per Government Wide Statement ((@ 43.18% of Direct Salaries and Allocated Benefits (\$6,646,826.33 x 43.18%))	\$ 3,277,264
Less: Total Actual Net Indirect Cost for FY 2023	<u>3,844,062</u>
<b>Allocated Indirect Cost less Actual Indirect Cost Over (Under)</b>	<b><u>\$ (566,798)</u></b>

Total Allocated Direct Benefits	\$ 2,808,512
Less: Total Actual Direct Benefits	<u>2,842,098</u>
<b>Allocated Direct Benefits less Actual Direct Benefits Over (Under)</b>	<b><u>\$ (33,585)</u></b>

<b>Allocated Indirect Cost and Direct Benefits Over (Under)</b>	<b><u><u>\$ (600,383)</u></u></b>
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Indirect Salaries	1,206,654
Indirect Benefits	717,265
Indirect Costs	1,920,143
<b>Total Indirect Incurred</b>	<b><u>\$ 3,844,062</u></b>

**2023 Actual Indirect Rate Calculation:**

<u>Total Actual Indirect Costs</u>	=	<u>3,844,062</u>	<b>50.42%</b>
Total Direct Salaries/Benefits		7,623,359	

Note: FY 2023 Allocated Benefit Rate of 58.74% and Indirect Rate of 43.18% (Based on final Budget vs Actual Report for FY2023)

**PUGET SOUND REGIONAL COUNCIL  
BENEFIT RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2025**

FY 2025 Budgeted Benefits	\$ 3,939,658
FY 2025 Budgeted Direct Salaries	6,067,972
FY 2025 Budgeted Indirect Salaries	1,242,635
<b>Total Salaries</b>	<b>\$ 7,310,607</b>

**BENEFIT RATE**

<u>Total Benefits</u>	=	<u>3,939,658</u>	=	<b>53.89%</b>
<u>Total Salaries</u>		<u>7,310,607</u>		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2025 BENEFIT COST**

Benefit	2025 Budget
Fica/Medicare	\$ 603,221
State L&I	31,541
State Unemployment	141,934
OR State TriMet	0
Vacation/Personal Time	699,328
Excess comp	0
Sick leave	9,317
Floating holiday	56,976
Holiday	330,217
Bereavement/Other	9,317
State Retirement	713,614
PERS Admin Fee	12,360
ICMA	254,766
Medical /Vision Insurance	840,177
Dental Insurance	81,524
LTD	23,583
Life insurance	8,568
Long term care	4,742
STD	49,802
EAP/Misc	3,000
Jury duty	2,329
EE recog	500
Transportation Incentive	62,843
<b>Total</b>	<b>\$ 3,939,658</b>

**PUGET SOUND REGIONAL COUNCIL  
INDIRECT COST RATE CALCULATION  
FOR THE YEAR ENDING JUNE 30, 2025**

FY 2025 Budgeted Indirect Cost	\$ 4,032,479
FY 2025 Budgeted Direct Salaries	6,067,972
FY 2025 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)	3,270,030
Estimated FY 2024 Direct Salaries & Benefits	\$ 9,338,002

**INDIRECT COST RATE**

<u>Total Indirect Cost</u>	=	<u>4,032,479</u>	=	<b>43.18%</b>
Total Direct Salaries & Benefits		9,338,002		

**PUGET SOUND REGIONAL COUNCIL  
ESTIMATED FY 2025. INDIRECT COST BUDGET**

Categories	2025 Budget
Indirect Salaries and Benefits	\$ 1,912,286
Other contract services	281,200
Accounting and auditing	61,914
legal services	112,500
Rent	682,200
Paper	5,628
Copier Expense	30,000
Graphics & Printing	5,000
Postage	5,000
Office Supplies	21,493
Records Storage	5,000
Maintenance & Repairs	20,000
Telephone	25,000
Furniture & fixtures	45,000
Delivery charges	250
Advertising	4,000
Conferences	5,000
Education & Training	52,500
Meetings	17,000
Professional Dues	17,000
Publications	4,000
Translation Services	10,500
Web Page	52,000
Equipment lease	20,000
Recruiting & Advertising	10,000
moving	1,000
Vehicle Parking & Fuel& maintenance	23,881
Data Acquisition	1,000
Miscellaneous	500
Hardware	57,000
Software	112,000
Hardware Maintenance	66,000
Software Maintenance	100,000
Telecoferencing	25,887
Internet	20,000
Computer Supplies	15,000
Cloud Services	120,000
Temporary Personnel	15,000
Insurance	99,434
Travel	15,000
Depreciation	270,000
<b>FY2025 Total Indirect Costs</b>	<b>4,346,173</b>
Plus: Estimated Cumulative Under Allocation as of 06/30/2023	- 313,694
<b>Totals</b>	<b>\$ 4,032,479</b>

**PUGET SOUND REGIONAL COUNCIL  
SCHEDULE OF DIRECT AND INDIRECT COST  
FOR THE YEAR ENDING JUNE 30, 2023**

**6.d - Att. A**

<b>Categories</b>	<b>Total Cost</b>	<b>Direct Cost</b>	<b>Indirect Cost</b>
Salaries	\$ 5,987,914	\$ 4,781,260	\$ 1,206,654
Benefits	3,559,363	2,842,098	717,265
<b>Total Salaries &amp; Benefits</b>	<b>\$ 9,547,277</b>	<b>\$ 7,623,359</b>	<b>\$ 1,923,919</b>
Other contract services	1,130,493	994,429	136,064
Accounting and auditing	57,453	0	57,453
legal services	35,493	0	35,493
Rent	1,050,142	0	1,050,142
Outreach Compensation	76,634	76,634	0
Paper	262	0	262
Copier Expense	8,908	0	8,908
Graphics & Printing	7,251	7,152	99
Postage	685	294	391
Office Supplies	4,702	395	4,307
Records Storage	5,049	0	5,049
Maintenance & Repairs	3,728	0	3,728
Telephone	21,577	0	21,577
Furniture & fixtures	0	0	0
Delivery charges	0	0	0
Advertising	1,150	1,150	0
Conferences	21,076	19,826	1,250
Education & Training	46,036	440	45,596
Meetings	107,968	88,644	19,325
Professional Dues	12,776	1,050	11,726
Publications	3,122	919	2,202
Translation Services	1,303	618	685
Web Page	16,916	337	16,579
Equipment lease	0	0	0
Recruiting & Advertising	8,134	0	8,134
moving	10,368	0	10,368
Vehicle & Parking	5,025	44	4,982
Data Acquisition	5,742	4,982	761
Miscellaneous	0	0	0
Hardware	16,026	656	15,370
Software	54,598	451	54,147
Hardware Maintenance	7,760	0	7,760
Software Maintenance	57,795	48,102	9,693
Teleconferencing	8,355	0	8,355
Internet	7,865	33	7,832
Computer Supplies	1,409	0	1,409
Cloud Services	108,726	0	108,726
Temporary Personnel	57,941	57,941	0
Insurance	59,502	1,421	58,081
Travel	43,480	38,259	5,221
Interest Expense (Office)	138,086	0	138,086
Depreciation	60,385	0	60,385
<b>Totals</b>	<b>\$ 3,263,918</b>	<b>\$ 1,343,775</b>	<b>\$ 1,920,143</b>
<b>Total Actual Net Indirect Cost for FY 2023</b>			<b><u>3,844,062</u></b>

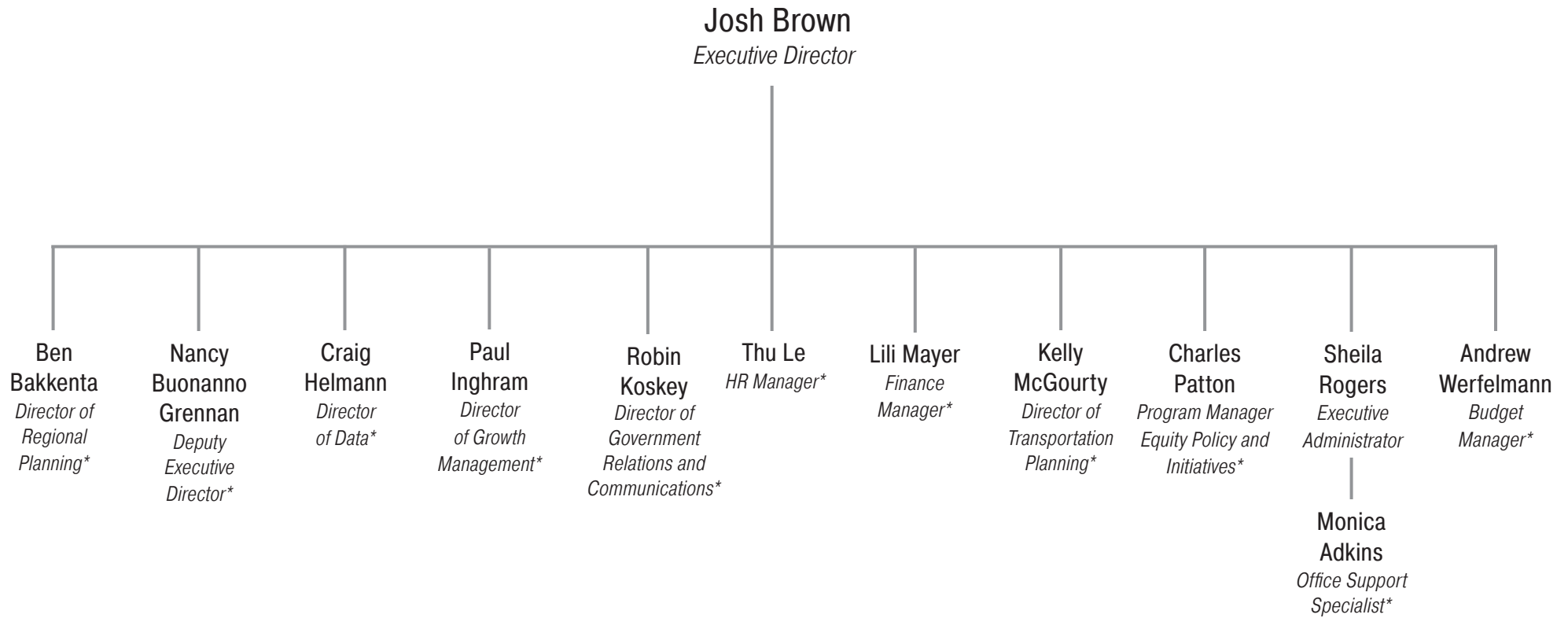
**Total Indirect Cost Collected :**

(Direct Salaries + Allocated Benefits ) x Indirect Rate	<b>\$ 3,277,264</b>
Total Allocated Indirect Cost less Actual Net Indirect Cost	<b>\$ (566,798)</b>
Total Allocated Direct Employee Benefits less Direct Employee Benefits Paid	<b>\$ (33,585)</b>
<b>Allocated Cost FY2023 less Actual Cost</b>	<b><u>\$ (600,383)</u></b>

**Over (Under) Allocated**

<b>Total Over (Under) Allocated Cost Collected for Year Ending 06/30/23</b>	<b>\$ (600,383)</b>
<b>Cumulative Over (Under) Allocated Carryforward from 06/30/22</b>	<b>914,077</b>
<b>Cumulative Over (Under) Allocated @ 06/30/23</b>	<b><u>313,694</u></b>

# Management Team



FTE = 2

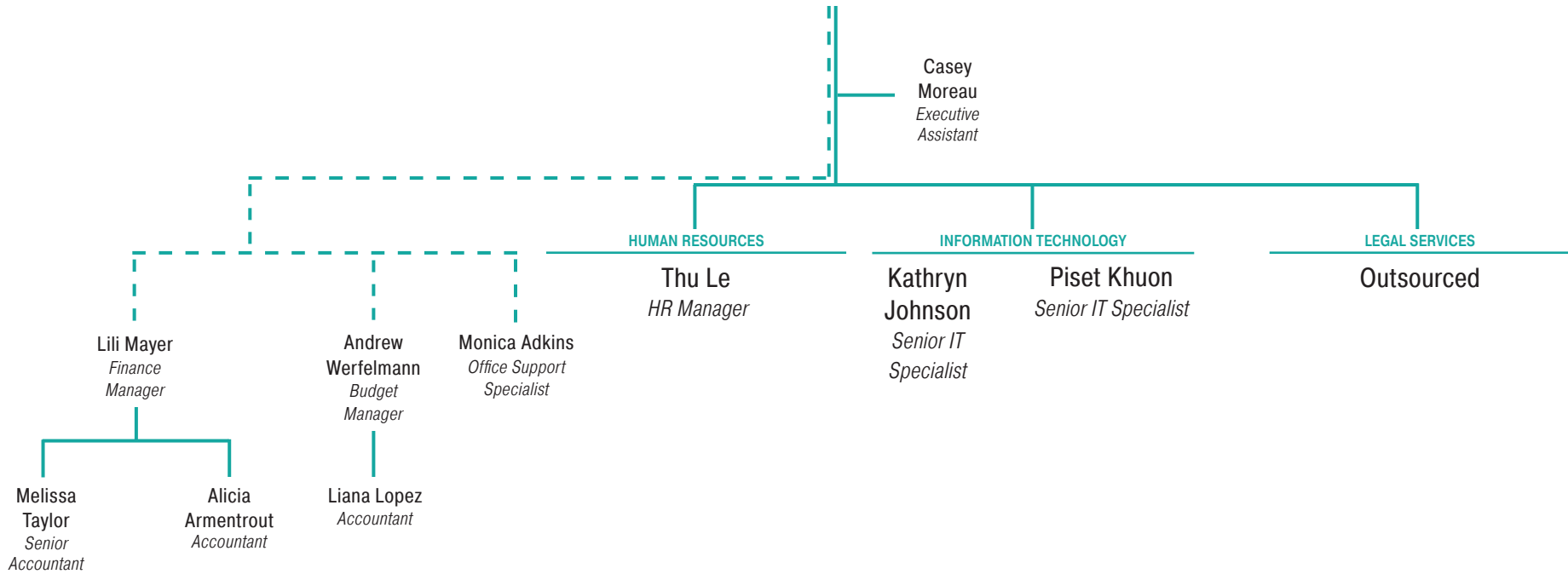
\* Counted in other department



Puget Sound Regional Council

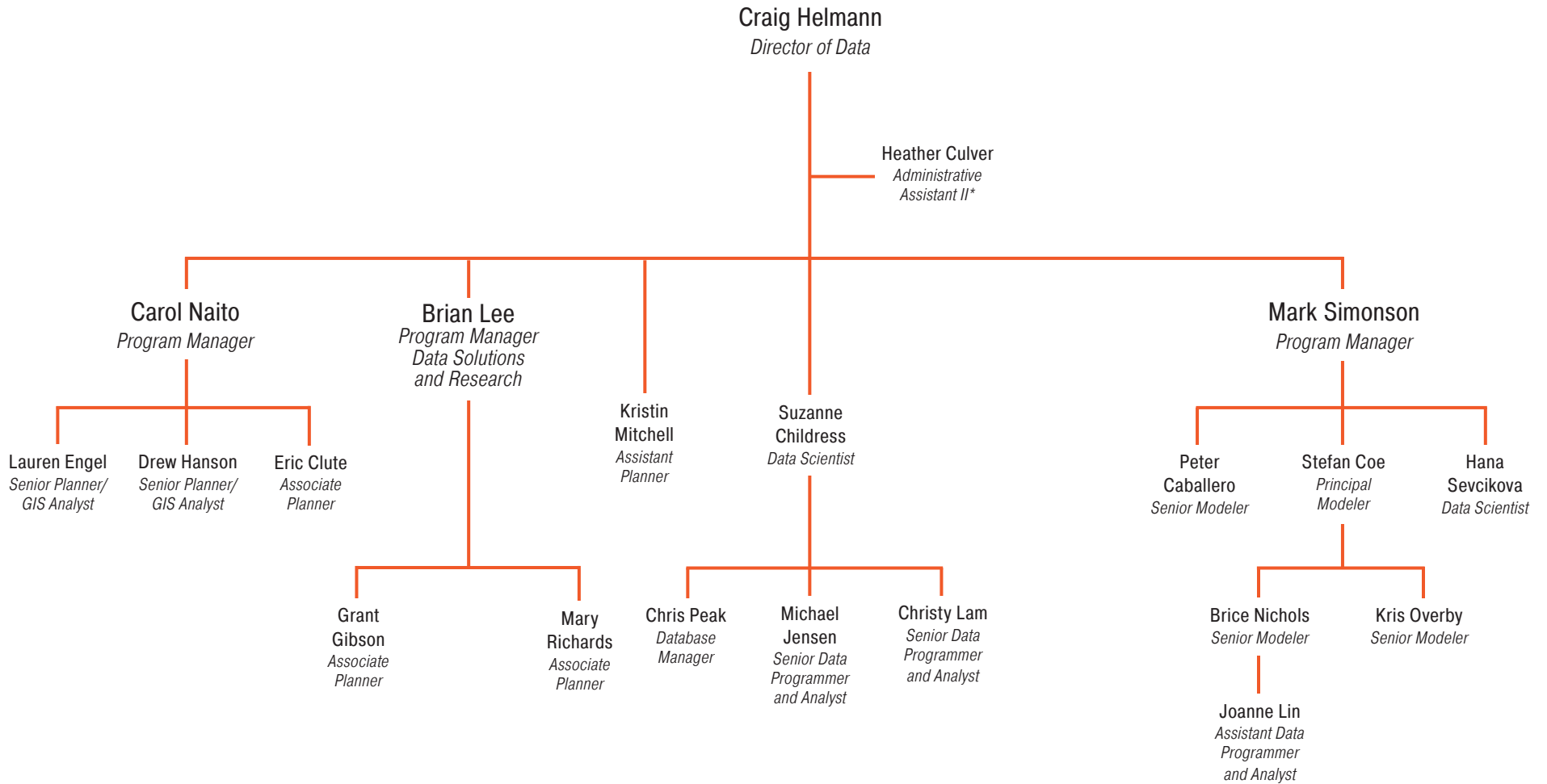
# Administrative Services

**Nancy Buonanno Grennan**  
*Deputy Executive Director*



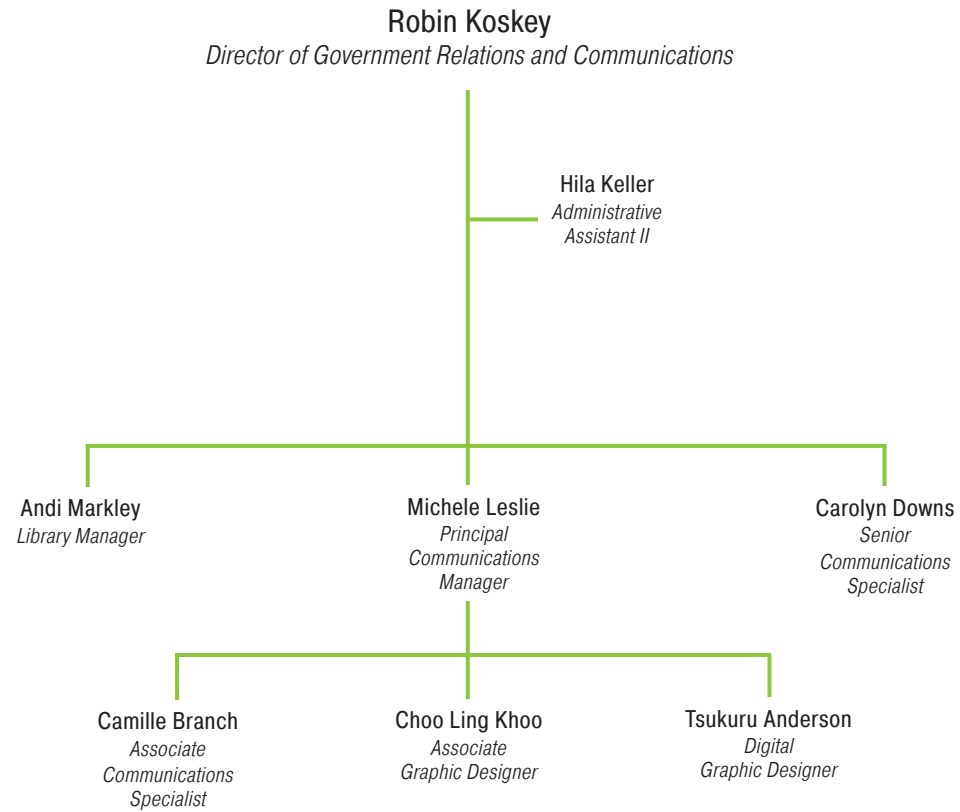
FTE = 10  
Part-Time = 1  
- - - - indirect report

# Data



FTE = 19  
 Part-Time = 1  
 \* Counted in other department

# Government Relations and Communications

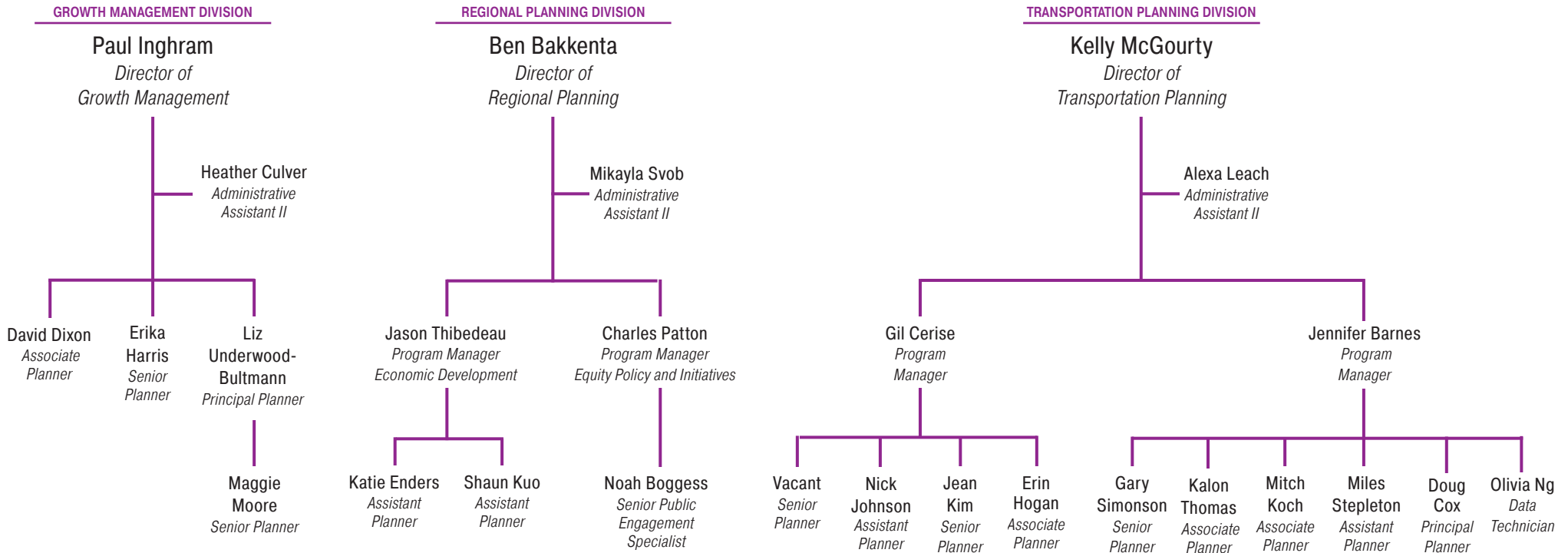


FTE = 8

\* Counted in other department



# Planning



**CERTIFICATE OF COST ALLOCATION PLAN**


This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2025, are to establish billing or final indirect costs rates for July 1, 2024 through June 30, 2025 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: 

Name of Official: Lili Mayer

Title: Finance Manager

Date of Execution: 07/08/2024



## Puget Sound Regional Council

July 18, 2024

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Executive Dave Somers, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Consultant Services to Update Regional Transportation Plan Project Consistency Measures**

### **IN BRIEF**

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 a consultant contract to provide support for the updating of project consistency measures as part of the development of the 2026 Regional Transportation Plan.

### **RECOMMENDED ACTION**

Recommend the Executive Board authorize the Executive Director to enter into a contract for consultant services to update project consistency measures for the 2026 Regional Transportation Plan. The total budget for consultant work shall not exceed \$100,000.

### **BUDGET IMPACT**

The adopted Biennial Budget and Work Program for Fiscal Years 2024-2025 includes funding for these consultant services.

### **DISCUSSION**

Federal law and regulations require PSRC to develop a new Regional Transportation Plan (RTP) every four years. The current RTP was adopted in May 2022 and the next plan is scheduled to be adopted by May 2026. The plan is required to identify and analyze the current and future regional transportation system, including planned regionally significant projects and programs. Regional significance is defined by specific

thresholds for different modes and types of projects, per federal direction and based on the ability to be included in the regional transportation model. PSRC refers to projects above these thresholds as “regional capacity projects.”

The RTP is designed to support and implement the regional growth strategy and multicounty planning policies as directed in VISION 2050. Per board direction, regional capacity projects that request submission into the plan must first address a set of measures to evaluate consistency with VISION 2050 policy areas, including: emission reductions, freight movement, jobs, multimodal alternatives, Puget Sound recovery and protection, safety and security, equity, centers and mobility.

The existing framework for evaluating plan project consistency was first developed in 2012. Minor refinements have occurred since then, but language and references in the framework are outdated. The policy areas identified are still relevant based on current board direction for the plan, but an update to bring the guidance and procedures to current state of the practice is necessary. In addition, the current RTP includes a commitment to update and refine the framework prior to the next plan update, to include addressing “all ages and abilities” and the Safe System Approach.

Consultant support will be sought to provide assistance on this work. The total cost under this procurement shall not exceed \$100,000.00.

For additional information, please contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601 or Jennifer Barnes at [jbarnes@psrc.org](mailto:jbarnes@psrc.org) or 206-389-2876.



## Puget Sound Regional Council

July 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**

Four agencies submitted five 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 Move Ahead 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 on July 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.

CSRF	State funds from the Coronavirus State Recovery Fund.
FHWA Discretionary	Other discretionary/competitive FHWA awards.
MAW	State funds from the Move Ahead Washington account.

For additional information, please contact Jennifer Barnes, Program Manager, at [jbarnes@psrc.org](mailto:jbarnes@psrc.org) or 206-389-2876.

### **ATTACHMENT**

A. Projects Proposed for Routine Amendment to 2023-2026 TIP

Month: July  
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	UPWP	Other Amend
1. Kent	<b>Meet Me on Meeker - Washington Avenue to East of 64th Avenue S</b> New project programming preliminary engineering, right-of-way, and construction phases to construct a two-way, separated bike lane and sidewalk	\$7,800,000	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$7,800,000	Total				
2. Kent	<b>224th Corridor Completion (Stage 2) - S 216th Street from 99th Avenue S to 108th Avenue S</b> New project programming preliminary engineering and right-of-way phases to widen the roadway to three lanes with curb, gutter, sidewalk, paved shoulder, planter strip, storm drainage, street lighting, landscaping, utilities and channelization	\$4,000,000	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,000,000	Total				
3. Kenmore	<b>Swamp Creek Tributary Culvert Replacement (NE 192nd St)</b> New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish barrier culvert, replace it with a fish passable culvert, and restore roadway and sidewalk.	\$1,300,000	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,884,350	Local				
		\$3,184,350	Total				
4. North Bend	<b>SR 202 Shared Use Trail Extension</b> Existing project programming a construction phase to construct a shared use trail and nonmotorized bridge over the South Fork Snoqualmie River, and improve drainage, lighting, and signage.	\$3,894,467	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,894,467	Total				
5. WSDOT Olympic Region	<b>SR 16/Burley Creeks - Remove Fish Barriers</b> New project programming preliminary engineering and right-of-way phases to remove fish passage barriers.	\$3,496,608	CSRF	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$160,000	MAW				
		\$3,656,608	Total				



## Puget Sound Regional Council

July 18, 2024

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve the 2024 Annual Adjustment of PSRC's Federal Transit Administration (FTA) Funds**

### **IN BRIEF**

In April, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2024 Federal Transit Administration (FTA) formula funds. FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being higher than our original estimates used for programming, there is an additional \$80.6 million available for distribution. At its meeting on July 11, the Transportation Policy Board recommended that the Executive Board approve the annual adjustments.

### **RECOMMENDED ACTION**

The Executive Board should approve the 2024 annual adjustments of PSRC's FTA funds as identified in Attachment B.

### **DISCUSSION**

There are three urbanized areas (UZAs) in the region: the Seattle-Tacoma-Everett UZA, the Bremerton UZA and the Marysville UZA. Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, so these agencies recommend projects for the FTA funds earned within their respective UZAs. Approximately 86% of the FTA funds earned within the Seattle-Tacoma-Everett (STE) UZA 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. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density.

PSRC originally distributed 2024 FTA funds to projects as part of the 2020 project selection process. At that time, the regional portion of funding was distributed via a regional competition and a preservation set-aside. As of 2023, regional funds are now distributed via an equity formula allocation; as such, any additional regional funds as part of the current adjustment process are distributed via the equity formula.

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.

At their June 26 meeting, PSRC’s Transit Operators Committee (TOC) unanimously recommended approval to the Transportation Policy Board on PSRC’s 2024 FTA annual adjustments. Per board direction, as part of this recommendation the committee reviewed the equity formula submittals for consistency with the purpose and intent of this funding, per the adopted criteria and project tracking policies.

The following attachments are provided:

- Attachment A provides information on PSRC’s 2024 FTA allocation amounts, including adjustments within each UZA.
- Attachment B identifies the recommended funding adjustments to each agency and project.
- As part of the FFY 2024 adjustments process, Community Transit, Intercity Transit, Sound Transit and Washington State Ferries are requesting redistributions of their currently programmed 2024 earned share funding between projects. More detailed information about these requests can be found in Attachment C.
- Attachment D provides additional background information on how the projects proposed for the equity funding adjustments conform to the adopted policies.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. For the equity formula project submittals, staff worked with each sponsor to confirm their projects meet the intent of the distribution policies. PSRC has also affirmed the projects submitted by the external transit agencies adhere to the adopted policies and confirmed the use of the funds will support service into the region.

For additional information, please contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601.

## **ATTACHMENTS**

A. PSRC 2024 FTA Annual Allocations and Adjustments

B: 2024 PSRC FTA Adjustments - Project Changes

C: 2024 FTA Redistribution Requests  
D: 2024 Equity Formula Adjustments

## ATTACHMENT A: PSRC 2024 FTA Annual Allocations and Adjustments

Table 1: Bremerton UZA

<b>Bremerton UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
5307	\$3,476,170	\$5,459,479	\$1,983,309
5337 HIFG	\$276,029	\$506,413	\$230,384
5339	\$296,550	\$436,664	\$140,114
<b>Total</b>	<b>\$4,048,749</b>	<b>\$6,402,556</b>	<b>\$2,353,807</b>

Table 2: Marysville UZA

<b>Marysville UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
5307	\$2,052,078	\$3,482,647	\$1,430,569
5339	\$247,923	\$308,397	\$60,474
<b>Total</b>	<b>\$2,300,001</b>	<b>\$3,791,044</b>	<b>\$1,491,043</b>

Table 3: Seattle-Tacoma-Everett UZA

<b>Seattle-Tacoma-Everett (STE) UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
<b>Earned Share</b>			
5307	\$81,536,366	\$102,213,624	\$20,677,258
5337 HIFG	\$53,195,479	\$86,450,529	\$33,255,050
5337 HIMB	\$18,508,174	\$29,254,306	\$10,746,132
5339	\$7,222,673	\$8,804,637	\$1,581,964
Subtotal	\$160,462,692	\$226,723,096	\$66,260,404
<b>Preservation Set Aside</b>			
5307	\$11,567,514	\$11,567,514	\$0
Subtotal	\$11,567,514	\$11,567,514	\$0
<b>Previous Regional Competitive Awards</b>			
5307	\$10,913,546	\$10,913,546	\$0
Subtotal	\$10,913,546	\$10,913,546	\$0
<b>Equity Formula Distribution</b>			
5307	\$3,207,111	\$13,735,587	\$10,528,476
Subtotal	\$3,207,111	\$13,735,587	\$10,528,476
<b>STE UZA Total</b>	<b>\$186,150,863</b>	<b>\$262,939,743</b>	<b>\$76,788,880</b>

Table 4: PSRC FFY 2024 FTA Adjustments

<b>Total FFY 2024 FTA Funds</b>			
	<b>Programmed</b>	<b>Final 2024 Amount</b>	<b>Adjustment</b>
Bremerton UZA	\$4,048,749	\$6,402,556	\$2,353,807
Marysville UZA	\$2,300,001	\$3,791,044	\$1,491,043
STE UZA	\$186,150,863	\$262,939,743	\$76,788,880
<b>Total FFY 2023 FTA funds</b>	<b>\$192,499,613</b>	<b>\$273,133,343</b>	<b>\$80,633,730</b>

## ATTACHMENT B: 2024 PSRC FTA Adjustments - Project Changes

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-62	SR 16 Park & Ride	5307	\$ 3,451,170	\$ 1,983,309	\$ -	\$ 5,434,479
			5339	\$ 296,550	\$ 140,114	\$ -	\$ 436,664
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337	\$ 276,029	\$ 230,384	\$ -	\$ 506,413
			<b>Total</b>	<b>\$ 4,023,749</b>	<b>\$ 2,353,807</b>	<b>\$ -</b>	<b>\$ 6,377,556</b>
Marysville UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-70	Marysville UZA Transit Operations 2023-2024	5307	\$ 2,037,078	\$ -	\$ -	\$ 2,037,078
	CT-71	Transit Revenue Vehicles 2023-2024	5339	\$ 247,923	\$ -	\$ (247,923)	\$ -
	CT-76	Preventive Maintenance 2023-2024	5307	\$ -	\$ 1,430,569	\$ -	\$ 1,430,569
	CT-77	Facilities Rehab, Renovation & Maint	5339	\$ -	\$ 60,474	\$ 247,923	\$ 308,397
			<b>Total</b>	<b>\$ 2,285,001</b>	<b>\$ 1,491,043</b>	<b>\$ -</b>	<b>\$ 3,776,044</b>
Seattle-Tacoma-Everett - Earned Share							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-71	Transit Revenue Vehicles 2023-2024	5307	\$ 6,293,931	\$ -	\$ (6,293,931)	\$ -
			5337 HIMB	\$ 2,284,408	\$ -	\$ (2,284,408)	\$ -
			5339	\$ 869,171	\$ (109,638)	\$ (759,533)	\$ -
	CT-77	Facilities Rehabilitation, Renovation & Maintenance	5307	\$ -	\$ 1,369,476	\$ 6,293,931	\$ 7,663,407
			5337 HIMB	\$ -	\$ 2,519,497	\$ 2,284,408	\$ 4,803,905
			5339	\$ -	\$ -	\$ 759,533	\$ 759,533
			<b>Community Transit Totals</b>	<b>\$ 9,447,510</b>	<b>\$ 3,779,335</b>	<b>\$ -</b>	<b>\$ 13,226,845</b>
Everett Transit	ET-50	2024 Electronic Signage (Passenger Amenities)	5339	\$ 104,102	\$ (326)	\$ -	\$ 103,776
	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ 1,270,898	\$ -	\$ -	\$ 1,270,898
	ET-48	2024 Everett Station Preventive Maintenance	5307	\$ -	\$ 782	\$ -	\$ 782
			<b>Everett Transit Totals</b>	<b>\$ 1,375,000</b>	<b>\$ 456</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>
Intercity Transit	IT-6	Pattison MOA Base Rehabilitation and Expansion	5307	\$ -	\$ 43,351	\$ 1,779,354	\$ 1,822,705
			5339	\$ -	\$ (64,980)	\$ 245,631	\$ 180,651
	IT-11	FY 2024 Replacement Fixed Route Coaches	5307	\$ 559,354	\$ -	\$ (559,354)	\$ -
			5339	\$ 245,631	\$ -	\$ (245,631)	\$ -
	IT-12	FY 2024 Capital Preventive Maintenance	5307	\$ 320,000	\$ -	\$ (320,000)	\$ -

	IT-13	FY 2024 Vanpool Vans	5307	\$ 900,000	\$ -	\$ (900,000)	\$ -
<b>Intercity Transit Totals</b>				<b>\$ 2,024,985</b>	<b>\$ (21,629)</b>	<b>\$ -</b>	<b>\$ 2,003,356</b>
King County Metro	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$ 8,059,424	\$ 8,043,658	\$ -	\$ 16,103,082
			5337 HIMB	\$ 8,038,793	\$ 2,851,495	\$ -	\$ 10,890,288
			5339	\$ 3,819,168	\$ (574,776)	\$ -	\$ 3,244,392
	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 28,567,512	\$ -	\$ -	\$ 28,567,512
	MET-216	Atlantic Base Pavement Replacement	5337 HIFG	\$ 8,084,329	\$ -	\$ -	\$ 8,084,329
	MET-243	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$ 3,261,942	\$ -	\$ -	\$ 3,261,942
	MET-246	Vessel Maintenance 2023-2024	5337 HIFG	\$ 900,000	\$ -	\$ -	\$ 900,000
	MET-259	Trolley Energy Storage System Replacement	5337 HIFG	\$ 1,665,000	\$ -	\$ -	\$ 1,665,000
	MET-270	Atlantic Base Substation Replacement	5337 HIFG	\$ 6,957,438	\$ -	\$ -	\$ 6,957,438
	MET-272	Pier 48 Gangway Replacement	5337 HIFG	\$ 4,805,000	\$ -	\$ -	\$ 4,805,000
	tbd	tbd	5337 HIFG	\$ -	\$ 13,904,493	\$ -	\$ 13,904,493
<b>King County Metro Totals</b>				<b>\$ 74,158,606</b>	<b>\$ 24,224,870</b>	<b>\$ -</b>	<b>\$ 98,383,476</b>
Kitsap Transit	KT-62	SR 16 Park & Ride	5307	\$ 358,324	\$ 2,048,453	\$ -	\$ 2,406,777
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 20,503	\$ 72,573	\$ -	\$ 93,076
	KT-67	Bus and OTR Coach Purchase (23-24)	5339	\$ 48,309	\$ (20,487)	\$ -	\$ 27,822
<b>Kitsap Transit Totals</b>				<b>\$ 427,136</b>	<b>\$ 2,100,539</b>	<b>\$ -</b>	<b>\$ 2,527,675</b>
Pierce Transit	PT-174	ADA Service 2023-24	5307	\$ 698,298	\$ -	\$ -	\$ 698,298
			5307	\$ 5,784,247	\$ 2,082,770	\$ -	\$ 7,867,017
	PT-175	Clean Fuels Bus Replacement Expansion 2023-24	5337 HIMB	\$ 79,548	\$ 320,354	\$ -	\$ 399,902
			5339	\$ 705,322	\$ (16,172)	\$ -	\$ 689,150
<b>Pierce Transit Totals*</b>				<b>\$ 7,267,415</b>	<b>\$ 2,386,952</b>	<b>\$ -</b>	<b>\$ 9,654,367</b>
City of Seattle	SEA-238	Monorail System Maintenance 2023-2024	5307	\$ 430,129	\$ (139,983)	\$ -	\$ 290,146
			5337 HIFG	\$ 593,051	\$ 140,440	\$ -	\$ 733,491
	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 351,819	\$ -	\$ -	\$ 351,819
<b>City of Seattle Totals</b>				<b>\$ 1,374,999</b>	<b>\$ 457</b>	<b>\$ -</b>	<b>\$ 1,375,456</b>
Skagit Transit	SKA-4	Skagit Transit Maintenance Operations and Administration Facility	5307	\$ -	\$ 244,093	\$ -	\$ 244,093
			5339	\$ -	\$ 24,192	\$ -	\$ 24,192
<b>Skagit Transit Totals</b>				<b>\$ -</b>	<b>\$ 268,285</b>	<b>\$ -</b>	<b>\$ 268,285</b>
Sound Transit	RTA-95	Downtown Redmond Link Extension	5307	\$ 22,297,584	\$ 8,498,181	\$ -	\$ 30,795,765
			5337 HIMB	\$ 8,105,425	\$ 5,054,785	\$ -	\$ 13,160,210
	RTA-106	Regional Express Bus Program	5339	\$ 1,430,970	\$ (414,019)	\$ -	\$ 1,016,951
	RTA-107	Sounder and Link State of Good Repair	5337 HIFG	\$ 19,272,104	\$ 12,632,273	\$ -	\$ 31,904,377
	RTA-114	At-Grade Safety Enhancements	5307	\$ -	\$ 263,343	\$ -	\$ 263,343

			<b>Sound Transit Totals</b>	<b>\$ 51,106,083</b>	<b>\$ 26,034,563</b>	<b>\$ -</b>	<b>\$ 77,140,646</b>
Washington State Ferries	WSF-118	System-wide Vessel Preservation & Improvement (23-24)□	5307	\$ 4,434,846	\$ -	\$ (2,742,945)	\$ 1,691,901
			5337	\$ 7,636,112	\$ 6,505,269	\$ -	\$ 14,141,381
	WSF-124	System-wide ADA Preservation & Improvement□	5307	\$ -	\$ 981,302	\$ 2,742,945	\$ 3,724,247
			<b>Washington State Ferries Totals</b>	<b>\$ 12,070,958</b>	<b>\$ 7,486,571</b>	<b>\$ -</b>	<b>\$ 19,557,529</b>

**Seattle-Tacoma-Everett - Preservation Set Aside**

Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-71	Transit Revenue Vehicles 2023-2024	5307	\$ 704,416	\$ (9,428)	\$ (694,988)	\$ -
	CT-77	Facilities Rehab, Renovation & Maint	5307	\$ -	\$ -	\$ 694,988	\$ 694,988
Everett Transit	ET-48	2024 Everett Station Preventive Maint.	5307	\$ 63,992	\$ -	\$ -	\$ 63,992
	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ -	\$ (3,523)		\$ (3,523)
King County	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$ 5,529,358	\$ (359,918)	\$ -	\$ 5,169,440
Pierce Transit	PT-175	Clean Fuels Bus Replacement Expansion 2023-2024	5307	\$ 500,434	\$ 6,843	\$ -	\$ 507,277
City of Seattle	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 58,763	\$ (4,311)	\$ -	\$ 54,452
Sound Transit	RTA-106	Regional Express Bus Program (2023-2024)	5307	\$ 3,810,528	\$ -	\$ (3,810,528)	\$ -
	RTA-107	Sounder and Link State of Good Repair	5307	\$ -	\$ 242,733	\$ 3,810,528	\$ 4,053,261
Washington State Ferries	WSF-118	Vessel Preservation & Improvement (23-24)□	5307	\$ 900,023	\$ 127,603	\$ -	\$ 1,027,626
			<b>Total</b>	<b>\$ 11,567,514</b>	<b>\$ (1)</b>	<b>\$ -</b>	<b>\$ 11,567,513</b>

**Seattle-Tacoma-Everett - Equity Formula Distribution**

Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-80	Zero Emissions Transit Revenue Vehicles 2023-2026	5307	\$ 481,067	\$ 1,579,271	\$ -	\$ 2,060,338
Everett Transit	ET-52	2023-2024 Vehicle Preventive Maintenance	5307	\$ 115,456	\$ 379,025	\$ -	\$ 494,481
King County	MET-260	Rapid Ride I Line	5307	\$ 1,382,264	\$ -	\$ -	\$ 1,382,264
	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$ -	\$ 4,537,774	\$ -	\$ 4,537,774
Pierce Transit	PT-180	Shuttle Revenue Vehicles 2023-2024	5307	\$ 461,824	\$ 1,516,101	\$ -	\$ 1,977,925
City of Seattle	SEA-271	Aurora Avenue N Safety & Transit Access Improvements	5307	\$ 102,628	\$ -	\$ -	\$ 102,628
	SEA-200	Madison Corridor Bus Rapid Transit	5307	\$ -	\$ 336,911		\$ 336,911
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ 532,280	\$ 0	\$ -	\$ 532,280
	RTA-114	At-Grade Safety Enhancements	5307	\$ -	\$ 1,747,727	\$ -	\$ 1,747,727
Washington State Ferries	WSF-124	Systemwide ADA Preservation and Improvements	5307	\$ 131,492	\$ 431,667		\$ 563,159
			<b>Total</b>	<b>\$ 3,207,011</b>	<b>\$ 10,528,476</b>	<b>\$ -</b>	<b>\$ 13,735,487</b>

\* An error was corrected from the previous version.

<b>STE UZA Totals</b>	<b>\$ 174,027,217</b>	<b>\$ 76,788,874</b>	<b>\$ -</b>	<b>\$ 250,816,091</b>
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**ATTACHMENT C: 2024 FTA REDISTRIBUTION REQUESTS****COMMUNITY TRANSIT**

Community Transit requests to redistribute funds from its “Transit Revenue Vehicles 2023-2024” project to its “Facilities, Rehabilitation, Renovation and Maintenance” project.

Since April 2020 when the FY24 funding estimates were programmed, CT’s bus order plans have changed due to both pandemic related service reductions and their response to an increased state and regional emphasis on converting to zero emissions vehicles. This transfer of funds is needed to support the facility improvements necessary to operate zero emissions vehicles. The facility project will begin in 2024 and can utilize the FY24 funding efficiently. All of the bus order funding will now come from the new TIP project # CT-80 for Zero Emissions vehicle purchases. This project includes mostly FY25-26 funding that will be better timed for these orders.

**INTERCITY TRANSIT**

Intercity Transit requests to redistribute funds from its “Replacement Fixed Route Coaches,” “Capital Preventive Maintenance” and “Vanpool Vans” projects to the Pattison MOA Base Rehabilitation and Expansion project.

The three donor projects were identified in 2018 and represented the first time IT had been asked to program future projects as an External Earned Share agency. These were initially placeholder “bucket” projects and were anticipated for future adjustment. These “bucket” projects will continue but have been updated to reflect the FY 24 redistribution request over the original 2021 -2022 period. Following the initial future project allocation in 2018, IT received additional FTA competitive awards allowing all phases of the Pattison Base Project to advance. Pattison Base is a high priority project and cost increases have continued to impact the estimated cost. With this adjustment, PSRC's total participation will be at approximately 22% of the total project

**SOUND TRANSIT**

Sound Transit requests to redistribute funds from its “Regional Express Bus Program (2023-2024)” project to its “Sounder and Link State of Good Repair (2023-2024)” project.

The Regional Express Bus Program project is delayed and ST will backfill local funds to maintain the scope. The Sounder and Link State of Good Repair project is able to use the FY2024 funds more quickly.

## WASHINGTON STATE FERRIES

Washington State Ferries requests to redistribute funds from its “Systemwide Vessel Preservation and Improvement” project to its “Systemwide ADA Preservation and Improvement” project.

There is an overall increase of funding to the Systemwide Vessel Preservation and Improvement project from 5339, but a redistribution of 5307 funding to the Systemwide ADA Preservation and Improvement project. The impact to the preservation project budget is minimal, and the ADA project is a priority for WSF.



## ATTACHMENT D: 2024 EQUITY FORMULA ADJUSTMENTS

Agency	Project Title	Amount	Response
Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	\$1,579,271	Additional funds to existing project: The additional funding will add one additional bus to the project for use on Swift BRT Gold Line expansion service benefiting Equity Focus Areas & Populations. The new total for the Equity funds portion of CT-80 will be increased from 9 to 10 buses total. The Swift BRT Gold Line will be Community Transit's first Swift BRT Line to exclusively use zero emissions buses. Adding an additional bus to the service mix will help to increase overall efficiency and reliability for Gold Line service and help us to reduce late or dropped service due to range and charging issues.
Everett Transit	2023-2024 Vehicle Preventive Maintenance	\$379,025	Modest amount of additional funds to an existing project already approved for Equity funding - consistent with adopted policies.
King County Metro	King County Metro Bus Acquisition 2023-2024	\$4,537,774	Additional funds to existing project, but new to Equity funds: The additional Equity funding will be used to assist in acquiring electric buses that will operate out of Metro's South Base Campus to replace diesel hybrid buses. The buses that will be acquired with this funding will allow Metro to provide reliable and safe service to the identified equity focus populations located in South King County. Metro's South Base Campus will have the first bases capable of supporting the battery electric buses operations. The Equity funding will help Metro replace these buses that have reached the end of their useful life and for which maintenance parts are becoming more difficult to acquire. Lack of needed maintenance parts has led to buses being held out of service reducing reliability on the routes operated out of our South Campus Base. The 26 routes that operate out of the South Campus Bases provide services to some of the highest populations of equity focus areas in King County. The use of these funds will allow Metro to maintain reliable and safe transit services to the identified equity focus populations which will allow them to access jobs and services.
Pierce Transit	Shuttle Revenue Vehicles 2023-2024	\$1,516,101	Additional funds to existing project: The Equity funds are needed as currently there are no other identified funds that will be used for the shuttle vehicle replacements. If Pierce Transit moves other resources to cover the cost of this project, other projects will also experience significant delays due to being underfunded. If Pierce Transit would not perform its ADA services optimally with new shuttle vehicles, then Pierce Transit will experience a loss in income from its ridership.

Seattle	Madison Corridor Bus Rapid Transit	\$336,911	Modest amount of additional funds to an existing project, but new to Equity funds: The project serves all six EFA populations at a higher level than the regional average. The project will provide direct, faster and more frequent high-capacity service to jobs and services.
Sound Transit	At-Grade Safety Enhancements	\$1,747,727	New equity project: This project will provide safety improvements for existing at-grade stations and pedestrian crossings in the Rainier Valley and SODO sections of the Link 1 Line alignment. All 6 EFA populations are above the regional average along this corridor.
Washington State Ferries	Systemwide ADA Preservation and Improvements	\$431,667	Modest amount of additional funds to an existing project already approved for Equity funding - consistent with adopted policies.



## Puget Sound Regional Council

July 18, 2024

### **ACTION ITEM**

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Approve Projects for PSRC's 2027-2028 Federal Highway Administration and Federal Transit Administration Funds**

### **IN BRIEF**

PSRC has project selection authority for several sources of funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). A project selection process is conducted every two years to distribute these funds via a competitive process detailed in the *Policy Framework for PSRC's Federal Funds*. Between February and June 2024, the project selection process to distribute approximately \$639 million of PSRC's 2027-2028 federal funds, as well as an additional \$63 million of 2025-2026 FHWA funds, was conducted. The projects recommended to receive these funds are identified in Attachments A through D. At its meeting on July 11, the Transportation Policy Board recommended that the Executive Board approve the projects.

### **RECOMMENDED ACTION**

The Executive Board should approve the projects recommended for PSRC's FHWA and FTA funds as identified in Attachments A through D, including the prioritized contingency lists of projects should additional funds become available prior to the next project selection process.

### **DISCUSSION**

PSRC is required under federal legislation to have a documented process that provides the policies and guidance for how PSRC will approve, manage and administer projects to be selected to receive PSRC's federal funds. Prior to each funding cycle, the policies

and procedures for the project selection process are reviewed and updated to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*.

The *2024 Policy Framework for PSRC's Federal Funds* was adopted by the Executive Board on January 25, 2024, and encompasses the detailed policies and procedures for conducting PSRC's project selection process, including details on the policy focus of support for centers and the corridors that serve them, the various set-asides and distribution amounts and other details. The project selection process, as directed by the *Policy Framework*, is based on the regional policies and outcomes as detailed in VISION 2050 and the Regional Transportation Plan.

The criteria used to evaluate submitted projects is based on these policies and outcomes, built from the foundation of supporting regional and local centers. The criteria include elements relating to accessibility, multimodal mobility, safety, equity and climate, as well as financial and project readiness. PSRC's boards spent a significant amount of time reviewing the criteria and incorporated changes for the 2024 process that strengthened safety, climate and equity considerations, among other updates. More information can be found in the *Policy Framework* and other materials on PSRC's [website](#).

PSRC released the Call for Projects for the 2024 project selection process in February for an estimated \$639 million of PSRC's federal fiscal year (FFY) 2027-2028 FHWA and FTA funds. In addition, approximately \$63 million of 2025-2026 FHWA funds is available for distribution, due to higher levels than previously estimated from the Bipartisan Infrastructure Law and per direction from PSRC's Executive Committee. This includes funds from FHWA's Carbon Reduction Program that had yet to be distributed.

A wealth of resources and guidance materials were included in the Call for Projects, and workshops were held in each of the four counties to review the materials and assist potential project sponsors. The Call for Projects and additional materials about the project selection process – including the *Policy Framework*, project evaluation criteria, submitted project applications and all other resources – are provided on PSRC's [website](#).

### FHWA Competitions

PSRC conducts a shared process for FHWA funding between a regional competition and competitions within each of the four counties. For PSRC's FHWA regional competition, 30 projects requesting over \$140 million were submitted for the estimated \$90.9 million available. PSRC staff scored the project applications based on the adopted regional project evaluation criteria. The Regional Project Evaluation Committee (RPEC) reviewed the projects and PSRC staff scores at its meeting on May 23, 2024. After a full discussion, RPEC unanimously recommended the projects in Attachment A

for funding, including a prioritized contingency list of projects should additional funds become available prior to the next process. In addition to the project scores, RPEC also took other factors into consideration in preparing the recommendation, including geographic balance, agency balance, modal balance, project implementation, having a balance among project phases, project scalability, unique circumstances and project timing.

It is noted that the recommended funding exceeds the estimate for the regional FHWA competition as identified in the *Policy Framework* by approximately \$4.8 million. The committee had lengthy discussion about where a reduced award could be considered, or whether there was flexibility to increase the estimated amount of future funding. Some key points discussed were recent and ongoing delivery challenges that have led to larger gaps to be filled; uncertainty of 2027-2028 funds as they will be established in the next federal transportation act; the overage being a small percentage of the total; and the unique challenges this cycle with new funding sources and earlier funds to distribute. It was also noted that recommending the last two projects on Attachment A would improve geographic balance, with both having the ability to deliver early. Based on these factors and with PSRC staff consensus, the committee decided to recommend the full funding of the projects as identified, exceeding the estimate by about \$4.8 million.

Per the *Policy Framework*, approximately 66% of PSRC's FHWA funds is distributed through competitive processes conducted by each of the four countywide forums. A total of 104 projects requesting over \$176 million were submitted for the estimated \$142.9 million available, which includes the set-asides for bicycle and pedestrian investments and preservation, as well as the required minimum amount to be spent in rural areas.

Each countywide group adopts their own competitive processes, based on the *Policy Framework*, federal requirements and the regional project evaluation criteria, with some locally based customization; a summary of each countywide process is contained in the *Policy Framework*. The countywide project selection committees concluded their processes in June and are recommending the projects identified in Attachment B, including prioritized contingency lists of projects should additional funds become available prior to the next process.

### FTA Distributions

There are three urbanized areas (UZAs) in the PSRC region: Bremerton, Marysville and Seattle-Tacoma- Everett (STE). PSRC coordinates with FTA and the public transit agencies operating within each UZA to conduct the process to distribute PSRC's FTA funds to projects. The majority of FTA funds come to the region based on the service and operating characteristics of each transit agency. Per the *Policy Framework*, this funding is distributed through an "earned share" process.

Since there is only one transit agency operating in the Bremerton and Marysville UZAs, respectively, funds are distributed to these two UZAs based on their earnings. Within the STE UZA, approximately 86% of the FTA funds are based on the service and operating characteristics of the nine transit agencies and are distributed via the earned share distribution process. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. As of 2023, these regional funds are disbursed through an equity formula allocation.

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. Agencies provide a description of how each project submitted for the equity formula funding addresses the equity criterion established in the *Policy Framework*. This includes how the project supports and improves equity, including the relationship to identified equity focus area populations within the project area. It also includes how the project improves mobility and access to opportunities for the identified populations, among other criteria. When applicable, agencies also address how each project adheres to the recently updated Project Tracking Policies, which allow certain exceptions for the distribution of funding.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. For the equity formula project submittals, staff worked with each sponsor to confirm that their projects meet the intent of the distribution policies.

At their meeting on June 26, 2024, the Transit Operators Committee (TOC) unanimously recommended the projects to receive PSRC's 2027-2028 FTA funding. Attachment C contains the projects to receive the \$457 million of FTA earned share funding as identified by each transit agency within each of the three UZAs. Attachment D contains the projects to receive the \$64 million of FTA equity formula funding.

## **NEXT STEPS**

Once the Board approves the projects to receive this funding, PSRC will begin work on the preparation of the Draft 2025-2028 Regional Transportation Improvement Program (TIP), scheduled to be released for public comment in September. In October, the Transportation Policy Board will make its final recommendation on the 2025-2028 Regional TIP, and the Executive Board is scheduled to take final action on October 24, 2024.

At the meeting on July 25, the Executive Board will be provided additional details on the projects recommended for funding as identified in Attachments A through D. Staff will

also provide observations regarding the impact of the changes adopted in the 2024 *Policy Framework*.

For more information, contact Kelly McGourty at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).

#### **ATTACHMENTS**

- A. PSRC's 2024 FHWA Regional Competition: RPEC Recommendation
- B. Countywide Recommendations for PSRC's FHWA Funds
- C. TOC Recommendation for PSRC's FFY 2027-2028 FTA Earned Share Funds
- D. TOC Recommendation for PSRC's FFY 2027-2028 FTA Equity Formula Funding

**ATTACHMENT A: PSRC 2024 FHWA REGIONAL COMPETITION  
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDATION**

**PROJECTS RECOMMENDED FOR FUNDING**

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
<b>Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ) / Carbon Reduction Program (CRP)</b>							
Sound Transit	Graham Street Station - Design	Preliminary Engineering / Design	75	\$8,200,000	\$8,200,000	CMAQ	Construct a new infill light rail station including landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements.
King County Metro	RapidRide K Line Project	Preliminary Engineering / Design	64	\$8,200,000	\$8,200,000	CMAQ	Construct infrastructure for RapidRide K Line, which will operate between the Kirkland Totem Lake Regional Growth Center and the Bellevue Eastgate Park & Ride. Project elements include construction of bus lanes, queue jumps, turning restrictions, bus bulbs, signal timing optimization, bus stop spacing management, transit signal priority, turn lanes, traffic channelization improvements, new RapidRide stations, and layover improvements to enhance bus operations.
Sound Transit	Boeing Access Rd Station - Vehicles	OTH	60	\$8,200,000	\$8,200,000	CMAQ	Purchase two light rail vehicles needed to accommodate expanded service that will result from opening of the new station.
King County Metro	Regional Campaigns & Partner/Community TDM Capacity Building	OTH	57	\$5,000,000	\$5,000,000	CMAQ	Implement Transportation Demand Management programs utilizing a mix of tools including marketing, outreach, education, data, incentives, and partnerships.
Seattle	Harrison & Mercer Transit Access Project	Construction	53	\$8,200,000	\$8,200,000	CMAQ	Construct a new transit corridor within and between the Uptown and South Lake Union Regional Growth Centers, providing direct transit access to the future SLU Light Rail Station. Improvements may include trolley wire infrastructure, bus lanes, lane markings, pavement restoration, signal optimization for transit, bus stops and bus stop amenities, and improvements to the public realm that will facilitate a transit- and pedestrian prioritized street.



Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Community Transit	Zero Emissions Bus Purchase	Other	42	\$8,200,000	\$8,200,000	CMAQ & CRP	Purchase about seven Battery Electric buses and associated charging equipment to replace existing diesel fuel buses that have exceeded their useful life and begin Community Transit's journey toward a full fleet transition to Zero Emissions.

**TOTAL: \$46,000,000**

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended		Description
<b>Surface Transportation Block Grant Program (STBG) / Carbon Reduction Program (CRP)</b>							
Bellevue	NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion	Preliminary Engineering / Design	75	\$3,500,000	\$3,500,000	STBG	Construct a new two-lane road connection to complete a gap in the Bel-Red area. The project will include two vehicle lanes, sidewalks and protected bike lanes on both sides, safety elements including illumination, signals and pavement marking, a fish-passable stream crossing, stormwater facilities, and underground utilities.
Tacoma	Puyallup Avenue Corridor Improvements with Pedestrian Access to Fife	Construction	73	\$5,465,000	\$5,465,000	STBG	Reconstruct roadway with complete street elements including sidewalks/curb ramps, curb bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards. Bike lanes/active transportation facilities will also be constructed with other State funds, connecting to WSDOT's regional trail improvements along SR 167.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Seattle	West Seattle Link Extension (WSLE) Station Access	Preliminary Engineering / Design	72	\$5,465,000	\$5,465,000	CRP	Construct non-motorized access improvements to four new Link light rail stations, as planned by Sound Transit's West Seattle Link Extension (WSLE) project. Station access improvements include new sidewalks (including new ADA ramps where needed), protected bike lanes and neighborhood greenways (including required pavement repair and replacement), enhanced crossings, pedestrian plazas, multi-use trail enhancements, and other safety measures and amenities. Potential rechannelization along a segment of Alaska Street (minor arterial) to provide bus-only lanes will be evaluated.
Kent	Meet Me on Meeker: Interurban Trail to 6th Avenue S Connection	Construction	70	\$2,500,000	\$2,500,000	STBG	Construct a multimodal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer zones, reducing four vehicle lanes to two. The project includes curb bulb-outs, pedestrian amenities, and curb extensions at the corner of 6th Avenue S and W Meeker Street.
Pierce County	112th Street E	Right-of-Way	68	\$5,465,000	\$5,465,000	STBG	Add a center turn lane, paved shoulders, cement concrete curb, gutter, sidewalk, and bike lanes. Improvements will include street lighting, fiber optic interconnect, an enclosed storm drainage conveyance system, storm drainage treatment facilities, fish-passable culvert underpasses, and reconstruction of the existing traffic signal systems at Golden Given Rd E and 18th Ave E
Renton	Rainier Ave Corridor Improvements - Phase 5	Preliminary Engineering / Design	67	\$3,196,076	\$3,196,076	CRP	Reduce the vehicle lanes between NW 3rd Place to the northern city limits and provide bike facilities, sidewalk widening, pedestrian scale illumination, and a multiuse trail that will extend the Lake Washington Loop trail to the northern city limits Design will consider access management and a center median where feasible to provide traffic calming. Phase 5 of the Rainier Avenue Corridor Improvements is the final phase of the planned corridor improvement.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
WSDOT	SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvement	Preliminary Engineering / Design	66	\$4,275,122	\$4,275,122	STBG	Provide Business Access Transit (BAT) lanes on SR 99 between 148th Street SW and Airport Way in unincorporated Snohomish County. The project includes the building or rebuilding of roadway shoulders as managed BAT lanes, ADA improvements, bicycle and pedestrian facilities separated from travel lanes, new and improved signalized pedestrian crossings, and other safety improvements, transit speed and reliability improvements, and improved lighting.
Kitsap County	Ridgetop - Mickelberry to Myhre Phase 1	Construction	65	\$5,460,000	\$5,460,000	STBG	The multimodal corridor project will add a travel lane and bike lane in each direction, widen sidewalks, improve Mickelberry and Myhre intersections, add a midblock intersection, lighting, and ITS. Phase 1 will construct the Ridgetop & Myhre intersection, signals, lighting, ITS system, a second eastbound lane and uphill bike lane to the vicinity of Sid Uhinck Drive, and stormwater facilities to the vicinity of Mickelberry Road.
Kirkland	NE 128th Street Bike-Ped Improvements	Construction	63	\$986,000	\$986,000	CRP	Install bicycle safety improvements between 116th Ave NE and Totem Lake Boulevard NE. Project includes addition of 2-foot buffers with pylons to existing bike lanes, complemented by green conflict pavement markings, relocation of the eastbound bike lane to the south curb at NE 128th Street/Totem Lake Blvd NE, new bike boxes at NE 128th Street/116th Avenue NE intersection, and signal phasing improvements including protected bike phases at both intersections.
Auburn	East Valley Highway Widening	Construction	61	\$5,465,000	\$5,465,000	STBG	Provide multimodal improvements from south of the East Valley Access Road to Lakeland Hills Way. The project scope includes intersection improvements, the addition of a separated non-motorized trail, addition of one northbound and one southbound through lane, center turn lane, illumination, stormwater improvements, utility relocation, and installation of a dynamic message sign.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Fife	I-5/Port of Tacoma Road Interchange Improvement Project	Construction	59	\$2,439,606	\$2,439,606	STBG	Retain the existing Port of Tacoma Road overcrossing of I-5 and construct a new overcrossing of I-5 at 34th Avenue E. The interchange will be reconstructed to create a split diamond couplet interchange with Port of Tacoma Road (southbound) and 34th Avenue E (northbound) paired as one-way couplets between 20th Street E and 12th Street E. Funding is requested for Phase 2a conversion of Port of Tacoma Road to a one-way southbound road.
Lynnwood	Poplar Way Extension Bridge	Construction	62	\$5,465,000	\$5,465,000	STBG	Construct a new multimodal six-lane bridge over I-5 between 196th St SW (SR 524)/Poplar Way and 33rd Ave W/Alderwood Mall Blvd. The bridge will include a sidewalk (west side) and shared use path (east side). The intersecting streets will be modified to meet the profile and width of the new bridge, and a tunnel (three-sided concrete box structure) will be constructed to allow the Interurban Trail to pass beneath the new bridge.
				<b>TOTAL:</b>	<b>\$49,681,804</b>		

## RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
<b>Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)</b>						
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	Construction	28	\$3,500,000		Construct an approximately 100-ft non-motorized bridge across SR 169 near SE 258th Street. At the east end of the bridge, the project will include an elevator and/or an ADA ramp. At the west end, the project will include an elevator to the Legacy Site near the farmer's market. The bridge will include pedestrian-scale illumination and may include a digital message board on the bridge span to provide intelligent transportation system (ITS) updates to drivers on SR 169.
Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
<b>Surface Transportation Block Grant Program (STBG)</b>						
Seattle	Aurora Ave Transit Corridor and Safety Upgrades	Preliminary Engineering / Design	59	\$5,465,000		The overall corridor project will reconfigure the existing roadway between the city's downtown commercial center and its northern city limits. Primary improvements include new sidewalks and controlled pedestrian crossings, new curb ramps, new and upgraded signals, street trees, access management, transit-focused re-channelization, and transit facility upgrades. Funding request is for the first segment, from approximately N 90th St to N 105th St.
Marysville	156th St NE Connector	Construction	54	\$5,465,000		Construct a 5-lane section of 156th between the Marysville Corporate Center development and 152nd Street NE, and a 3-lane section of 47th Ave NE between 152nd St NE and the MCC property to the north. The project includes curb and gutter, landscape strip, stormwater facilities, a roundabout, illumination, signage and pavement markings, a shared used path on the north/east side and sidewalk on the south/west side.
Kirkland	116th Avenue NE/NE 87th St Intersection Improvements	Construction	51	\$1,378,400		Install a mini-roundabout at the intersection, which includes the driveway access to the future pick-up and drop-off area for the Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th St. This project includes striping, signage, curbs, stormwater improvements, landscape restoration, sidewalks, and ADA ramps, and fill gaps in the existing sidewalk

Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
Snohomish County	Poplar Way: Larch Way to Lynnwood City Limits	Preliminary Engineering / Design	47	\$2,000,000		Construct two travel lanes and a center turn lane, integrating bike facilities, curbs, planters, and sidewalks on both sides. Modifications to two existing signalized intersections and/or considering a roundabout to enhance safety and operations will be explored. This project has been developed to accommodate additional pedestrian, bicycle, and vehicle traffic expected to result from the City of Lynnwood's Poplar Way Overcrossing project.
Arlington	180th Street Connector	Construction	46	\$5,000,000		Construct a new multimodal road that will provide access to the west side of the Arlington Airport in the Cascade Industrial Center. It will connect to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a stop-controlled intersection (planned to be a roundabout in the future). The road will have one vehicle lane in each direction, with a sidewalk on one side and a multiuse path on the other, pedestrian amenities, and new water and sewer utilities.
Port of Seattle	Air Cargo Road Reconstruction & Non-motorized Improvements	Construction	45	\$5,000,000		Rehabilitate existing pavement and install pedestrian and bicycle facilities between S 154th St and S 166th St. The project scope includes illumination, pedestrian and bicycle facilities, transit improvements, signage, storm drainage, and landscaping.
Sumner	166th St Widening and Intersection Improvements	Right-of-Way	45	\$2,249,000		Widen from a two/three lane section to four lanes, and construct roundabouts at the SR 410 westbound ramps and at 64th Street E. The project will include ADA-compliant pedestrian facilities to provide new north-south sidewalk access through the interchange. An existing culvert carrying Salmon Creek will be upgraded as needed.
Snohomish County	North Creek Trail Phase 2: Waxen Road to 183 St SE	Construction	43	\$5,000,000		Extend the existing North Creek Regional Trail from Waxen Road to 183rd St SE (North Creek Park). Project elements include construction of a paved section of the trail to separate it from the road.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
WSDOT	SR 167/SR 512 to Ellingson Rd Vicinity - SB Congestion Management	Preliminary Engineering / Design	43	\$5,465,000		Extend the SR 167 express toll lanes in the southbound direction to the SR 410/SR 512 interchange. Eight fish passage barriers will be replaced with fish passable structures. This project is a segment of the 50-mile managed lanes system on I-405/SR167 and connects to the SR 167 Gateway Extension Project.
Northwest Seaport Alliance	Port Community System	Other	39	\$1,500,000		Implement improvements to the Port Community System that serves the international cargo terminals at the Ports of Seattle and Tacoma to make the appointment system more user-friendly and accessible to small trucking operations or independent operators. Improvements will include 1) a web and mobile application, 2) a terminal-agnostic appointment booking, merging, and management system, 3) check-in functionality, and 4) location-based tracking.
Port of Bremerton	Airport Way Phase 2.2	Construction	39	\$3,196,084		Construct of Phase 2.2 of Airport Way from Old Clifton Road to the south end of the Bremerton National Airport with future connection planned to Lake Flora Rd and the SR-3 Freight Corridor. The roadway includes two vehicle lanes, pervious concrete bicycle lanes and shoulders, a separated pervious asphalt pedestrian path, grass lined stormwater swales, and installation of a wildlife fence.

## ATTACHMENT B: COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2027-2028 FHWA FUNDS

## PROJECTS RECOMMENDED FOR FUNDING

## KING COUNTY PROJECTS RECOMMENDED FOR FUNDING

## LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
Tukwila	Tukwila and South King County TDM	CMAQ	\$550,000	48/69	Other	Implement a TDM program to include outreach and education, incentives and rewards, partnerships with non-profits and community-based organizations, information on transit fares, employer consultations on transportation benefits and telecommute programs, purchase and installation of bike racks and wayfinding signage, language translation, interpretation, and transcreation of materials, engagement with transportation service providers, and support for policy and institutional reforms that advance TDM priorities.
Issaquah	Newport Way NW Improvements – Maple Street to West Sunset Way	STBG	\$5,460,000	71/NA	Right-of-Way	Construct roundabouts at the NW Juniper Street, NW Holly Street, and NW Dogwood Street intersections; signal modifications at the Sunset Way and Maple Street intersections with Newport Way NW; an additional southbound lane from NW Maple Street to the vicinity of Holly Street; sidewalk on both sides of Newport Way NW and protected bike lanes, both with a landscaped buffer. Work also includes ADA improvements, rectangular rapid flashing beacons, signage, channelization, illumination, wetland mitigation, stormwater detention and treatment, and underground utility maintenance.
Seattle	Aurora Ave Transit Corridor and Safety Upgrades	STBG	\$5,460,000	66/57	Preliminary Engineering / Design	Construct improvements that may include new sidewalks and controlled pedestrian crossings, new curb ramps, new and upgraded signals, street trees, access management, transit-focused rechannelization, and transit facility upgrades from N 90th Street to N 105th Street.
Shoreline	N 175th Street, Stone Avenue N to I-5	STBG	\$5,460,000	66/NA	Right-of-Way	Reconstruct roadway with two lanes in each direction and add raised center medians, new pedestrian beacons, turn pockets, a combination of shared use paths and buffered bike lanes, curb, gutter, sidewalk extensions, planter strips, illumination, and retaining walls.



Federal Way	BPA Trail - City Center Extension	CMAQ	\$1,600,000	63/66	Right-of-Way	Construct paved shared use path along the north side of S 234th Street and the west side of 23rd Avenue S with pedestrian scale lighting, crossing improvements, landscape/hardscape buffer, and associated storm drainage. Work also includes roadway restriping, relocation of curb and sidewalk, and removal of on-street bike lanes.
Seattle	Graham St Station Access & Complete Street	CMAQ & CRP	\$3,752,835	61/61	Preliminary Engineering / Design	Construct improvements that may include new bus stops and bus stop amenities, upgraded sidewalks, protected bicycle lanes, new and upgraded pedestrian crossings, pavement restoration, lane markings, signal improvements including transit signal priority and leading pedestrian intervals, channelization improvements to increase visibility and safety for non-motorized travelers, storm water drainage improvements, pedestrian lighting, street trees, and landscaping
Seattle	N 130th St - Bitter Lake to Haller Lake Mobility Improvements	CMAQ	\$5,460,000	61/56	Preliminary Engineering / Design	Construct improvements that may include new bus stops and bus stop amenities, upgraded sidewalks, protected bicycle lanes, new and upgraded pedestrian crossings, pavement restoration, signal improvements including transit signal priority and leading pedestrian intervals, channelization improvements to increase visibility and safety for non-motorized travelers, storm water drainage improvements, pedestrian lighting, street trees, and landscaping.
Bellevue	120th Avenue NE (Stage 4), North Segment	STBG	\$5,460,000	61/NA	Construction	Construct three lane roadway with two travel lanes and a center turn lane, protected bike lanes and wide sidewalks on both sides of the roadway, illumination, and signage. Work also includes signal enhancements, ITS, installation of stormwater drainage, flow control and water quality facilities, and replacement of a fish barrier with a wildlife and fish passable structure.
SeaTac	34th Avenue S Phase 2	CMAQ	\$2,956,293	58/60	Right-of-Way	Construct roundabout with access to the future Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th Street, install roadway striping, sidewalks, ADA ramps signage, curbs, stormwater improvements, and landscape restoration.
SeaTac	S 204th Street Improvements Project	STBG	\$2,000,000	57/NA	Construction	Widen the roadway, adding a parking lane, a bike lane, sidewalks, and crosswalk and ADA enhancements on S 204th Street and 32nd Avenue S.
Auburn	Lea Hill Road/104th Avenue SE Roundabout	STBG	\$2,138,000	54/45	Construction	Construct single-lane roundabout, replacing the existing span-wire signal.

Kirkland	116th Avenue NE/NE 87th St Intersection Improvements	STBG	\$1,378,400	51/36	Construction	Construct roundabout with access to the future Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th Street, install roadway striping, sidewalks, ADA ramps signage, curbs, stormwater improvements, and landscape restoration.
Covington	SR 516 and Covington Way Intersection Improvements	STBG	\$1,924,552	50/48	Right-of-Way	Construct roundabout with additional turn lanes, replacing the existing signal. Work also includes construction of a shared use path, protected crossings, transit access, and ITS improvements.
Seattle	80th St and 85th St ITS Corridors	CMAQ & STBG	\$3,000,000	50/47	Construction	Upgrade and install communications systems to interconnect traffic signals, add leading pedestrian intervals, optimize corridor signal timing, construct new curb ramps, sidewalks, and accessible pedestrian signal upgrades.
King County Roads	Issaquah-Hobart Road SE and SE May Valley Road Intersection Improvement	STBG	\$545,000	45/41	Preliminary Engineering / Design	Construct a two-lane roundabout, reconstruct the roadway. Install cement concrete curb, gutter, sidewalks, and ADA ramps; marked crosswalks; drainage network improvements, water quality facility, structural walls, landscaping, illumination, and erosion control.

**Subtotal: \$47,145,080**

#### RURAL PROGRAM

Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
King County Roads	2027 NE Big Rock Road Overlay	STBG	\$792,340	32/NA	Construction	Grind and overlay the roadway from City of Duval limits to Batten Road NE and from NE 117th Street to Kelly Road NE.

**Subtotal: \$792,340**

#### ALL OTHERS PROGRAM

Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
King County Metro	King County Metro Zero Emission Ferry Replacement Project	CRP	\$1,730,000	70/57	Preliminary Engineering / Design	Electrify the West Seattle Downtown Seattle passenger-only ferry route by replacing one 278 passenger diesel-fueled ferry with two new 150 passenger battery electric vessels, constructing shoreside vessel charging and other electrical infrastructure and vessel moorage at Pier 50.
WSDOT	SR 167/SR 512 to Ellingson Rd Vicinity – SB Congestion Management	CRP	\$1,500,000	48/60	Preliminary Engineering / Design	Widen the roadway, adding express toll lanes on SR 167 southbound to the SR 410/SR 512 interchange, completing the managed lane system on I-405/SR 167.

**Subtotal: \$3,230,000**

#### NONMOTORIZED PROGRAM

Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
Renton	Sunset Trail	STBG	\$2,500,000	76/73	Construction	Construct shared use path with planted buffer on the north side of NE Sunset Boulevard between Edmonds Avenue NE and NE 10th Street with street lighting, retaining walls, and ADA upgrades.
Bellevue	Eastgate Way Sidewalk	STBG	\$1,068,500	72/65	Preliminary Engineering / Design	Construct sidewalk with new curb and gutter, stormwater drainage, and pavement replacement where affected by construction.
Federal Way	Pacific Hwy Non-Motorized Trail - 288th to N City Limits	CRP	\$600,000	69/74	Construction	Construct shared use path and bike boulevard improvement along 16th Avenue S and 15th Avenue S, respectively.
Bothell	102nd Ave NE Shared-Use Path	CRP	\$1,600,000	63/62	Preliminary Engineering / Design	Construct paved shared use path with planter strip, concrete curb and gutter, retaining walls, and illumination between Main Street and East Riverside Drive, excluding the 102 Avenue NE Bridge.
Issaquah	NW Juniper Street Improvements	CMAQ	\$1,621,875	61/61	Construction	Construct shared use path along one side of the street from Newport Way NW and 7th Ave NW. Work also includes irrigation, drainage, ADA compliant curb ramps, illumination, crosswalks, and signage.
Redmond	156th Ave Shared Use Path	CMAQ & STBG	\$2,000,000	59/58	Construction	Construct shared use path from the 4300 Block to NE 51st Street with enhanced lighting and crossing improvements
Kent	Earthworks Park to Downtown Connection	STBG	\$375,000	51/NA	Planning	Planning for a protected bicycle connection between Earthworks Park and Downtown Kent. Planning activities include project development, equitable community engagement, agency coordination, and feasibility and alternatives analysis.
Shoreline	Trail Along the Rail Master Plan	STBG	\$432,500	52/NA	Planning	Planning for a shared use path alongside the Lynnwood Link light rail alignment from 5th Avenue in Seattle to 195th Street in Shoreline. Planning activities include final feasibility alignment, assessment of property acquisition requirements, development of cost estimates and phasing and scheduling, a public engagement process that mixes outreach methods that includes surveys, workshops, and public meetings.
<b>Subtotal:</b>			<b>\$10,197,875</b>			
<b>PRESERVATION PROGRAM</b>						
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase	Description
Kent	South 212th Street Preservation (59th PI S to 72nd Ave South)	STBG	\$1,500,000	92	Construction	Grind and overlay the roadway, replace failing pavement sections, and install curb ramps and traffic signals.

Federal Way	S 320th Street Preservation (SR-99 to I-5)	STBG	\$1,150,000	91	Construction	Grind and overlay the roadway and construct ADA sidewalk and signal upgrades.
Kirkland	NE 132nd Street Preservation	STBG	\$653,000	90	Construction	Resurface and overlay the pavement, and adjusting lane widths. Construct ADA ramp upgrades, install pedestrian push-buttons.
Auburn	A Street SE Preservation	STBG	\$965,000	87	Construction	Grind and overlay the roadway, make upgrades to ADA curb ramps, and signal detection.
Bellevue	South Downtown Bellevue Arterial Overlay	STBG	\$1,500,000	87	Construction	Grind and overlay portions of roadway, retrofit ADA curb ramps, replace bike lanes, modify traffic signals, and make sidewalk repairs on sections of 112th Avenue NE, 110th Avenue NE, NE 2nd Street, and Main Street.
Kent	S 196th Street Preservation	STBG	\$1,500,000	84	Construction	Grind and overlay the roadway, replace failing pavement sections, and install curb ramps and pedestrian push buttons between the vicinity of 68th Avenue and 84th Avenue S.
Newcastle	Coal Creek Parkway Pavement Preservation	STBG	\$1,205,000	84	Construction	Grind and overlay the pavement, retrofit deficient curb ramps, update pedestrian traffic signals.
Shoreline	15th Ave NE Pavement Preservation	STBG	\$850,000	81	Construction	Overlay the roadway and install ADA curb ramps between the vicinity of NE 165th St and vicinity 17202 15th Avenue NE.
King County Roads	Avondale Rd NE Pavement Preservation	STBG	\$1,407,355	79	Construction	Repair pavement and repave the roadway, upgrade existing curb ramps and pedestrian pushbuttons, replace traffic signal detector loops, and make utility improvements.
Shoreline	Dayton Ave N (Carlyle Hall Rd to Westminster Way) Pavement Preservation	STBG	\$1,100,000	78	Construction	Conduct spot repairs, asphalt overlay, and re-striping.
Bothell	Juanita-Woodinville Way NE Overlay: NE 160th St to 121st Ave NE	STBG	\$800,000	77	Construction	Grind and overlay the roadway, including bike lanes and pedestrian ramps and crossings.

**Subtotal:** \$12,630,355

**KING COUNTY RECOMMENDED PROJECTS TOTAL: \$73,995,650**

**KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING**

Sponsoring Agency	Project Title	Funding Source	Amount	Ranking*	Phase	Description
Kitsap County	Lund - Chase to Jackson 1	STBG	\$3,761,392	1	Construction	Construct sidewalks, bike lane, buffer/stormwater, access management, and illumination.
Port Orchard	Bethel Lund Intersection Improvements	STBG	\$648,750	3	Preliminary Engineering / Design	Construct a two-lane roundabout at the intersection that includes stormwater drainage and utility relocations.

Bremerton	11th Street Roadway Preservation	STBG	\$1,271,550	4	Preliminary Engineering / Design	Provide safety, multimodal, and preservation improvements on three segments of the 11th Street Corridor from Kitsap Way to Pacific Avenue. that includes combinations of resurfacing existing roadway, installing ADA upgrades at curb ramps and traffic signs, landscaping, and street lighting. A road diet will be used in one segment to extend bike lanes and provide wider sidewalks.
Kitsap Transit	Bremerton Transit Center Security Upgrades	STBG	\$550,000	5	Construction	Purchase and install approximately 20 security cameras, monitors, security lighting and pedestrian safety signage at the Bremerton Transportation Center (BTC).
Bainbridge Island	Lynwood Center Road Non-Motorized Improvements Project	STBG	\$1,000,000	6	Preliminary Engineering / Design	Construct non-motorized improvements on Lynwood Center Road between Fletcher Bay Road and Baker Hill Road.
Poulsbo	Third Avenue Improvements	STBG	\$2,062,000	8	Construction	Reconstruct roadway to include new roadway surface, new sidewalk installation, new curb and gutter, defined parking, new bike lane and storm drainage and treatment improvements.
Port of Bremerton	Airport Way Phase 2.2	STBG	\$2,149,308	11	Construction	Construct Airport Way from Old Clifton Road to the south end of the Bremerton National Airport with future connection planned to Lake Flora Rd and the SR 3 Freight Corridor. The roadway includes two vehicle lanes, pervious concrete bicycle lanes and shoulders, a separated pervious asphalt pedestrian path, grass lined stormwater swales, and installation of a wildlife fence.
Kitsap County	Lake Flora - City Limits to JM Dickinson	STBG	\$997,000	13	Construction	Repave travel lanes.

**Subtotal: \$ 12,440,000**

**KITSAP COUNTY RECOMMENDED PROJECTS TOTAL: \$12,440,000**

\* Kitsap County uses an alternate scoring methodology with ranking based on High, Medium, and Low summaries per each evaluation criterion, rather than numeric scores out of 100.

**PIERCE COUNTY PROJECTS RECOMMENDED FOR FUNDING**

**ROADWAY**

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
Sumner	166th St Widening and Intersection Improvements	STBG	\$2,249,000	48	Right-of-Way	Widen from two/three lanes to four lanes, and construct roundabouts at the SR 410 westbound ramps and at 64th Street E. The project will include ADA-compliant pedestrian facilities to provide new north-south sidewalk access through the interchange. An existing culvert carrying Salmon Creek will be upgraded as needed.

University Place	Chambers Creek Road Roundabout	STBG	\$800,000	42	Construction	Construct a roundabout at the intersection of Chambers Creek Road and 64th Street West that includes sidewalks, street lighting, landscaping/pedestrian buffers, and connections to existing pedestrian and bicycle improvements.
<b>Subtotal:</b>			<b>\$3,049,000</b>			
<b>NONMOTORIZED</b>						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
University Place	67th Avenue Improvements Phase 3	STBG	\$1,972,907	62	Construction	Construct curb, gutters, landscaped pedestrian buffers, sidewalks, bicycle lanes, and streetlights. The signal at 67th and 44th will be upgraded with audible pedestrian signals. Contrasting pavement markings, pedestrian/bicycle amenities, and speed feedback signs will also be provided Existing median islands will be expanded/enhanced to reduce vehicle speeds. Pedestrian accessibility ramps and landings will be constructed at all intersections to conform to the current WSDOT design standards.
Fircrest	44th Street W Sidewalk Extension Improvements	CMAQ	\$2,578,050	61	Construction	Installation of curb, gutter, sidewalk, landscaped buffers, bike lanes, street lighting, a new pedestrian crossing with RRFB signalization, contrasting pavement markings, and pedestrian/bicycle amenities. The signal at 67th Ave and 44th will be upgraded with audible pedestrian signals. The storm system will be replaced or modified as necessary and retaining walls will be built where needed to accommodate pedestrian improvements.
Puyallup	Meeker Pedestrian Improvements	CMAQ	\$2,500,000	57	Construction	Enhance pedestrian facilities on E. Meeker between Meridian and 3rd Street SE that will widen sidewalks, implement curb extensions, and improve pedestrian crossings.
Edgewood	Meridian & 12th/13th Intersection Improvements	STBG	\$350,000	52	Preliminary Engineering / Design	Construct active transportation and safety improvements that are expected to include a roundabout at one intersection and access controls at the other intersection. Intersection improvements will also include pedestrian crossings with beacons and refuge islands, and striped bike lanes.
University Place	Chambers Creek Road Pedestrian and Bicycle Improvements	STBG	\$297,500	52	Preliminary Engineering / Design	Improve Chambers Creek Road west between Bridgeport Way and Chambers Lane West with new sidewalks, bike lanes, pedestrian oriented street lighting, landscaped pedestrian buffers, pedestrian amenities, and stormwater improvements. Additional safety features will include speed radar feedback signs, pedestrian warning beacons, and contrasting pavements.

Sumner	Rivergrove Community Pedestrian Bridge	STBG	\$5,000,000	51	Construction	Construct a non-motorized bridge over SR 410 that will include approach ramps, shared-use path, sidewalk connections, and minor utility work.
Pierce County	Safe Routes to School - B St E	STBG	\$2,350,000	50	Construction	Construct shared-use paved shoulders, curb, gutter, and sidewalks.
Pierce County	138th Street South Improvements	STBG	\$1,118,600	48	Right-of-Way	Construct paved shoulders and add sidewalks with ADA-compliant curb ramps. Bike lanes will be provided on both roadway shoulder edges. Improvements will also include new concrete curb and gutter, the replacement of worn pavement, new street illumination, upgrades to the stormwater drainage system, and the reconstruction of a flashing red beacon.
Sumner	Elm St. & Wood Ave. Sidewalks	CMAQ	\$346,000	44	Preliminary Engineering / Design	Construct curb, gutter, curb ramps and sidewalks. Other improvements include minor roadway widening to accommodate curb and gutter construction, utility relocates and stormwater improvements.

**Subtotal: \$16,513,057**

**RURAL**

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
Pierce County	Lackey Rd. NW / Jackson Lk. Rd. NW / Key Peninsula Hwy. NW	STBG	\$1,000,000	38	Construction	Construct a single lane roundabout with non-mountable center, truck aprons, and raised splitter islands, and includes chicanes, crosswalks, curb, gutter, sidewalks, rectangular rapid flashing beacons, street lighting, and storm drainage conveyance and treatment.

**Subtotal: \$1,000,000**

**OTHER**

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
Pierce County	Community, Multi-Family Housing, Employer and Youth Transportation Demand Management Programs	CMAQ	\$1,470,500	61	Planning	The project will continue, enhance or develop foundational services such as an emergency ride home program, business leadership program, educational materials, employer and commuter support, advertising, campaigns, motivation and incentives, and website and online tools. Funds could be used to purchase bike racks, create resident packets, hire travel ambassadors for personalized assistance, create marketing material, advertisements, train and pay community organization to educate their members, ask retailers and event venues to offer discounts and/or allow event tickets to be a free bus ticket, and deploy a TDM Tool kit for multi-family development.

Tacoma	Tacoma Mall Neighborhood Loop Road - Active Transportation Plan	STBG	\$284,000	47	Planning	Create a corridor plan for the Loop Road concept and active transportation connections to the Loop Road in the Tacoma Mall Regional Growth Center. The planning effort will result in design concepts for each segment of the corridor.
<b>Subtotal:</b>			<b>\$1,754,500</b>			
<b>TRANSIT</b>						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce Transit	New Inductive BEB Charging Infrastructure at Tacoma Community College Transit Center	CMAQ	\$2,273,440	53	Other	Install inductive Battery Electric Bus (BEB) Charging System Infrastructure for four BEBs.
<b>Subtotal:</b>			<b>\$2,273,440</b>			
<b>PRESERVATION</b>						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
University Place	Bridgeport Overlay	STBG	\$763,235	59	Construction	Overlay roadway between 35th St W and 27th St W and upgrade ramps to current ADA standards.
Puyallup	Valley Ave NW Overlay - Phase 3	STBG	\$792,406	57	Construction	Grind and overlay roadway and improve ADA sidewalk ramps.
Auburn	Lake Tapps Parkway SE Preservation (Sumner Tapps Hwy E to 182nd Ave E)	STBG	\$792,406	55	Construction	Grind and overlay roadway, upgrade curb ramps to meet ADA requirements, rechannelization for buffered on-street bike lanes, install median island, and add signal detection at the Sumner Tapps Hwy and 182nd Ave E signals. The project will also install a section of median island and conduits to accommodate the installation of street lighting as part of a future project.
Pierce County	Sunrise Blvd. E.	STBG	\$792,406	53	Construction	Grind and overlay roadway including replacement of non-compliant ADA ramps and pedestrian pushbuttons and sewer adjustments necessary for the overlay.
Tacoma	6th Avenue & Tacoma Avenue Pavement Preservation	STBG	\$792,406	52	Construction	Grind and overlay roadway with pedestrian accessibility to be improved at pedestrian crossings within the scope of the project to meet ADA compliance and existing bikeways will be refreshed/revised.
Lakewood	100th - Lakewood Drive to Lakeview Avenue Overlay	STBG	\$752,500	30	Construction	Reconstruct roadway that includes pavement repair, grinding, two-inch overlay, updating ramps to ADA standards, channelization, and signage.
Sumner	Valley Ave Overlay	STBG	\$454,644	24	Preliminary Engineering / Design	Grind and overlay Valley Avenue from Meade McCumber Rd E to Elm St and repair failing pavement/subgrade.
<b>Subtotal:</b>			<b>\$5,140,003</b>			



## PIERCE COUNTY RECOMMENDED PROJECTS TOTAL: \$29,730,000

## SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Monroe	154th Street Sidewalk Project	CMAQ	\$607,500	61	Construction	Construct sidewalks to fill gap in sidewalk network and will also include upgraded stormwater infiltration galleries with Storm filter Catch basins, curb and gutter, compliant ADA curb ramps, updated driveway entrances, shoulder paving, and property restoration.
Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements project	CMAQ	\$2,798,000	61	Right-of-Way	Add left turn lanes, widen sidewalks, and complete missing bike lane within proximity to the intersection. Project also includes a new traffic signal system, lighting, signage, pavement, pavement striping, stormwater improvements to treat and convey stormwater, and the potential to convert existing overhead utilities to underground.
Bothell	9th Ave SE Multimodal Phase One: Crystal Springs Elementary to SR 524	CMAQ & STBG	\$3,074,750	63	Preliminary Engineering / Design	Improve roadway to include left turn lanes where necessary, protected bicycle facilities and filling in sidewalk gaps, curb ramps, crosswalks, pedestrian push buttons, illumination, curb and gutter, HMA pavement, roadway striping, retaining walls, pedestrian railings, fish passage culverts, storm drainage infrastructure, critical area mitigation and signage.
Snohomish County	Alderwood Mall Parkway - SR525 to 168th St SW	STBG	\$2,967,500	79	Construction	Widen existing two lane roadway section to a five-lane configuration with shared use paths, curb and gutter, ADA compliant curb ramps, stormwater improvements, retaining walls, and culvert upgrades.
Lynnwood	42nd Way Improvements - Segment 1	STBG	\$2,967,500	75	Right-of-Way	Construct a new grid street, 42nd Avenue W, from Alderwood Mall Boulevard to 196th Street SW, within the Lynnwood Regional Growth Center that includes two travel lanes, bicycle sharrows, on-street parking on both sides of the street, wide sidewalks, lighting, with streetscaping and urban design features. Infrastructure improvements include sidewalk, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements, channelization and signing.

Marysville	156th St NE Connector	STBG	\$2,967,500	65	Construction	Construct a 5-lane section of 156th between the Marysville Corporate Center development and 152nd Street NE, and a 3-lane section of 47th Ave NE between 152nd St NE and the MCC property to the north. The project includes curb and gutter, landscape strip, stormwater facilities, a roundabout, illumination, signage and pavement markings, a shared used path on the north/east side and sidewalk on the south/west side.
Arlington	174th Street Roundabout	STBG	\$2,967,500	61	Construction	Construct a new roundabout at the intersection of Smokey Point Blvd and 174th Street that includes the installation of sidewalks, multiuse trail, site drainage, water/sewer/communication utilities, lighting, transit stops local artwork and landscaping.
Community Transit	Zero Emissions Bus Purchase	CRP	\$2,930,000	63	Other	Purchase two Zero Emission buses and associated charging equipment.
Bothell	240th St SE & 35th Ave SE Intersection Improvements	STBG	\$1,069,750	69	Preliminary Engineering / Design	Construct a new roundabout that will include curbs, gutters, sidewalks, protected bike facilities, illumination, drainage improvements, and landscaping.
<b>Subtotal:</b>			<b>\$22,350,000</b>			

**PRESERVATION Funding**

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Lynnwood	188th Preservation Project	STBG	\$750,000	96	Construction	Pavement overlay from 33rd Ave W to 44th Ave W.
Marysville	State Ave Preservation (116th to Spur Track)	STBG	\$745,654	87	Construction	Pavement repair, grinding, overlay and ADA ramp upgrades.
Arlington	67th Ave-Ph2 Pavement Preservation	STBG	\$139,773	82	Preliminary Engineering / Design	Resurface roadway and upgrade curb ramps to current ADA standards.
Monroe	Main Street Preservation	STBG	\$714,573	79	Construction	Grind and overlay roadway between Kelsey Street and US 2 and will also include updating existing curb ramps to meet current ADA requirements.
Bothell	228th St SW/SE Pavement Preservation - Phase 1	STBG	\$750,000	75	Construction	Overlay roadway from Meridian Ave S to 2nd Ave SE that will include milling, spot repairs, pavement overlay, replacement of signal loops and striping work.
Edmonds	76th Ave. W Overlay from Highway 99 to 220th St. SW	STBG	\$750,000	56	Construction	Grind and overlay roadway.
Snohomish County	Jordan Road Overlay	STBG	\$820,000	47	Construction	Construct an asphalt overlay from Bridge #87 (mile post 1.060) to the northernmost intersection of Chappel Road (mile post 2.860).
<b>Subtotal:</b>			<b>\$4,670,000</b>			

**SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL: \$27,020,000**

**RECOMMENDED CONTINGENCY PROJECTS**

<b>KING COUNTY PRIORITIZED CONTINGENCY LIST</b>					
<b>LARGE JURISDICTION PROGRAM</b>					
<b>Sponsor</b>	<b>Title</b>	<b>Funding Source</b>	<b>Contingency Amount</b>	<b>STP/CMAQ Score (out of 100)</b>	<b>Phase(s)</b>
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 2	STBG	\$5,460,000	65/53	Construction
King County Roads	S 360th Street at Military Road S Intersection Improvement	STBG	\$4,584,500	48/42	Construction
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	CMAQ	\$3,500,000	43/32	Construction
King County Roads	SE Kent-Kangley Rd at Landsburg Rd SE Intersection Improvement	STBG	\$1,297,000	38/29	Preliminary Engineering / Design
<b>ALL OTHERS PROGRAM</b>					
<b>Sponsor</b>	<b>Title</b>	<b>Funding Source</b>	<b>Contingency Amount</b>	<b>STP/CMAQ Score (out of 100)</b>	<b>Phase(s)</b>
Port of Seattle	Air Cargo Road Reconstruction & Non-motorized Improvements	STBG	\$4,000,000	48/NA	Construction
WSDOT	SR 167 Implementation Plan King County	STBG	\$2,000,000	34/NA	Planning
<b>PRESERVATION PROGRAM</b>					
<b>Sponsor</b>	<b>Title</b>	<b>Funding Source</b>	<b>Contingency Amount</b>	<b>STP/CMAQ Score (out of 100)</b>	<b>Phase(s)</b>
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405)	STBG	\$800,000	41	Construction
<b>KITSAP COUNTY PRIORITIZED CONTINGENCY LIST</b>					
<b>Sponsoring Agency</b>	<b>Project Title</b>	<b>Funding Source</b>	<b>Contingency Amount</b>	<b>Ranking*</b>	<b>Phase(s)</b>
Kitsap Transit	Kitsap Transit Bus Stop Upgrades	STBG	\$500,000	7	Construction
Kitsap County	Newberry Hill & Dickey/Eldorado	STBG	\$3,500,000	9	Construction
Bainbridge Island	Winslow Way West Street Restoration and Sidewalk Infill	STBG	\$500,000	10	Preliminary Engineering / Design
Poulsbo	Finn Hill Overlay	STBG	\$830,000	12	Construction
* Kitsap County uses an alternate scoring methodology with ranking based on High, Medium, and Low summaries per each evaluation criterion, rather than numeric scores out of 100.					
<b>PIERCE COUNTY PRIORITIZED CONTINGENCY LIST</b>					
<b>ROADWAY</b>					

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Tacoma	Portland Avenue Freight and Access Improvements	STBG	\$4,935,000	47	Construction
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STBG	\$3,718,000	46	Construction
Puyallup	9th ST. SW; 15th to 31st - Road Improvements	STBG	\$2,200,000	46	Preliminary Engineering / Design
Sumner	Tacoma Ave Overlay and Intersection	STBG	\$2,049,912	43	Construction
Lakewood	Military Road SW - Edgewood to 112th	STBG	\$1,038,000	34	Right-of-Way
<b>OTHER</b>					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
WSDOT	SR 167 Implementation Plan Pierce County	STBG	\$756,875	40	Planning
<b>TRANSIT</b>					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$2,595,000	38	Construction
<b>SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST</b>					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Snohomish County	Poplar Way: Larch Way to Lynnwood City Limits	STBG	\$ 2,000,000	69	Preliminary Engineering / Design
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	STBG	\$ 1,765,461	51	Construction
Edmonds	84th Ave. Walkway from 238th to 234th	STBG	\$ 2,515,000	49	Construction
Snohomish County	Richardson Creek Bridge #300 Replacement	STBG	\$ 1,631,100	44	Construction
Monroe	Chain Lake Road Widening	STBG	\$ 403,143	34	Preliminary Engineering / Design

Attachment C: TOC RECOMMENDATION FOR PSRC's FFY 2027-2028 FTA EARNED SHARE FUNDING

**Bremerton UZA**

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$360,426	2027	5337 HIFG	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See STE UZA rows below.
		\$360,426	2028	5337 HIFG	
	Subtotal	<b>\$720,852</b>			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$4,794,733	2027	5307	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See STE UZA rows below.
		\$4,794,733	2028	5307	
		\$332,698	2027	5339	
		\$332,698	2028	5339	
	Subtotal	<b>\$10,254,862</b>			
<b>Bremerton UZA Total</b>		<b>\$10,975,714</b>			

**Marysville UZA**

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Marysville UZA Transit Operations 2027-28	\$1,456,973	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 23,312 hours of Fixed Route bus service.
		\$1,456,973	2028	5307	
	Subtotal	<b>\$2,913,946</b>			
Community Transit	Preventive Maintenance 2027-2028	\$1,000,000	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 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 12,500.
		\$1,000,000	2028	5307	
	Subtotal	<b>\$2,000,000</b>			
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$279,070	2027	5339	Purchase approximately 21 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 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See STE UZA rows below.
		\$279,070	2028	5339	
	Subtotal	<b>\$558,140</b>			
<b>Marysville UZA Total</b>		<b>\$5,472,086</b>			

Seattle-Tacoma-Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$8,279,597	2027	5307	Purchase approximately 21 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 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See MAR UZA rows above.
		\$8,279,597	2028	5307	
		\$3,370,853	2027	5337 HIMB	
		\$3,370,853	2028	5337 HIMB	
		\$807,714	2027	5339	
		\$807,714	2028	5339	
	Subtotal	<b>\$24,916,328</b>			
Everett Transit	Transit Maintenance Facility Design	\$868,762	2027	5307	Additional PE/Design funding 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. 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.
		\$868,762	2028	5307	
	Subtotal	<b>\$1,737,524</b>			
Everett Transit	2027-2028 Passenger Amenities: Public Address System for Everett Station	\$84,750	2027	5339	This project will fund the purchase and installation of a stand-alone public address (PA) system for Everett Station. The PA system will be used by transit staff to provide customer alerts.
		\$84,750	2028	5339	
	Subtotal	<b>\$169,500</b>			
Intercity Transit	Not yet programmed*	\$2,106,440	2027	5307	TBD
		\$2,106,440	2028	5307	
		\$205,502	2027	5339	
		\$205,502	2028	5339	
	Subtotal	<b>\$4,623,884</b>			
King County Metro	Broad Street Traction Power Substation Switchgear	\$595,902	2027	5337 HIFG	The Broad Street Traction Power Substation project will include the replacement of the DC switchgear of Broad St Traction Power Substation, including (13) DC Breakers and Tie, DC Relay and Controls, SAS Cabinet and HMI, Demolition of existing systems. Scope refinement may occur upon completion of a Targeted Condition Assessment anticipated to be completed by 2023 under Metro's Condition Assessment Program.
	Subtotal	<b>\$595,902</b>			
King County Metro	Bus Acquisitions 2027-2028	\$25,841,625	2027	5307	Replacement of King County Metro's existing fleet of 40-ft. and 60-ft diesel electric hybrid coaches with battery electric or other zero emission technology buses. Approximately 300 buses will be purchased.
		\$37,017,934	2028	5307	
		\$9,699,110	2027	5337 HIMB	
		\$9,699,110	2028	5337 HIMB	
		\$3,431,551	2027	5339	
		\$3,431,551	2028	5339	
	Subtotal	<b>\$89,120,881</b>			
King County Metro	Marine Vessel Maintenance 2027-2028	\$1,200,000	2027	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.
		\$1,200,000	2028		
	Subtotal	<b>\$2,400,000</b>			
King County Metro	Trolley Bus Acquisition 2027-2028	\$11,176,309	2027	5307	This project funds the expansion of King County Metro's existing fleet of trolley buses. Approximately 20 trolley buses will be purchased.
	Subtotal	<b>\$11,176,309</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Trolley Overhead Switches 2027-2028	\$500,000	2028	5337 HIFG	This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Approximately 5 to 15 overhead switches and ancillary hardware will be replaced.
	Subtotal	<b>\$500,000</b>			
King County Metro	Trolley Poles 2027-2028	\$804,000	2028	5337 HIFG	This program supports the maintenance and repair of the trolley bus system by replacing trolley poles. Approximately 80-100 poles will be replaced annually.
	Subtotal	<b>\$804,000</b>			
King County Metro	Trolley System Transit Asset Maintenance 2027-2028	\$5,000,000	2027	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 projects utilizing this funding, the federal amount could represent a range from 20 to 80 percent of the overall budget for this activity.
		\$5,000,000	2028	5337 HIFG	
	Subtotal	<b>\$10,000,000</b>			
King County Metro	Trolley Vehicle Maintenance 2027-2028	\$2,480,764	2027	5337 HIFG	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventive maintenance of transit-related electric trolley vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 174 electric trolley buses and infrastructure at Metro's Atlantic operating base and other facilities that are necessary for the maintenance and operations of Metro trolley service. The primary use of the funds is for staff costs for Preventive Maintenance activities on electric trolley buses. Depending on the amount of federal funds programmed, the federal amount could represent from 50 to 70 percent of the annual budget for this activity.
		\$2,441,764	2028	5337 HIFG	
	Subtotal	<b>\$4,922,528</b>			
King County Metro	Vehicle, Equipment and Facilities Maintenance 2027-2028	\$8,000,000	2027	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 20-50 percent of the annual budget for this activity.
		\$8,000,000	2028	5307	
	Subtotal	<b>\$16,000,000</b>			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Not yet programmed*	\$22,238,102	2027	5337 HIFG	TBD
		\$21,569,004	2028	5337 HIFG	
	Subtotal	<b>\$43,807,106</b>			
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$1,298,221	2027	5307	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See BRE UZA rows above.
		\$1,298,221	2028	5307	
		\$30,026	2027	5337 HIFG	
		\$30,026	2028	5337 HIFG	
	Subtotal	<b>\$2,656,494</b>			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$30,935	2027	5339	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See BRE UZA rows above.
		\$30,935	2028	5339	
	Subtotal	<b>\$61,870</b>			
Pierce Transit	ADA Operating Services 2027-2028	\$1,323,449	2027	5307	This project will utilize FTA Section 5307 Earned Share funding to support Pierce Transit's ADA Paratransit services in Pierce County and will provide approximately 74,395 revenue service hours for 2027-2028.
		\$1,323,449	2028	5307	
	Subtotal	<b>\$2,646,898</b>			
Pierce Transit	Clean Fuels Bus Replacement 2027-2028	\$5,022,064	2027	5307	Pierce Transit will purchase and replace approximately eleven (11) 40-foot transit revenue buses that have exceeded their useful life or nearing the end of their useful life. Using FY2027 and FY2028 Earned Share funds, 9 buses will be procured with 5307 funds, 1 bus with 5337 HIMB funds, and 1 bus with 5339 funds.
		\$4,428,668	2028	5307	
		\$174,406	2027	5337 HIMB	
		\$174,406	2028	5337 HIMB	
		\$598,150	2027	5339	
\$598,150	2028	5339			
	Subtotal	<b>\$10,995,844</b>			
Pierce Transit	Preventative Maintenance 2027-2028	\$1,109,472	2027	5307	This is a TIP bucket project that contains Pierce Transit's FTA-funded ongoing preventative maintenance activities for its vehicle fleet and facilities. Preventative 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 federal funds represent 4% of the overall maintenance and operations budget for this work.
		\$1,702,868	2028	5307	
	Subtotal	<b>\$2,812,340</b>			



Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Seattle	Monorail System Maintenance 2027-2028	\$209,983	2027	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 monorail trains (a total of 8 vehicles), two stations, maintenance facility, and the elevated fixed guideway and supports. The work is part of the ongoing Transit Asset Management Plan (TAMP)/Capital and Major Maintenance Plan (CMMP) for the Seattle Center Monorail. The 2027-2028 funds will be used primarily to fund refurbishment and major maintenance projects related to the trains, train-related wayside systems, stations, and elevated guideway. Federal funds represent 80% of the total budget.
		\$209,983	2028	5307	
		\$561,724	2027	5337 HIFG	
		\$561,724	2028	5337 HIFG	
	Subtotal	<b>\$1,543,414</b>			
Skagit Transit	<i>Not yet programmed</i>	\$371,256	2027	5307	TBD
		\$371,256	2028	5307	
		\$36,219	2027	5339	
		\$36,219	2028	5339	
	Subtotal	<b>\$814,950</b>			
Sound Transit	Operations and Maintenance Facility South	\$27,347,691	2027	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.
		\$27,347,691	2028		
	Subtotal	<b>\$54,695,382</b>			
Sound Transit	Regional Express Bus Program (2027-2028)	\$9,470,946	2027	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 319 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2027-2028 FTA 5337 HIMB funds will pay for preventive maintenance work. The 2027-2028 FTA 5339 funds will procure approximately two buses to replace buses that have reached the end of their useful life.
		\$9,470,946	2028	5337 HIMB	
		\$1,257,576	2027	5339	
		\$1,257,576	2028	5339	
	Subtotal	<b>\$21,457,044</b>			
Sound Transit	Sounder and Link State of Good Repair 2027-2028	\$24,998,492	2027	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 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 8% of the overall combined annual budget within the TIP timeframe) to be expended over the span of FFY's 2027-2028 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.
		\$24,998,492	2028	5337 HIFG	
	Subtotal	<b>\$49,996,984</b>			
Washington State Ferries	Vessel Preventive Maintenance (2027-2028)	\$12,403,630	2027	5307	This is a TIP bucket project that contains tasks over time to allow WSF vessels to perform to the end of their useful life including vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, and contract repair service.
		\$2,483,233	2028	5307	
		\$12,403,630	2027	5337 HIFG	
		\$4,860,299	2028	5337 HIFG	
	Subtotal	<b>\$32,150,792</b>			
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$2,377,066	2027	5307	This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. Please refer to Attachment B for more project details.
	Subtotal	<b>\$2,377,066</b>			
<b>STE UZA Earned Share Total</b>		<b>\$392,983,040</b>			

**Grand Total, All UZAs** **\$409,430,840**

\* Funds not yet programmed will be identified to projects by these agencies in the future and presented to the board for action.

**ATTACHMENT D: TOC RECOMMENDATION FOR PSRC's 2027-2028 FTA EQUITY FORMULA FUNDING**

Sponsor	Project Title	Amount Requested	Year	Description
Community Transit	Equity Focused Bus Stop Rehabilitation 2027-2028	\$4,798,049	2027	Rehabilitate and improve up to 100 Community Transit bus stops in Snohomish County's Equity Focus Areas (EFAs) and/or benefiting Equity Populations as selected utilizing a process that specifically prioritizes those stops with the greatest benefit to EFAs. Project will specifically improve equitable outcomes by investing in bus stop renovations that will enhance accessibility, comfort, safety and service reliability at bus stops used most frequently by Equity Populations These improvements will include amenities, sidewalk access upgrades and other stop site improvements including speed and reliability enhancements. Work could include adding shelters or seating, enhancing accessible boarding/alighting surfaces, adding or upgrading accessible sidewalks and bulb-outs within 150 feet of the stop and adding or enhancing lighting and other safety and security improvements.
		\$4,798,049	2028	
Subtotal		<b>\$9,596,098</b>		
Everett Transit	2027-2028 Vehicle Preventive Maintenance	\$1,151,532	2027	This project is for preventive maintenance work on the agency's fleet of fixed route and paratransit vehicles. In addition to routine maintenance, preventive maintenance is critical for checking safety components such as brakes, ADA securements, stop annunciators, HVAC filtering, and more. This work also includes service on electric vehicles as it is expected that the majority of Everett Transit's fixed-route fleet will be electric by 2025. Everett Transit has a significant quantity of older vehicles that are still in service, with some dating as far back as 2002. Our remaining diesel buses are an average of 17 years old, which is well past FTA's 12-year useful life benchmark. Based on 2023 data, there were 243 road calls for system failures on Everett Transit's fixed-route and paratransit buses. Of the total failures, 191 were considered major that took the buses completely out of service. In 2023, a total of 26 buses were down for over 30 days while awaiting repairs. All 32 census tracts served by Everett Transit's fixed-route service are considered to contain at least one of PSRC's equity demographic groups. This project supports approximately 9,000 labor hours annually.  In addition, the bus manufacturer Proterra filed for bankruptcy in 2023. Everett Transit owns 9 Proterra electric buses, and 10 cabinet chargers. With the legal hold-ups of this bankruptcy, ET has come to an impasse regarding parts and support for these buses and corresponding chargers. Despite these buses only being 4-6 years old, they are unable to be repaired for the foreseeable future. As such, 3 of ET's 9 Proterra buses have been completely out of service since December 2023, and the cabinet chargers have no technical support from the company who purchased Proterra's charging line. In turn, this loss reduces the dependability of our diesel and diesel-hybrid fleet, which now has an even higher demand for preventive maintenance and requires more frequent repairs. Without these equity funds, Everett Transit would not be able to maintain its older diesel and diesel-hybrid vehicles which would result in reduced service. Without the ability to maintain and repair the fleet with this funding, our equity populations would not be served.
		\$1,151,532	2028	
Subtotal		<b>\$2,303,064</b>		
King County Metro	RapidRide R Line	\$13,786,393	2027	King County Metro will design and construct a new bus rapid transit (BRT)/RapidRide corridor along Rainier Ave S. The project will include a number of elements which may include business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, transit signal priority (TSP), 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.  The project supports EFA populations above the regional average living and working along the corridor, similar to Metro's "Priority Populations" which is used to establish and evaluate route target service levels. The project reduces disparities in access to transit, safety and levels of service. Per PSRC's adopted policies, this project is adding Equity funds to a previously awarded phase: The opportunity to use the PSRC's Equity Grant program funding has enabled Metro to not seek funding from the FTA's Small Starts program. The use of the Equity Grant program funding for the RapidRide R Line allows Metro to more efficiently and at lower cost than using the FTA Small Starts program implement the project. Based on Metro's experience not using the FTA's Small Starts funding can provide cost savings of between \$8 and \$9 million dollars and allow us to implement the project up to two years earlier. The RapidRide R Line is currently in early design and as the projects moves forward it is anticipated that cost will change. To implement the project Metro anticipates using the exception policy to requesting additional Equity funding be allocated to the project as the implementation costs become better defined in the later stages of the projects design. This action is similar to what would have occurred if Small Starts funding has been requested as the Small Starts program allows the sponsoring agency the ability to request a funding increase as costs are more defined prior to construction.
		\$13,786,393	2028	
Subtotal		<b>\$27,572,786</b>		

Sponsor	Project Title	Amount Requested	Year	Description
Pierce Transit	Shuttle Revenue Vehicle Replacement 2027-2028	\$4,606,127	2027	Pierce Transit will purchase approximately 36 shuttle revenue vehicles to replace rolling stock at the end or reaching the end of its useful life for Pierce Transit's ADA Paratransit service. ADA shuttles increase mobility and accessibility for people with disabilities and serve as connecting points to other public transportation systems around the region. Without reliable door-to-door transportation service, the mobility challenges experienced by our passengers with disabilities would be nearly impossible to overcome. Moreover, the rides are critical to ensuring that no barriers prevent our ADA clients from getting to and from medical appointments, work, or accessing banking services and supermarkets with affordable/good-quality fresh food.
		\$4,606,127	2028	The Equity funds are needed as currently there are no other identified funds that will be used for the shuttle vehicle replacements. If Pierce Transit moves other resources to cover the cost of this project, other projects will also experience significant delays due to being underfunded. If Pierce Transit would not perform its ADA services optimally with new shuttle vehicles, then Pierce Transit will experience a loss in income from its ridership.
Subtotal		<b>\$9,212,254</b>		
Seattle	Maintenance for the First Hill Streetcar Line (2027-2028)	\$1,023,584	2027	This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2027-2028 timeframe for the First Hill Streetcar line, which serves PSRC's defined Equity Focus Area communities. Typical work includes routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. In addition to the typical maintenance work required, the First Hill Streetcar line is ageing and will need more intensive maintenance in future years such as core vehicle and track component repairs in order to keep service reliable. For instance, First Hill Streetcar has seen deteriorating levels of service due to ongoing battery failures and will be conducting an overhaul of the streetcar batteries in 2027-2028 to retrofit an improved cooling system that is critical to the reliability of the unit and streetcar's ability to provide consistent service. The overhaul of 16 batteries will involve the removal and rebuild of each unit separately to preserve service while the overhaul is performed and to ensure long term service reliability once the project is completed. Additionally, enhanced lighting at shelters has been added to First Hill Streetcar shelters in the past five years as part of implementing Seattle's Transportation Equity Framework that requires additional maintenance, repairs, and replacements. Federal funds represent 19% of the total budget.
		\$1,023,584	2028	The Equity funds are needed as there are no other funding sources available to complete these intensive maintenance needs and budget challenges are projected to continue as the city experiences revenue losses from multiple sources. Without this work being completed, the First Hill Streetcar will have fewer vehicles available to provide service for EFA neighborhoods and frequency could be degraded. The Equity funding will directly prevent a loss in service reliability.
Subtotal		<b>\$2,047,168</b>		
Sound Transit	Regional Express Bus Program (2027-2028)	\$5,309,841	2027	This project will include the purchase of replacement buses for ST's express bus program serving Snohomish, King, and Pierce Counties. The 2027-2028 FTA 5307 equity funds will be used to purchase approximately nine high-capacity transit buses. ST needs to replace 40-ft buses that have exceeded their useful life with new, high capacity double decker buses that have 45 more seats per bus. Double decker buses are needed to relieve over-crowding on some of ST Express's busiest routes such as Route 594 which serves higher percentages of minority and low-income populations.
		\$5,309,841	2028	
Subtotal		<b>\$10,619,682</b>		

Sponsor	Project Title	Amount Requested	Year	Description
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$1,311,467	2027	Washington State Ferries is required to preserve and improve its infrastructure which includes assets that assist our passengers with disabilities. It is estimated that our total ADA needs to accomplish this exceed \$50 million. This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. One of the initial steps will be for WSF to assess the ADA needs. The result of this assessment will be a list of prioritized deficiencies, including location specific details. This information will be used to generate projects to address the deficiencies within the available funding levels. Washington State Ferries has several projects that can be accomplished to address some deficiencies concurrent with the assessment. These deficiencies were identified from various sources such as complaints from our passengers, WSF Directors, WSF employees operating the ferry system and others. These projects include but are not limited to:
		\$1,311,467	2028	<ul style="list-style-type: none"> <li>•ADA-compliant electronic signage</li> <li>•Updated physical signage</li> <li>•Technologies to support Accessible Wayfinding</li> <li>•Detectable Warning Elements &amp; Pathfinding</li> <li>•Hearing Loop Systems</li> <li>•Improved ADA Accessible galley seating</li> <li>•Improved ADA Accessible waiting areas</li> <li>•Powered Wheelchairs and Charging Stations</li> <li>•Non-powered wheelchairs</li> <li>•Improvements at Ticketing booths</li> <li>•Curb Cuts</li> <li>•Benches along walkways</li> <li>•Tactile maps/markings.</li> </ul> <p>Projects will be deployed at terminals and on vessels within the Seattle-Tacoma-Everett UZA and consistent with the PSRC Project Selection Resource Map which identifies broad swaths of Persons with Disabilities above the regional average in locations served by WSF Terminals and routes including in King, Snohomish, Pierce and Kitsap counties. The Equity funds will be applied to this project in increments for new investments per the overall project budget.</p>
Subtotal		<b>\$2,622,934</b>		
<b>Equity Total</b>		<b>\$63,973,986</b>		



# Puget Sound Regional Council

## DISCUSSION ITEM

July 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. An action in VISION 2050 (RC-Action-3) directs PSRC to collaborate with the [Equity Advisory Committee](#) (EAC) to make equity central to PSRC's work. During the upcoming Executive Board meeting, staff will share the progress the committee has made co-creating various resources, plans and programs.

## DISCUSSION

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 various resources, plans and programs. This year staff have provided overviews and collaborated with the EAC on a wide array of topics related to Growth, Transportation, Data and other topic areas. These topics include:

### ***Growth***

- 2023 Housing Monitoring Report
- VISION 2050
- Comprehensive Plan

### ***Transportation***

- Climate Pollution Reduction Grant Program
- Consolidated Grant
- Regional Safety Action Plan
- Regional Transportation Plan

### ***Data***

- Title VI
- Demographic Profile
- Equity Tracker

***Other***

- State Legislative Update
- Summer Planning Academy (SPA)

The EAC co-chairs will share an update on the progress the committee has made co-creating these resources with PSRC staff. They will also share an overview of the schedule for the upcoming months.

**NEXT STEPS**

The next meeting of the Equity Advisory Committee will be held on September 5, 2024. During this meeting, members will receive an update on the agency's Tribal engagement and the engagement plan for the Regional Safety Grant.

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at [cpatton@psrc.org](mailto:cpatton@psrc.org).



## Puget Sound Regional Council

### **EXECUTIVE SESSION**

July 18, 2024

**To:** Executive Board  
**From:** Mayor Becky Erickson, President  
**Subject:** **Executive Session**

At its meeting on July 25, the Executive Board will hold an Executive Session to review the performance of a public employee.

RCW 42.30.110: Executive Session (1) (g) provides for the following:

*To evaluate the qualifications of an applicant for public employment or to review the performance of a public employee.*

If you have any questions, please contact Nancy Buonanno Grennan, Deputy Executive Director at 206-464-7527 or [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org).