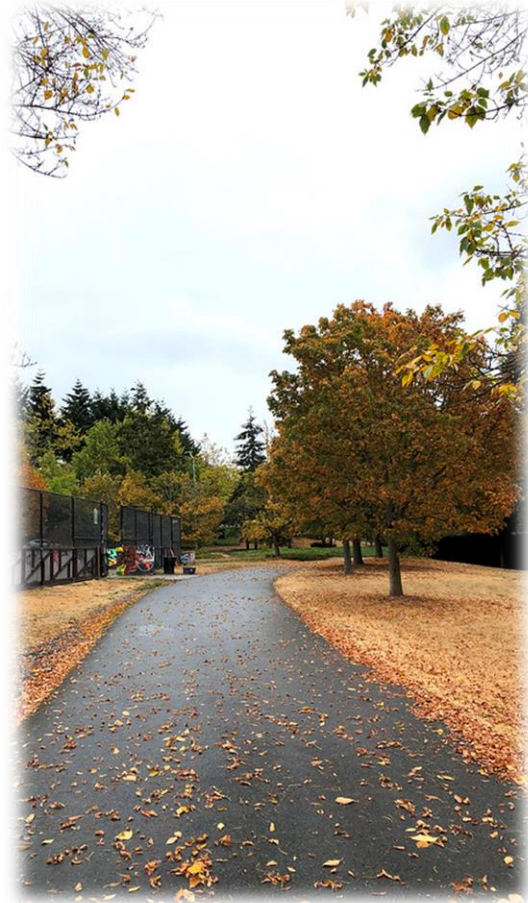


Project Policy & Delivery Updates

Regional Project Evaluation Committee
December 6, 2024



Today we will cover...



Debrief on

- TPB project selection policy discussion
- 2024 project delivery



An aerial photograph showing a large-scale construction project for a bridge or pier extending across a wide body of water. The structure is under construction, with visible steel beams and concrete supports. In the foreground, there are several barges and construction equipment. The middle ground is dominated by a dense forest of evergreen trees along the shoreline. In the background, a large, snow-capped mountain rises against a hazy sky, with other smaller peaks visible in the distance. The overall scene is a mix of natural beauty and industrial activity.

TPB Project Selection Policy Discussion

Board-Directed Policy Topics

Two policy topics were deferred by the board in the January adoption of the *Policy Framework for PSRC's Federal Funds*

1. Potential application of a scoring threshold for funding eligibility
2. Potentially restricting the eligibility of projects adding general purpose roadway capacity on limited access facilities into the competitions

Staff was directed to compile/evaluate data to support more detailed discussion later this year



RPEC Work on the Policy Topics

RPEC reviewed these topics July – October 2024

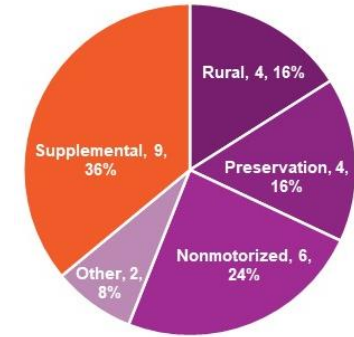
July	Began discussion, preliminary review of data at July meeting
August	Completed survey of additional data desired
September	Reviewed and discussed more detailed data at September meeting
October	RPEC and countywide reps completed survey with feedback on specific policy questions
	Final review data and feedback to date, unanimous recommendations made at October meeting



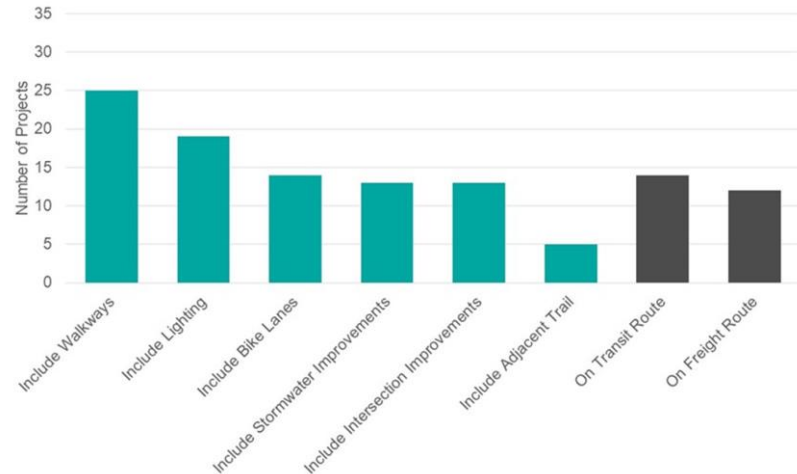
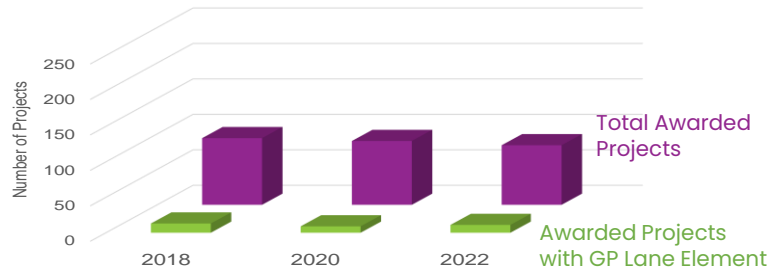
TPB Discussion

Shared at November TPB meeting:

- Data and summary information
- Summary of RPEC feedback and recommendations



Funding Program of Lower Scoring Projects



Other Outcomes of Projects with GP Element



RPEC Feedback on Scoring / Threshold Data

- Existing policies, criteria and recommendation processes are working and relatively few low scoring projects are being funded
- Awards to lower scoring projects in project selection processes have primarily been under the set-aside categories
- The application of a scoring threshold may add complications out of proportion to the potential benefit, for example, undermining efforts to meet the set-asides



RPEC Feedback on Scoring / Threshold Data

- For supplemental funding processes:
 - January revisions to the Project Tracking policies reordered the steps by which supplemental funding is distributed to meet the annual delivery target.
 - Now, before seeking immediately-ready-to-go-projects, funding is distributed to increase the federal share of previously awarded projects.
 - These revisions are expected to mitigate potential awards to lower scoring projects during future supplemental funding processes



RPEC Feedback on GP Lane Capacity

- Existing policies, criteria and recommendation processes are working and a modest number of projects adding GP roadway capacity are being funded
- Projects that have been funded have received competitive scores due to the provision of multiple outcomes consistent with the adopted criteria
- The transportation system is complex and interconnected, and broadly limiting this one type of improvement could impede projects that would benefit multiple modes



TPB Determination on Policy Topics

Based on review and discussion of these data and findings, TPB concurred with RPEC recommendation of no change to the current policy related to either topic.

- *Still interest by some board members in monitoring the occurrence of GP lane capacity increases. PSRC staff will continue to share detailed on the scope elements and outcomes of funded projects, including those adding GP lane capacity.*



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2024 Project Delivery

2024 Project Delivery

PSRC Region delivered 77 projects with total of ~\$123 million in FHWA funds

** includes 8 projects originally awarded CRRSAA funds that delivered this year

Achieved our federal delivery target!



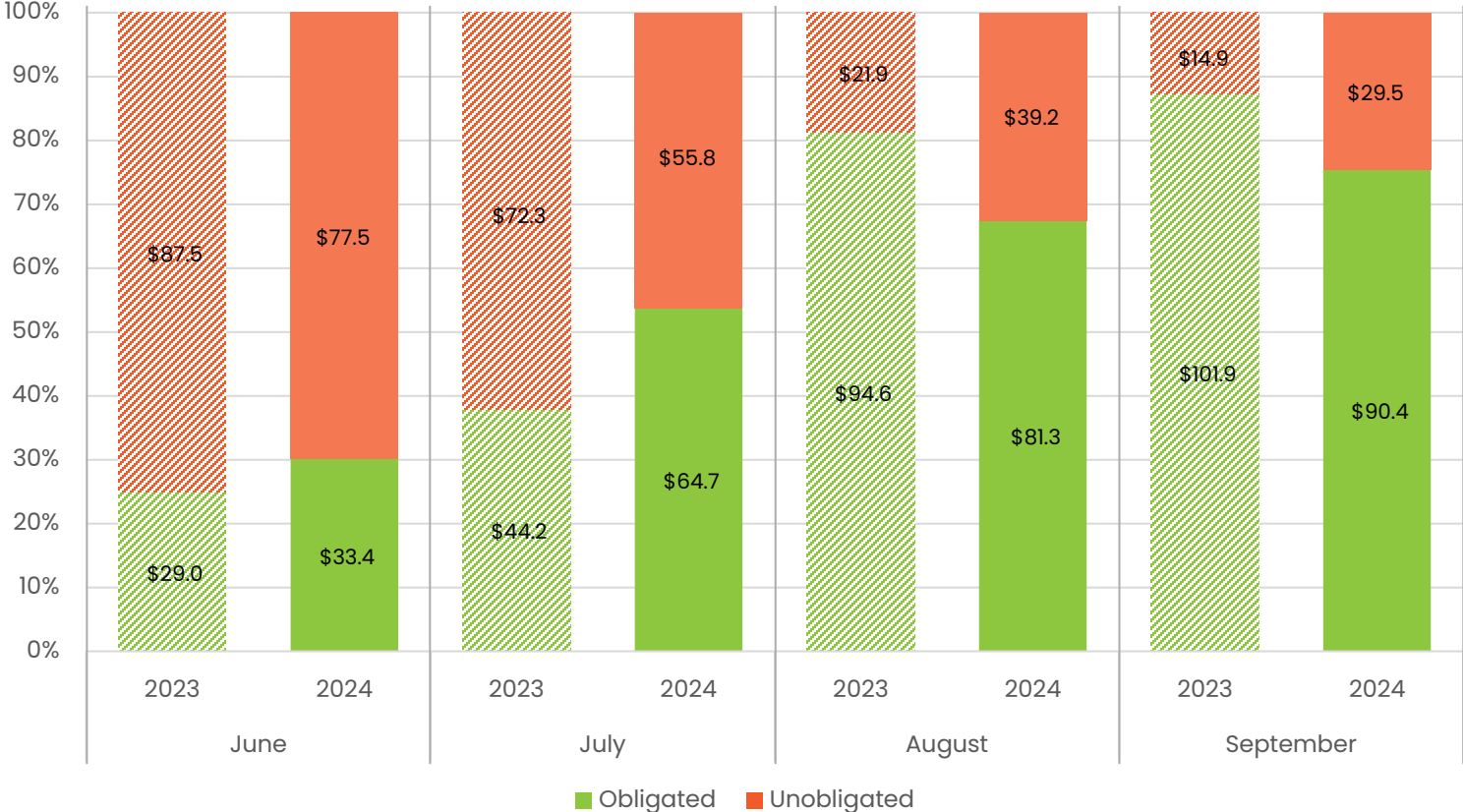
2024 Rebalancing Policy Updates

Two updates recommended by RPEC and adopted by board in January:

1. Adjusted process timeline to accommodate more June 1 deadlines
 - Advancements, Exchanges, Increased federal shares
2. Awarded supplemental funding to increased federal shares before contingency projects



2024 Obligation by Month



2024 Delivery – Early Takeaways

- Accelerating TIP/STIP timeline had desired effect of earlier submittals – more obligations completed by July
- Communication/coordination between PSRC, WSDOT, and sponsors was generally effective – few surprises
- Higher number of obligation completions still pending in Aug/Sept – PSRC will debrief with WSDOT and some sponsors
- Deobligations of previous year funds resulted in moving target
- Increased federal share capacity was more constrained than in previous years



Annual 5-Step TIP Rebalancing Process

Measures are implemented in the following order:

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



Up Next - 2025 Rebalancing

- Progress report request is out now – due December 20
- PSRC and WSDOT Local Programs debrief
- Extension requests will go out in January – due February 15
- Advancement requests will also go out in January
- Advancements, exchanges, and increased federal shares planned to confirm in time for March TIP amendment
 - Adopted into the STIP by mid-April
 - Will have June 1 obligation due date



Thank You!

