

Project Tracking & Delivery

Regional Project Evaluation Committee
September 25, 2026



Puget Sound Regional Council

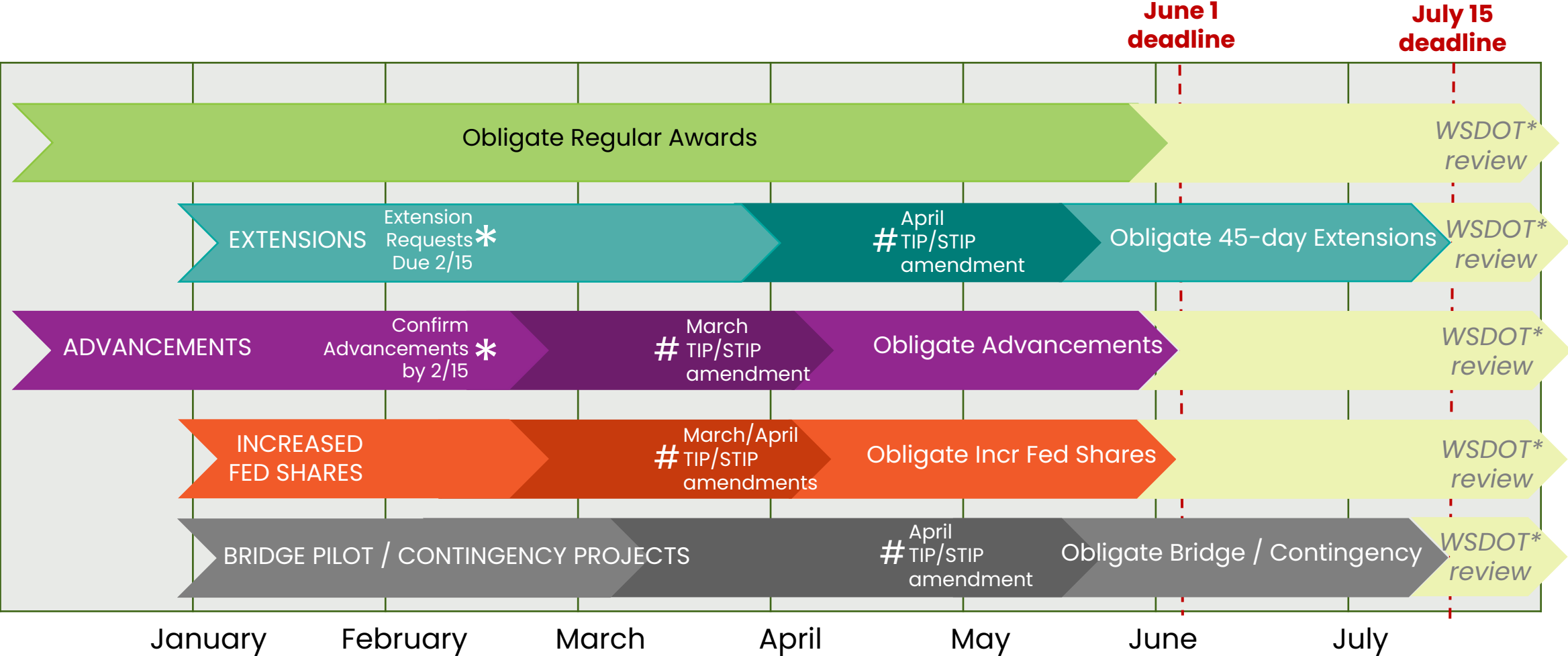
Today's Presentation



- Update on 2026 FHWA Delivery Status
- Issues and Future Work



Delivery Timeline



* Deadline for submittal to WSDOT HQ for final signature → September 11



2026 Delivery of FHWA Funds

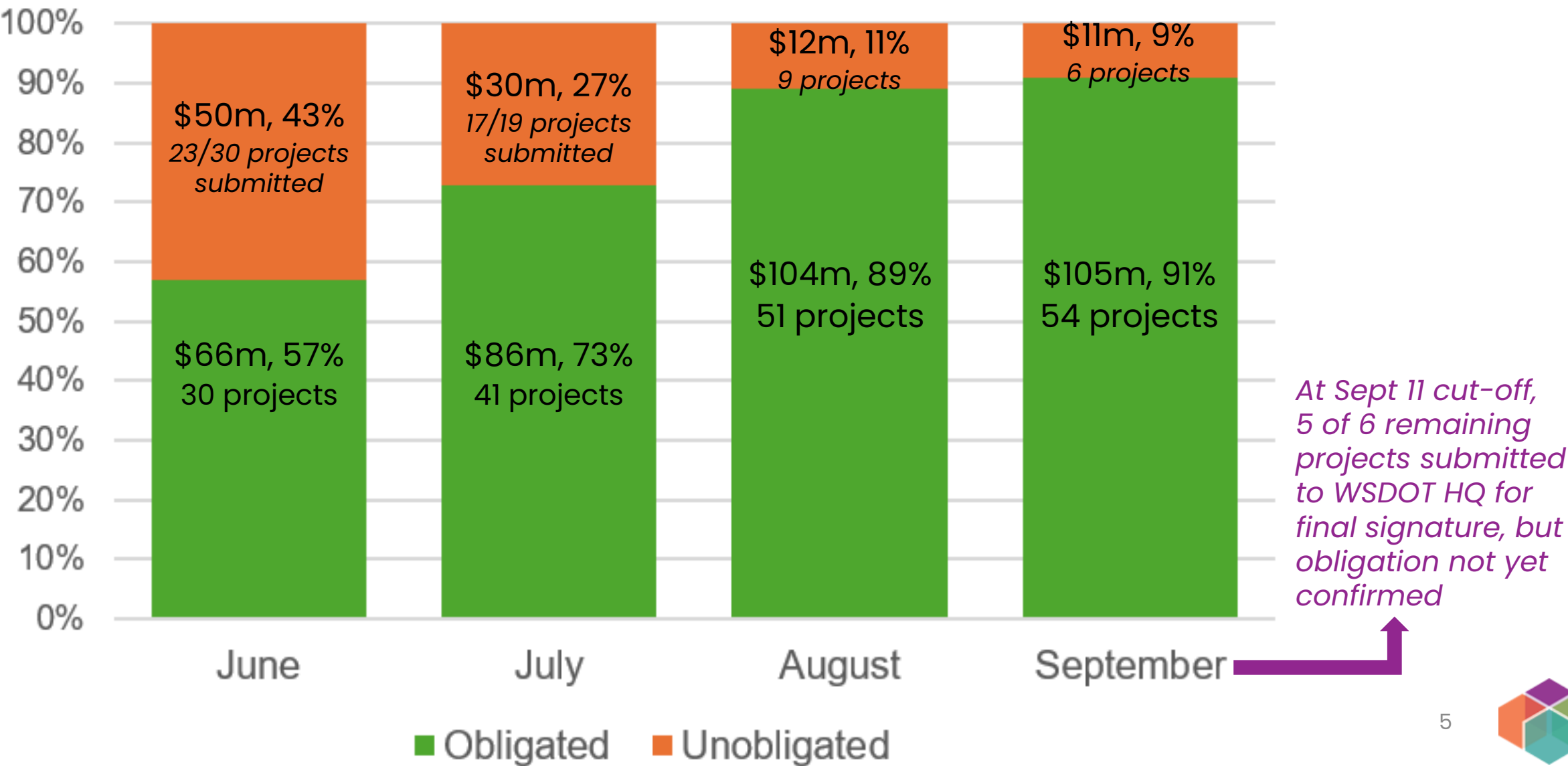
60 projects needed to deliver ~\$116 million

- Annual TIP rebalancing process from January through April redistributed funds to eligible projects to cover the known delivery gap
- Included an \$8 million buffer – to accommodate delivery issues that occur later in the fiscal year that include
 - De-obligation/return of prior year funds that remain at grant closeout
 - Return of prior year funds due to significant project changes or cancellations
 - Return of current year funds due to unanticipated delivery issues

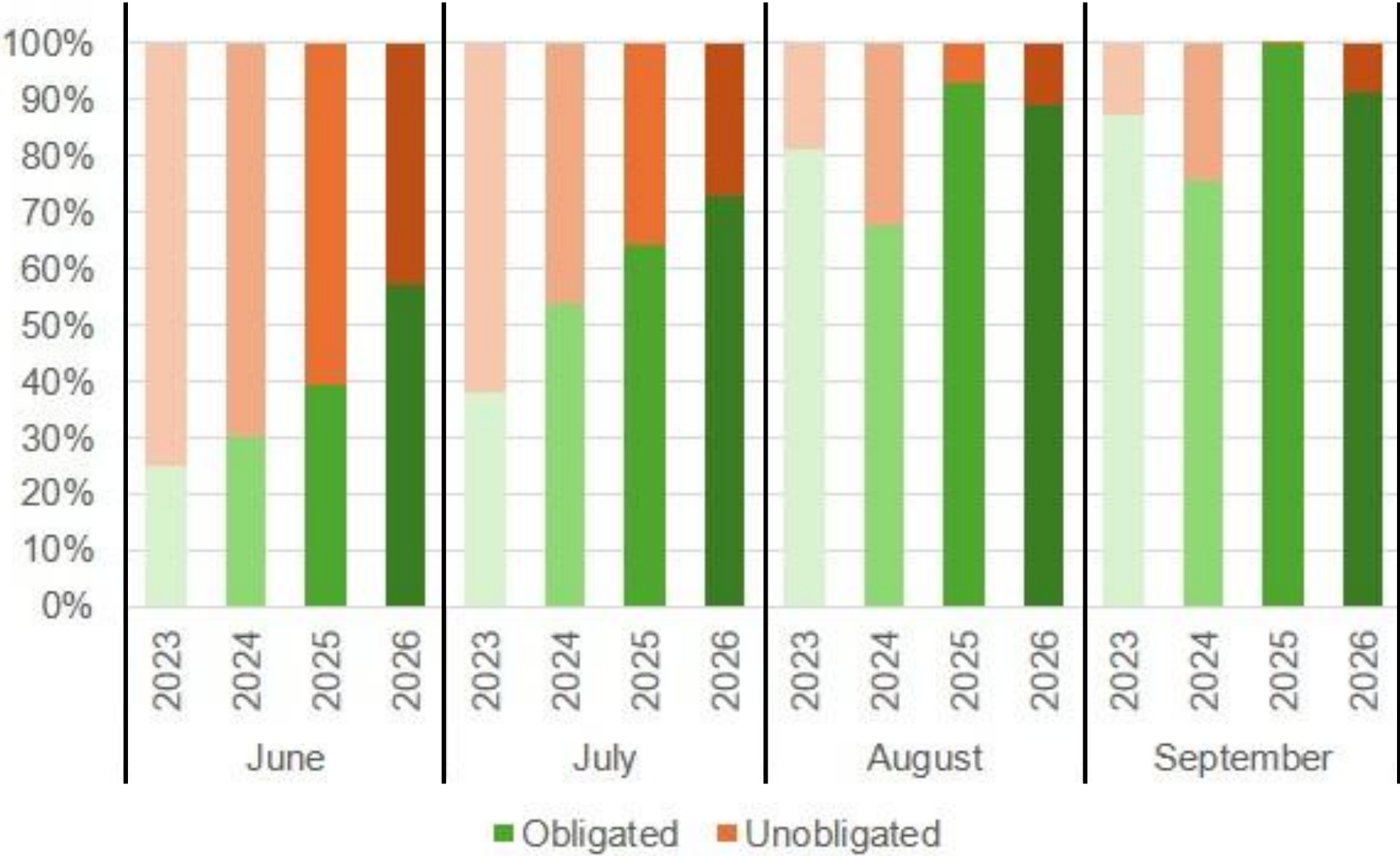


2026 FHWA Obligation Completions by Month

At ~mid-month



Completed Obligations by Mid-Month, 2023–2026



Why Does This Matter So Much?

- If the region does not meet its delivery target, this puts at risk the amount of future FHWA funds the region could receive
- The later in the fiscal year that delivery issues emerge, the options to address them become more constrained
- To be eligible to receive any available redistributed OA (additional funds to the region!) we must demonstrate to WSDOT that we've met our delivery target by the end of June



Issues that Reduced Buffer

- Higher than typical routine de-obligations and returns, including a late-year de-obligation of almost \$1 million for one project
- Low bids required partial return of funds by several projects
- One project cancelled late in the year due to circumstances outside the sponsor's control, returning over \$1 million in FY26 funds

Buffer further threatened by potential return of prior-year funds by projects at risk of inactive status



Delivery Issues Observed This Year

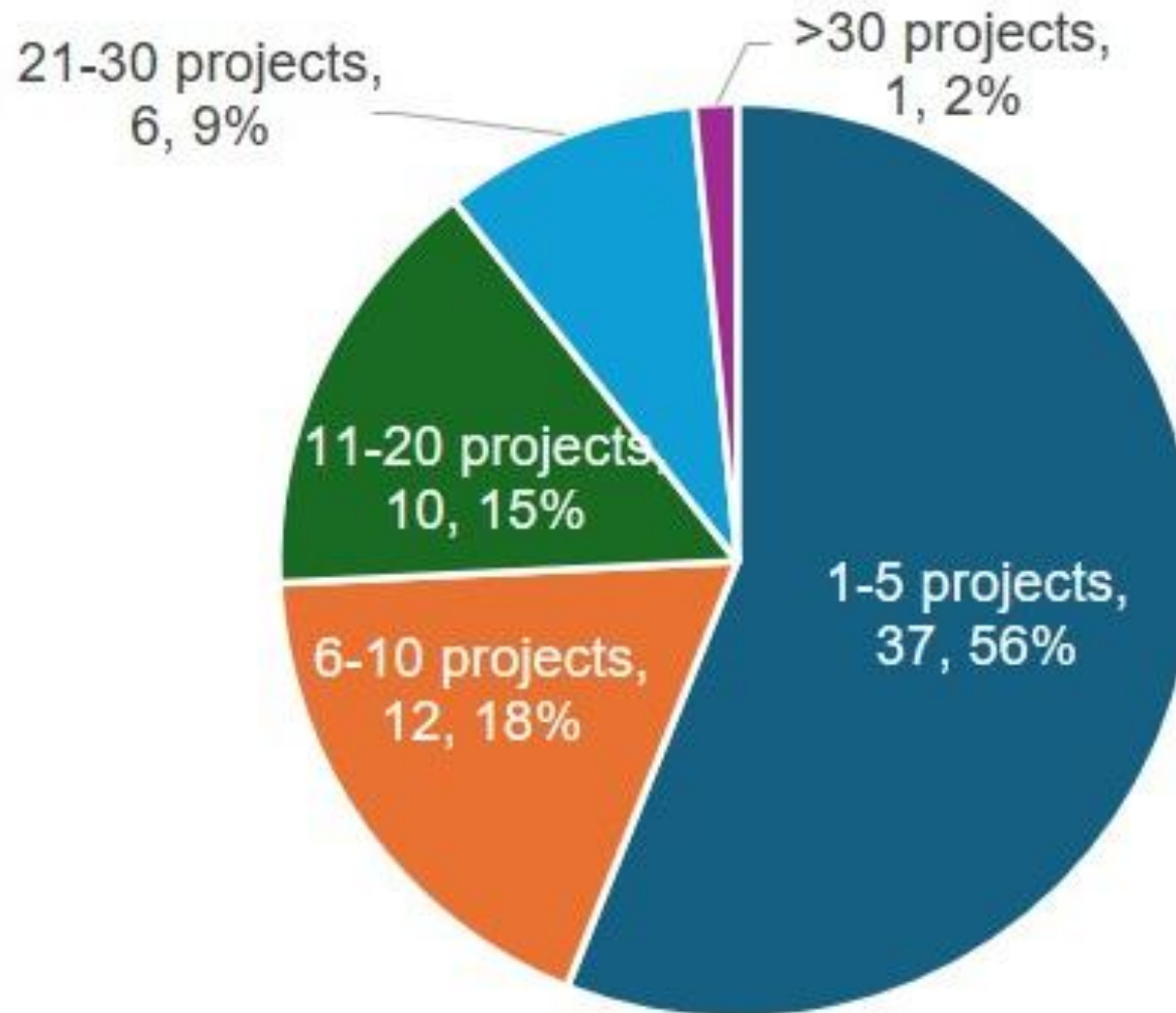
- **Lengthy and iterative WSDOT reviews** – extent due to incomplete/incorrect submittals versus WSDOT staffing constraints is not clear
- **ROW certification and property acquisition delays** – multiple occurrences of lengthy WSDOT review process and issues with property owners emerging late in the process
- **Late changes or newly identified requirements** – e.g., specification changes, separate agreements, bid-justification requirements, or other documentation needs identified late in the obligation process
- **Local approval/signature requirements** – delivery delays increased for some projects by requirements for council authorization or signatures late in process
- A couple **late starts** revealed unclear roles between some smaller agencies and their CA sponsors



Additional Analysis

Assessment of capacity and existing commitments

projects in
current TIP per
local agency

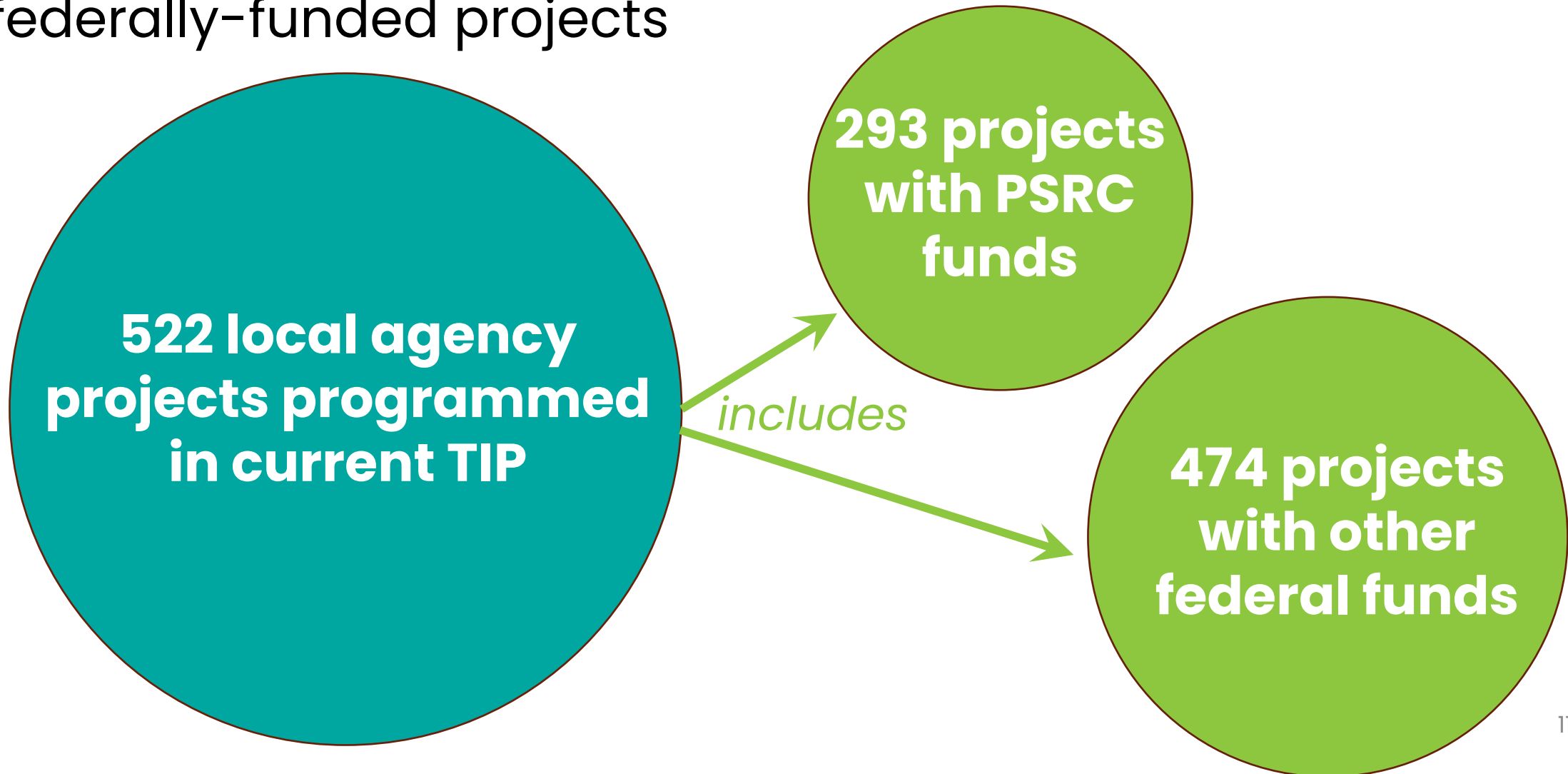


***Analysis will also include
active projects that are not
in current TIP*



Additional Analysis

Balancing of commitments between PSRC-funded and other federally-funded projects



Upcoming Efforts



- Debriefs with project sponsors and WSDOT
- Analysis of project data and delivery trends
- Results of these efforts will
 - Be brought back to RPEC at upcoming meetings for review and consideration of potential policy refinements
 - Inform further refinement of PSRC delivery monitoring processes



Thank You!

Jennifer Barnes

Program Manager

jbarnes@psrc.org



Puget Sound Regional Council