

DRAFT

2023 – 2026

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



*Overview of the 2023-2026
Regional Transportation Improvement Program*

September 1, 2022



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Who is PSRC?

The Puget Sound Regional Council (PSRC) is the metropolitan planning organization for the four-county central Puget Sound region of Washington State. PSRC's mission is to ensure a thriving region now and into the future through planning for regional transportation, growth management and economic development. PSRC maintains a common vision for the region's future, expressed through three connected major activities: VISION 2050, the region's strategy for growth over the coming decades while enhancing the environment and overall quality of life; the Regional Transportation Plan, which provides a long-term strategy for improving mobility for people and goods; and the Regional Economic Strategy, which identifies goals and strategies to sustain economic development throughout the region. PSRC also distributes about \$300 million a year to priority transportation projects and provides regional data for planning and decision making.

PSRC is designated under federal law as the Metropolitan Planning Organization and under state law as the Regional Transportation Planning Organization for King, Kitsap, Pierce and Snohomish counties. PSRC also supports the work of the region's federally designated Economic Development District (EDD). PSRC operates under numerous federal and state laws, including the federal Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure law or BIL), federal and state Clean Air Acts, and the Washington State Growth Management Act.

As the MPO, PSRC is responsible for programming and maintaining the four-year Regional Transportation Improvement Program (TIP), and for selecting projects to receive funds from the following federal funding sources:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STPBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program

Federal Transit Administration (FTA) Funds

- Urbanized Area Formula Program (5307)
- State of Good Repair High Intensity Fixed Guideway (5337 HIFG)
- State of Good Repair High Intensity Motorbus (5337 HIMB)
- Bus and Bus Facilities (5339)

The project selection process conducted for the majority of these funding programs is described later in this document; the Transportation Alternatives program is conducted under a separate process.

What is the Regional TIP?

The Draft 2023-2026 Regional TIP as of September 2022¹ includes 393 projects with \$5.4 billion of investment within King, Kitsap, Pierce and Snohomish Counties that support planning for growth throughout the region. These projects are funded with federal, state and local funds, including the most recent federal grants awarded through PSRC as part of the 2022 project selection process. The TIP is required under federal and state legislation and helps to ensure that transportation projects in the region are meeting regional policies and federal and state requirements such as those under the Clean Air Act.

The Regional TIP must be a four-year program of projects that is updated at least every four years. A new TIP is created after each project selection process for PSRC's federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source. The Draft 2023-2026 Regional TIP therefore includes:

- Projects awarded PSRC's federal funds;
- Projects using federal and state funds managed by the Washington State Department of Transportation (WSDOT);
- Projects of regional significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the Regional TIP; and
- Projects from the previous 2021–2024 Regional TIP that have not yet utilized their funds.

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described previously, the majority of funds in the Regional TIP are under the selection authority of other agencies. These include:

- State managed funds: WSDOT has primary responsibility for selecting projects to receive federal funds from programs such as the National Highway Performance Program and the Highway Safety Improvement Program. In addition, WSDOT and other state agencies are responsible for distributing state transportation funds.
- Other federal funds: The United States Congress, FHWA, FTA and other federal agencies have primary responsibility for selecting transportation projects to receive funds from federally managed discretionary funding programs. Examples of these

¹ The final 2023-2026 Regional TIP as of October 2022 will incorporate additional project revisions that occur between August and October 2022.

programs include the transit New Starts program, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant programs, and others.

- **Local funds:** Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive their respective local funds.

While a new TIP is developed approximately every two years, the TIP is amended on a monthly basis, to keep current with project changes and new or revised funds. As such, the project list (Appendix A) is a living document and project information is updated on a regular basis as approved by PSRC's Executive Board. More information on PSRC's routine TIP amendment process may be found at <https://www.psrc.org/our-work/funding/transportation-improvement-program/amendments>.

TIP Project Requirements

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure the following:

- Consistency with VISION 2050 and the Regional Transportation Plan.
- Consistency with local comprehensive plans.
- Funds are available or reasonably expected to be available.
- Consistency with the region's air quality conformity determination.
- Consistency with federal and state requirements such as functional classification.
- Consistency with PSRC's project tracking policies.

To demonstrate consistency with local comprehensive plans, projects must be in, or consistent with, the transportation element of the appropriate city or county plan which has been updated consistent with RCW 36.70A.130 and certified by PSRC.² The Regional TIP application contains information and guidance for how each of the review items above is to be addressed. Additional details and background information may also be found on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

The TIP is closely coordinated with, and implements, the investments in the Regional Transportation Plan. The Regional Transportation Plan includes a wide range of transportation needs throughout the region, incorporating various types of investments that preserve and maintain the transportation system, improve the system's efficiency, and expand the system with strategic capacity. Most of these investments are described in the plan and included programmatically in the plan's financial strategy. These

² Certification (full or conditional) is required to compete for PSRC's federal funds, as well as to program projects with any funding source into the Regional TIP.

programmatic investments include, among other things, preservation, maintenance and operations, and capacity investments on local roadways. Projects that will add capacity to the regional system are required to be explicitly identified on the Regional Transportation Plan Regional Capacity Projects List and are subject to further review and approval by PSRC's Executive Board prior to implementation. Every project in the TIP is reviewed for consistency with the Regional Transportation Plan prior to funds for that project being programmed into the TIP.

Details on every project in the TIP, including information on the project description and location, current funds, estimated total project cost and other data are included in Appendix A.

2022 Project Selection Process

A competitive project selection process is conducted approximately every two years for the distribution of PSRC's federal funds. FHWA funds are programmed using a shared regional/countywide process that has been utilized since 1995. FTA funds are programmed using a coordinated process with FTA and the region's public transit agencies that includes a regional competitive process for a portion of the funds, with the remaining funds distributed based on the earnings of each transit agency. Prior to each process, a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. The *2022 Policy Framework for PSRC's Federal Funds* was adopted by PSRC's Executive Board on January 27, 2022 and is contained in Appendix B of the Draft 2023-2026 Regional TIP. The Framework includes details on the policy focus of support for centers and the corridors that serve them, describes the competitive processes for both FHWA and FTA funds, and contains other details of the project selection process. Appendix B also contains the regional project evaluation criteria used in the 2022 project selection process.

The 2022 project selection process distributed PSRC's federal fiscal year (FFY) 2025 and 2026 FHWA funds. Distribution of 2025-2026 FTA funds is on hold pending further deliberations by PSRC's boards on the details of the distribution methodology. Under consultation with FHWA and FTA, the estimated amounts by funding source are shown in the table below.

Table 1: Estimated FFY 2025-2026 PSRC Funds (in millions)

STPBG	\$120.2
CMAQ	\$59.4
FHWA Total	\$179.6
Section 5307	\$237.6
Section 5337 HIFG	\$108.2
Section 5337 HIMB	\$35.0
Section 5339	\$20.3
FTA Total	\$401.1
Grand Total	\$580.7

A list of the 91 projects awarded PSRC’s federal funds as part of the 2022 project selection process is included in Appendix B.

Project Tracking Program

PSRC’s project tracking program was created to monitor the progress of PSRC’s federal funds. Over time, these policies have successfully resulted in PSRC funds being utilized more efficiently and with fewer delays. The policies have been revised over time to meet new challenges, such as the strict annual project delivery requirements for FHWA funds, and to ensure the region continues to be successful and no funds are lost. Project sponsors are accountable to the requirements of the adopted project tracking policies and must also submit periodic progress reports to PSRC for use in monitoring the advancement of each project as well as the region’s progress towards delivery. More information on the project tracking program may be found on PSRC’s website at <https://www.psrc.org/our-work/funding/tracking-and-delivery>.

Details of the CMAQ Program

CMAQ funds are allocated to regions based on their air quality status and must be used in specific geographic areas for the purpose of improving air quality (refer to Appendix B for a map of these eligible areas). Projects adding capacity for single occupant vehicles are ineligible to receive CMAQ funds. Under federal legislation, greater emphasis has been placed on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard. Further, the Washington State Department of Ecology has identified diesel

exhaust as the toxic air pollutant [most harmful to public health](#) in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the [most important criteria air pollutant challenge](#) in the Puget Sound region.

Per federal guidance, a quantitative analysis of emission reductions should be conducted for all projects awarded CMAQ funds. In some cases, a qualitative analysis may be appropriate. In addition, an annual report of estimated emissions reductions is required for all projects obligating CMAQ funds in a given year; this report is submitted by PSRC to WSDOT every January. In addition, the reporting of estimated emission reductions is required under the federal Transportation Performance Management (TPM) program; more details on PSRC's TPM requirements are provided later in this document.

The regional project evaluation criteria used in the 2022 project selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. The criteria for CMAQ projects also include an evaluation of cost-effectiveness, and the air quality criterion is weighted more heavily than all other criteria. A guidance document was included in the Call for Projects and is included, along with the regional project evaluation criteria, in Appendix B. In addition, PSRC's current project-level emissions estimation tool was made available to project sponsors during the process.

Twenty projects were awarded PSRC's FFY 2025-2026 CMAQ funds – five from the regional competition, and fifteen from the countywide competitions. The regional projects include expansion and improvements of high-capacity transit systems and electrification of the transportation system. Examples of projects awarded CMAQ funds through the countywide competitions include transit, bicycle and pedestrian facilities, signal improvements, transportation demand management and zero emission vehicle projects. A summary of the emission reductions estimated from the projects awarded PSRC's FFY 2025-2026 CMAQ funds is included in Appendix B.

The IJJA continues the requirement that a portion of the CMAQ funds be spent on projects that reduce emissions of fine particulates. In particular, the legislation directs that 25% of the funds attributable to the weighted population of fine particulate nonattainment or maintenance areas within each state must be used for projects targeting reductions of that pollutant in those nonattainment and maintenance areas. Appendix B provides additional information on the amount of FFY 2025-2026 CMAQ funds expected to result in a reduction of fine particulate emissions within the region's maintenance area for this pollutant.

Interagency Coordination and Public Involvement

The development of the Draft 2023-2026 Regional TIP, including the 2022 project selection process for PSRC's federal funds, was undertaken with extensive collaboration between PSRC, cities, counties, ports, transit agencies, WSDOT and other interested parties. Opportunity for public participation was provided throughout the process. All PSRC board meetings are open to the public, with a public comment opportunity at the start of every meeting. The Draft 2023-2026 Regional TIP is scheduled to be released for public comment on September 8, 2022, and all comments received will be included in Appendix C of this document. In addition to the public comment period, specific opportunities and outreach were provided throughout the process:

- Up-to-date information was available on PSRC's website throughout the project selection and TIP development process, including instructions for making public comments;
- PSRC's Policy Boards At Work series featured several items regarding the process, including the development of the 2022 Policy Framework and the recommendation of PSRC funds to projects in July 2022. At Work is sent to more than 2,300 committee members, legislators, and interested parties.
- Between February and June 2022, virtual or hybrid meetings of PSRC's Regional Project Evaluation Committee and each of the four countywide forums were held regarding the project selection process. The committees responsible for project selection within each county are:
 - King County – King County Project Evaluation Committee reporting to the King County members of the Transportation Policy Board;
 - Kitsap County – Transportation Technical Advisory Committee and Transportation Policy Committee reporting to the Kitsap Regional Coordinating Council Executive Board;
 - Pierce County – Transportation Coordinating Committee reporting to the Pierce County Regional Council;
 - Snohomish County – Infrastructure Coordination Committee reporting to Snohomish County Tomorrow.
- A news release will be sent to media outlets announcing the release of the Draft 2023-2026 Regional TIP for public review and comment. Comments will be requested in writing by mail, e-mail, or by use of the comment form on PSRC's website. Public comments may also be made by submitting directly to the Transportation Policy Board meetings on September 8 and October 13, and at the Executive Board meeting on October 27, 2022. Projects will also be displayed on

PSRC's website in an interactive map, enabling visitors to view transportation projects in proximity to their neighborhoods or individual commutes.

Financial Plan

As mentioned previously, each project submitted into the Draft 2023-2026 Regional TIP has been reviewed for financial feasibility. All funds programmed to projects in the TIP have been determined to be available or reasonably expected to be available within the timeframe identified. A detailed application is submitted to PSRC for each project that includes a full project budget with information on the estimated costs and sources of funds for each phase of the project. Also provided is information on the project's estimated total cost and schedule for completion. Per 23 CFR 450.324(i), it has been determined that full funding can reasonably be anticipated to be available for all projects in the Draft 2023-2026 Regional TIP within the time period contemplated for completion of the projects.

The TIP implements the Regional Transportation Plan. The Regional Transportation Plan contains a financial strategy for the investments in projects and programs through the year 2050, including an identification of current law revenues available and the development of new funding over that timeframe. The Regional Transportation Plan's detailed financial strategy may be found on PSRC's website at <https://www.psrc.org/planning-2050/regional-transportation-plan>.

Appendix D contains information on the review conducted by PSRC regarding financial constraint of the projects in the Draft 2023-2026 Regional TIP. Appendix D also contains information on the financial plan for the Draft 2023-2026 Regional TIP, including identification of the funding amounts and sources in the TIP, and the relationship between the TIP and the financial strategy of the Regional Transportation Plan.

Air Quality Conformity Determination

Transportation conformity is a mechanism for ensuring that transportation activities -- plans, programs, and projects -- are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs, and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards or the required interim emissions reductions towards attainment.

A nonattainment area is an area that does not meet the National Ambient Air Quality Standard (NAAQS) for a given pollutant. A maintenance area is an area that was previously nonattainment, but has since attained the standard, as demonstrated through continued air quality monitoring. There are six pollutants for which NAAQS have been established: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (less than 10 microns in diameter [PM₁₀] and less than 2.5 microns in diameter PM_{2.5}) and lead. The region is currently in attainment for all pollutants; however, portions of the region are designated a maintenance area for PM_{2.5}.

The Washington State Implementation Plan for Air Quality, or SIP, provides a blueprint for how maintenance and nonattainment areas will meet the NAAQS. The 2023-2026 Regional TIP has been found to conform to the current SIP. Appendix E contains the full documentation of the air quality conformity determination of the Draft 2023-2026 Regional TIP.

Title VI Environmental Justice and Equity

The concept of equity, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order No. 12898: Federal Actions to Address Environmental Justice in Minority Populations and Poverty Populations, issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and poverty populations." This concept is distinct from Title VI, which provides legal protection from discrimination on the basis of race, color, or national origin in federal programs.

The U.S. Department of Transportation (USDOT) issued its internal Order to Address Environmental Justice in Minority Populations and Low-income Populations in 1997 and issued an updated Order in May 2012 (U.S. Department of Transportation Order 5610.2(a)), which continues to promote the principles of environmental justice in all Departmental programs, policies, and activities. FHWA and FTA have further renewed their commitments to assure that environmental justice is carried out in the programs and strategies they fund, including the activities of MPOs such as PSRC.

In early 2021, President Biden signed Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, to advance racial equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. This order requires federal agencies to identify methods to assess equity and conduct an equity assessment for those facing systemic barriers in accessing

opportunities. The order also calls for government programs to be designed to promote equitable delivery of the opportunities.

Also in January 2021, President Biden issued Executive Order 14008: Tackling the Climate Crisis at Home and Abroad President, which created a government-wide “Justice 40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. The Justice 40 Initiative is also aligned with the goals of Executive Order 13985, addressed above, and the U.S. Department of Transportation is in the process of implementing this order as part of its broader equity agenda.

PSRC developed a baseline demographic profile that presents key demographic data describing the central Puget Sound region and identifies population groups and communities to be considered for equity analyses and activities. Consideration of people of color and people with low incomes has been included in the regional project evaluation criteria used in PSRC’s project selection processes since 2004. Additional equity focus populations have since been incorporated, including people with mobility challenges due to their age, income, or ability.

As part of PSRC’s 2022 project selection process the equity criterion was further strengthened to more directly address disparities, gaps and outreach with affected communities. The regional evaluation criteria used during the project selection process cover a variety of other policy areas, as well, and can be found in Appendix B of the Draft 2023-2026 Regional TIP.

In addition, to further integrate equity considerations into the development of the TIP, an analysis was conducted to consider the distribution of both PSRC’s federal funds as well as all other project funding in the Draft 2023-2026 Regional TIP in relation to PSRC’s identified equity focus populations, which include people of color, people with low incomes, older adults, and people with disabilities. Environmental Justice analyses have been conducted as part of every Regional TIP since 2004.

The results of this analysis indicate a fairly even distribution of projects across the region and within areas with higher percentages of the key equity focus populations identified above. Given the location of many of these populations within the densely populated urban core, with higher regional concentrations of population and employment, it is reasonable that transportation investments would be more heavily focused in these areas. Full documentation of the equity analysis conducted on the Draft 2023-2026 Regional TIP is included in Appendix F.

Other Requirements

Additional elements required for inclusion in the Regional TIP include a listing of projects that have obligated federal funds in the past year, as well as those projects that were completed in the last year. Pending data to be provided by WSDOT and FTA, these listings will be included in Appendix G later in 2022.

Information on PSRC’s 2018 MPO certification is included in Appendix H; once PSRC’s 2022 MPO certification is available it will also be included in this appendix. The anticipated state and federal approvals of the final 2023-2026 Regional TIP will be contained in Appendix I.

Transportation Performance Management

Under federal law, states and MPOs such as PSRC are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement and performance of the National Highway System. PSRC’s adopted targets are illustrated in the figure below and described in greater detail in the System Performance appendix of the Regional Transportation Plan, which may be accessed at <https://www.psrc.org/planning-2050/regional-transportation-plan>.

Figure 1: Federal Performance Targets

Performance Measures	Initial PSRC Board Action	Update Schedule
Transit Asset Management	Approved June 2017	n/a
Safety Performance	Approved January 2018	Annual
Bridge Condition	Approved October 2018	Every 4 years
Pavement Condition	Approved October 2018	Every 4 years
System Performance	Approved October 2018	Every 4 years
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Approved October 2018	Every 4 years
Transit Safety	Approved September 2021	n/a

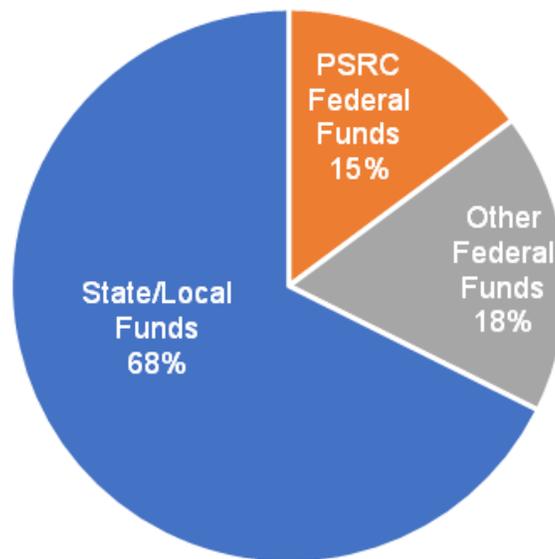
MPOs are also required to describe how plans and TIPs are addressing and advancing the established targets. The next section in this document describes the types of investments contained in the Draft 2023-2026 Regional TIP and how they support the performance categories identified above. As noted earlier, the TIP implements the Regional Transportation Plan, and all projects submitted into the TIP must first demonstrate consistency with the plan; the plan document goes into greater detail on how the overall projects and investments support the federal performance targets.

Highlights of the Draft 2023-2026 Regional TIP

The Draft 2023-2026 Regional TIP includes projects with PSRC's FFY 2025-2026 federal funds awarded as part of the 2022 project selection process. The TIP also includes PSRC funds awarded in prior years that have not yet been utilized and are therefore carried forward from the previous TIP. In addition to PSRC's federal funds, the Draft 2023-2026 Regional TIP also contains local funds, state funds, and other federal funds managed by WSDOT or other entities.

The Draft 2023-2026 Regional TIP contains a total of \$5.4 billion of project funding from these various sources, representing over \$34 billion in total project investments. This figure is as of the Draft TIP released in September 2022, including project amendments through July 2022; these figures will be revised for the final TIP to incorporate adjustments to funding through October 2022. These adjustments may include additional funding to projects between August and October, funding not utilized by October and therefore advanced into 2023, and/or other funding revisions. Figure 2 illustrates the amounts by funding source of all funds in the Draft 2023-2026 Regional TIP at this time.

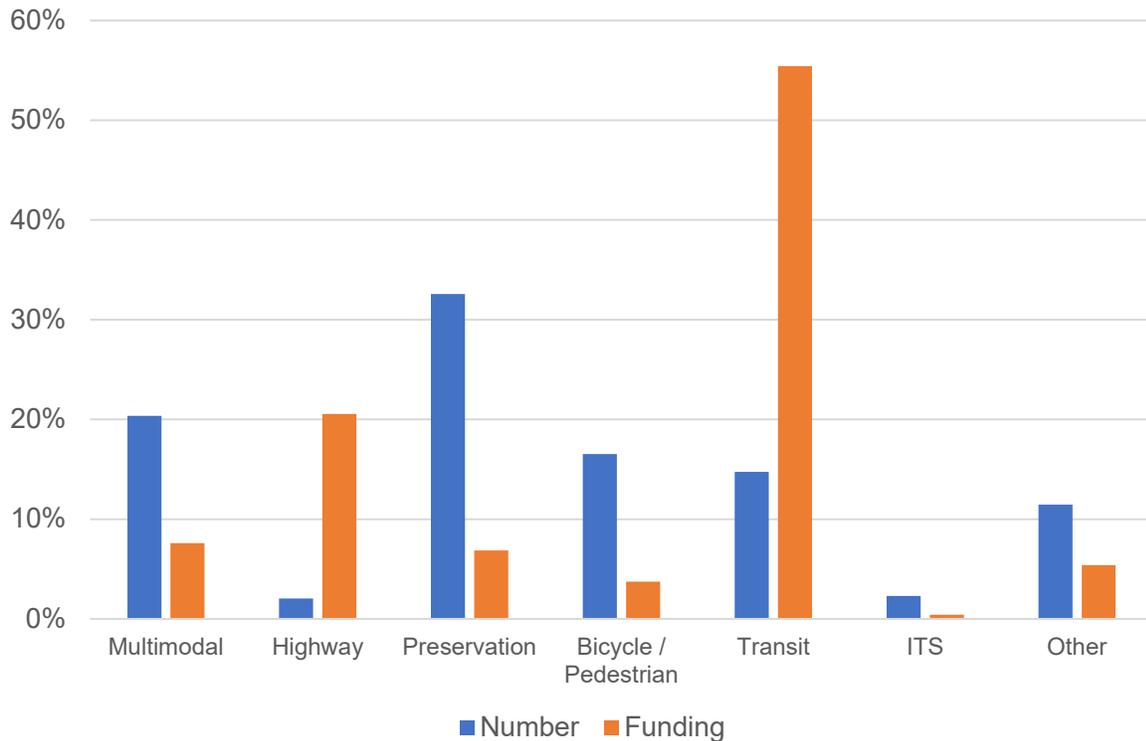
Figure 2: Funds by Source in the Draft 2023-2026 Regional TIP



The TIP includes a diversity of project investments, from preservation and maintenance to operations, efficiencies and expansion of various aspects of the regional

transportation system. The figure below illustrates the types of projects in the Draft 2023-2026 Regional TIP as a percentage of both number of projects and funding.

Figure 3: Project Types in the Draft 2023-2026 Regional TIP



The chart above reflects broad categories of improvement that may not fully capture the breadth of scope and outcomes of each project. The “multimodal” category attempts to address this by capturing, for example, projects providing roadway improvements but also additional elements such as sidewalks, bicycle lanes or transit facilities and amenities. The other categories in the chart above represent projects that are more singular in scope. The “preservation” category includes both pavement preservation as well as asset replacement, and the “ITS” – i.e., Intelligent Transportation Systems – category includes projects such as signalization and other traffic management features. The “other” category includes items such as planning studies, transportation demand management programs, environmental improvements (e.g., removal of fish passage barriers) and safety improvements (e.g., guardrails, cable barriers and curb ramps). The “transit” category includes capital expansion as well as preservation related investments such as preventive maintenance and equipment replacement.

To more fully describe the benefits and purpose of the projects included in the Draft 2023-2026 Regional TIP, additional details on specific outcome categories are provided below. These outcomes align with the federal performance measures noted earlier.

Project Outcomes and Federal Performance Measures

The adopted federal targets identified in Figure 1 cover the following elements:

- Pavement condition
- Transit asset management
- Safety, including transit safety
- Bridge condition
- Freight movement
- System Performance
- Emissions

Figure 3 above helps to describe how the Draft 2023-2026 Regional TIP is helping the region meet these adopted regional performance targets. Additional information related to each element is provided below.

Preservation

As mentioned earlier in this document, the TIP implements the Regional Transportation Plan, and the highest priority in the Regional Transportation Plan is to maintain, preserve and operate the region's transportation system.

As Figure 3 illustrates, 33% of all projects in the Draft TIP – the largest percentage of any project category - are for preservation and maintenance activities, including pavement, bridges and replacement of other assets. In addition, the transit category contains investments such as the purchase of buses and other transit vehicles, as well as routine maintenance of other transit assets, at seven percent of all projects in the Draft TIP.

The federal performance targets for this category are related to the pavement condition of both interstate and non-interstate facilities

Many of the investments in the Regional Transportation Plan are considered programmatic; however, projects adding capacity to the regional system – including all modes of transportation - are required to be explicitly identified on the Regional Transportation Plan's Regional Capacity Projects List, and these projects tend to cost more than programmatic types of investments.

- *There are 393 projects in the Draft 2023-2026 Regional TIP, of which 14% are regional capacity projects. In terms of overall funding programmed, however, regional capacity projects represent 63% of the funding in the Draft 2023-2026 Regional TIP.*

and the asset management of transit vehicles, equipment, facilities and other infrastructure. The % of projects noted above that address preservation and asset management include the following specific examples:

- Maintenance work on Interstate 5 and Interstate 90
- Overlays and reconstruction of city and county arterials
- Preventive maintenance of transit facilities and equipment
- Purchase of transit replacement vehicles and vessels

Safety

Safety is a key policy focus area both in VISION 2050 and the Regional Transportation Plan, as well as an important criterion in PSRC's project selection process. It is a cross-cutting issue that impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from infrastructure design to security to personal behavior.

Safety is addressed by a majority of the projects in the Draft TIP in some way. This can include simply the nature of the investments to bring facilities and infrastructure up to current standards – for example, upgrading curb ramps and pedestrian crossings to comply with the Americans with Disabilities Act (ADA) - to the more proactive inclusion of proven safety countermeasures and/or addressing specific existing safety issues in a given area.

Of the projects in the Draft 2023-2026 Regional TIP that are improving or expanding roadway, transit or bicycle / pedestrian infrastructure – separate from other types of projects such as preservation, equipment purchases, planning activities, etc. – the majority of these investments – 81% - include at least one of the FHWA proven safety countermeasures. Twenty-five percent of projects include two countermeasures; 17% include three; and 7% include four or more countermeasures. As

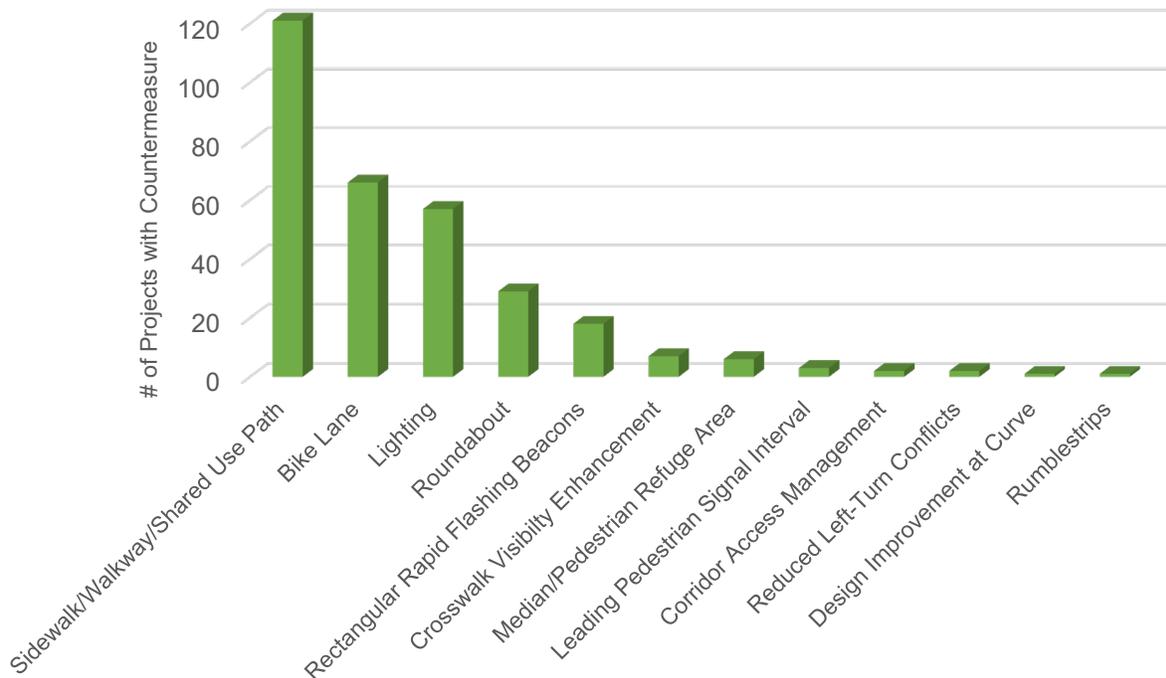
As part of the Safe System Approach, FHWA has assembled a collection of countermeasures and strategies demonstrated to be effective at minimizing the consequences of human mistakes and ultimately reducing fatalities and serious injuries.

Known as the [Proven Safety Countermeasures Initiative \(PSCi\)](#), there are currently twenty-eight unique countermeasures that each address one or more safety focus areas including speed management, intersection conflicts, roadway departures, and protecting vulnerable users.

Examples of these countermeasures include setting appropriate speed limits for all users, providing enhanced delineation along horizontal curves, installing roundabouts, enhancing the visibility of crosswalks and providing bicycle and pedestrian facilities. Incorporating any number of these countermeasures into transportation projects, where feasible, is one way to help implement a Safe System Approach.

illustrated in Figure 4 below, bicycle and pedestrian investments, lighting and roundabouts represent the top five categories of countermeasures included in projects in the Draft 2023-2026 Regional TIP.

Figure 4: Frequency of Safety Countermeasures in Draft 2023-2026 Regional TIP Projects



While there are additional non-capital elements that pertain to transit safety and meeting the transit safety targets, many of the same countermeasures noted above are also applicable. Some examples of safety elements included in transit capital projects in the Draft 2023-2026 TIP include:

- Provision of ADA accessible pathways at transit stations
- Provision of lighting and cameras at transit stations
- Improved lighting, crosswalks and sidewalks along a transit route

Bridge Condition

There are a number of projects in the Draft TIP that provide improvements to bridges throughout the region. Those improvements include preservation and maintenance activities such as deck repair, scouring or painting; seismic retrofits; rehabilitation of

bridge columns and piers; and full bridge replacements. There are 52 bridge related improvement projects, or 13% of the total number of projects.

Freight Movement

The Washington State Freight and Goods Transportation System classifies freight corridors based on the annual tonnage of freight tonnage moved by mode. Truck corridors are designated T-1 through T-5, moving from 100,000 tons to over 10 million tons per year. The Draft 2023-2026 Regional TIP contains 239 projects that provide improvements on one of these designated freight facilities.

The federal target for freight movement is a measurement of travel time reliability for trucks on the interstate system. The System Performance appendix of the Regional Transportation Plan provides information on metrics such as truck travel time and congestion on major freight routes under existing congestions and with the investments in the plan by 2050. The projects in the Draft 2023-2026 Regional TIP providing improvements to freight facilities support the targets and implementation of the long-range plan.

There are a variety of projects that may provide freight benefits – either directly or indirectly. Examples of direct freight-related projects would be those sponsored by one of the region’s ports, grade separations between roadways and railroads, projects providing heavy haul improvements, or investments to explicitly improve the flow of trucks. Examples of projects that may provide indirect benefits to freight movement would be those that are physically located on designated freight routes but are designed to provide more general corridor or facility benefits, such as safety, congestion relief, preservation, etc. These projects are intended to reduce congestion and improve travel time and safety along these facilities, and freight traffic along these routes will therefore share those benefits.

Key examples of projects in the Draft 2023-2026 TIP providing improvements to freight facilities include

- Pavement preservation of freight facilities
- Mobility and signalization improvements along freight corridors
- Extensions of key freight corridors

System Performance

The federal performance targets related to system performance address the travel time reliability of the system, annual hours of delay, and the percent of commute trips made by modes other than single occupant vehicles. The System Performance appendix of

the Regional Transportation Plan provides information on a variety of metrics under existing congestions and with the investments in the plan by 2050. In addition to the freight metrics noted above, these additional metrics include the following:

- Transit boardings
- Vehicle miles traveled
- Proximity of households to high-capacity transit
- Mode shares for both commute and non-commute trips
- Annual delay per capita
- Miles of travel in heavy or severe congestion
- Travel time for major corridors

As illustrated in Figure 3 above, the projects in the Draft 2023-2026 Regional TIP provide a range of multimodal system improvements that support the targets and implementation of the long-range plan. Fifty-two percent of all projects in the Draft 2023-2026 Regional TIP are providing transit, multimodal, pedestrian and/or bicycle investments. Some examples of these projects include:

- Expansion of the region's high-capacity transit network
- Accessibility improvements to planned and existing transit stations
- Sidewalks, bicycle lanes and separated trails in all four counties
- Roundabouts, channelization and signal improvements to improve traffic flow and safety
- High occupancy vehicle and express toll lanes
- Strategic roadway capacity improvements to address congestion

Similar to the discussion above regarding the variety of ways projects on designated freight routes may improve freight movement, in addition to specific transit investments the Draft 2023-2026 Regional TIP includes 189 projects providing various improvements to facilities serving one or more transit routes.

Additional Project Features

In addition to the project outcomes described in the sections above, there are additional features and project types of note in the Draft 2023-2026 Regional TIP. For example, 46 projects are providing stormwater improvements within their scopes. Another example is the 18 state projects removing fish passage barriers. As noted previously, projects across the region and across sponsoring agencies are providing numerous improvements to the overall transportation system.

Emissions

The federal performance target related to emissions is based on the estimated emission reductions from projects awarded CMAQ funds. Appendix B provides information on the estimated emissions reduction from the projects selected for PSRC's 2025-2026 CMAQ funds; the previous 2021-2024 TIP provided information on the emissions benefits for prior years' funds. The awarded projects are consistent with the estimated emissions reductions from the adopted targets.

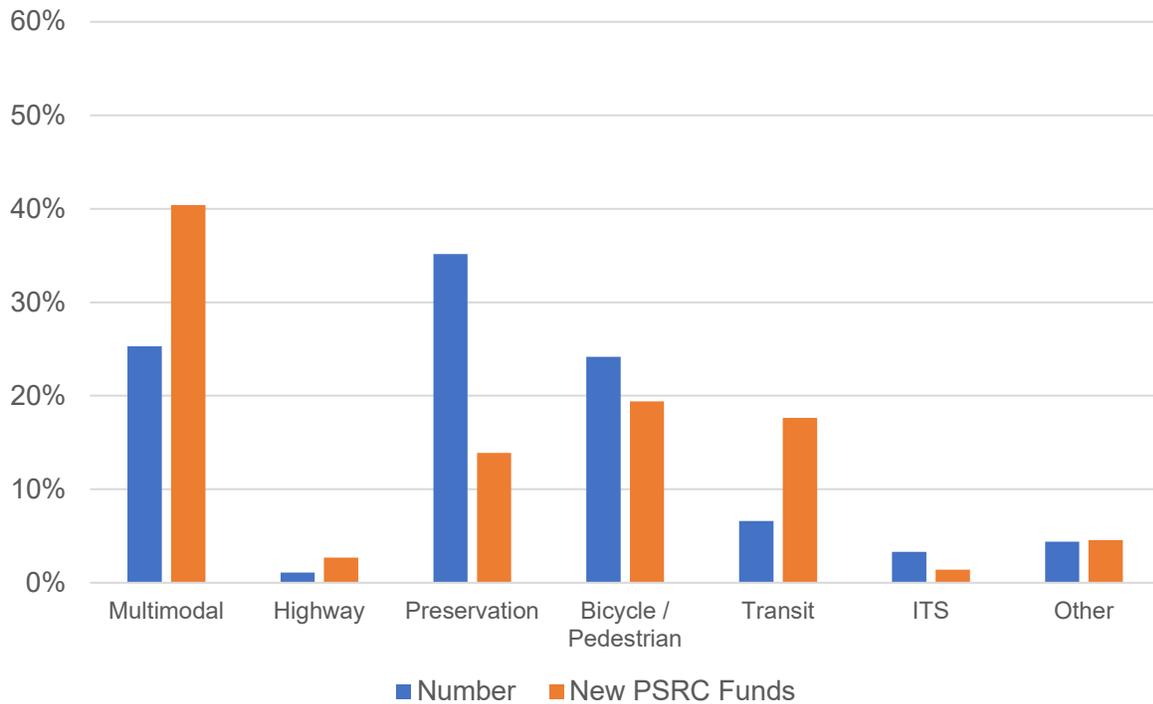
As described earlier in this document, the air quality criterion is more heavily weighted for projects competing for CMAQ funds, but PSRC's project selection process places a high value on air quality benefit for all projects, regardless of funding source. Appendix B includes a summary of the estimated emissions reductions from all projects awarded STPBG or CMAQ funds in the 2022 project selection process.

As described earlier, projects in the TIP implement the policies and investments in the Regional Transportation Plan. The quantitative analysis of the benefits of the plan investments are described in greater detail in the plan's System Performance Report, located on PSRC's website at <https://www.psrc.org/planning-2050/regional-transportation-plan>.

2022 Project Selection Process

Similar to the project type data for the full Draft TIP, the projects selected for PSRC's federal funds as part of the 2022 project selection process also represent a variety of project types – preservation and maintenance, transit, bicycle/pedestrian and other types of transportation investments. Figure 5 illustrates the 91 projects receiving new PSRC funds, by project type both as a percentage of awarded funding and as a percentage of total number of projects.

Figure 5: 2022 Project Selection Process for PSRC Funds: All Awards by Project Type



A key difference between the PSRC funding awards illustrated in Figure 5 and the full Draft TIP in Figure 2 is that PSRC distributes a relatively modest amount of FHWA and FTA funds compared to all transportation investments in the region over the four years of the Draft TIP. In addition, as noted earlier, the distribution of the 2025-2026 FTA funds has not yet been conducted, so those transit investments are not yet captured in Figure 5.

As mentioned above, many of these projects are multifaceted and provide numerous benefits that are hard to characterize into a single project type. Similar to the outcomes identified in the section above for the full Draft 2023-2026 Regional TIP, information is provided below to elaborate on the outcomes of the projects selected as part of PSRC’s 2022 project selection process. The full list of awarded projects is included in Appendix B.

Freight

As described earlier, there are a variety of projects that may provide benefits to freight movement. For example, projects specifically improving travel time along a freight corridor for trucks, preserving heavy haul pavement, or separating modes along a freight route all may provide direct or indirect benefits to freight.

As part of the 2022 project selection process, 39 awarded projects provide improvements on a designated freight route. Specific examples include:

- The final segment of the SR 167 Completion Project, Stage 2
- Signal timing and coordination along a freight corridor
- Pavement preservation of freight routes

Rural

PSRC is required to spend a minimum amount of its FHWA funds in the federally designated rural area each year. The current map of the federally designated rural area is contained in the *2022 Policy Framework* in Appendix B. PSRC's 2025-2026 FHWA rural funding was distributed to preservation projects in each of the four counties.

In addition to this minimum federal requirement, a set-aside was created by PSRC in 2004 for a Rural Town Centers and Corridors Program, which was set at \$6.09 million for the 2022 Project selection process. The competition for these funds will occur in 2023 and includes eligible communities beyond the federally designated rural boundary.

Safety

As described above for the full Draft 2023-2026 Regional TIP, a similar analysis related to safety was conducted for the projects awarded PSRC's 2025-2026 FHWA funds. This analysis found that 98% of system improvement or expansion projects included at least one of the FHWA proven safety countermeasures, and 77% included two or more. Examples of the countermeasures included in awarded projects include:

- Walkways, bicycle lanes and lighting
- Roundabouts and other reductions of left turn conflicts at intersections
- Crosswalk visibility enhancements and rectangular rapid flashing beacons
- Medians, pedestrian refuge islands

Bicycle and Pedestrian Investments

PSRC's project selection processes have long included a 10% set-aside for bicycle and pedestrian investments. In addition, the project evaluation criteria for all projects include support for active transportation infrastructure and features. Over half of all projects awarded funds in the 2022 project selection process included bicycle and pedestrian elements. These elements include:

- Separated facilities such as multiuse paths, protected or separated bike lanes
- Sidewalks
- Striped bicycle lanes
- Other facilities or amenities such as sharrows, enhanced pedestrian crossings, etc.

Air Quality and Climate

As described in the CMAQ section earlier in this document, the project evaluation criteria used in the 2022 project selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. In addition, federal legislation places greater emphasis on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard.

The estimated emissions from each project awarded CMAQ funds is included in Appendix B. Examples of these projects include:

- Expansion and improvements of the high-capacity transit system
- Electrification and other zero emission infrastructure
- Transportation demand management programs
- ITS and traffic flow improvements
- Trails and other bicycle / pedestrian facilities

Appendix B also includes a summary of the estimated emissions reductions from all projects awarded STPBG or CMAQ funds in the 2022 project selection process.

Other Project Information

In addition to the variety of types of projects awarded PSRC funds, awards also span a variety of project sizes and phases, from planning through to implementation. Over 80% of the awarded projects have been awarded funds for construction or implementation. In terms of size, projects awarded PSRC funds in the 2022 project

selection process range from the smallest award of just under \$50,000 for a roadway overlay to the largest award of over \$8 million for a transit station.

Additional details on the 2022 project selection process, all projects in the 2023-2026 Regional TIP and other analyses and background information may be found in the following appendices (located on the PSRC website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>):

- Appendix A – Projects in the 2023-2026 Regional TIP
- Appendix B – 2022 Project Selection Process
- Appendix C - Public Comments
- Appendix D – Financial Plan
- Appendix E – Air Quality Conformity Analysis
- Appendix F – Equity Analysis
- Appendix G – Annual Obligations and Completions
- Appendix H – Certifications
- Appendix I - Approvals