

2023 – 2026

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Appendix B

2022 Project Selection Process

October 27, 2022

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Funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

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September 2022





2022 POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS

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SECTION 1: BACKGROUND

A. Policy Framework

Under federal law, the Puget Sound Regional Council (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:¹

Federal Highway Administration (FHWA) Funds

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

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)

Per federal regulation, PSRC is required to document the process used for prioritizing and programming these funds. The *2022 Policy Framework for PSRC's Federal Funds* is intended to serve this purpose by providing policy direction and guidelines for the recommendation and selection of projects to receive PSRC funds.

Prior to each project selection process, the Policy Framework is refined and updated based on new or updated federal or state requirements, and new or updated regional policy direction. The 2022 Policy Framework maintains support for the development of centers and the corridors that serve them, originally adopted as a policy focus for PSRC's federal funds in 2002. The intent of the centers policy focus and the guidance contained within the Policy Framework is to support implementation of the policies and programs established in VISION 2050, the region's overarching policy document and long-range vision for the future; the regional transportation plan; and *Amazing Place*, the adopted regional economic strategy.

B. Development of the 2023-2026 Regional Transportation Improvement Program (TIP)

The Regional TIP provides a list of current transportation projects in all four counties of the region – King, Kitsap, Pierce and Snohomish. These projects are funded with federal, state and local funds, including the federal grants that will be 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. In our region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs generally every two years. The Regional TIP must contain all

¹ PSRC also has responsibility for distributing funds through FHWA's Transportation Alternatives Program and plays a joint role with WSDOT in the distribution of FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

projects utilizing federal transportation funds, as well as any regionally significant projects, regardless of funding source. The 2023-2026 Regional TIP will therefore include:

- 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 conformity determination of the Regional TIP; and
- Projects from the previous 2021-2024 Regional TIP that have not yet utilized their funds.

Responsibility for Project Selection

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described above, 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 funds from a variety of federal programs, such as the National Highway Performance Program, Highway Safety Improvement Program, and others. These programs and responsibility for selection evolve with each new federal transportation act. 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 programs include the transit New Starts program, the Better Utilizing Investments to Leverage Development (BUILD) grant program, and others.
- Local funds: Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive each agency's local funds.

Regional TIP 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; and
- Consistency with PSRC's project tracking policies.

The Regional TIP applications contain 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>.

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. 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.

Development Schedule

The schedule for preparing the Draft 2023-2026 Regional TIP is included in Attachment 1. The schedule begins with the 2022 competitive project selection process for PSRC's federal funds, followed by individual project reviews, an air quality conformity analysis, a public comment period, and finally adoption by PSRC's Executive Board. The Draft 2023-2026 Regional TIP will then be forwarded to WSDOT for subsequent state and federal approval.

Federal Requirements

As described above, every project submitted for inclusion in the Draft 2023-2026 Regional TIP is thoroughly reviewed for regional consistency and federal requirements. In addition, PSRC's project selection process and the development of the Regional TIP adhere to the federal requirements as detailed in 23 CFR Part 450. These include addressing the federally required planning factors (§450.306), public involvement (as described in PSRC's adopted Public Participation Plan) and all other requirements.

C. PSRC Funds

Eligibility Requirements

As stated above, PSRC is responsible for selecting projects to receive FHWA and FTA funds. Each federal funding program has specific eligibility requirements, summarized below and included in Attachment 2:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP) funds are the most flexible of PSRC's federal funds and can be used for a variety of transportation projects and programs, including roadways, bridges, pedestrian and bicycle infrastructure, transit and other investments.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are available for specific categories of transportation projects and programs that provide air quality benefits by reducing emissions and congestion. General purpose roadway projects are not eligible. Only projects located in or providing benefit to an EPA-designated nonattainment or maintenance area may utilize CMAQ funding.²

Federal Transit Administration (FTA) Funds

FTA funds may be used only for transit-related projects serving the region's three federal urbanized areas: Seattle-Tacoma-Everett, Bremerton and Marysville.

- Urbanized Area Formula Program (Section 5307) funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. Section 5307 funds may also be used for projects previously eligible under the

² Projects located in former maintenance areas where the NAAQS has since been revoked are also eligible to receive CMAQ funds. Refer to Attachment 3 for a map of the eligible areas in the PSRC region.

eliminated Job Access and Reverse Commute Program (JARC) projects.

- State of Good Repair (Section 5337) funds are available for a variety of projects for maintenance, replacement and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans.
- Bus and Bus Facilities (5339) funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities.

Project Selection Process

PSRC has an established process for selecting projects to receive PSRC funds. FHWA funds are programmed using a shared regional/countywide approach that has been utilized since 1995. Additional details are provided below in Section 3. FTA funds are programmed using a process coordinated with FTA and the public transit agencies in the region and includes a regional competitive process for a portion of the funds. The FTA process is described in Section 4.

The 2022 project selection process will program federal fiscal year (FFY) 2025-2026 FHWA and FTA funds. Under consultation with federal and state partners, the estimated amounts by funding source are shown in the table below, based on FFY 2021 funding levels³.

Estimated FFY 2025-2026 PSRC Funds (in millions)	
STP	\$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

Project Tracking Program

PSRC has implemented a project tracking program 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 continue to be revised to address emergent issues 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. The adopted Project Tracking Policies for PSRC's Federal Funds are contained in Attachment 4, including new policies that strengthen

³ Additional FHWA funding from other sources may be included in the project selection process; these include funds from the Highway Infrastructure Program and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

the requirements and expectations under the “Hardship Policy.”

SECTION 2: POLICY FOCUS

Adopted Policy Focus: Support for Centers and the Corridors that Serve Them

Since 2002, the adopted policy focus for PSRC’s federal funds has been to support the development of centers and the corridors that serve them. This policy focus was further strengthened with the adoption of VISION 2050 in October 2020. For the 2022 project selection process, the definition of centers for each of the competitive processes is further clarified below.

- For the regional competition for FHWA funds, centers are defined as regional growth centers and regional manufacturing/industrial centers as designated by PSRC’s Executive Board (refer to Attachment 5 for a map of PSRC’s regionally designated centers).
- For the countywide competitions for FHWA funds, and for the FTA funding processes, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

SECTION 3: PSRC’S FHWA FUNDS

A. Overview of PSRC’s FHWA Funding Process

PSRC conducts a shared regional and countywide process to recommend and select projects to receive PSRC’s FHWA funds. The total estimated amount of both STP and CMAQ funds is split between the regional and countywide forums based on a regionally adopted funding split. Competitive processes are used by all forums to recommend projects to receive the funds.

- Regional process: PSRC coordinates a regional competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB) to receive the regional portion of the FHWA funds.
- Countywide processes: With support from PSRC, the four countywide forums are responsible for coordinating the countywide competitions and recommending projects to the TPB to receive the countywide portions of the FHWA funds. These forums are as follows:

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.

PSRC's delegation of these responsibilities to the countywide forums is intended to recognize the unique distinctions in local transportation needs, and strengthens the integration of local, countywide, and regional growth management and transportation planning and implementation. However, each countywide process follows the regional policies and procedures as laid out in this *Policy Framework*, including the use of project evaluation criteria supporting the implementation of VISION 2050, the regional transportation plan and *Amazing Place*, the regional economic strategy, as well as PSRC's project tracking program.

The TPB receives all recommendations from the forums identified above, and in turn makes a recommendation for funding to PSRC's Executive Board. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides from the total amount of PSRC's FHWA funds, prior to the split of funds between the regional and countywide competitions and describes the process for distribution.

1. Ten percent of the combined estimated total of STP and CMAQ funds has been set aside for bicycle and pedestrian priorities. This practice is above and beyond the federal set-aside for the Transportation Alternatives Program and is consistent with VISION 2050 and regional transportation plan policies calling for increased investment in nonmotorized transportation, as well as supporting the policy focus of support for the development of centers. The 10% is assigned to the countywide processes for distribution.
2. Ten percent of the total regional competitive portion of funds is set-aside for the Rural Town Centers and Corridors Program. This program is designed to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program, which will utilize STP funds, is above and beyond the federally required minimum amount of STP funds to be spent in rural areas. The 2021 regional competition for the Rural Town Centers and Corridors Program is currently underway, per the 2020 project selection process. The next competition for 2025-2026 funds will be held in 2023. Background information on this program may be found on PSRC's website at <https://www.psrc.org/our-work/rural-town-centers-and-corridors>.
3. Kitsap County jurisdictions are not eligible to receive CMAQ funds due to the boundaries of the region's air quality maintenance and nonattainment areas, which directly affect the use of these funds. To provide an increase in the relatively modest amount of funds available for distribution in the Kitsap countywide process, Kitsap County's population percentage is therefore applied to the total amount of estimated STP funds. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STP and CMAQ funds, after the set-asides have been applied, and after the funds have been split between the regional and countywide processes.
4. The Preservation Set-Aside is continued in the 2022 project selection process at 20% of the total estimated STP funds. The set-aside recognizes the importance of preservation and the

priority given to these activities in the regional transportation plan, as well as the continued backlog of preservation needs and lack of dedicated funding. The regional guiding principles that were established in 2012 for the pilot set-aside are to be continued (see Section C below for additional details). This set-aside will be distributed through the countywide processes for preservation priorities. When first adopted, the set-aside was originally 25% of the total estimated STP funds; the use of the 5% delta is described under #6 below.

5. Funds are set aside for PSRC's Work Program in the amount of \$1,000,000 of STP funds per year, for a total of \$2 million of STP funds in the 2022 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future.
6. **NEW in 2022** With the formation of a new Regional Equity Advisory Committee (EAC) in November 2021, for the 2022 process an amount equal to 5% of the total estimated STP funds are set aside for a new Equity Pilot Program. The EAC will develop this pilot in July 2022, with the following scope:
 - evaluate the outcomes of the 2022 project selection process and the effectiveness of the revisions to the equity and safety criteria (refer to Section 3B below);
 - advise on the scope, eligibility and criteria for the equity pilot competition; and
 - advise on procedural roles and responsibilities for conducting the competition.

Percentage split between the Regional and Countywide processes

The split of the combined estimated total of STP and CMAQ funds between the regional and countywide processes is performed after each of the set-asides has been applied. As has been done in previous cycles, a 50/50% split will be applied at this point between the two processes. The bicycle and pedestrian set-aside, Kitsap County's population percentage and the preservation set-aside are then added to the countywide portion of funds for selection. The Rural Town Centers and Corridors Program set-aside comes from the regional portion of funds. Attachment 6 illustrates the distribution of funding between the regional and countywide processes, as well as the amounts for the set-asides described above.

Contingency process

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. Funds may become available through PSRC's project tracking program and final federal allocations being higher than originally estimated. For the 2022 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The set-asides will not be applied during the contingency process; rather, any additional funds to the region will be divided per the established 50/50% split between the regional and countywide processes and will be distributed to the adopted contingency lists of projects accordingly.

The integrity of the project selection process will be maintained as part of any distribution of funds to the adopted contingency lists. Project scopes and funding requests will be held to the original grant request; changes to scope and higher funding requests will not be entertained. In addition, if insufficient funds are available to fully fund a phase, forums may elect to provide partial awards as long as a segment of a given project, or a clearly defined element with independent utility, may be completed. In these circumstances, the balance of the project

phase – i.e., remaining segments or independent elements – may remain on the contingency list.

Other requirements

As was established in prior years, for the 2022 project selection process, sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases, or preliminary engineering and construction phases, but not both right of way and construction phases. In addition, phases must be fully funded with the PSRC award requested and all other secured or reasonably expected funds identified by the sponsor. In addition, awards must be balanced by year, with the amount of funds able to be utilized in a given year limited by the annual estimated allocation amount by funding source.

B. Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which countywide forums are asked to identify and submit a limited number of applications to the regional project competition. PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. RPEC reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted. The Regional process is explained in further detail below.

Number of Projects Submitted and Requested Amounts

The number of projects able to be submitted into the regional competition is limited to 36, based on the following distribution: 6 each from Kitsap, Pierce and Snohomish countywide forums; 12 from the King countywide forum; and 2 each from WSDOT, Sound Transit, and the Puget Sound Clean Air Agency. The three regional agencies may also participate in, and submit projects through, the countywide forums.

Continued in 2022 is a cap on the amount that may be requested for any project (i.e., the sum of the phase(s) requested). The cap is set at 50% of the available annual amount of funds, per each funding source. These amounts are identified in Attachment 6.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria are developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2050, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, accessibility, circulation, safety, and equity. The technical criteria include

components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria will also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to RPEC and the scoring team prior to the scoring process.

NEW in 2022 Significant revisions have been made to the 2022 project evaluation criteria, to strengthen safety and equity in the project selection process. The project evaluation criteria for the Regional FHWA competition are provided as a separate attachment. The regional policies and direction set forth in the project evaluation criteria for the Regional FHWA competition carry forward into the countywide competitions and the Regional FTA competition. Each competition is tailored to suit the forum and the funding source, but the overarching policy focus and policy direction are consistent.

Recommendation of Projects

After all projects have been evaluated and scored, RPEC will discuss and prioritize the projects for a funding recommendation to the TPB. As part of the RPEC discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project completions, cost effectiveness, etc., and will be identified by RPEC in advance of the recommendation discussion. Once funding recommendations are completed by RPEC, a prioritized list of contingency projects will also be developed and submitted to the TPB for their review. The TPB in turn makes recommendations to the Executive Board for final approval.

C. Countywide Processes

The intent of the countywide processes is to provide an opportunity to fund countywide priorities, while maintaining the policy focus of supporting centers and the corridors that serve them and reinforcing regional priorities. The definition of centers is broadened for the countywide competitions to include regional centers, centers designated through countywide planning processes, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

Each countywide forum is responsible for coordinating a competitive process to recommend projects to receive their respective portion of the estimated FHWA funds available for distribution. The countywide allocations include funds from the bicycle/pedestrian and preservation set-asides, as well as responsibility for distributing the minimum required amount of STP funds to projects in the rural area (located outside the federal-aid urbanized and federal-aid urban areas). Funding recommendations from the countywide forums are forwarded to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted.

Evaluation and Scoring of Projects

Each countywide forum is responsible for developing technical and policy evaluation criteria based upon the region’s adopted policy focus and regionally determined evaluation criteria, as well as encompassing federal requirements and other regional policies such as the project tracking program. As noted earlier in this document, significant revisions to strengthen safety and equity in the project evaluation criteria for all competitions have been adopted; these

revisions will also be applied to each countywide competition.

Sponsors of projects submitted for the countywide competitions are also required to submit a project screening form containing basic information about the project. PSRC staff will review each project for eligibility under the selected federal funding source and other federal requirements and regional policies prior to the countywide recommendations for funding.

Bicycle and Pedestrian Set-Aside

As stated above, 10% of the total estimated FHWA funds is set aside for bicycle and pedestrian priorities, to be allocated among the four counties by population. Each countywide forum is required to conduct a competitive process for the distribution of these funds. The amount of funds allocated to each county is illustrated in Attachment 6.

Preservation Set-Aside

As stated above, the set-aside for preservation priorities is continued for the 2022 process. A total of 20% of the estimated STP funds will be allocated among the four counties by population, and each countywide forum will conduct a competitive process for the distribution of these funds. The regional guiding principles for each of the countywide forums to build upon for this distribution are described below.

Regional Guiding Principles for the Preservation Set-Aside

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available, the primary focus of the funds will be on roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).
- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC’s Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.

Rural Area Minimum

As stated above, under federal regulations the region is required to spend a minimum amount of STP funds in the rural area, defined as the area located outside the federal-aid urbanized and federal-aid urban areas (refer to Attachment 8 for a current map of the federally designated rural area). For the 2022 project selection process, the distribution of the required minimum rural amounts among the four counties will be based on an average between rural population and rural center lane miles⁴. The draft minimum amount of STP funds to be programmed to projects in the rural area for the 2022 project selection process is identified in the table below:

County	Estimated FFY 2025-2026 Rural STP Distribution (millions)
King	\$0.74
Kitsap	\$0.40
Pierce	\$0.65
Snohomish	\$0.85
Total	\$2.64

Summary of Countywide Processes

Each forum is responsible for developing and maintaining its own project recommendation process. To ensure regional consistency among processes and to verify that federal and regional requirements are being met, documentation of these processes must be submitted to the TPB for review and approval. Any substantial changes to a previously approved process must be submitted for review and approval to the TPB prior to the start of a new project selection process. A summary of each countywide process as conducted for the 2020 project selection process is included in Attachment 9.

Recommendations

Each countywide forum will recommend projects to receive their respective portion of PSRC funds, along with a prioritized list of contingency projects. PSRC must receive notification that the policy forum of each county has endorsed the list of recommended projects prior to final TPB recommendation to the Executive Board. Projects may be submitted in both the regional and countywide forums, however, the requirement that each requested phase be fully funded must be met. In addition, under these circumstances, no project should receive more than the total amount of the regional cap.

SECTION 4: PSRC's FTA FUNDS

A. Overview of PSRC's FTA Funding Process

There are three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett. PSRC coordinates with FTA and the public transit agencies in each UZA to conduct the process to distribute PSRC's FTA funds to projects. The process used to

⁴ The minimum amounts to be spent in the rural area are based on the final 2021 allocation amounts for the rural area, as provided to PSRC by the Washington State Department of Transportation.

recommend and select projects to receive the funds is split between an “earned share” process and a regional competition, details of which are provided in the sections below. Attachment 7 illustrates the distribution of funding between the regional and earned share processes.

The public transit agencies within each UZA are as follows:

- Bremerton UZA: Kitsap Transit
- Marysville UZA: Community Transit
- Seattle-Tacoma-Everett (STE) UZA: Community Transit, Everett Transit, King County Metro, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and the Washington State Ferries.

Within each UZA there are “designated recipients,” agencies designated by the Governor with primary responsibility for the development of projects utilizing FTA funds in the region, in cooperation and coordination with PSRC. For the Bremerton and Marysville UZAs, the designated recipients are the single public transit agency within that UZA. For the STE UZA, the designated recipients are as follows:⁵

- Community Transit
- City of Everett (Everett Transit)
- King County (King County Metro)
- Pierce Transit
- Sound Transit
- Washington State Department of Transportation (Washington State Ferries)
- PSRC

Within each UZA, any jurisdiction with an eligible transit-related project may apply for PSRC’s FTA funds. If an agency is not one of the designated recipients listed above, they will need to have concurrence provided by one of the designated recipients – demonstrated through completion of an FTA Supplemental Agreement (see Attachment 10) - in order to utilize the FTA funds.

Funding recommendations for PSRC’s FTA funds are forwarded to the TPB by PSRC’s Transportation Operators Committee (TOC). The TPB in turn makes recommendations to the Executive Board for final approval. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC’s Executive Board for final resolution.

Set-Asides

The following describes set-asides of PSRC’s FTA funds, as well as the process for distribution.

1. Some transit agencies in the STE UZA earn less than 1% of the total of the earned share portion of funds. In order to facilitate future planning for these agencies, it is important that they be able to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. As such, historically a minimum floor adjustment has been

⁵ There are several transit agencies located outside the STE UZA that provide service into the region and therefore earn FTA funding. These agencies are referred to as “external transit agencies,” and are provided funding through the Earned Share Process.

made to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. For the 2020 project selection process, this amount was capped at the amount identified from the final 2015 FTA allocations. In addition, staff was directed to consider the full range of transit operations and ownership of assets when conducting the calculation as part of the annual adjustments process.

The process of identifying the distribution process for the earned share and regional competition funding within the STE UZA is still being deliberated by PSRC's boards. As such, details on the minimum floor adjustment are yet to be determined. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

2. The Preservation Set-Aside is continued in the 2022 project selection process at 45% of the regional portion of funds within the STE UZA. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, as well as the continuing need for preservation investments. The use of PSRC's FTA funds for preservation allows an increased flexibility in the use of local funds for transit operations. This set-aside will be distributed to each transit agency via their earned share percentages.⁶
3. Funds are set aside for PSRC's Work Program in the amount of \$1,250,000 of Section 5307 funds per year, for a total of \$2.5 million of FTA funds in the 2022 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future. Prior to utilizing the FTA funds, PSRC must receive the concurrence of the transit agencies; PSRC regularly meets with both transit agency staff and management and will continue to do so as the budget and work program evolves.

FTA Requirements

There are certain federal requirements that must be met for Section 5307 funds, in addition to the basic eligibility requirements of each funding program.

- Each UZA receiving Section 5307 funds must expend at least 1% on public transportation security projects. For the 2022 project selection process, the procedures detailed in Attachment 11 will be followed to meet this requirement.
- Up to but not more than 10% of the total estimated Section 5307 funds within each UZA may be used for the operation of paratransit service under certain conditions.

Contingency Process and Annual Adjustments

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. For the 2022 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The contingency process for PSRC's FTA funds is conducted differently than that for PSRC's FHWA funds, as an annual adjustment occurs to reconcile estimates with actual allocations to each UZA for a given year. The process conducted within each UZA is described in greater detail in the following sections.

⁶ This calculation is based on the actual earned share percentages for each agency, not including the minimum floor adjustment.

B. Bremerton and Marysville UZA Processes

Since 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, these agencies recommend projects for the estimated FTA funds within their respective UZAs. These recommendations, which must be consistent with the adopted policy focus, other regional policies and all federal requirements, are forwarded to the TOC, which in turn makes recommendations to the TPB. If any other agency in either UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. Within the Bremerton and Marysville UZAs, PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2025-2026 FTA funds. Kitsap Transit and Community Transit, respectively, will then identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for the UZA. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

C. Seattle-Tacoma-Everett UZA Process

Approximately 86% of the FTA funds estimated to be allocated within the STE UZA are based on the service and operating characteristics of the transit agencies in the UZA. Per historic adopted regional policy, this portion of the funds has been 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. This portion of the funds has historically been distributed through a regional competition for transit-related projects. As mentioned earlier, 45% of this portion of funds is to be set aside for preservation investments, to be distributed via each transit agency's earned share percentage.

As noted above, the process of identifying the distribution process for the earned share and regional competition funding within the STE UZA is still being deliberated by PSRC's boards. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

Earned Share Process

The earned share portion of the FTA funds has historically been distributed to public transit agencies in the UZA using the national FTA distribution formula, which allocates transit funds in the federal budget to the metropolitan area using federal census data and public transit system data. This transit performance and operating data is obtained from the National Transit Database (NTD), which is populated with annual data submitted by each public transit agency, as required by the FTA. Deviations to this FTA-validated data may be applied upon recommendation by the TOC on a case by case basis to reflect actual service characteristics not captured in the current NTD data.

As noted above, the process of identifying the distribution process for the earned share and

regional competition funding within the STE UZA is still being deliberated by PSRC's boards. Once these discussions are finalized, information will be included in board packet agendas and be made available for public comment.

Once the distribution methodology is finalized, each transit agency will recommend projects to receive their earned share allocation, consistent with the adopted policy focus, other regional policies and all federal requirements. Their recommendations will be reviewed by the Regional FTA Caucus, and subsequently forwarded to the TOC, who in turn makes recommendations to the TPB. If any other jurisdiction in the UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which eligible sponsors are asked to identify and submit applications to the regional project competition. There is no limit to the number of applications able to be submitted into the regional competition. Per agreement of the Regional FTA Caucus and the TOC, the same project may not be submitted to both the regional FTA and regional FWHA competitions.

PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC, who in turn forwards a recommendation to the TPB.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2050, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. As noted earlier in this document, significant revisions to strengthen safety and equity in the project evaluation criteria for all competitions have been adopted; these revisions will also be applied to the Regional FTA competition.

In addition, an eligibility review is conducted on all potential applications prior to submission. The final Regional Project Evaluation Criteria will be published as part of the Call for Projects and will include guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to the Regional FTA Caucus and the scoring team prior to the scoring process.

Recommendation of Projects

The Regional FTA Caucus reviews the projects and the results of the scoring and submits a prioritized list of funding recommendations to the TOC. As part of the Caucus discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project or phase completions, cost effectiveness, etc., and will be discussed by the committee in advance. Once

funding recommendations are completed by the Regional FTA Caucus, a prioritized list of contingency projects will also be developed and submitted to the TOC for review. The TOC reviews the recommendations and forwards them to the TPB for further review and discussion. The TPB in turn makes recommendations to the Executive Board for final approval.

Preservation

As mentioned earlier, 45% of the regional portion of funds is set-aside for preservation investments. The set-aside is distributed to each transit agency based on their earned share percentages. Projects will be recommended by each transit agency and must meet the intent of the set-aside by following FTA's State of Good Repair requirements.⁷ Per agreement of the Regional FTA Caucus, preventative maintenance is also included as an eligible activity for this set-aside.

Distribution by Funding Source

The STE UZA must balance the distribution of funds by funding source – 5307, 5337 HIFG, 5337 HIMB and 5339. In past years, agencies that earned one source of funds that had more restrictive eligibility requirements chose not to utilize these funds, and instead were able to exchange these funds for the more flexible 5307 funds from other agencies. For the 2022 project selection process, sponsors will make all effort to submit projects based on their earnings by funding source, per their FFY 2019 earnings; however, the flexibility of this past practice will be retained to ensure the UZA is able to balance the FFY 2025-2026 amounts among the four funding sources.

Contingency Process and Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis and make adjustments to reconcile the two amounts as necessary. PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2025-2026 FTA funds. Within the STE UZA, there is both an earned share and a regional process. For the earned share process, each public transit agency will identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for each agency. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

For the regional competitive process, once funding recommendations are completed by the Regional FTA Caucus and the TOC, a prioritized list of contingency projects will also be developed and submitted to the TPB. As part of the annual adjustment process, the 45% preservation set-aside will not be applied to any required adjustment of the regional portion of funds. Any increase in the regional portion of funds will be applied to the adopted contingency list; a reduction in the regional portion of funds will be applied to the previously awarded projects. The preservation set-aside is a fixed amount that will not increase. However, per TOC agreement, the distribution of the fixed amount among the transit agencies will be adjusted based on updated information regarding each agency's earnings as a percentage of the total.⁸ This adjustment of the distribution percentages is recommended to reflect expected changes in service over the next several years.

⁷ Information on FTA's State of Good Repair activities may be found at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Circular_5300_published_02-28-15.pdf.

⁸ Not including the minimum floor adjustment.

2022 Regional Project Evaluation Criteria For PSRC's FHWA Funds

INTRODUCTION

As described in the adopted *2022 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2022 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2050, the Regional Transportation Plan and the regional economic strategy, *Amazing Place*. For the regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2050 and designated by PSRC.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth and manufacturing/industrial centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*; improved system performance and efficiency; benefits to a variety of user groups; opportunities for active transportation and improved public health; equity; safety; air quality/climate change benefits; and project readiness. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

INSTRUCTIONS

There are three project categories: projects within a regional growth center, projects within a manufacturing/industrial center, and projects on a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors are asked to pick the category that best fits their project. Projects will then be scored using the corresponding criteria under Part 1. In addition, the evaluation criteria under Parts 2 through 4 will be applied to all projects.

The objective of the regional evaluation criteria is to review and rate similar types of projects. Projects will be compared to one another within their category in order to determine the magnitude of the improvement and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion, addressing each bullet point within a given section, will be rated "High." The highest possible total score a project can receive is 100 points. Projects from all three categories will be ranked together based upon total points received.

Projects will be evaluated against the criteria based on the information and responses provided in the regional application found in the Call for Projects. Each criterion contains specific bullet points that are equally important to the evaluation of that criterion, unless otherwise specified. The questions in the application reflect each of these bullet points. Sponsors will be asked on the regional application to select one funding source, Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ); the point values of the criteria below differ depending on which funding source is selected (refer to the table below).

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	57	29
Category 1A: Designated Regional Growth Centers		
<i>Development of Regional Growth Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Category 1B: Manufacturing / Industrial Centers		
<i>Development of Manufacturing / Industrial Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Category 1C: Corridors Serving Centers		
<i>Development of Regional Growth or Manufacturing / Industrial Center</i>	30	15
<i>Circulation, Mobility and Accessibility</i>	27	14
Part 2: Equity Criteria for all Projects	10	10
<i>Equity</i>	10	10
Part 3: Safety Criteria for all Projects	8	6
<i>Safety and Security</i>	8	6
Part 4: Technical Criteria for all Projects	25	55
<i>Air Quality/ Climate Change</i>	20	50
<i>Project Readiness/Financial Plan</i>	5	5
TOTAL	100	100

Details of each criteria element are provided in the following sections.

Part 1: Category Specific Questions

A: DESIGNATED REGIONAL GROWTH CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Development of Regional Growth Center = 30 Points STP, 15 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the adopted regional economic strategy, and implements specific policies or projects identified for the center in an adopted plan.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the regional economic strategy, and implements adopted general or programmatic policies for the center.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned population/employment activity and users in the center and is consistent with the development goals for the center.

Guidance:

Regional growth centers are areas of compact, pedestrian-oriented development with a mix of uses supporting existing and future population and employment. PSRC and local jurisdictions have prioritized these areas for housing and job growth and regional investments.

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth.

Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional growth center and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity for a variety of user groups within the center. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity within the center, thereby supporting increased housing and employment activity in a regional growth center.

Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. For example, a project proposing increased connectivity through a new pedestrian route could provide a new customer base for businesses within a center by providing a new mode of connection. Another example may be improving the ability of a business to draw its workforce and customer base from a wider area, or improved travel time for goods delivery benefiting the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the regional growth center should be

redeveloped into multimodal, pedestrian friendly facilities. Proposed projects that introduce or advance additional transportation modes on existing roadways, such as new or improved sidewalks, landscaping, traffic calming, pedestrian crossings, bicycle lanes, and/or bus facilities, would accomplish this objective. Another example might be a subarea plan that calls for better circulation in the center through improved cross-street connections and reduction in length of city blocks. A project proposing to create a new cross-street with multimodal facilities for more direct access to center services, where none previously existed, may meet this goal.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how the project provides access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.
- Describe how the project will improve circulation within the center and enhance opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement).
- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

High: A project will receive a high rating if it significantly improves safe and convenient access and circulation within the regional growth center, provides a variety of travel modes and opportunities for increased public health benefits through active transportation improvements, employs innovative design (e.g. in traffic calming or parking management), and remedies a clearly demonstrated existing or anticipated problem.

Medium: A project will receive a medium rating if it moderately improves access and circulation within the center, provides moderate travel and safety benefits for more than one mode, provides moderate opportunities for active transportation, and remedies an existing or anticipated problem.

Low: A project will receive a low rating if it improves access and circulation to a limited degree within the center, provides benefits for a single mode with limited opportunities for active transportation, and resolution of an existing or anticipated problem has not been clearly demonstrated.

Guidance:

The project should clearly identify the problem being remedied, and its impact on the center. For example, how does the project address a significant problem clearly identified in plans or programs, such as an area with significant congestion or other identified issues? How does the project help achieve mode split goals for the center?

The applicant should describe how the proposed project provides access to destinations within the center such as sports or recreation facilities, arts venues, employment

concentrations, government centers, transportation hubs, and freight facilities. Multimodal projects that consider the needs of pedestrians, public transit, bicycles, and automobiles have positive benefits for a wider variety of users than do projects focusing on a single mode. These projects also provide opportunities for active transportation that can lead to public health benefits.

The applicant should describe how the project will enhance circulation within the regional growth center, for example by providing a missing link or mode, transportation demand management (TDM) program or intelligent transportation systems (ITS). For example, projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Wide streets and large expanses of surface parking can have negative effects on the pedestrian environment because they increase the distances between active uses and make streetscapes less friendly to pedestrians. Applicants should describe how projects have been designed to be compatible with a pedestrian oriented environment. Examples can be seen in structured parking that can minimize the surface area devoted to parking in regional growth centers, and street parking that can help to buffer pedestrian walkways from traffic on streets, while providing convenient access to businesses. Spaces reserved for carpools and vanpools can also minimize the overall amount of required parking, enhancing the pedestrian environment.

B. MANUFACTURING/INDUSTRIAL CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Development and User Benefit = 30 Points STP, 15 Points CMAQ

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will support the existing and planned employment densities in the manufacturing/industrial center.
- Describe how the project will benefit a variety of user groups, including freight, commuters, residents, and/or commercial users.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements specific projects or policies identified for the center, and benefits a variety of user groups, including the groups identified above.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned employment activity in the center, including employment within the industry clusters

identified in the adopted regional economic strategy, implements adopted general or programmatic policies for the center, and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned employment activity in the center, is consistent with the development goals for the center, and would benefit a limited number and variety of users.

Guidance:

Manufacturing/industrial centers are dense concentrations of employment that form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages. Transportation projects are a fundamental part of maintaining these centers and accommodating future employment growth.

Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how the jurisdiction envisions the future of the manufacturing/industrial center and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, improved travel time for commuters or goods delivery, or enhanced circulation with the center are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies.

The project should have the potential to serve a variety of users, including freight, commuters, residents, and commercial users. Applicants should consider the transportation needs of these various users to, from and within the center and describe how the project would benefit the applicable user groups.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the freight and goods system.
- Describe how the project improves access for one or more modes to major employment sites.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

High: A project will receive a high rating if it provides improvements for freight movement resulting in a significant reduction in travel time and/or increased safety and efficiencies (such as through the provision of a new link or removal of a barrier, separation with other modes, the promotion of CTR and TDM activities, etc.), and improves access to employment for a variety of modes and provides opportunities for active transportation.

Medium: A project will receive a medium rating if it provides improvements for freight movement resulting in a moderate reduction in travel time and/or increased safety and efficiencies, improves access to employment for one or more modes, and provides modest opportunities for active transportation.

Low: A project will receive a low rating if it provides limited improvements for the movement of freight and safe access to employment in the center, with limited opportunities for active transportation.

Guidance: Sponsors should describe the benefits of the project in terms of time savings, circulation within the center, safety, mode share, and improved public health through active transportation. Examples could include: a grade separation of roadway and rail line that removes a bottleneck or improves the travel time for moving goods and improves pedestrian and bicycle safety; an ITS project that significantly improves people and goods movement and provides information on travel; or transit-supportive investments that improve transit use among employees and customers. Sponsors should describe how the project helps achieve mode split goals for the center. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits.

C: CORRIDORS SERVING CENTERS = 57 POINTS STP, 29 POINTS CMAQ

Benefit to Regional Growth or Manufacturing/Industrial Center = 30 Points STP, 15 Points CMAQ

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers?
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will be rated high if it clearly supports a significant amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy; provides

benefits to a range of travel modes or provides a missing mode to or from a center; and provides benefits to a variety of user groups, including the groups identified above.

Medium: A project will be rated medium if it supports a moderate amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy, and provides benefits to a moderate number and variety of user groups and modes.

Low: A project will be rated low if it has limited benefits to a center and provides benefits for a single mode and for a limited number and variety of user groups.

Guidance:

Many transportation projects may be on corridors outside of regionally designated centers but play an important role in executing the envisioned future of these areas. The region's two types of designated centers, regional growth centers and manufacturing/industrial centers, both play important roles. Regional growth centers are areas of compact, pedestrian-oriented development with a mix of uses supporting existing and future population and employment. PSRC and local jurisdictions have prioritized these areas for future housing and job growth and regional investments. Manufacturing/industrial centers are dense concentrations of employment that form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

Transportation projects are a fundamental part of supporting development in these centers and accommodating future growth. Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how the jurisdiction envisions connections to regional centers and use this guidance to address the criteria above. In particular:

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within one or more centers. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity to or from a center, thereby supporting increased housing and employment activity. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses. Applicants should also explain how the improvement to the corridor is benefiting a variety of modes traveling to and from the center.

The applicant should describe how the proposed project would implement the policies and objectives identified in the jurisdiction's comprehensive plan or subarea plan and provide documentation of the relevant policies.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups traveling to and from one or more regional centers. Sponsors should clearly describe how the project benefits these user groups, rather than simply providing data on the location of any given group. Further, sponsors should be specific to user groups within the project area, rather than at the jurisdiction level.

Circulation, Mobility and Accessibility = 27 Points STP, 14 Points CMAQ

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

High: A project will be rated high if it provides significant improvements to the efficiency of a corridor leading to one or more regional centers, for people and/or freight, resulting in a significant reduction in travel time and/or increased safety and efficiencies (e.g., through the provision of a missing link or removal of a barrier, provision of TDM activities or ITS improvements, provision of safe opportunities for active transportation, and/or other long-term strategies to address an identified problem).

Medium: A project will be rated medium if it provides moderate improvements to the efficiency of a corridor leading to one or more regional centers, resulting in a moderate reduction in travel time and/or increased safety and efficiencies (such as by addressing but not completing a gap in the system, providing modest opportunities for active transportation, or by providing shorter-term improvements along the corridor).

Low: A project will be rated low if it provides limited and/or short term-improvements to the efficiency of a corridor, provides limited benefit to an identified problem and provides limited opportunities for active transportation.

Guidance: Applicants should describe the benefits of the project in terms of time savings, safety, completing gaps in the system, overcoming of barriers, provision of active transportation that can lead to public health benefits, etc. Projects that provide system continuity and long-term benefits could include new dedicated transit facilities, completion of the final multimodal gap in arterial improvements leading to a center, removing a bottleneck for freight movement to and from a center, ITS components that improve traffic flow and provide travel information, etc. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Part 2: Equity Criteria

Equity = 10 Points STP, 10 Points CMAQ

Section 1. Addressing population groups, benefits and disparities (7 points)

- Identify the population groups to be served by the project.
 - I.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations
- Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.
- Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under Step 1.

High: A project will receive a high rating if it provides a clearly demonstrated benefit and reduces a clearly demonstrated disparity for one or more of the specific groups identified above. The benefit and disparity are also clearly tied to travel to, from or within the center.

Medium: A project will receive a medium rating if the disparity and benefit has only been partially demonstrated for travel to, from or within the center for any of the specific groups identified above.

Low: A project will receive a low rating if the disparity and benefit has not been clearly demonstrated for travel to, from or within the center for any of the specific groups identified above.

Guidance: The project should have the potential to serve the population groups identified in Step 1, in the project areas. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these population groups within their project area. Sponsors should clearly describe how the project reduces disparities or gaps currently experienced by these population groups, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while gaps are considered missing links in the transportation system. Additional resources, including an interactive web map and the Transportation System Visualization Tool, are also provided in the Call for Projects to assist sponsors in determining disparities and gaps experienced by populations within their project area. Further, sponsors should be specific to population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these population groups.

Section 2. Addressing outreach (2 points)

- Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

- Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

High: A project will receive a high rating if it clearly addresses a demonstrated problem or need specifically identified by community members from the population groups identified in the previous section, either from general or project specific outreach.

Medium: A project will receive a medium rating if it addresses a demonstrated problem or need of the transportation system and connects broadly to more general feedback provided by community members from the population groups identified in the previous section, either from general or project specific outreach.

Low: A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the population groups identified in the previous section.

Guidance: Sponsors should clearly describe the feedback received from population groups identified in Section 1 during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor of a complete streets project may reference a comment for a plan that may state, “Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc.” Or the sponsor may reference a comment specific to the project that may state, “Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42nd St. to Gramercy Park.” Responses will be scored based on how well feedback from communities was taken into consideration.

Section 3. Addressing displacement (1 point)

- Is the project in an area of low, medium, or high displacement risk?
- If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

High: A project will receive a high rating if it is located in an area of low displacement risk. The project will also receive a high rating if it is located in an area that is of medium or high displacement risk and the applicant clearly demonstrates the jurisdiction has policies in place to address and reduce the overall likelihood of displacement.

Low: A project will receive a low rating if it is located in an area of medium or high displacement risk and fails to demonstrate that the jurisdiction has policies in place to address and reduce the overall likelihood of displacement.

Guidance: The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Displacement Risk Map provides information on locations where residents are most at risk for displacement. Sponsors should contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter

displacement. For example, a jurisdiction's comprehensive plan may include policies that eliminate unnecessary large minimum lot size requirements for development, mandate inclusionary zoning, encourage affordable housing near high-capacity transit stations, etc. Other examples of mitigation strategies can be found in the VISION 2050 FSEIS, the Housing Background Paper and Housing Innovations Program (HIP); refer to the Equity Guidance document in the Call for Projects for more information and resources. Sponsors that clearly note their project is located in an area of low displacement risk, or area of medium or high displacement risk with broader mitigation strategies in place, will score higher than those that do not.

Part 3: Safety Criteria

Safety and Security = 8 Points STP, 6 Points CMAQ

- Describe how the project addresses safety and security. *(4 / 2 points)*
- Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort. *(2 points)*
- Describe how the project reduces reliance on enforcement and/or designs for decreased speeds. *(1 point)*
- Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project? *(1 point)*

High: A project will receive a high rating if it identifies and addresses a clearly demonstrated existing or future safety or security issue, includes features that directly address vulnerable users of the system, implements the agency's adopted safety policies, and includes element(s) that may decrease speeds and/or reduce reliance on enforcement.

Medium: A project will receive a medium rating if it addresses an existing or future safety and security issue, includes features that support vulnerable users of the system, is consistent with the agency's adopted safety policies, and does not include elements that may reduce speeds and/or reduce reliance on enforcement.

Low: A project will receive a low rating if it does not clearly demonstrate how it addresses an existing or potential future safety and security issue, does not include features that support vulnerable users of the system, has no clear connection to adopted safety policies and does not include elements that may reduce speeds and/or reduce reliance on enforcement.

Guidance: Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions. Applicants should describe how the project improves safety and comfort for pedestrians and bicyclists as well as wheelchair users and other vulnerable users. For

example, projects may be addressing unsafe conditions for these modes, provide a separation of vulnerable users from other modes, improve lighting and other security conditions, improving steep grade conditions, etc.

Applicants should also highlight features of the project that may result in decreased vehicle speeds. Examples of these features include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc.

In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

Part 4: Technical Criteria

AIR QUALITY / CLIMATE CHANGE = 20 POINTS STP, 50 POINTS CMAQ

- Describe how the project will reduce emissions, particularly of diesel particulates, through one or more of the following:
 - Eliminating vehicle trips;
 - Inducing a mode shift away from single occupant vehicles (SOVs);
 - Reducing vehicle miles traveled (VMT);
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck);
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles.
- For CMAQ projects only: What is the anticipated useful life of the project?
- For CMAQ projects only: Is the project located in an area identified as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map? (10 points)

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

STP Projects

High: A project will rate high if it will substantially reduce fine particulates from diesel exhaust or will substantially reduce emissions of greenhouse gases and other air pollutants, and the air quality benefits will occur by 2035.

Medium: A project will rate medium if it will moderately reduce fine particulates from diesel exhaust or will moderately reduce emissions of greenhouse gases and other air pollutants (for example, a project that reduces VMT by shortening a vehicle trip but does not eliminate a vehicle trip), and the air quality benefits will occur by 2035.

Low: A project will rate low if it results in a limited amount of emission reductions, and the air quality benefits will occur after 2035.

CMAQ Projects

High: A project will rate high if the combination of emissions reductions, useful life and amount requested results in a strong cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution.

Medium: A project will rate medium if the combination of emissions reductions, useful life and amount requested results in a moderate cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution.

Low: A project will rate low if the combination of emissions reductions, useful life and amount requested does not result in the cost-effective usage of CMAQ funds. Projects will receive additional points if they are located in an area noted above for exposure to diesel pollution, as long as some estimated emission reduction is estimated to occur.

Guidance: The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions, with increased emphasis on the reduction of diesel particulate emissions. These pollutants pose significant health risks, such as an increase in respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation.

For STP funding requests, projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce a significant amount of VMT or reduce fine particulates through diesel vehicle and equipment retrofits or the reduction of diesel truck idling (e.g. along a freight corridor). Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score.

For CMAQ funding requests, projects will be evaluated on their emissions reduction potential as described above, as well as their useful life and the amount of funding requested. Projects

resulting in the most cost-effective reduction of emissions will score the highest. The formula for calculating cost-effectiveness is as follows:

$$(\text{CMAQ \$ requested} / \text{Useful life}) / \text{Emissions reduced}$$

Projects requesting CMAQ funds will receive additional points if they are located in an area noted above for exposure to diesel pollution, as long as some estimated emission reduction is estimated to occur. The Air Quality Guidance document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, data on useful life from the Federal Highway and Transit Administrations, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the Washington Environmental Health Disparities map. This guidance document is provided in the Call for Projects on PSRC's website.

PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

- When will the sponsor complete all prerequisites needed to obligate the project's requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already secured for the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply a full financial budget and project schedule in the application. Depending on the type and scale of the project, information should be provided on the following project milestones: environmental documentation, permits, right of way approvals, percent design completed, contract dates, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured at the time of application or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled and feasible to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured at the time of application, but funds are reasonably expected by the obligation deadline for the phase(s) requested.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds needed to complete the phase(s) are secured, and there is risk that the sponsor's plan to secure all necessary funding will not be achieved by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

F. OTHER CONSIDERATIONS (NO POINTS)

Project sponsors have the opportunity to describe additional aspects of the project that are not addressed in the evaluation criteria that could be relevant to the final recommendation and decision-making process.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
- Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.

**ATTACHMENT A: PSRC 2022 FHWA REGIONAL COMPETITION
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)						
Sound Transit	Boeing Access Rd Infill Station	Preliminary Engineering / Design	72	\$8,230,000	\$8,230,000	Design a new light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila. Part of the Link 1 Line connecting multiple regional growth centers between Northgate and SeaTac, the S. Boeing Access Road Infill (BARI) Station will be in the northern portion of the North Tukwila Manufacturing Industrial Center (North Tukwila MIC)). The BARI Station includes a new parking facility with up to 300 stalls, pedestrian and bicycle access investments, and transit-oriented development.
King County Metro	South Annex Base Expansion and Electrification	Construction	71	\$8,225,000	\$8,225,000	The South Annex Base (SAB) project will rehabilitate and upgrade an existing Metro owned property at its South Campus in Tukwila to create a new transit base. The new base will increase Metro's base capacity to support the expansion of Metro's bus fleet by approximately 250 new 100% electric buses. The additional base capacity will allow Metro to provide additional transit service as all of its existing bases are at or beyond capacity and unable to accommodate additional buses to increase service. The SAB will also create base capacity that will allow Metro to upgrade its other six operating bases to support a fully electric bus fleet of over approximately 1,361 buses by 2035 while maintain transit service that operates out of these bases.
Pierce Transit	Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S	Construction	68	\$4,800,000	\$4,800,000	Pierce Transit is planning capital improvements to support its first Stream bus rapid transit (BRT) line. Beginning in the north at S 9th Street and Commerce Street in Tacoma, the Stream 1 BRT will travel predominantly along Pacific Avenue/SR 7 to the southern terminus at the Spanaway Transit Center. This project, a subsegment of the larger Stream 1 BRT corridor, will provide dedicated median transit-only lanes between 112th Street S to 104th Street S in both directions and a southbound, transit-only lane from 104th Street S to 99th Street S. In addition, two new transit stations will be constructed at 112th Street S and 104th Street S with signal enhancements for pedestrian safety and transit operation.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Community Transit	Swift Gold Line Zero Emission Expansion Buses	Other	67	\$8,000,000	\$8,000,000	The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Cascade Industrial Center (CIC), and Everett Community College. Ending at the Everett Station, this line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide region. Community Transit is requesting funding for thirteen (13) Expansion buses to operate the Swift Gold Line BRT.
PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Construction	61	\$5,500,000	\$3,645,000	This project will kick start the electrification of switcher locomotives in the Puget Sound Region by replacing two (2) highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard. The engines of the two unregulated locomotives will be scrapped. The recommended award will fund 1 locomotive, with the balance on the contingency list.

TOTAL: \$32,900,000

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Surface Transportation Block Grant Program (STP)						
Bellevue	Eastrail to NE Spring Boulevard Trail Link	Construction	72	\$4,900,000	\$4,900,000	The Eastrail to NE Spring Boulevard Trail Link project will construct a critical 850-foot-long nonmotorized trail linking the north-south "Eastrail" (the Eastside Rail Corridor pedestrian bicycle trail under development by King County) with the new east-west Spring Boulevard separated pedestrian-bicycle path. This Trail Link will include a 12-foot wide, hard surfaced facility that is anticipated to include trail head treatments, wayfinding, lighting, and natural storm drainage.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	Construction	72	\$4,757,500	\$4,757,500	Constructs a multi-modal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer and amenity zones. On the north side of West Meeker Street, a widened sidewalk and buffer zone will be included west of Madison Ave. Further enhancements include curb bulb-outs, on-street parking, enhanced pedestrian crossing, a raised mid-block crosswalk at the Interurban Trail, pedestrian amenities, and a new roundabout with separated bike lanes at the corner of Lincoln Avenue and West Meeker Street. Improvements will accommodate planned transit needs in the corridor.
WSDOT	SR167 Completion Project- Stage 2 (Final Completion)	Construction	71	\$5,480,000	\$5,480,000	Construction of the final segment of new four lane alignment of SR 167 from SR 161 Meridian Avenue E in Puyallup to Interstate 5 in Fife. Completes a missing link in the regional trail system beginning in the Puyallup Downtown Regional Growth Center from Puyallup Riverfront Trail to Interurban Trail in Fife. Includes new interchanges at SR 161 and Valley Avenue and completes the diverging diamond interchange at I-5. Extensive wetland mitigation throughout the Wapato Creek Watershed. Adds capacity on existing SR 167 from SR 161 to SR 410 to accommodate additional traffic volume.
Bothell	Bothell Way NE Multimodal Improvements Phase 1	Construction	68	\$5,480,000	\$5,480,000	The project consists of mobility improvements on Bothell Way NE from Reder WA to 191st ST NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete the missing link of the corridor for Community Transit's expansion of the SWIFT BRT Green Line.
Lynnwood	42nd Avenue W Improvements	Construction	67	\$5,000,000	\$5,000,000	The project will complete a new grid street in the heart of Lynnwood's Regional Growth Center, and is part of the City's goal to take the existing 600-foot "superblocks" and divide them into more urbanscale 300-foot blocks. The project is one of the primary routes to access the Sound Transit light rail station opening in 2024. The street cross section 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. Traffic signals will be installed at Alderwood Mall Boulevard and 196th Street SW.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Auburn	East Valley Highway Widening	Preliminary Engineering / Design	65	\$1,050,000	\$1,050,000	The project will improve E Valley Highway from south of the East Valley Access Road intersection in Pierce County, north to the Lakeland Hills Way intersection in King County. The project scope includes intersection improvements, a separated non-motorized trail, additional northbound and southbound through lanes, center turn lane, illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, relocation of utility poles, and installation of a new dynamic message sign.
Kitsap County	Ridgetop - Mickelberry to Myhre, ROW Phase 1	Right of Way	62	\$5,200,000	\$4,872,500	ROW Phase 1 will acquire properties and easements for the eastern portion of the Ridgetop – Mickelberry to Myhre project in the vicinity of the Ridgetop Blvd. and Myhre Rd. intersection. The project will widen the roadway to four travel lanes with divided median, access control, and intersection improvements. Reconstruct and widen sidewalks with upgraded ADA facilities. Add bike lanes in both directions. The project will explore low stress bike lane designs such as raised bike lanes. Reconstruct the intersections at Mickelberry and Myhre. East of Myhre, a 2nd eastbound lane and uphill bike lane will be added to the vicinity of the new Sid Uhinck Drive alignment.
				TOTAL:	\$31,540,000	

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)					
King County Metro	King County Post Pandemic TDM	Other	63	\$6,400,000	The proposed project will apply transportation demand management (TDM) strategies to increase transit and rideshare ridership based on a deeper, more holistic understanding of a changing transit market in a post COVID-19 pandemic society. It will increase and extend existing Metro TDM programs and apply new, innovative strategies. The project will focus on 24 designated Regional Growth and MIC Centers in both King and Snohomish counties which are connected by 17 high-capacity transit corridors with existing service, and upcoming new services starting between 2024 and 2027 alongside parallel transit feeder service restructures in both counties.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Sound Transit	Graham Street Infill Station	Preliminary Engineering / Design	62	\$8,230,000		Design of a new light rail station in the City of Seattle on Martin Luther King Jr. Way between Graham Street and Morgan Street along the existing Link light rail Line 1. The new Graham Street Station will be located between the existing Columbia City and Othello stations and built to accommodate 4-car trains, increasing access in the Rainier Valley and serving the growing Hillman City neighborhood. The Station will also include pedestrian and bicycle improvements in the station area.
PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Construction	61	\$1,855,000		This project will kick start the electrification of switcher locomotives in the Puget Sound Region by replacing two (2) highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two (2) zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard. The engines of the two unregulated locomotives will be scrapped. The recommended award will fund 1 locomotive, with the balance on the contingency list.
Washington State Ferries	Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Route	Construction	60	\$4,900,000		This request will fund the full electrification of the Mukilteo-Clinton Ferry Route through construction of an electric charging facility at the Clinton Ferry Terminal. Due to the service characteristics of this route, charging infrastructure will only be needed at one terminal, and the Clinton Terminal has been assessed as the most cost-effective site for installation. This project will support the ship-to-shore rapid charging system located on the new ferries through the design and installation of a medium voltage power system running from the utility meter to the vessel mooring facility. Key elements include the construction of conduits, vaults, power cables, service connections, transformers, switchgear, equipment foundations, access and service platforms, energy storage systems if needed and supporting equipment at the terminal.
Northwest Seaport Alliance	Zero-Emission Cargo-Handling Equipment Incentive Program	Other	58	\$4,400,000		The Zero-Emission Cargo-Handling Equipment Incentive Program will support the tenants of the Northwest Seaport Alliance to retire their diesel equipment early and replace them with zero-emission (battery-electric or hydrogen) equivalent units. Cargo-handling equipment is a priority activity sector to target in the near-term, as equipment stays on the terminal for its entire lifetime. This project would cover up to 50% of the cost of the replacement unit (most likely yard tractors) and necessary charging/fueling infrastructure, capped at \$220,000 per unit. The CMAQ and matching funds would fund 20 pieces of zero emission cargo-handling equipment.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Everett	California Street Ped/Bike Corridor	Construction	42	\$8,200,000		The project will construct sidewalks to fill gaps and widen sidewalks along the California Street corridor from Broadway to Pine, install a two-way cycle track on the north side of California Street from Broadway to Pine, delineate formal angled parking on the south side of California Street, with curb extensions and Rectangular Rapid Flashing Beacon protected crossings from Broadway to Pine, construct sidewalks on the west side of Pine from California to Hewitt and a shared use path on the east side of Pine from California to Hewitt, modify the existing sidewalk on the south side of Hewitt from Pine to Maple, modify the existing RRFB at Hewitt and Pine and existing signal at Hewitt and Maple, relocate the Hewitt crossing to the US 2 ramp to Chestnut Street, provide an off-street connection between the Chestnut crossing and US 2 trail, and the asphalt overlay of California Street and Pine Street within project limits.
Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Surface Transportation Block Grant Program (STP)						
Bothell	Bothell Way NE Multimodal Improvements Phase 2	Construction	71	\$5,000,000		The project consists of widening Bothell Way NE. This project will widen 2/3 lanes to 5 lanes, including signal improvements, protected bicycle lanes, sidewalks, retaining walls, fish passage culvert, utility work, illumination, ITS and adaptive signalization, landscaping and wetland mitigation. This project also includes transit improvements such as transit prioritization and transit stop amenities. This project will complete Phase 2 of the missing corridor link for Community Transit's expansion of the SWIFT BRT Green Line from Bothell Regional Canyon Park Growth Center and connections to Bothell Transit Hub.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Tacoma	Puyallup Ave Transit/Complete Street Improvement	Construction	67	\$5,480,000		The Puyallup Ave project is 1.2 miles extending from Portland Ave to S. C Street, including the Portland Avenue intersection. The project scope includes a complete reconstruction of the roadway with concrete pavement, complete street elements including bike lanes, sidewalks/curb ramps, bulbouts, crosswalks, signals/APS and other ITS elements, lighting, landscaping, bus stops, parking, other street amenities, improved connections to regional transit services and active transportation facilities, upgraded utilities, and a shared HOV/transit lane.
SeaTac	Airport Station Area Pedestrian Improvements	Construction	65	\$4,500,000		The project will construct safety and mobility improvements for people walking, biking, and using transit around the SeaTac Airport Station Area, which is located within the SeaTac City Center. The project improves four street segments and two intersections.
Port of Seattle	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment *	Construction	62	\$3,000,000		The project completes a missing link in the regional highway system by extending SR 509 from existing S. 188th Street interchange to 24th Avenue S. interchange in SeaTac Regional Growth Center. Project elements include: 1. Four lane new expressway from S. 188th Street to 24th Avenue S. 2. Reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area. 3. SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area. 4. Extended acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509. The project also includes extension of the Lake to Sound Trail.
Fife	Port of Tacoma Road Phase 2b: 20th Street East	Construction	60	\$4,000,000		Improve 20th Street E couplet to complete Port of Tacoma Road project; includes new signals and ped crossings at 3 intersections, completion of sidewalks, and connection to ADA pedestrian compliant bridge crossing of I-5.
Bellevue	Mountains to Sound Greenway Trail (142nd Avenue SE to I 90 Nonmotorized Overcrossing at 150th Avenue SE)	Construction	56	\$4,673,000		This project will construct over 2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of Interstate 90 (I-90). The project starts just east of 142nd Place SE, runs parallel to the north side of SE 36th street, and ends adjacent to the pedestrian/bicycle overcrossing of I-90, immediately west of 150th Avenue SE. In general, the design will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, landscaping, lighting, natural storm drainage, and access to the local street network, as well as local and regional transit services.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E.)	Preliminary Engineering / Design	56	\$2,000,000		Widen and reconstruct the roadway to accommodate a four-lane facility with paved shoulders, curb, gutter, and sidewalk. The work will include illumination, interconnect, an enclosed drainage system, storm water flow control and runoff treatment facilities, retaining walls, stream relocation/enhancements where needed, and culvert improvements.
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	Construction	55	\$5,480,000		The 148th Street Non-Motorized Bridge project is a new pedestrian/bicycle bridge spanning Interstate 5 in the proximity of N 148th Street in Shoreline and will serve as a key component in the City's bicycle/pedestrian network. The finished nonmotorized bridge will include a bridge span with landing and ramps on the east-side of I-5 that connects users to and integrates with a new regional high-capacity transit center with light rail and bus service. The west-side of I-5 will include ramps/landing and a shared-use path connecting to 1st Avenue NE.
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	Right of Way	55	\$5,480,000		This 145th Corridor project connects to a new regional high capacity transit center with light rail and bus service as well as connections to the regional bike trail system. Project elements include: pavement resurfacing, new left turn lanes on 145th at Meridian Ave. with storage and signal timing, ITS infrastructure to support signal optimization and transit speed and reliability, widened, shared-use 8-foot sidewalk on north side of street, relocation of utility poles in sidewalks, pedestrian scale street lighting, wheelchair accessible bus stops and ADA improvements, new bus zone improvements, including ADA-accessible pads, bus shelters, and real-time information system pylons.
Kirkland	108th Avenue Transit Queue Jumps	Right of Way	51	\$1,500,000		Widen the roadway to add a northbound transit only lane on 108th Ave NE. Phase 1 will be from NE 62nd St to just north of NE 68th St and Phase 2 is from NE 53rd St to NE 60th St. Install a new traffic signal at NE 60th St / 108th Ave NE and modify the existing signal at NE 68th St to accommodate the new lane and allow transit signal priority. Replace existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities.

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended	Description
WSDOT	I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements	Construction	49		\$5,480,000	This project will reconstruct the southbound I-5 to westbound SR 18 off-ramp to improve capacity and serve both eastbound and westbound SR 18 traffic, removing the existing southbound I-5 to eastbound SR 18 loop ramp, and construct the southbound I-5 to SR 161 off-ramp. In addition, the project will upgrade intersections by replacing the S 356th St./SR 161/16th Ave. S intersections with roundabouts and by widening and realigning the east leg of the SR 161/Milton Rd. S intersection. Work will include updating illumination, drainage, stormwater, pedestrian and bicycle facilities and constructing seven fish passable structures, with environmental impacts being mitigated as needed.
Snohomish County	North Creek Regional Trail Phase 2	Construction	48		\$5,000,000	Construct Phase 2 of North Creek Regional Trail between Waxen Road and 183rd St SE (North Creek Park). This segment will be approximately 0.78 miles long, paved, and designed to meet current ADA standards and non-motorized standards. The trail will primarily be designed as a separated trail and a small portion (approximately 100') at the northern end will be designed as a side path to keep people biking and walking away from horizontal and vertical obstructions. This project will also include a 90 foot pre-fabricated pedestrian bridge and a fish passable culvert under Waxen Road.
Arlington	180th Street Connector	Preliminary Engineering / Design	46		\$482,678	New road providing access to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center. The 180th St Connector will connect to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a traditional stop-controlled intersection. This new road will consist of two travel lanes and grade separated pedestrian facilities, a 5-foot wide sidewalk on one side and a 12-foot wide multiuse trail on the other. The roadway will include pedestrian and street lighting, street amenities and local area art; it will also include new water, sewer, and storm utilities.
		Construction				
King County Metro	Metro Route 36 Improvements	Construction	40		\$3,000,000	Design and construct transit speed, reliability and access improvements along Metro Route 36, an electric trolley bus route operating between Othello Link Light Rail Station and Downtown Seattle (12th Ave S and S Jackson St) via Beacon Hill.

* Sponsor reduced requested amount

ATTACHMENT B: COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2025-2026 FHWA FUNDS

PROJECTS RECOMMENDED FOR FUNDING

KING COUNTY PROJECTS RECOMMENDED FOR FUNDING

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
Seattle	130th Link Station Transit & Multimodal Access – East Corridor	CMAQ	\$ 5,480,000	74 / 70	Construction	Provide bike and pedestrian improvements along NE 130th and Roosevelt, including signal improvements.
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	STP	\$ 5,440,000	70 / 56	Construction	Construct a new pedestrian/bicycle bridge spanning I-5 in the proximity of the future N 148th Street Sound Transit light rail station
Bothell	Bothell Way NE Multimodal Improvements Phase 3	STP	\$ 3,960,000	68 / na	Right of Way	Improvements on Bothell Way NE from Reder Way to 191st St NE, including widening 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, and retaining walls, transit signal prioritization, and other elements.
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 1	STP	\$ 5,380,000	66 / na	Construction	ADA improvements and lengthen turn lanes at the SR 900 intersection, add center turn lane, reconfigure westbound approach to two left turn lanes, add 12'-wide multi-use trail, add south side sidewalk, add landscaped planter strip buffer with street trees, install LED pedestrian and roadway illumination, build 9'-wide fish-passable box culvert for tributary stream of Tibbetts Creek, and include storm drainage treatment facilities and retaining walls.
Seattle	Harrison St Transit Pathway	STP	\$ 4,200,000	66 / na	Preliminary Engineering / Design	Rebuild Harrison St., with primary project elements including repaving and rechannelization, transit signal priority, transit stops, real-time information signage for transit, trolleywire infrastructure, and enhanced pedestrian realm improvements.
Federal Way	Pacific Hwy Non-Motorized Trail	CMAQ	\$ 3,600,000	64 / 61	Construction	Non-motorized improvements including a shared-use trail that runs along Pacific Hwy S and 16th Ave S (partially unopened right-of-way) from S 308th St to S 288th St. Trail; includes pedestrian scale illumination and storm improvements.
Subtotal:			\$28,060,000			

SMALL JURISDICTION PROGRAM						
Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
North Bend	SR202 shared use path	STP	\$ 541,200	46 / 51	Preliminary Engineering / Design	Connect the Tollgate Farm shared use path(s) with Snoqualmie Valley Regional trail and the North Bend downtown business district. This project will include a shared use path and pedestrian trail bridge over the South Fork Snoqualmie River.
North Bend	North Bend Way & Mt. Si Road	STP	\$ 650,000	39 / 45	Preliminary Engineering / Design, RW	Install roundabout, including bike lane transitions, pedestrian crossings at each leg, improved illumination for bicyclists and pedestrians.
Subtotal:			\$1,191,200			
RURAL PROGRAM						
Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
King County Roads	NE Big Rock Road Overlay	STP	\$1,052,458	na	Construction	Grind and overlay 1.4 miles NE Big Rock Road.
Subtotal:			\$1,052,458			
ALL OTHERS PROGRAM						
Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
King County Metro	King County Post Pandemic TDM	CMAQ	\$2,000,000	76 / 76	Other	Implement an array of TDM elements including educational resources to support sustained mode shift, outreach and commuter van subsidies for workers in low-income jobs, robust employer marketing strategies with incentives, and others.
King County Metro	12th and Jackson Transit Hubs Project	STP	\$2,000,000	62 / 58	Construction	Construct passenger facility improvements at 12th and Jackson, including new bus shelters, sidewalk improvements, traveler information and wayfinding signs, and enhanced pedestrian and electrical infrastructure.
Subtotal:			\$4,000,000			

NONMOTORIZED PROGRAM						
Sponsor	Title	Funding Source	Amount	STP/CMAQ Score (out of 100)	Phase(s)	Description
Seattle	Georgetown to Downtown Protected Bike Lane	STP	\$ 2,370,000	72 / 63	Construction	Build a protected bike lane connecting the Georgetown neighborhood to Downtown Seattle
Bellevue	Mountains to Sound Greenway Trail (142nd Place SE to the Nonmotorized Overcrossing of I-90 at 150th Avenue SE)(Non-motorized program)	STP	\$ 2,370,000	69 / 61	Construction	Construct over 2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of I-90. Will include a 12-foot wide, hard surface facility, trailhead treatments, wayfinding, landscaping, lighting, natural storm drainage, and access to the local street network and local and regional transit services.
Renton	Sunset Trail	STP	\$ 1,378,810	69 / 65	Preliminary Engineering / Design, Right of Way	Install a 12-foot multi-use trail on the north side of NE Sunset Boulevard adjacent to the King County Library and the Renton Housing Authority.
Burien	4th Ave SW Multimodal Improvements Project	STP	\$ 2,370,000	67 / 61	Construction	Construct new multimodal transportation facilities on 4th Ave SW from SW 156th St to SW 160th St. Improvements include: roadway widening for curb, gutter & sidewalk on the east side of the roadway; 5-foot bicycle lanes in each direction; a new illumination system on the east side of the roadway; ADA ramp upgrades at all intersections; retaining walls; storm drainage facilities; paving; and traffic signal modifications.
Auburn	Regional Growth Center Pedestrian Improvements	STP	\$ 500,000	64 / 52	Preliminary Engineering / Design, Construction	Non-motorized improvements at the 1st Street NE/NW/N Division Street intersection, creating raised intersections at both locations, adding curb bulbs where they are not currently provided, installing new ADA compliant ramps, and adding pedestrian level and street lighting improvements.
Tukwila	S 144th Street Bridge Sidewalks	STP	\$ 500,000	62 / 51	Preliminary Engineering / Design	Pedestrian improvements on the S 144th Street Bridge(over I-5) including replacement of 3' wide raised bridge deck, 6' wide sidewalks and barrier, pedestrian railing and sharrows for bicycles.
Subtotal:			\$9,488,810			

PRESERVATION PROGRAM						
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)	Description
Bellevue	South Downtown Bellevue Arterial Overlay	STP	\$ 1,450,000	96	Construction	Conduct 6.4 lane-miles of roadway pavement repairs, including resurfacing with asphalt and concrete overlay in select locations, ADA curb ramp retrofits, replacement and enhancement of bicycle lanes in select locations, traffic signal modifications, and sidewalk repairs as required on sections of 112th Avenue NE, 110th Avenue NE, NE 102nd Street, and Main Street.
Auburn	C Street SW Preservation (GSA Signal to Ellingson Rd SE)	STP	\$ 865,000	94	Construction	Patch, grind, and overlay C Street SW between the GSA signal to Ellingson Road to the south.
Federal Way	S 320th Street Preservation (1st Ave S to Pacific Hwy S)	STP	\$ 1,450,000	91	Construction	Replace existing curb ramps and pedestrian push buttons to meet ADA standards, pavement repair and overlay, replace existing dual-faced sloped mountable curb, replace traffic signal detector loops with detector cameras, and conduct channelization and utility adjustments.
Kent	East Valley Highway Preservation (84th Ave South from S 212th St to S 196th St)	STP	\$ 1,400,000	91	Construction	Grind and replace failing pavement sections, and provide full-width ACP overlay. Includes replacement of existing ACP with cement concrete for the intersection approach legs at S 212th Street, and ACP overlay of intersections.
WSDOT	SR 99/S 272nd St to SR 516 Vic - Paving & ADA Compliance	STP	\$ 1,450,000	91	Construction	Resurface the northbound and southbound lanes of SR 99, from S 272nd St to SR 516.
Seattle	Denny Way Preservation	STP	\$ 1,450,000	88	Construction	Mill and overlay pavement along Denny Way.
Auburn	A Street SE Preservation (37th Street SE to Lakeland Hills Way)	STP	\$ 905,000	87	Construction	Grind and overlay A Street SE from 37th Street SE to the intersection with Lakeland Hills Way.
Renton	Oakesdale Ave SW Preservation Project	STP	\$ 1,300,000	86	Construction	Resurface the roadway along Oakesdale Ave SW from SW 34th St to SW 16th St.
Shoreline	NE 155th Street Preservation, 1st Ave NE to 15th Ave NE	STP	\$ 900,000	84	Preliminary Engineering / Design, Construction	Provide pavement preservation on N 155th Street between 1st Ave NE and 15th Ave NE in Shoreline, including spot pavement repairs, pavement overlay, and pavement re-striping.
Port of Seattle	North Bound Airport Expressway Preservation	STP	\$ 698,500	82	Construction	Mill and overlay 4" of existing asphalt pavement along the terminal roadway system at Seattle-Tacoma International Airport.
Newcastle	2026 Newcastle Pavement Management Program	STP	\$ 900,000	78	Preliminary Engineering / Design, Construction	Overlay 4 road segments at 2 miles combined in length. Will retrofit all cur ramps along the corridors to meet current ADA standards.
Subtotal:			\$12,768,500			
KING COUNTY RECOMMENDED PROJECTS TOTAL:			\$56,560,968			

KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING

[illegible]

PIERCE COUNTY PROJECTS RECOMMENDED FOR FUNDING						
ROADWAY						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	112th St. E. (A St. S. to 18th Ave. E.)	STP	\$2,500,000	56	Preliminary Engineering / Design	Improve a 1.22 mile segment of 112th St E by widening the roadway to add a center turn lane, bike lanes, curb, gutter, and sidewalks. Includes street lighting, fiber optic interconnect, storm drainage, and reconstructing the existing traffic signal system.
University Place	67th Avenue Improvements	STP	\$2,875,400	56	Construction	Construct 1.16 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes, illumination, and median islands. Stormwater infrastructure will be replaced as needed. Signals will be upgraded at 3 intersections to include transit priority and audible pedestrian signals. Curb ramps will be brought up to ADA standards.
Subtotal:			\$5,375,400			
NONMOTORIZED						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
University Place	70th Ave Improvements Ph 2	STP	\$773,500	62	Preliminary Engineering / Design, Construction	Construct 0.5 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes and illumination, flashing pedestrian crossing beacons, and radar speed feedback signs. Curb ramps will be brought up to ADA standards.
University Place	67th Phase 3	STP	\$297,500	58	Preliminary Engineering / Design	Construct 0.49 miles of curbs, gutters, sidewalks and planting strips, plus bike lanes and illumination, to extend the existing sidewalk and bicycle facility network. Curb ramps will be brought up to ADA standards, and one audible pedestrian signal will be installed.
Tacoma	S 11th St & Earnest S Brazill: Protected Bike Lane Couplet	CMAQ	\$1,567,711	57	Preliminary Engineering / Design, Construction	Construct 0.27 miles of protected bike lanes to complete a gap in the existing bicycle facility network.
Pierce County	159th St. E. (SR-7 to 3rd Ave. Ct. E.)	STP	\$1,500,000	54	Construction	Add sidewalk and bike lanes on both sides of 159th St E to connect to existing sidewalks at SR 7 and B St E. Includes sidewalk illumination and extends the existing two way left turn lane to B St E including necessary traffic signal modifications.
Edgewood	Interurban Trail Phase III (Jovita Canyon)	STP	\$2,480,000	49	Construction	Construct one mile of new multi use path connecting existing segments of the Interurban Trail between 114th Ave E and West Valley Highway.
Subtotal:			\$6,618,711			

RURAL						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	Nisqually Rd SW	STP	\$976,010	32	Construction	Install 1.98 miles of asphalt overlay. Existing guardrails will be brought up to current standards, and new locations for guardrails will be evaluated.
Subtotal:			\$976,010			
OTHER						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce County	Transportation Demand Management Support for Communities, Businesses and Commuters	CMAQ	\$900,000	74	Planning	Continues and expands Pierce county's TDM program. Includes outreach, materials, and programs to employers and communities between DuPont and Tacoma, plus development of a business plan.
Tacoma	McKinley Ave ITS and Signal Coordination	CMAQ	\$395,000	59	Preliminary Engineering / Design, Right of Way	Coordinate traffic signals along a 1.7 mile corridor. Replace signal cabinets and controllers, and install fiber optic equipment and accessible pedestrian signals.
NW Seaport Alliance	Zero Emission Drayage Truck Demonstration Program	CMAQ	\$2,800,000	55	Other	Deploy 14 zero-emission drayage trucks and development of one or more truck charging / fueling stations in Pierce County.
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$402,289	47	Preliminary Engineering / Design	Install fiber optic interconnect conduit and cabling plus associated hardware to coordinate 7 existing traffic signals.
Subtotal:			\$4,497,289			
PRESERVATION						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
University Place	Cirque Drive Overlay	STP	\$723,363	60	Preliminary Engineering / Design, Construction	Install 1.08 miles of 2 inch asphalt overlay. Curb ramps will be brought up to ADA standards as required.
Pierce County	Canyon Rd E Asphalt Overlay	STP	\$725,363	59	Construction	Grind and overlay 1.32 miles of the existing asphalt roadway. Curb ramps will be brought up to ADA standards.
Puyallup	Valley Ave. NW Overlay - Phase 2	STP	\$750,000	55	Preliminary Engineering / Design, Construction	Grind and overlay 0.3 miles of asphalt. Sidewalks will be brought up to ADA standards.
Tacoma	E Portland Ave (64-72) Overlay	STP	\$750,000	50	Construction	Implement pavement repair and overlay. Pedestrian infrastructure well be brought up to ADA standards as needed.
Edgewood	48th St E Preservation	STP	\$600,000	46	Construction	Repair and/or replace the existing concrete and asphalt surfaces.
Sumner	Valley Ave Overlay	STP	\$749,410	45	Preliminary Engineering / Design, Construction	Repair and overlay 0.28 miles of pavement. Pedestrian infrastructure well be brought up to ADA standards as needed.
Lakewood	112th St SW - South Tacoma Way to Steele St. S	STP	\$750,000	41	Preliminary Engineering / Design, Construction	Reconstruct 0.75 miles of asphalt roadway to a depth of two inches.

Steilacoom	Rigney Rd Preservation Project	STP	\$385,540	29	Construction	Repair and overlay 0.55 miles of pavement. Curb ramps will be brought up to ADA standards.
DuPont	Center Drive Overlay Phase 4B	STP	\$49,274	26	Preliminary Engineering / Design	Includes 0.37 miles of grinding and overlaying the existing asphalt travel lanes, turn lanes, and bike lane/shoulders to a depth of two inches. Pedestrian Infrastructure (curb ramps, push buttons) will be brought up to ADA standards.
Subtotal:			\$5,482,950			
PIERCE COUNTY RECOMMENDED PROJECTS TOTAL:			\$22,950,360			
SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING						
CMAQ Funding						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Lynnwood	44th Avenue W Underpass (I-5 Off Ramp to 208th)	CMAQ	\$1,370,000	75	Construction	Construct a new multi-use path under I-5 connecting the Interurban Trail with the Lynnwood City Center station.
Everett	California Street Ped/Bike Corridor Phase 2 (Broadway Ave to W. Marine View Dr.)	CMAQ	\$1,130,000	65	Preliminary Engineering / Design	Construct bicycle/pedestrian corridor from Broadway Ave to W Marine View Dr. including pedestrian facilities, parking and bicycle lanes in each direction and enhanced nonmotorized facilities at the entrance and exit to US 2.
Arlington	180th Street Roundabout & Smokey Point	CMAQ	\$2,000,000	64	Construction	Construct a new roundabout at the intersection of 180th St and Smokey Point Blvd. Includes rapid flashing pedestrian beacons, landscaping, lighting, and artwork.
Sultan	US2 Route Corridor Trail Phase One (MP 22.5 to MP 23.25	CMAQ	\$980,000	55	Preliminary Engineering / Design, Construction	Connect the recently completed Sultan River Pedestrian/Bicycle Bridge to the existing pedestrian facilities on the south side of US2 located near Main Street and US2.
Subtotal:			\$5,480,000			

STP Funding						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Bothell	Bothell Way NE Multimodal Imp. Phase 2	STP	\$2,597,500	83	Construction	Widen roadway from 2/3 lanes to 5 lanes, and construct transit stop amenities, signal improvements, protected bike lanes, sidewalks, illumination, and fish passage culverts.
Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	STP	\$2,597,500	72	Construction	Construct 3 lane roadway with shared use paths to replace existing 2 lane roadway with minimal shoulders. Curb and gutter, shared-use paths, ADA ramps, and landscape strips will be installed.
Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	STP	\$2,597,500	70	Construction	Construct Phase 2 of Ash Way corridor project, including segment between Ash Way/134th St SW and Admiralty Way/Gibson Rd. Improve the corridor to a 3-lane urban section with bike lanes, curbs and sidewalks, intersection improvements, and stormwater facilities.
Edmonds	Highway 99 Revitalization from 224th St. SW to 220th St SW - Stage 4	STP	\$2,597,500	69	Right of Way	Widen SR 99 from 224th to 220th and construct sidewalks, curb ramps upgrades, two accessible pedestrian signals, and enhanced landscaping and illumination.
Arlington	180th Street Roundabout & Smokey Point	STP	\$200,000	64	Construction	Construct a new roundabout at the intersection of 180th St and Smokey Point Blvd. Includes rapid flashing pedestrian beacons, landscaping, lighting, and artwork.
Monroe	Tjerne Phase III (Woods Creek Road to Old Owen Rd)	STP	\$460,000	59	Preliminary Engineering / Design	Improve existing 20' wide rural roadway to urban standards, including curb, gutter, shared use paths, and center turn lane. Improve existing intersection where Oaks Street connects to Old Owen Road by signalization or roundabout. Extend sidewalk from Oaks Street southerly to existing sidewalk network near US 2.
Subtotal:			\$11,050,000			

PRESERVATION Funding						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
WSDOT	SR525 - SR525 Spur Vic to Mukilteo Ferry Terminal	STP	\$700,000	99	Construction	Pave both directions of SR 525, from the vicinity of the SR 525 Spur to the Mukilteo Ferry Terminal
Lynnwood	33rd Ave W (184th St SW to Poplar Wy Bridge)	STP	\$700,000	93	Construction	Construct 3,000 feet of 2-4 inch asphalt repair and overlay.
Edmonds	Olympic View Dr. (SR524/196th St. SW to Talbot Rd)	STP	\$700,000	85	Preliminary Engineering / Design, Construction	Construct pavement repair and overlay. Pedestrian infrastructure well be brought up to ADA standards as needed.
Bothell	240th St SE (Meridian Ave S to Bothell-Everett Hwy)	STP	\$700,000	81	Construction	Construct pavement repair and overlay. Pedestrian infrastructure well be brought up to ADA standards as needed.
Marysville	67th Ave NE (Grove St to 88th St NE)	STP	\$550,000	79	Construction	Conduct minor pavement repair, grinding and overlay on 67th Ave NE from Grove Street to 88th St NE. Project includes necessary ADA ramp upgrades, pavement markings and replacement of traffic control loops.
Snohomish County	140th ST NW/NE (MP 2.300 to MP 6.507) - RURAL	STP	\$840,000	71	Construction	Construct subgrade and pavement repair where needed, preleveling where needed, and an asphalt overlay.
		Subtotal:	\$4,190,000			
SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:			\$20,720,000			

RECOMMENDED CONTINGENCY PROJECTS

KING COUNTY PRIORITIZED CONTINGENCY LIST					
LARGE JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
SeaTac	Airport Station Area Pedestrian Improvements	STP	\$4,500,000	64 / 59	Construction
Woodinville	Eastrail Crossing and SR 202 Widening & Trestle Replacement	STP	\$2,500,000	62 / na	Construction
Kirkland	108th Avenue Transit Queue Jumps	STP	\$1,500,000	61 / 51	Right of Way
Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	STP	\$5,480,000	66 / na	Right of Way
Bellevue	120th Avenue NE (Stage 4) - NE 16th Street to Northup Way Multimodal Corridor Completion	STP	\$3,820,000	65 / na	Right of Way
Issaquah	Newport Way (Maple to Sunset) - Phase 1	STP	\$5,480,000	65 / na	Construction
Bellevue	Bellevue College Multimodal Connector	STP	\$2,125,000	64 / na	Preliminary Engineering / Design
Kirkland	NE 128th Corridor Multimodal Improvements	STP	\$1,282,000	62 / 63	Preliminary Engineering / Design
Bellevue	Mountains to Sound Greenway Trail (142nd Place SE to the Nonmotorized Overcrossing of I-90 at 150th Avenue SE)(Countywide Large Jurisdiction)	STP	\$4,673,000	59 / 46	Construction

Redmond	Adaptive Signals (Downtown Vicinity)	STP	\$1,050,000	59 / 67	Preliminary Engineering / Design, Construction
Renton	Rainier Avenue North Corridor Improvements - Phase 5	STP	\$3,196,075	59 / na	Preliminary Engineering / Design
Seattle	80th St and 85th St ITS Corridors	STP	\$4,225,000	58 / 44	Preliminary Engineering / Design, Construction
Auburn	SR 164/SR 18 Interchange Improvements	STP	\$1,357,000	57 / 54	Construction
Seattle	University Bridge	STP	\$5,480,000	57 / na	Construction
Maple Valley	T45 SR 169 Corridor Widening Project from SE 253rd Place to SE 260 Street	STP	\$5,400,000	56 / na	Construction
Auburn	Lea Hill Road/104th Avenue SE Roundabout	STP	\$2,614,000	55 / 41	Preliminary Engineering / Design, Construction
Bothell	Beardslee Blvd Improvement (Campus to I405)	STP	\$4,500,000	54 / na	Construction
Sammamish	SE 8th St - 218th Ave SE Corridor Safety Improvements	STP	\$2,780,110	53 / na	Preliminary Engineering / Design
Burien	SW 148th St Intersection Improvements	STP	\$4,750,000	52 / 32	Construction
Covington	SR 516 and Covington Way Intersection Improvements	STP	\$5,455,000	49 / 38	Construction
King County Roads	Berrydale Bridge #3086OX Corridor Safety Improvement Project	STP	\$3,719,500	49 / na	Preliminary Engineering / Design
Seattle	Duwamish Seaport Drayage Electrification	CMAQ	\$5,480,000	46 / 46	Other
King County Roads	SE Petrovitsky Road at 134th Avenue SE Drainage and Safety Improvement	STP	\$4,203,035	45 / na	Construction
Maple Valley	T28b Phase 3 – Witte Road SE/SE 254 th Place Roundabout	STP	\$4,932,000	43 / 33	Construction
Pacific	West Valley Highway Reconstruction	STP	\$5,300,000	39 / na	Construction
ALL OTHERS PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
King County Metro	Transit Speed and Reliability Spot Improvements	STP	\$ 1,392,375	58 / na	Preliminary Engineering / Design, Construction
King County Metro	Southwest King County Transit Signal Priority	STP	\$ 1,735,950	57 / 48	Preliminary Engineering / Design, Construction
Northwest Seaport Alliance	Terminal 5 Truck Gate Complex	STP	\$ 1,750,000	45 / na	Construction

NONMOTORIZED PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Seattle	Beacon Ave Non-motorized Access Phase 3	STP	\$ 2,370,000	76 / 72	Construction
Federal Way	City Center BPA Trail Extension	CMAQ	\$ 600,000	72 / 72	Preliminary Engineering / Design
Kent	Transit and Non-Motorized Intersection Improvements at Meeker Street and 64th Ave S	STP	\$ 1,893,333	66 / 56	Construction
Bothell	Downtown Bothell Stride Station Access Improvements - 102nd Ave NE	STP	\$ 825,000	65 / 55	Construction
WSDOT	SR 900/57th Ave S to S 135th St – Pedestrian and Safety Improvements	STP	\$ 2,370,000	65 / 54	Preliminary Engineering / Design
King County Metro	Metro Pedestrian & Bicycle Site Improvements	STP	\$ 2,370,000	64 / 52	Preliminary Engineering / Design, Construction
Shoreline	145th Street Off-Corridor Bike Network (west of I-5)	STP	\$ 733,953	64 / 64	Construction
Kirkland	CKC Crossing at 132nd Ave NE	STP	\$ 1,500,000	62 / 51	Construction
Shoreline	Eastside Off-Corridor Bike Network	STP	\$ 151,375	59 / 68	Planning
Auburn	10th Street Non-Motorized Improvements	STP	\$ 839,000	57 / 54	Construction
Redmond	NE 40th Street Shared Use Path (163rd Ave NE to 172nd Ave NE)	STP	\$ 2,000,000	57 / 54	Construction
Maple Valley	SR 169 Pedestrian Bridge at SE 258th ST	CMAQ	\$ 2,620,000	53 / 47	Construction
PRESERVATION PROGRAM					
Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Redmond	Pavement Management Project - 154th Avenue (Redmond Way to 85th Street)	STP	\$ 1,445,000	83	Preliminary Engineering / Design, Construction
Kent	South 212th Street Preservation (Green River Bridge to Orillia Rd/Kent City Limits)	STP	\$ 1,500,000	97	Construction
WSDOT	SR 181/James St Vic to S 180th St - Paving & ADA Compliance	STP	\$ 1,500,000	82	Construction
Bellevue	SE 26th Street / Kamber Road / SE 16th Street Preservation	STP	\$ 1,445,000	81	Construction
Federal Way	S 324th Street Preservation (11th Pl S to Pacific Hwy S)	STP	\$ 400,000	80	Construction
King County Roads	Avondale Rd NE and NE 128th Way Pavement Preservation	STP	\$ 1,487,000	76	Preliminary Engineering / Design, Construction
Bothell	Juanita-Woodinville Way NE Overlay: NE 160th St -121st Ave NE	STP	\$ 800,000	74	Construction
Kirkland	124th Ave NE Preservation Project	STP	\$ 1,000,000	74	Construction
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405)	STP	\$ 800,000	65	Construction
Shoreline	Greenwood Ave N Preservation	STP	\$ 900,000	45	Preliminary Engineering / Design, Construction

KITSAP COUNTY PRIORITIZED CONTINGENCY LIST					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score* (out of 100)	Phase(s)
Kitsap County	Ridgetop Mickelberry to Myhre ROW Phase 2	STP	\$3,500,000	2	Right of Way
Kitsap Transit	Johnson Road Park and Ride	STP	\$1,500,000	5	Preliminary Engineering / Design
Kitsap County	Anderson Hill Corridor Study	STP	\$432,000	7	Planning
Bremerton	11th St. Roadway Preservation Phase 1	STP	\$2,560,400	9	Preliminary Engineering / Design, Construction
Poulsbo	3rd Avenue Reconstruction	STP	\$1,557,000	10	Construction
Bainbridge Island	Finch and Sportsman Club Bicycle and Pedestrian Improvements	STP	\$950,000	11	Construction
Bremerton	11th St. Roadway Preservation Phase 2	STP	\$2,214,400	13	Preliminary Engineering / Design, Construction
Port Orchard	Old Clifton Nonmotorized Improvements	STP	\$2,000,000	14	Construction
Kitsap County	Preservation - Lake Flora	STP	\$761,762	15	Construction
Poulsbo	Finn Hill Overlay	STP	\$925,000	16	Preliminary Engineering / Design, Construction
Port Orchard	Citywide Asphalt Overlays	STP	\$865,000	17	Construction
PIERCE COUNTY PRIORITIZED CONTINGENCY LIST					
ROADWAY					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Lakewood	South Tacoma Way - 88th ST S to 80th ST CT SW	STP	\$3,531,500	47	Construction
Sumner	166th Ave E Widening and Intersection Improvements	STP	\$1,550,000	47	Right of Way
Puyallup	23rd Ave. SE; Meridian to 9th St. SE - Road Widening	STP	\$5,500,000	46	Construction
Tacoma	Portland Avenue Freight and Access Improvements	STP	\$4,338,357	46	Construction
Fife	58th Avenue E and Valley Avenue E Roundabout	STP	\$712,500	44	Preliminary Engineering / Design, Right of Way
Pierce County	122 AV E (146 St Ct E to 136 St E)	STP	\$2,500,000	42	Construction
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STP	\$691,000	42	Preliminary Engineering / Design, Right of Way
Puyallup	Shaw Road Widening - Phase 4a (25th to 20th Ave. Ct. SE)	STP	\$1,998,000	42	Preliminary Engineering / Design, Right of Way
Lakewood	Military Rd. SW - Edgewood to 112th	STP	\$3,546,500	37	Preliminary Engineering / Design, Construction
Sumner	Tacoma Ave Overlay and Intersection	STP	\$2,213,530	37	Preliminary Engineering / Design, Construction
Lakewood	Custer Road SW. - Bridgeport Way SW to 75th SW	STP	\$156,760	36	Preliminary Engineering / Design

NONMOTORIZED					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
University Place	67th Phase 3	STP	\$1,615,000	58	Construction
University Place	40th Street Phase 3	STP	\$731,000	57	Preliminary Engineering / Design, Construction
Sumner	Fryar Avenue Shared Use Trail	CMAQ	\$3,030,000	51	Construction
Fife	6224 Pacific Highway Sidewalk Project	CMAQ	\$493,000	50	Construction
Edgewood	Chrisella Road East Safety Improvements	STP	\$3,582,000	44	Construction
Sumner	Rivergrove Community Pedestrian Bridge	STP	\$6,500,000	42	Preliminary Engineering / Design, Construction
Puyallup	Puyallup Downtown Core Intersection Accessibility & Safety Improvements	STP	\$600,000	42	Construction
Puyallup	Sidewalk Construction 14th St. SE - 7th Ave. SE to Pioneer	STP	\$865,000	24	Construction
OTHER					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
NW Seaport Alliance	Zero Emission Drayage Truck Demonstration Program	CMAQ	\$200,000	55	Other
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$2,595,000	47	Construction
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Fife	Radiance Blvd Preservation	STP	\$750,000	39	Construction
DuPont	Center Drive Overlay Phase 4B	STP	\$542,019	26	Construction
SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST					
STP Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Bothell / Snohomish County	228th Street SE (35th Ave SE to 39th Ave SE Widening Project)	STP	\$ 1,050,000	74	Right of Way
Snohomish County	Interurban Trail Improvements: 167 Pl SW to 160 St SW	STP	\$ 2,020,000	66	Construction
Sultan	US2/Old Owen Road Intersection Improvements	STP	\$ 1,192,000	61	Preliminary Engineering / Design, Right of Way
Snohomish County	Richardson Creek Bridge #300 Replacement	STP	\$ 1,470,000	58	Construction
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	STP	\$ 328,000	53	Preliminary Engineering / Design, Right of Way
Everett	75th St. SW Bicycle Pedestrian Corridor (Hardson Rd to Seaway Blvd)	STP	\$ 2,000,000	50	Preliminary Engineering / Design

PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Monroe	Kelsey St (US2 to Chain Lk Rd)	STP	\$747,988	67	Preliminary Engineering / Design, Construction
Everett	Everett (California to 18th Ave)	STP	\$750,000	66	Construction
Arlington	67th Ave Ph2 (204th St- 180th St)	STP	\$750,000	63	Construction

APPENDIX B: EMISSIONS SUMMARY FROM PROJECTS AWARDED PSRC'S FFY 2025-2026 CMAQ AND STPBG FUNDS

The following calculations are based on PSRC's project-level emissions tool. The tool quantifies estimated emissions reductions from a variety of project types, using either project-specific data provided by sponsors or relying on national or regional default data. The tool utilizes emission factors from the U.S. Environmental Protection Agency's Motor Vehicle Emission Simulator, national research and PSRC's most recent household travel survey.

CMAQ AWARDS

Regional Competitive Projects				Estimate of Emissions Reductions - kg/day				
Sponsor	Project Title	Award Amount	Project Type	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Community Transit	Swift Gold Line Zero Emission Expansion Buses	\$8,000,000	Transit	19.15	0.69	2.55	0.08	2,585.18
King County Metro	South Annex Base Expansion and Electrification	\$8,225,000	Transit / Electrification	29.56	2.35	32.70	0.54	26,770.77
Pierce Transit	Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S	\$4,800,000	Transit	10.35	0.37	1.40	0.05	1,358.41
PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	\$3,645,000	Electrification	not calculated	not calculated	not calculated	1.76	2,072.35
Sound Transit	Boeing Access Rd Infill Station	\$8,230,000	Transit	4.18	0.55	1.85	0.06	2,347.11
TOTAL:		\$32,900,000						

Countywide Competitive Projects				Estimate of Emissions Reductions - kg/day				
Sponsor	Title	Award Amount	Project Type	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Arlington	180th Street Roundabout & Smokey Point	\$2,000,000	Intersection	0.48	0.04	0.29	0.01	244.26
Everett	California Street Ped/Bike Corridor Phase 2 (Broadway Ave to W. Marine View Dr.)	\$1,130,000	Bicycle / Pedestrian	2.29	0.09	0.50	0.01	543.88
Federal Way	Pacific Hwy Non-Motorized Trail	\$3,600,000	Bicycle / Pedestrian	2.23	0.08	0.29	0.01	310.95
King County Metro	King County Post Pandemic TDM	\$2,000,000	TDM	225.97	8.10	30.07	0.99	30,506.33
Lynnwood	44th Avenue W Underpass (I-5 Off Ramp to 208th)	\$1,370,000	Bicycle / Pedestrian	1.59	0.07	0.44	0.01	384.61
NW Seaport Alliance	Zero Emission Drayage Truck Demonstration Program	\$2,800,000	Electrification	not calculated	not calculated	not calculated	0.01	3,331.07
Pierce County	Transportation Demand Management Support for Communities, Businesses and Commuters	\$900,000	TDM	289.79	10.36	39.16	1.28	38,039.33
Seattle	130th Link Station Transit & Multimodal Access – East Corridor	\$5,480,000	Transit	2.48	0.09	0.34	0.01	325.46
Sultan	US2 Route Corridor Trail Phase One (MP 22.5 to MP 23.25)	\$980,000	Bicycle / Pedestrian	1.08	0.05	0.37	0.01	322.34
Sumner	Stewart Road ITS Corridor Improvements	\$402,289	ITS	1.28	0.16	0.43	0.03	203.88
Tacoma	S 11th St & Earnest S Brazill: Protected Bike Lane Couplet	\$1,567,711	Bicycle / Pedestrian	2.97	0.11	0.40	0.01	401.49
Tacoma	McKinley Ave ITS and Signal Coordination	\$395,000	ITS	0.71	0.07	0.09	0.01	149.22
TOTAL:		\$22,625,000						

Shaded projects denote those projects that are expected to reduce the emissions of fine particulates in the Tacoma PM_{2.5} Maintenance Area.

STPBG AWARDS

Regional Competitive Projects				Estimate of Emissions Reductions - kg/day				
Sponsor	Project Title	Award Amount	Project Type	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Auburn	East Valley Highway Widening	\$1,050,000	Multimodal	1.40	0.06	0.18	0.01	189.34
Bellevue	Eastrail to NE Spring Boulevard Trail Link	\$4,900,000	Bicycle / Pedestrian	1.17	0.04	0.16	0.01	154.06
Bothell	Bothell Way NE Multimodal Improvements Phase 1	\$5,480,000	Multimodal	4.56	0.21	0.50	0.03	619.80
Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	\$4,757,500	Bicycle / Pedestrian	2.07	0.08	0.28	0.01	264.39
Kitsap County	Ridgetop - Mickelberry to Myhre, ROW Phase 1	\$4,872,500	Multimodal	0.69	0.03	0.08	0.00	118.91
Lynnwood	42nd Avenue W Improvements	\$5,000,000	Multimodal	0.02	<0.01	<0.01	<0.01	2.00
WSDOT	SR167 Completion Project- Stage 2 (Final Completion)	\$5,480,000	Roadway / Freight	8.75	0.53	0.27	0.11	900.08
TOTAL: \$31,540,000								

Countywide Competitive Projects				Estimate of Emissions Reductions - kg/day				
Sponsor	Title	Award Amount	Project Type	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Arlington	180th Street Roundabout & Smokey Point	\$200,000	Intersection	0.48	0.04	0.29	0.01	244.26
Auburn	Regional Growth Center Pedestrian Improvements (2 intersections)	\$500,000	Bicycle / Pedestrian / Preservation	n/a	n/a	n/a	n/a	n/a
Auburn	C Street SW Preservation (GSA Signal to Ellingson Rd SE)	\$865,000	Preservation	n/a	n/a	n/a	n/a	n/a
Auburn	A Street SE Preservation (37th Street SE to Lakeland Hills Way)	\$905,000	Preservation	n/a	n/a	n/a	n/a	n/a
Bainbridge Island	Wyatt Way Bicycle Pedestrian Improvements	\$777,000	Bicycle / Pedestrian	1.12	0.04	0.15	<0.01	143.01
Bellevue	Mountains to Sound Greenway Trail (142nd Place SE to the Nonmotorized Overcrossing of I-90 at 150th Avenue SE)(Non-motorized program)	\$2,370,000	Bicycle / Pedestrian	0.92	0.03	0.12	<0.01	120.57
Bellevue	South Downtown Bellevue Arterial Overlay	\$1,450,000	Preservation	n/a	n/a	n/a	n/a	n/a
Bothell	Bothell Way NE Multimodal Improvements Phase 3	\$3,960,000	Multimodal	4.95	0.22	0.55	0.03	673.49
Bothell	Bothell Way NE Multimodal Imp. Phase 2	\$2,597,500	Multimodal	3.79	0.19	0.63	0.03	691.54
Bothell	240th St SE (Meridian Ave S to Bothell-Everett Hwy)	\$700,000	Multimodal	4.95	0.22	0.55	0.03	673.49
Bothell / Snohomish County	228 th St SE (35 th Ave SE to 39 th Ave SE) Widening	\$1,000,000	Multimodal	1.92	0.11	0.47	0.01	456.75
Bremerton	SR 303 Corridor Improvements Phase 2	\$2,068,230	Multimodal	1.43	0.13	0.16	0.01	189.41
Burien	4th Ave SW Multimodal Improvements Project	\$2,370,000	Multimodal	1.90	0.07	0.26	0.01	242.43
DuPont	Center Drive Overlay Phase 4B	\$49,274	Preservation	n/a	n/a	n/a	n/a	n/a
Edgewood	Interurban Trail Phase III (Jovita Canyon)	\$2,480,000	Bicycle / Pedestrian	0.73	0.03	0.10	<0.01	93.38
Edgewood	48th St E Preservation	\$600,000	Preservation	n/a	n/a	n/a	n/a	n/a
Edmonds	Highway 99 Revitalization from 224th St. SW to 220th St SW - Stage 4	\$2,597,500	Multimodal	0.77	0.07	0.32	0.01	285.82

Edmonds	Olympic View Dr. (SR524/196th St. SW to Talbot Rd)	\$700,000	Preservation	n/a	n/a	n/a	n/a	n/a
Everett	Broadway (California to 18 th Ave) Preservation	\$696,480	Preservation	n/a	n/a	n/a	n/a	n/a
Federal Way	S 320th Street Preservation (1st Ave S to Pacific Hwy S)	\$1,450,000	Preservation	n/a	n/a	n/a	n/a	n/a
Fife	58 th Avenue E and Valley Avenue E Roundabout	\$692,500	Intersection	0.16	0.01	0.02	<0.01	21.46
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 1	\$5,380,000	Multimodal	2.09	0.10	0.50	0.01	503.36
Kent	East Valley Highway Preservation (84th Ave South from S 212th St to S 196th St)	\$1,400,000	Preservation	n/a	n/a	n/a	n/a	n/a
King County Metro	12th and Jackson Transit Hubs Project	\$2,000,000	Transit	1.20	0.04	0.16	0.01	153.68
King County Roads	NE Big Rock Road Overlay	\$1,052,458	Preservation	n/a	n/a	n/a	n/a	n/a
Kitsap County	Lund and Hoover	\$2,279,363	Intersection	1.01	0.06	0.16	0.01	131.72
Kitsap County	Preservation - West Kingston - RURAL / PRESERVATION	\$485,407	Preservation	n/a	n/a	n/a	n/a	n/a
Kitsap Transit	West Bremerton Transit Center and Hydrogen Fueling Station	\$1,800,000	Transit	7.25	0.44	13.18	0.08	3,691.16
Lakewood	112th St SW - South Tacoma Way to Steele St. S	\$750,000	Preservation	n/a	n/a	n/a	n/a	n/a
Lakewood	100 th St SW, Lakeview Ave SW to S Tacoma Way	\$671,000	Multimodal	1.07	0.04	0.14	<0.01	145.07
Lynnwood	33rd Ave W (184th St SW to Poplar Wy Bridge)	\$700,000	Preservation	n/a	n/a	n/a	n/a	n/a
Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	\$2,597,500	Multimodal	2.66	0.11	0.56	0.01	573.18
Marysville	67th Ave NE (Grove St to 88th St NE)	\$550,000	Preservation	1.37	0.06	0.40	0.01	369.06
Monroe	Tjerne Phase III (Woods Creek Road to Old Owen Rd)	\$460,000	Multimodal	0.60	0.03	0.30	0.01	265.87
Monroe	Kelsey St (US 2 to Chain Lake Rd) Preservation	\$696,481	Preservation	n/a	n/a	n/a	n/a	n/a
Newcastle	2026 Newcastle Pavement Management Program	\$900,000	Preservation	n/a	n/a	n/a	n/a	n/a
North Bend	SR202 Shared Use Path	\$541,200	Bicycle / Pedestrian	0.49	0.02	0.07	<0.01	64.58
North Bend	North Bend Way & Mt. Si Road	\$650,000	Intersection	0.48	0.02	0.06	<0.01	62.99
Pierce County	112th St. E. (A St. S. to 18th Ave. E.)	\$2,500,000	Multimodal	1.57	0.06	0.18	0.01	264.92
Pierce County	159th St. E. (SR-7 to 3rd Ave. Ct. E.)	\$1,500,000	Multimodal	0.91	0.03	0.12	<0.01	123.24
Pierce County	Nisqually Rd SW	\$976,010	Preservation	n/a	n/a	n/a	n/a	n/a
Pierce County	Canyon Rd E Asphalt Overlay	\$725,363	Preservation	n/a	n/a	n/a	n/a	n/a
Port of Seattle	North Bound Airport Expressway Preservation	\$698,500	Preservation	n/a	n/a	n/a	n/a	n/a
Port Orchard	SR 166 / Bay Street Improvements - Preservation	\$2,000,000	Preservation	n/a	n/a	n/a	n/a	n/a
Poulsbo	Noll Road North Segment 3B	\$1,800,000	Multimodal	0.85	0.03	0.12	<0.01	109.30
Puyallup	Valley Ave. NW Overlay - Phase 2	\$750,000	Preservation	n/a	n/a	n/a	n/a	n/a
Puyallup	Shaw Road Widening, Phase 4a (25 th to 20 th Ave Ct SE)	\$580,000	Multimodal	1.14	0.05	0.15	0.01	165.98
Redmond	Pavements Management Project – 154 th Avenue, Redmond Way to 85 th Street	\$1,445,000	Preservation	n/a	n/a	n/a	n/a	n/a
Renton	Sunset Trail	\$1,378,810	Bicycle / Pedestrian	2.59	0.09	0.33	0.01	372.56

Renton	Oakesdale Ave SW Preservation Project	\$1,300,000	Preservation	n/a	n/a	n/a	n/a	n/a
SeaTac	Airport Station Area Pedestrian Improvements	\$3,995,000	Bicycle / Pedestrian	3.04	0.11	0.41	0.01	399.38
Seattle	Harrison St Transit Pathway	\$4,200,000	Transit	1.81	0.07	0.24	0.01	251.67
Seattle	Georgetown to Downtown Protected Bike Lane	\$2,370,000	Bicycle / Pedestrian	0.77	0.03	0.11	<0.01	98.85
Seattle	Denny Way Preservation	\$1,450,000	Preservation	n/a	n/a	n/a	n/a	n/a
Seattle	Beacon Avenue Nonmotorized Access Phase 3	\$1,090,000	Bicycle / Pedestrian	6.06	0.22	0.82	0.03	795.25
Shoreline	148th Street Non-Motorized Bridge (Phase 2)	\$5,440,000	Bicycle / Pedestrian	1.41	0.05	0.19	0.01	185.05
Shoreline	NE 155th Street Preservation, 1st Ave NE to 15th Ave NE	\$900,000	Preservation	n/a	n/a	n/a	n/a	n/a
Snohomish County	Ash Way/Gibson Rd Phase 2: Admiralty Way to 134 St SW	\$2,597,500	Multimodal	3.53	0.14	0.69	0.02	669.86
Snohomish County	140th ST NW/NE (MP 2.300 to MP 6.507) - RURAL	\$840,000	Preservation	n/a	n/a	n/a	n/a	n/a
Steilacoom	Rigney Rd Preservation Project	\$385,540	Preservation	n/a	n/a	n/a	n/a	n/a
Sumner	Valley Ave Overlay	\$749,410	Preservation	n/a	n/a	n/a	n/a	n/a
Tacoma	E Portland Ave (64-72) Overlay	\$750,000	Preservation	n/a	n/a	n/a	n/a	n/a
Tukwila	S 144th Street Bridge Sidewalks	\$500,000	Bicycle / Pedestrian	0.01	<0.01	<0.01	<0.01	1.84
University Place	67th Avenue Improvements	\$2,875,400	Multimodal	2.99	0.13	0.41	0.02	394.21
University Place	70th Ave Improvements Ph 2	\$773,500	Bicycle / Pedestrian	1.70	0.06	0.23	0.01	223.09
University Place	67th Phase 3	\$297,500	Bicycle / Pedestrian	1.74	0.06	0.23	0.01	235.47
University Place	Cirque Drive Overlay	\$723,363	Preservation	n/a	n/a	n/a	n/a	n/a
University Place	40 th Street Phase 3	\$707,665	Bicycle / Pedestrian	2.19	0.08	0.30	0.01	287.03
WSDOT	SR525 - SR525 Spur Vic to Mukilteo Ferry Terminal	\$700,000	Preservation	n/a	n/a	n/a	n/a	n/a
WSDOT	SR 99/S 272nd St to SR 516 Vic - Paving & ADA Compliance	\$1,450,000	Preservation	n/a	n/a	n/a	n/a	n/a

TOTAL: \$100,390,454