



Puget Sound Regional Council

Regional FTA Caucus Agenda

Date: Wednesday, May 10, 2023 from 10:30 a.m.-12:00 p.m.

Online Meeting Only: Use Zoom Connection Information Provided Below

1. Welcome and Introductions (10:30)

2. Action: Approval of Meeting Summary – February 8, 2023* (10:35)

Approve summary for the Regional FTA Caucus meeting held February 8, 2023.

3. Action: Community Transit Redistribution Requests* (10:40)

Community Transit is requesting two funding redistributions:

- Redistributing \$2,145,839 in Marysville (MAR) UZA FFY2020 5307 funds between projects.
- Redistributing \$244,897 in Marysville (MAR) UZA FFY2021 5339 and \$3,912,082 in Seattle-Tacoma Everett (STE) UZA FFY2022 5337 HIMB funds between projects.

4. Action: 2023 FTA Annual Adjustments* (10:45)

PSRC staff will review the project revisions proposed by each agency for their 2023 earned share and preservation set-aside funding. The Caucus will identify its recommendation to the Transportation Operators Committee. The remaining “freed up” 2023 and 2024 funds will be distributed later this year through the newly adopted equity formula distribution process.

5. Action: Delayed FTA and FHWA TrAMS Obligations*^ (10:55)

Project sponsors will provide updates on their projects currently experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds. The Caucus will review the updated information and take action on recommended next steps for each project, per the updated project tracking policies detailed in the attachment from the June 2022 Transportation Operators Committee meeting. Summary information on currently delayed projects will be sent out in advance of the meeting.

6. Discussion: Transit Agency Roundtable (11:50)

As time permits, transit agency staff will provide updates on their work, and ask questions or share information about FTA funding and other requirements.

7. Other Business (11:55)

8. Next Meeting: August 9, 2023: 10:30 a.m. – 12:00 p.m.

9. Adjourn (12:00 p.m.)

10. Information: Safety Requirement for 5307 Funds*

Attachment overviews how transit agencies are meeting the new safety requirement.

* Supporting materials attached.

^ Supporting materials will be sent in advance of the meeting.

For more information, contact Sarah Gutschow at (206) 587-4822 or sgutschow@psrc.org.

Zoom Remote Connection Information:

To join audio/video conference:

<https://psrc-org.zoom.us/j/87800746580?pwd=dC9EdnBnVWdyakxsZE40Sldwd0NaQT09>

To join via cellphone (1-touch dial):

8335480276,,87800746580#,,,,*921586# US Toll-free

8335480282,,87800746580#,,,,*921586# US Toll-free

To join via phone:

Dial by your location

833 548 0276 US Toll-free

833 548 0282 US Toll-free

Meeting ID: 878 0074 6580

Passcode: 921586

Regional FTA Caucus Attendees:

Please adhere to a few virtual meeting rules:

- Please keep your microphone muted at all times when not speaking
- Use *6 to mute/unmute phone
- Speakerphone is not recommended

Other Formats:

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>



Puget Sound Regional Council

Regional FTA Caucus Meeting Summary

Date: February 8, 2023 from 10:30 a.m.-12:00 p.m.

Location: Online Meeting Only - Zoom Remote Meeting

Welcome and Introductions

Steffani Lillie, Chair, welcomed everyone at 10:30 a.m. and took a roll call and confirmed the members and alternates present.

Approval of Meeting Summary

The summary for the December 14, 2022 Regional FTA Caucus meeting was approved as presented.

Potential Action/Discussion: Review of Delayed TrAMS Obligations

Sarah Gutschow, PSRC, provided an overview of projects currently experiencing delays in obligating their regional FTA funds or “flexed” FHWA funds, as detailed in the [agenda packet](#). Project sponsors then provided additional information on their delayed projects, including current efforts to advance their projects towards obligation or else return the funds to the region for redistribution.

Joanna Hankamer, City of Seattle, presented proposed next steps for their agency's delayed Center City Connector project. Joanna said that over the next eight months, Seattle would use local funds for work to confirm and update key project elements. Following this planning phase, Seattle would embark on full project design and engineering updates using the delayed \$7.32 million in 2018 CMAQ funds, originally awarded for vehicle purchases. To that end, they requested that the Caucus defer any recommendation on these delayed funds until they completed their planning update in September 2023. At that point, Seattle would obligate the remaining unobligated \$3.5 million and begin expending the already obligated \$3.8 million in CMAQ funds.

The Caucus discussed this proposal and then took action to recommend the proposed updated timeline and shift of the funds to the preliminary engineering and design phase, contingent on Seattle providing updates to the committee at a mid-point check-in prior to September 2023.

David Morrison, King County Metro, then provided updates on how the agency was working with their FTA grant representative to prioritize unobligated grants and move

them forward to obligation. The Caucus said they needed more detailed explanations before making a recommendation on Metro's delayed projects and requested that the agency provide more information at the next Caucus meeting on the overall plan and schedule for all of their unobligated funds. David said that Metro would provide that information prior to the next Caucus meeting.

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Discussion: 2023 FTA Annual Adjustments and 2020 Census Updates

Sarah provided an update on the recently released 2023 FTA apportionments, including an overview of the funding received and the draft annual adjustments process schedule. She also presented information on updated regional data and Urbanized Area designations from the 2020 Census.

The presentation can be viewed on the PSRC website [here](#)

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Discussion: FTA Funding and Requirements

Sarah reviewed the new requirement under the Bipartisan Infrastructure Law (BIL) that Section 5307 grantees certify in every grant application that at least .75% of 5307 funds in the grant are used for safety-related projects or project components. Caucus members then provided some information on which projects or project components they have been using to certify they are meeting the new safety requirement in their recent grant applications. Sarah said that after the meeting PSRC would follow up for more information from each agency.

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Roundtable / Other Business

During the Roundtable, the committee received updates and announcements from the following attendees:

- Sarah Gutschow, PSRC, provided a brief update on recent discussions of the Transportation Policy Board FTA Working Group for reviewing PSRC's FTA funding distribution methodology.

For more information, contact Sarah Gutschow at sgutschow@psrc.org.

Adjourn

The meeting adjourned at 12:00 p.m.

***Members and Alternates Present**

See attached attendance roster for the member or alternate representing each agency at the meeting; additional alternates present are listed below.

***Alternates, Interested Parties, and PSRC Staff Present**

Elsa Brown, City of Seattle; Danielle Casey, FTA; Joanna Hankamer, City of Seattle; Corine Jackson, Pierce Transit; Amanda Koerber, Everett Transit; Todd Lamphere, WSF; Monica Overby, Sound Transit; Mark Stojak, FTA; Jim Storment, City of Seattle; Kenneth Wilson, Sound Transit

PSRC: Monica Adkins, Gil Cerise, Sarah Gutschow, Nick Johnson

**All attendees were present via remote participation*

Regional FTA Caucus Attendance Roster

(Members and Alternates represented)

Date: February 8, 2023 10:30am - 12:00pm

Online/Remote Meeting Only

Agency/Jurisdiction		Name
Transit Agencies		
Community Transit (1)	x	Kathryn Rasmussen
		Ashley Ross (Alt.)
Everett Transit (1)	x	Melinda Adams
		Amanda Koerber (Alt.)
King County Metro (1)		Peter Heffernan
	x	David Morrison (Alt.)
Kitsap Transit (1)	x	Steffani Lillie, Chair
		Jeff Davidson (Alt.)
Pierce County Ferries (1)	x	Clint Ritter, Vice Chair
		Peter Lewis-Miller (Alt.)
Pierce Transit (1)		Barb Hunter
		Corine Jackson (Alt.)
	x	Tina Lee (Alt.)
Seattle DOT (1)	x	Benjamin Smith
		Vacant (Alt.)
Sound Transit (1)	x	Lisa Wolterink
		Kirste Johnson (Alt.)
		Monica Overby (Alt.)
State		
WSDOT - Washington State Ferries (1)		John Bernhard
		Todd Lamphere (Alt. 1)
	x	Krishan Aggarwal (Alt. 2)
		Leslie Rifkin (Alt. 3)
Non-Voting Participants		
Intercity Transit		Peter Stackpole
	x	Jessica Gould (Alt.)
Skagit Transit		Marcy Smith

1/30/2023

Community Transit Redistribution Request

Request: Community Transit (CT) requests to redistribute \$2,145,839 in Marysville (MAR) UZA FFY2020 5307 funds between the projects identified below.

Explanation: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. Therefore, to ensure timely obligation of formula funding, CT requests to redistribute funds from its "Transit Revenue Vehicles 2018-2020" project to the existing "Marysville UZA Transit Operations" and "Preventive Maintenance" projects. After the federal funds are redistributed, the scope for the "Transit Revenue Vehicles 2018-2020" project will be reduced by five vehicles. The "Marysville UZA Transit Operations" project will use the funds for an additional 9,458 hours of service for operating the agency's fixed route services. The "Preventive Maintenance" project will use the funds for an additional 10,000 hours of preventive maintenance of CT's buses.

FFY 2020 MAR UZA 5307 Funds

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2020	CT-64	Transit Revenue Vehicles 2018-2020	5307	\$2,145,839	-\$2,145,839	\$0
2020	CT-61	Marysville UZA Transit Operations	5307	\$0	\$945,839	\$945,839

Community Transit Redistribution Request

Request: Community Transit (CT) requests to redistribute \$244,897 in Marysville (MAR) UZA FFY2021 5339 funds and \$3,912,082 in Seattle-Tacoma Everett (STE) UZA FFY2022 5337 HIMB funds between the projects identified below.

Explanation: The redistribution is needed because the agency's bus order plans have changed due to recent service adjustments. These adjustments reflect post-COVID ridership changes, driver staffing shortages, and 2024 service network changes related to future LINK Light Rail service to Lynnwood. Therefore, CT requests to redistribute funds from its "Transit Revenue Vehicles 2021-2022" project to the existing "Swift BRT Gold Line" project and a new "Facility Rehab Renovation at Merrill Creek Operations Base" project. After the federal funds are redistributed, the scope for the "Transit Revenue Vehicles 2021-2022" project will be reduced by five vehicles. The "Swift BRT Gold Line" project scope will not change as the federal funds will be used to displace local funds. The "Facility Rehab Renovation at Merrill Creek Operations Base" project will use the new funds for facility renovations at CT's main operations base. This redistribution will ensure timely obligation of formula funding and help maintain the agency's operations base in a state of good repair.

FFY 2021 MAR UZA 5339 and FFY 2022 STE UZA 5337 HIMB Funds

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2021	CT-69	Transit Revenue Vehicles 2021-2022	5339	\$244,897	-\$244,897	\$0
2022	CT-69	Transit Revenue Vehicles 2021-2022	5337 HIMB	\$3,912,082	-\$3,912,082	\$0
2021	CT-74	Swift BRT Gold Line	5339	\$0	\$244,897	\$244,897
2022	TBD	Facilities Rehabilitation, Renovation and Maintenance 2022-2024	5337 HIMB	\$0	\$3,912,082	\$3,912,082

PSRC 2023 FTA Annual Adjustments Summary Information

PSRC coordinates with the Federal Transit Administration (FTA) and the region's public transit agencies to distribute PSRC's FTA funds to projects in the three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett (STE). On an annual basis, the FTA requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. More information about this process is available in the accompanying *PSRC FTA Annual Adjustments Process Overview* technical addendum.

Table 1: PSRC FTA 5307, 5337 & 5339 Funding Apportionments for FFY 2023

Table 1 shows the 2023 FTA full-year funding apportionments, published by the FTA on January 27, 2023. The UZAs received their 2023 funding apportionments under three separate FTA grant programs: 5307, 5337 (HIFG & HIMB), and 5339.

Funding Source	Bremerton UZA	Marysville UZA	Seattle-Tacoma-Everett UZA	Grand Total
5307	\$5,829,456	\$2,840,845	\$148,263,835	\$156,934,136
5337 HIFG	\$438,208	\$0	\$82,383,156	\$82,821,364
5337 HIMB	\$0	\$0	\$26,922,686	\$26,922,686
5339	\$404,495	\$322,671	\$10,043,275	\$10,770,441
<i>Total</i>	\$6,672,159	\$3,163,516	\$267,612,952	\$277,448,627

Table 2: Bremerton and Marysville UZAs – Overall Adjustments of FFY 2023 PSRC FTA Funds

Table 2 provides an overview of the funding changes needed for the Bremerton and Marysville UZAs for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2023.

Bremerton UZA			
Funding Source	Programmed	Final 2023 Amount	Adjustment
5307	\$3,451,170	\$5,804,456	\$2,353,286
5307 - PSRC Work Program	\$25,000	\$25,000	\$0
5337 HIFG	\$276,029	\$438,208	\$162,179
5339	\$296,550	\$404,495	\$107,945
<i>Total</i>	\$4,048,749	\$6,672,159	\$2,623,410

Marysville UZA			
Funding Source	Programmed	Final 2023 Amount	Adjustment
5307	\$2,037,078	\$2,825,845	\$788,767
5307 - PSRC Work Program	\$15,000	\$15,000	\$0
5339	\$247,923	\$322,671	\$74,748
<i>Total</i>	\$2,300,001	\$3,163,516	\$863,515

The following five tables include information on PSRC's FTA funds for the STE UZA based on the 2023 edition of PSRC's STE UZA disaggregation tool. A copy of the tool is available upon request.

Table 3a: STE UZA Earned Shares by Agency for FFY 2023

Table 3b identifies the currently programmed funds by source for each agency, their final earned share amounts, and any necessary adjustments. *NOTES: 1) The final earnings do not reflect the funding exchange between Washington State Ferries and Pierce Transit that was agreed to as part of the 2020 Project Selection Process. PSRC staff will reach out to these agencies to identify their final 2023 earnings by source. 2) Per adopted agency policy, external agencies do not receive STE UZA minimum floor adjustments.*

	Agency	Currently Programmed for 2023	Final 2023 Earned Share	Minimum Floor	Total Earned Share and Min. Floor for 2023	Adjustment
5307	Community Transit	\$6,293,931	\$9,813,159		\$9,813,159	\$3,519,228
	Everett Transit	\$1,270,898	\$1,029,676	\$245,333	\$1,275,009	\$4,111
	Intercity Transit	\$1,779,354	\$2,496,598		\$2,496,598	\$717,244
	King County Metro	\$36,626,935	\$53,356,236		\$53,356,236	\$16,729,301
	Kitsap Transit (STE UZA Earned Share only)	\$358,324	\$1,538,680		\$1,538,680	\$1,180,356
	Pierce County Ferry Operations	\$0	\$464,913	\$0	\$464,913	\$464,913
	Pierce Transit	\$6,482,545	\$7,267,229		\$7,267,229	\$784,684
	City of Seattle	\$781,948	\$248,877	\$460,811	\$709,688	(\$72,260)
	Skagit Transit	\$0	\$440,021		\$440,021	\$440,021
	Sound Transit	\$22,297,584	\$32,413,079		\$32,413,079	\$10,115,495
	Washington State Ferries	\$4,434,846	\$6,864,199		\$6,864,199	\$2,429,353
	5307 Earned Share Subtotals	\$80,326,365	\$115,932,667	\$706,144	\$116,638,811	\$36,312,446
5337 HIFG	King County Metro	\$25,673,710	\$37,351,990		\$37,351,990	\$11,678,280
	Kitsap Transit (STE UZA Earned Share only)	\$20,503	\$35,587		\$35,587	\$15,084
	Pierce County Ferry Operations	\$0	\$1,103,667		\$1,103,667	\$1,103,667
	City of Seattle	\$593,051	\$665,768		\$665,768	\$72,717
	Sound Transit	\$19,272,104	\$29,628,757		\$29,628,757	\$10,356,653
	Washington State Ferries	\$7,636,112	\$13,597,386		\$13,597,386	\$5,961,274
	5337 HIFG Earned Share Subtotals	\$53,195,480	\$82,383,155	\$0	\$82,383,155	\$29,187,675
5337 HIMB	Community Transit	\$2,284,408	\$3,995,208		\$3,995,208	\$1,710,800
	King County Metro	\$8,038,793	\$11,495,596		\$11,495,596	\$3,456,803
	Pierce Transit	\$79,548	\$206,710		\$206,710	\$127,162
	Sound Transit	\$8,105,425	\$11,225,172		\$11,225,172	\$3,119,747
	5337 HIMB Earned Share Subtotals	\$18,508,174	\$26,922,686	\$0	\$26,922,686	\$8,414,512
5339	Community Transit	\$869,171	\$957,320		\$957,320	\$88,149
	Everett Transit	\$104,102	\$100,447		\$100,447	(\$3,655)
	Intercity Transit	\$245,631	\$243,566		\$243,566	(\$2,065)
	King County Metro	\$3,819,168	\$4,067,149		\$4,067,149	\$247,981
	Kitsap Transit (STE UZA Earned Share only)	\$48,309	\$36,665		\$36,665	(\$11,644)
	Pierce Transit	\$705,322	\$708,941		\$708,941	\$3,619
	Skagit Transit	\$0	\$42,928		\$42,928	\$42,928
	Sound Transit	\$1,430,970	\$1,490,506		\$1,490,506	\$59,536
	5339 Earned Share Subtotals	\$7,222,673	\$7,647,522	\$0	\$7,647,522	\$424,849
Earned Share Totals		\$159,252,692	\$232,886,030	\$706,144	\$233,592,174	\$74,339,482
Note 1: The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.						
Note 2: Minimum Floor funds are taken from regional 5307 funds.						

Table 3b: Minimum Floor Calculation and Amount for FFY 2023

The first table below identifies the STE UZA earned share funding by source and the resulting one percent of the total amount. The second table identifies the adjustments needed for each agency to reach the minimum floor amount. Per adopted policy, for FFY2023 the minimum floor adjustment is capped at the FFY2015 amount, so qualifying agencies are brought up to the 2015 amount instead of 1% of the FFY2023 earned share funds.

Minimum Floor Amount				
	5307	5337 (HIFG & HIMB)	5339	Total
STE Earned Share Funding	\$ 115,932,667	\$ 109,305,841	\$ 7,647,522	\$ 232,886,030
One Percent of Funding	\$ 1,159,327	\$ 1,093,058	\$ 76,475	\$ 2,328,860

Minimum Floor Amount by Agency						
Agency	Earned Share - Before Minimum Floor				Minimum Floor Amount*	Difference (Minimum Floor Adjustment)
	5307	5337	5339	Total		
Everett Transit	\$ 1,029,676	\$ -	\$ 100,447	\$ 1,130,123	\$ 1,375,456	\$ 245,333
City of Seattle	\$ 248,877	\$ 665,768	\$ -	\$ 914,645	\$ 1,375,456	\$ 460,811
Pierce County Ferry Operations**	\$ 464,913	\$ 1,103,667	\$ -	\$ 1,568,580	\$ 1,375,456	\$ -
				Total		\$ 706,144

* Per the 2020 Policy Framework for PSRC's Federal Funds, the amount of minimum floor for the years FFY2023-24 is capped at the FFY2015 amount of minimum floor.

** Because Pierce County earned more than the capped FFY2015 amount, no funds from the set-aside will be needed to adjust the agency's funding for FFY2023.

Table 3c: FTA Competitive Funds and Net Adjustments for FFY 2023

Table 3c identifies the adjustments needed to PSRC's Regional Competitive funds for 2023. This table shows the regional competitive funding amount after funds were taken from the regional pot for the preservation set-aside and minimum floor adjustment. A portion of FFY 2023 regional competitive funds has already been awarded to projects as part of the 2020 project selection process. Per the standard process, the additional 2023 funds as shown in the table below will be distributed to regional competitive projects advanced from 2024. The subsequent "freed up" funds will then be distributed later this year through the newly adopted equity formula distribution process.

	Currently Programmed for 2023	Final 2023 Amounts	Minimum Floor	Total Amount	Adjustments
5307 (projects with FTA Competitive funds)	\$14,255,465	\$19,553,654	\$706,144	\$18,847,510	\$4,592,045
5339 (funds derived from regional attributes)	\$0	\$2,395,752		\$2,395,752	\$2,395,752
Totals	\$14,255,465	\$21,949,406	\$706,144	\$21,243,262	\$6,987,797

As a reminder, the regional competition only programmed 5307 funds, so the amount of 5339 regional funding in the table above will need to be exchanged.

Table 3d: STE UZA Preservation Set Aside and Net Adjustments for FFY 2023

Table 3d identifies the funds provided through PSRC's FTA preservation set aside and the adjustments for 2023. Per adopted policy, the preservation set-aside is a fixed amount that will not be adjusted; however, the distribution among agencies based on their current earned share percentages is revised as part of each annual adjustment process. The following table identifies the preservation funds currently programmed for each agency for 2023 and the amount that each will receive based on their share of the 2023 earned share funds.

	Agency	Preservation Funds Currently Programmed for 2023	Share by Agency	Total 2023 Earned Share Funds	Share by Agency	Total to be Received per 2023 Earned Share	Adjustment
Preservation	Community Transit	\$704,416	6.09%	\$14,765,687	6.47%	\$748,962	\$44,546
	Everett Transit	\$63,992	0.55%	\$1,130,123	0.50%	\$57,323	(\$6,669)
	King County Metro	\$5,529,357	47.80%	\$106,270,971	46.60%	\$5,390,398	(\$138,959)
	Pierce County Ferry Operations*	\$61,088	0.53%	\$1,568,580	0.69%	\$79,563	\$18,475
	Pierce Transit	\$439,346	3.80%	\$8,182,880	3.59%	\$415,061	(\$24,285)
	City of Seattle	\$58,763	0.51%	\$914,645	0.40%	\$46,394	(\$12,369)
	Sound Transit	\$3,810,528	32.94%	\$74,757,514	32.78%	\$3,791,936	(\$18,592)
	Washington State Ferries	\$900,023	7.78%	\$20,461,585	8.97%	\$1,037,876	\$137,853
		\$11,567,513	100%	\$228,051,985	100%	\$11,567,513	\$0

* The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.

Table 3e: STE UZA PSRC FTA Funds with Overall Adjustments for FFY 2023

Table 3e provides an overview of the funding changes needed for the STE UZA for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2023.

Seattle-Tacoma-Everett (STE) UZA			
Funding Source	Programmed	Final 2023 Amount	Adjustment
Earned Share (including minimum floor)			
5307	\$80,326,365	\$116,638,811	\$36,312,446
5307 - PSRC Work Program	\$1,210,000	\$1,210,000	\$0
5337 HIFG	\$53,195,480	\$82,383,155	\$29,187,675
5337 HIMB	\$18,508,174	\$26,922,686	\$8,414,512
5339	\$7,222,673	\$7,647,522	\$424,849
Subtotal	\$160,462,692	\$234,802,174	\$74,339,482
Regional Competition (after minimum floor)			
5307	\$14,255,465	\$18,847,510	\$4,592,045
5339	\$0	\$2,395,752	\$2,395,752
Subtotal	\$14,255,465	\$21,243,262	\$6,987,797
Preservation Set Aside			
5307	\$11,567,513	\$11,567,513	\$0
Subtotal	\$11,567,513	\$11,567,513	\$0
STE UZA Total	\$186,285,670	\$267,612,949	\$81,327,279

Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2023

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2023. Slight differences between the funding amounts in the table below and the published apportionments (Table 1) are due to rounding and will be corrected as part of agency project adjustments.

Total FFY 2023 FTA Funds			
	Programmed	Final 2023 Amount	Adjustment
Bremerton UZA	\$4,048,749	\$6,672,159	\$2,623,410
Marysville UZA	\$2,300,001	\$3,163,516	\$863,515
STE UZA	\$186,285,670	\$267,612,949	\$81,327,279
Total FFY 2023 FTA funds	\$192,634,420	\$277,448,624	\$84,814,204

Table 5: 2023 PSRC FTA Funds Currently Programmed by UZA and Project

The following tables describe how FTA funds are currently programmed for projects within each UZA. Each agency will be asked to identify the projects to which 2023 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction regarding how the adjustments process will apply to its currently programmed projects.

Bremerton UZA				
Project ID	Sponsor	Project	Source	Programmed
KT-65	Kitsap Transit	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$276,029
KT-67	Kitsap Transit	Bus and OTR Coach Purchase (23-24)	5307	\$3,451,170
KT-67	Kitsap Transit	Bus and OTR Coach Purchase (23-24)	5339	\$296,550
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$25,000
Total				\$4,048,749
Marysville UZA				
Project ID	Sponsor	Project	Source	Programmed
CT-70	Community Transit	Marysville UZA Transit Operations 2023-2024	5307	\$2,037,078
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5339	\$247,923
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$15,000
Total				\$2,300,001
Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
5307 Funds				
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5307	\$6,293,931
ET-51	Everett Transit	2023 Preventive Maintenance for the Vehicle Fleet	5307	\$1,270,898
IT-11	Intercity Transit	FY 2023 - 2024 Replacement Fixed Route Coaches	5307	\$559,354
IT-12	Intercity Transit	FY 23-24 Capital Preventive Maintenance	5307	\$320,000
IT-13	Intercity Transit	FY 2023 - 2024 Vanpool Vans	5307	\$900,000
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5307	\$36,626,935
KT-67	Kitsap Transit	Bus and OTR Coach Purchase (23-24)	5307	\$358,324
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$1,210,000
PT-174	Pierce Transit	ADA Service 2023-24	5307	\$698,298
PT-175	Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$5,784,247
SEA-238	Seattle	Monorail System Maintenance 2023-2024	5307	\$430,129
SEA-239	Seattle	Seattle Streetcar System Maintenance 2023-2024	5307	\$351,819
RTA-95	Sound Transit	Downtown Redmond Link Extension	5307	\$22,297,584
WSF-82	Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	5307	\$3,490,636
WSF-118	Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	5307	\$944,210
Subtotal				\$81,536,365
5337 HIFG Funds				
KT-65	Kitsap Transit	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$20,503
MET-216	King County Metro	Atlantic Base Pavement Replacement	5337 HIFG	\$531,527
MET-235	King County Metro	Atlantic Base Trolley Power System Replacement	5337 HIFG	\$1,864,761
MET-243	King County Metro	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$3,842,610
MET-244	King County Metro	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024	5337 HIFG	\$17,062,360
MET-245	King County Metro	Vessel Preservation 2023-2024	5337 HIFG	\$1,472,452
MET-246	King County Metro	Vessel Maintenance 2023-2024	5337 HIFG	\$900,000
SEA-238	Seattle	Monorail System Maintenance 2023-2024	5337 HIFG	\$593,051
RTA-107	Sound Transit	Sounder and Link State of Good Repair (2023-2024)	5337 HIFG	\$19,272,104
WSF-118	Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	5337 HIFG	\$7,636,112
Subtotal				\$53,195,480
5337 HIMB Funds				
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5337 HIMB	\$2,284,408
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5337 HIMB	\$8,038,793
PT-175	Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5337 HIMB	\$79,548
RTA-106	Sound Transit	Regional Express Bus Program (2023-2024)	5337 HIMB	\$8,105,425
Subtotal				\$18,508,174

5339 Funds				
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5339	\$869,171
ET-49	Everett Transit	2022-2023 EVST Electronic Signage (Passenger Amenities)	5339	\$104,102
IT-11	Intercity Transit	FY 2023 - 2024 Replacement Fixed Route Coaches	5339	\$245,631
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5339	\$3,819,168
KT-67	Kitsap Transit	Bus and OTR Coach Purchase (23-24)	5339	\$48,309
PT-175	Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5339	\$705,322
RTA-106	Sound Transit	Regional Express Bus Program (2023-2024)	5339	\$1,430,970
Subtotal				\$7,222,673
Total STE UZA Earned Share				\$160,462,692

Seattle-Tacoma-Everett UZA - Regional Competition				
Project ID	Sponsor	Project	Source	Programmed
MET-241	King County Metro	South King County Corridor Speed and Reliability Improvements	5307	\$737,000
PT-176	Pierce Transit	Spanaway Transit Center Phase II	5307	\$1,271,477
SEA-240	Seattle	Northgate to Downtown Transit Improvements	5307	\$3,000,000
RTA-100	Sound Transit	I-405 Bus Rapid Transit	5307	\$5,607,438
RTA-103	Sound Transit	SR 522/NE 145th St BRT	5307	\$727,310
RTA-108	Sound Transit	NE 130th Street Infill Station	5307	\$2,912,240
Total				\$14,255,465

Seattle-Tacoma-Everett UZA - Preservation Set Aside				
Project ID	Sponsor	Project	Source	Programmed
CT-71	Community Transit	Transit Revenue Vehicles 2023-2024	5307	\$704,416
ET-47	Everett Transit	2023 Everett Station Preventive Maintenance	5307	\$63,992
MET-238	King County Metro	King County Metro Bus Acquisition 2023-2024	5307	\$5,529,357
PT-175	Pierce Transit	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$500,434
SEA-239	Seattle	Seattle Streetcar System Maintenance 2023-2024	5307	\$58,763
RTA-106	Sound Transit	Regional Express Bus Program (2023-2024)	5307	\$3,810,528
WSF-118	Washington State Ferries	Vessel Preservation and Improvement (2023- 2024)	5307	\$900,023
Total				\$11,567,513

Total STE UZA \$186,285,670

Grand Total 2023 FTA Funds Programmed \$192,634,420

2023 PSRC FTA Adjustments - Project Changes

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-38	Silverdale Transit Center	5307	\$ -	\$ 2,353,286	\$ -	\$ 2,353,286
			5339	\$ -	\$ 107,945	\$ -	\$ 107,945
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 276,029	\$ 162,179	\$ -	\$ 438,208
	KT-67	Bus and OTR Coach Purchase (23-24)	5307	\$ 3,451,170	\$ -	\$ -	\$ 3,451,170
			5339	\$ 296,550	\$ -	\$ -	\$ 296,550
PSRC	PSRC-24	Regional Transportation Planning and Programming, FY24-25	5307	\$ 25,000	\$ -	\$ -	\$ 25,000
Total				\$ 4,048,749	\$ 2,623,410	\$ -	\$ 6,672,159

Marysville UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-70	Marysville UZA Transit Operations 2023-2024	5307	\$ 2,037,078	\$ -	\$ -	\$ 2,037,078
	CT-71	Transit Revenue Vehicles 2023-2024	5339	\$ 247,923	\$ -	\$ (247,923)	\$ -
	CT-74	Swift BRT Gold Line	5339	\$ -	\$ 74,748	\$ 247,923	\$ 322,671
	TBD	Preventive Maintenance 2023-2024	5307	\$ -	\$ 788,767	\$ -	\$ 788,767
PSRC	PSRC-24	Regional Transportation Planning and Programming, FY24-25	5307	\$ 15,000	\$ -	\$ -	\$ 15,000
Total				\$ 2,300,001	\$ 863,515	\$ -	\$ 3,163,516

Seattle-Tacoma-Everett - Earned Share							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-71	Transit Revenue Vehicles 2023-2024	5307	\$6,293,931	\$ -	\$ (4,534,387)	\$ 1,759,544
			5337 HIMB	\$2,284,408	\$ -	\$ -	\$ 2,284,408
			5339	\$869,171	\$ -	\$ (869,171)	\$ -
	CT-74	Swift BRT Gold Line	5307	\$0	\$ 3,519,228	\$ 4,534,387	\$ 8,053,615
	TBD	Facilities Rehabilitation, Renovation and Maintenance 2022-2024	5337 HIMB	\$0	\$ 1,710,800	\$ -	\$ 1,710,800
			5339	\$0	\$ 88,149	\$ 869,171	\$ 957,320
Community Transit Totals				\$ 9,447,510	\$ 5,318,177	\$ -	\$ 14,765,687
Everett Transit	ET-49	2022-2023 EVST Electronic Signage (Passenger Amenities)	5339	\$104,102	\$ (3,655)	\$ -	\$ 100,447
	ET-51	2023 Preventive Maintenance for the Vehicle Fleet	5307	\$1,270,898	\$ -	\$ (1,270,898)	\$ -
	TBD	2023 Everett Station HVAC Replacement	5307	\$0	\$ 4,111	\$ 1,270,898	\$ 1,275,009
Everett Transit Totals				\$ 1,375,000	\$ 456	\$ -	\$ 1,375,456

Intercity Transit	IT-6	Pattison MOA Base Rehabilitation and Expansion	5307	\$0	\$ 717,244	\$ 1,779,354	\$ 2,496,598
			5339	\$0	\$ (2,065)	\$ 245,631	\$ 243,566
	IT-11	FY 2023 - 2024 Replacement Fixed Route Coaches	5307	\$559,354	\$ -	\$ (559,354)	\$ -
			5339	\$245,631	\$ -	\$ (245,631)	\$ -
	IT-12	FY 23-24 Capital Preventive Maintenance	5307	\$320,000	\$ -	\$ (320,000)	\$ -
	IT-13	FY 2023 - 2024 Vanpool Vans	5307	\$900,000	\$ -	\$ (900,000)	\$ -
Intercity Transit Totals				\$ 2,024,985	\$ 715,179	\$ -	\$ 2,740,164
King County Metro	MET-216	Atlantic Base Pavement Replacement	5337 HIFG	\$531,527	\$ 1,938,620	\$ -	\$ 2,470,147
	MET-232	Atlantic Base Vehicle Maintenance Bus Lifts	5337 HIFG	\$0	\$ 6,728,478	\$ -	\$ 6,728,478
	MET-235	Atlantic Base Trolley Power System Replacement	5337 HIFG	\$1,864,761	\$ -	\$ -	\$ 1,864,761
	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$36,626,935	\$ -	\$ (20,000,000)	\$ 16,626,935
			5337 HIMB	\$8,038,793	\$ -	\$ (8,038,793)	\$ -
			5339	\$3,819,168	\$ 2,643,734	\$ -	\$ 6,462,902
	MET-243	Trolley System Transit Asset Management 2023-2024	5337 HIFG	\$3,842,610	\$ -	\$ -	\$ 3,842,610
	MET-244	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 202	5337 HIFG	\$17,062,360	\$ -	\$ (13,751,365)	\$ 3,310,995
	MET-245	Vessel Preservation 2023-2024	5337 HIFG	\$1,472,452	\$ -	\$ (1,472,452)	\$ -
	MET-246	Vessel Maintenance 2023-2024	5337 HIFG	\$900,000	\$ -	\$ -	\$ 900,000
	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	5307	\$0	\$ 14,333,550	\$ 20,000,000	\$ 34,333,550
			5337 HIMB	\$0	\$ 3,456,803	\$ 8,038,793	\$ 11,495,596
TBD	Trolley Bus ESS Unit Replacement	5337 HIFG	\$0	\$ 3,011,183	\$ 15,223,817	\$ 18,235,000	
King County Metro Totals				\$ 74,158,606	\$ 32,112,368	\$ -	\$ 106,270,974

Kitsap Transit	KT-38	Silverdale Transit Center	5307	\$ -	\$ 1,180,356	\$ -	\$ 1,180,356
	KT-65	Passenger Only Ferry Terminal Improvements (23-24)	5337 HIFG	\$ 20,503	\$ 15,084	\$ -	\$ 35,587
	KT-67	Bus and OTR Coach Purchase (23-24)	5307	\$ 358,324	\$ -	\$ -	\$ 358,324
	KT-67	Bus and OTR Coach Purchase (23-24)	5339	\$ 48,309	\$ (11,644)	\$ -	\$ 36,665
Kitsap Transit Totals				\$ 427,136	\$ 1,183,796	\$ -	\$ 1,610,932
Pierce Transit	PT-174	ADA Service 2023-24	5307	\$698,298	\$ -	\$ -	\$ 698,298
	PT-175	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$5,784,247	\$ -	\$ (138,246)	\$ 5,646,001
			5337 HIMB	\$79,548	\$ 127,162	\$ -	\$ 206,710
			5339	\$705,322	\$ 3,619	\$ -	\$ 708,941
	TBD	Shuttle Revenue Vehicles 2023-24	5307	\$0	\$ 2,353,264	\$ 138,246	\$ 2,491,510
Pierce Transit Totals				\$ 7,267,415	\$ 2,484,045	\$ -	\$ 9,751,460
PSRC	PSRC-24	Regional Transportation Planning and Programming, FY24-25	5307	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
PSRC Totals				\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
City of Seattle	SEA-238	Monorail System Maintenance 2023-2024	5307	\$430,129	\$ (72,260)	\$ (28,342)	\$ 329,527
			5337 HIFG	\$593,051	\$ 72,717	\$ -	\$ 665,768
	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$351,819	\$ -	\$ 28,342	\$ 380,161
City of Seattle Totals				\$ 1,374,999	\$ 457	\$ -	\$ 1,375,456
Skagit Transit	SKA-4	Skagit Transit Maintenance Operations and Adminstration Facility	5307	\$ -	\$ 440,021	\$ -	\$ 440,021
	SKA-4	Skagit Transit Maintenance Operations and Adminstration Facility	5339	\$ -	\$ 42,928	\$ -	\$ 42,928
Skagit Transit Totals				\$ -	\$ 482,949	\$ -	\$ 482,949
Sound Transit	RTA-95	Downtown Redmond Link Extension	5307	\$22,297,584	\$ -	\$ -	\$ 22,297,584
	RTA-98	Tacoma Dome Link Extension	5307	\$0	\$ 9,843,957	\$ -	\$ 9,843,957
	RTA-106	Regional Express Bus Program (2023-2024)	5307	\$0	\$ 271,538	\$ -	\$ 271,538
			5337 HIMB	\$8,105,425	\$ 3,119,747	\$ -	\$ 11,225,172
			5339	\$1,430,970	\$ 59,536	\$ -	\$ 1,490,506
	RTA-107	Sounder and Link State of Good Repair (2023-2024)	5337 HIFG	\$19,272,104	\$ 10,356,653	\$ -	\$ 29,628,757
Sound Transit Totals				\$ 51,106,083	\$ 23,651,431	\$ -	\$ 74,757,514
Washington State Ferries	WSF-82	Seattle Multimodal Terminal at Colman Dock	5307	\$3,490,636	\$ -	\$ -	\$ 3,490,636
	WSF-118	Vessel Preservation and Improvement (2023- 2024)	5307	\$944,210	\$ 1,325,686	\$ -	\$ 2,269,896
			5337 HIFG	\$7,636,112	\$ 7,064,941	\$ -	\$ 14,701,053
Washington State Ferries Totals				\$ 12,070,958	\$ 8,390,627	\$ -	\$ 20,461,585

Seattle-Tacoma-Everett Regional Competition							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
King County Metro	MET-241	South King County Corridor Speed and Reliability Improvements	5307	\$ 737,000	\$ -	\$ -	\$ 737,000
Pierce Transit	PT-176	Spanaway Transit Center Phase II	5307	\$ 1,271,477	\$ -	\$ -	\$ 1,271,477
Seattle	SEA-240	Northgate to Downtown Transit Improvements	5307	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ 5,607,438	\$ -	\$ -	\$ 5,607,438
	RTA-103	SR 522/NE 145th St BRT	5307	\$ 727,310	\$ -	\$ -	\$ 727,310
	RTA-108	NE 130th Street Infill Station	5307	\$ 2,912,240	\$ -	\$ -	\$ 2,912,240
Funds advanced from 2024 to 2023							
Sound Transit	RTA-108	NE 130th Street Infill Station	5307	\$ -	\$ 3,207,110	\$ -	\$ 3,207,110
Remaining 2023 funds available for equity formula distribution							
TBD	TBD	TBD	5307	\$ -	\$ 3,780,687	\$ -	\$ 3,780,687
			Total	\$ 14,255,465	\$ 3,207,110	\$ -	\$ 21,243,262
Seattle-Tacoma-Everett - Preservation Set Aside							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-71	Transit Revenue Vehicles 2023-2024	5307	\$ 704,416	\$ -	\$ (704,416)	\$ -
	TBD	Facilities Rehabilitation, Renovation and Maintenance 2022-2024	5307	\$ -	\$ 44,546	\$ 704,416	\$ 748,962
Everett Transit	ET-47	2023 Everett Station Preventive Maintenance	5307	\$ 63,992	\$ (6,669)	\$ -	\$ 57,323
King County	MET-238	King County Metro Bus Acquisition 2023-2024	5307	\$ 5,529,357	\$ (138,959)	\$ -	\$ 5,390,398
Pierce Transit	PT-175	Clean Fuels Bus Replacement Expansion 2023-24	5307	\$ 500,434	\$ (5,810)	\$ -	\$ 494,624
City of Seattle	SEA-239	Seattle Streetcar System Maintenance 2023-2024	5307	\$ 58,763	\$ (12,369)	\$ -	\$ 46,394
Sound Transit	RTA-106	Regional Express Bus Program (2023-2024)	5307	\$ 3,810,528	\$ -	\$ (3,810,528)	\$ -
	RTA-107	Sounder and Link State of Good Repair (2023-2024)	5307	\$ -	\$ (18,592)	\$ 3,810,528	\$ 3,791,936
Washington State Ferri	WSF-118	Vessel Preservation and Improvement (2023-2024)	5307	\$ 900,023	\$ 137,853	\$ -	\$ 1,037,876
Total				\$ 11,567,513	\$ -	\$ -	\$ 11,567,513
STE UZA Totals				\$ 186,285,670	\$ 77,546,595	\$ -	\$ 267,612,952
Total FFY 2023 FTA Funds				\$ 192,634,420	\$ 81,033,520	\$ -	\$ 277,448,627



Puget Sound Regional Council

DISCUSSION ITEM

June 15, 2022

TO: Transportation Operators Committee

FROM: Sarah Gutschow, Senior Planner

SUBJECT: Recommended FTA and FHWA Project Tracking Updates

IN BRIEF:

In early 2022, the Regional FTA Caucus formed a working group to review PSRC's policies and procedures for projects experiencing delays in obligating regional FTA funds and "flexed" FHWA funds. The working group developed a suite of recommendations with the goal of ensuring timely funding obligations. The Caucus then reviewed and recommended the proposed updates to the TOC at its June 8th meeting. The Transportation Operators Committee is asked to take action on recommending the updates to the Transportation Policy Board.

BACKGROUND:

In 2021, PSRC staff worked with the Regional FTA Caucus to review and update procedures for projects experiencing delays in obligating regional FTA (competitive and preservation set-aside) or "flexed" FHWA funds. Following this update, staff reached out to sponsors with delayed projects, and then presented a summary of the information gathered to the Caucus. Based on this information, the Caucus decided to form a working group to look at further modifications to PSRC's project tracking policies and procedures for projects with funds that have not yet obligated well after the point of meeting PSRC's initial obligation requirements.

The working group held three meetings in February and March 2022 to review potential policy and procedural updates. The resulting recommendations are detailed in the next section. The goals of these modifications are to ensure that both processes maintain consistency with the integrity of the competitive process, projects continue to stay on track and funds are used efficiently. The Caucus reviewed and recommended the proposed updates to the TOC at its June 8th meeting.

PROPOSED UPDATES:

Evaluation of Reasons for Delay

The working group discussed potential reasons for delay that would be considered either reasonable or unreasonable. The primary consideration in determining whether a delay would be considered reasonable is whether the delay is due to factors outside of

the sponsor's control. Regardless of the reason for delay, the sponsor is expected to demonstrate that they have been putting in effort to progress their application through the grant process in TrAMS, the FTA's grant management system. Examples of reasonable and unreasonable delays are outlined below.

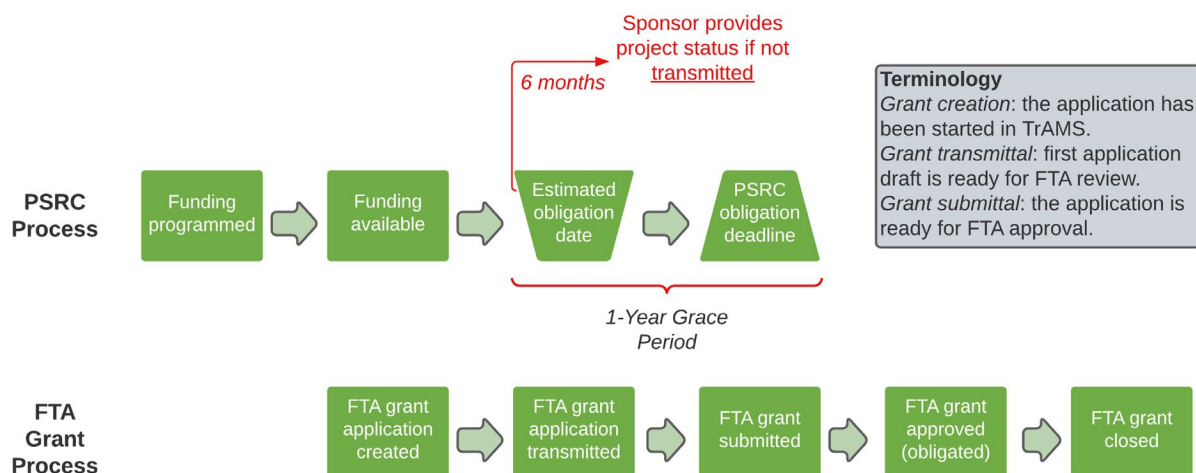
Reasonable Delays	Unreasonable Delays
Processing delays by FTA or other resource agencies, e.g. NEPA approval	Significant changes to scope
New FTA requirements, expectations or interpretations	Shifting priorities within the agency
Project delays due to working with partner agencies	Insufficient funding
	Work that was not begun in a reasonable time to meet the obligation deadline

For delays due to emergent situations, the Caucus will make evaluations on a case-by-case basis to determine if the delay is due to a true emergency. The definition of "emergency" will be applied as follows:

- The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; AND
- The facility / project has been impacted by a natural disaster or catastrophic event; or
- The facility / project is experiencing a major safety issue; or
- There are or will be significant impacts to the regional system and/or local population / employment centers if the need is not addressed.

Project Tracking Procedures

Regional FTA – Proposed Procedural Update



Current Policy: FTA regional funds are allowed a one-year grace period beyond their estimated date to obligate funds. Funds are considered obligated once the sponsor has created a grant application in TrAMS.

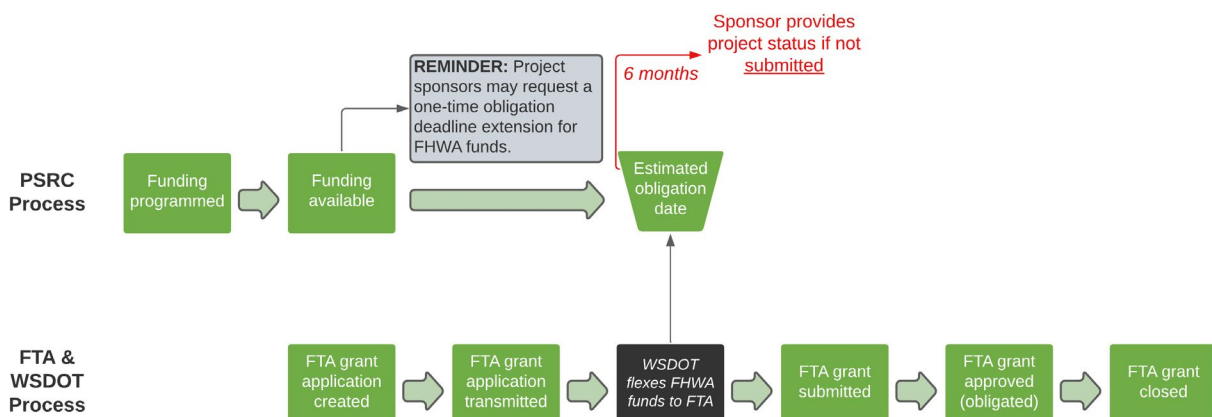
Proposed Update: FTA regional funds will continue to be allowed a one-year grace period beyond their estimated obligation date to obligate funds. PSRC staff will check in with the sponsor five months after the estimated obligation date if the FTA grant application has not yet been transmitted.

Within one month of the notification from PSRC, the project sponsor is expected to provide further information on the status of the project, any expected delays that would impact their ability to obligate within the one-year grace period, their work with FTA to progress the application and any project work already ongoing under pre-award authority. If the sponsor does not respond with this information by the deadline, the funds would then be at risk of being returned to the region.

PSRC staff will then consult with the Regional FTA Caucus Chairs and FTA to review the information from the sponsor and decide if the project is on track. If not, they will review the reasons for the delay and determine if an extension is warranted. Based on these recommendations:

- For *reasonable delays*, the Caucus would determine next steps on a case-by-case basis. Next steps could include setting a check-in date for the project and/or revising the obligation schedule for the funds and recommending a one-time obligation date extension. The revised deadline should fall within a reasonable time frame from the original deadline.
- For *unreasonable delays*, the obligation deadline and one-year grace period would still apply for transmitting the grant application. If the sponsor does not transmit the grant application by this deadline, the sponsor would be required to return the funds to the region.

Flexed Regional FHWA – Proposed Procedural Update



Current Policy: Transit agencies can “flex” their regional FHWA-funded projects to be managed by the FTA if approved by WSDOT. Sponsors have met PSRC’s FHWA obligation requirements when the funds have been flexed to FTA. It is expected that projects are ready to obligate once they have been flexed, and that once flexed they will still be accomplishing the project under the originally awarded scope and funding amount from the FHWA competitive process.

Proposed Update: Transit agencies will continue to be able to “flex” their regional FHWA-funded projects to be managed by the FTA if approved by WSDOT. PSRC staff will then check in with the sponsor five months after the original estimated obligation date if the grant application has not yet been submitted.

Within one month of the notification from PSRC, the project sponsor is expected to provide further information on the status of the project, the reasons for the delay, their work with the FTA on advancing the application and any project work already ongoing under pre-award authority. If the sponsor does not respond with this information by the deadline, the funds would then be at risk of being returned to the region.

PSRC staff will then consult with the Regional FTA Caucus Chairs and FTA to review the information from the sponsor and decide if the project is on track. If not, they will review the reasons for the delay and determine if an extension is warranted. Based on these recommendations:

- For *reasonable delays*, the Caucus would determine next steps on a case-by-case basis. Next steps could include setting the next check-in date for the project and/or revising the obligation schedule for the funds and recommending a one-time obligation date extension.
- For *unreasonable delays*, the Caucus would set a hard deadline for submitting the grant application, not to exceed one year after the original estimated obligation date. If the sponsor does not submit the grant application by this deadline, then they would be required to return the funds to the region.

Additional Proposed Updates

The working group proposed some additional procedural updates and clarifications to help strengthen current project tracking procedures, including:

- PSRC will inform the relevant project sponsor once WSDOT sends notification that the FHWA funds have been flexed to FTA.
- Project sponsors are encouraged not to bundle multiple TIP projects into one TrAMS application, if possible, particularly if one or more projects is likely to experience obligation delays.
- PSRC will review and potentially make modifications to current progress report forms to better capture information on FTA-funded projects that are at risk for delay or are already experiencing obligation delays.

- Once applications have fulfilled PSRC's obligation requirements, the FTA would have primary responsibility for ensuring the funds progress through the grant process. PSRC would continue to monitor projects through its regular progress report and TIP amendment processes.

Next Steps

The Transportation Operators Committee is asked to take action on recommending the proposed updates to the Transportation Policy Board. The Transportation Policy Board will then review the recommendations as part of its general review of current procedures for distributing and tracking PSRC's FTA funds.

Lead Staff: For more information contact Sarah Gutschow, Senior Planner, at sgutschow@psrc.org or 206-587-4822.

Project Tracking Policies for PSRC's Federal Funds

Updates on Delayed FTA and FHWA TrAMS Applications

Per PSRC project tracking procedures, regional FTA funds are considered delayed if they have not been *transmitted* six months after their estimated obligation date (EOD), while flexed FHWA funds are considered delayed if they have not been *submitted* in that time span. The table below summarizes projects experiencing delays in obligating funding as of **May 3, 2023**.

King County Metro: Transportation Demand Management to Support Centers and Regional Service Investments (MET-231)		
EOD: 6/1/2021 EOD delay: 20 months	FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023)	TIP project description: This project will fund Transportation Demand Management (TDM) strategies that will stimulate transit ridership and actively promote mode shift from drive-alone trips to support a specific set of new regional transit facility and service investments on up to 13 high-capacity transit (HCT) and bus rapid transit (BRT) corridor. Project status: Work has begun on this project under pre-award authority, with design of project actions and environmental documentation complete. The project will continue until the funds are expended for providing public outreach and implementation of TDM strategies to reduce SOV travel in selected travel corridors within King County, with completion anticipated in December 2023.
Source: CMAQ Phase: PE/Design Amount: \$695,122	Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – July 2023• Obligation – September 2023	
Source: CMAQ Phase: Other Amount: \$2,304,878 EOD: 7/15/2021 EOD delay: 21 months	Agency work with FTA: This application has been transmitted in TrAMS for initial review. It is one of 18 King County Metro applications currently being reviewed by FTA. Submittal and obligation dates are only an estimate. Actual dates are dependent on Region 10 processing time. They meet with FTA weekly to review and process applications.	
ACTION STEPS:	The Caucus should recommend an extension until July 2023. If the funds are not submitted by this time, then they are at risk of being returned to the region.	
King County Metro: Increasing Student and Family Access to Regional Travel Options through TDM (MET-237)		
Source: CMAQ Phase: Other Amount: \$500,000 EOD: 7/15/2021 EOD delay: 21 months	FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – July 2023• Obligation – September 2023 Agency work with FTA: See comment under MET-231.	TIP project description: Implement TDM strategies to reduce traffic congestion and improve student transit access by working with school districts, students, and their families to reduce school related peak hour vehicle trips, increase safety, improve air quality, and promote equity. Provide tools for other family members to use alternative travel modes, including transit to access employment. Project status: Project implementation activities are underway under pre-award authority, with environmental documentation complete. Project activities are complete for youth outreach and education events as of December 2022. Other activities under the project scope will be complete in March 2026.

ACTION STEPS:	The Caucus should recommend an extension until July 2023. If funds are not submitted by this time, then they are at risk of being returned to the region.	
King County Metro: On-Demand Feeder-to-Fixed Route Connections to Transit Program (MET-239)		
Source: CMAQ Phase: Other Amount: \$500,000 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: Transmitted / Ready for FTA Review (transmitted in March 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – July 2023• Obligation – September 2023 Agency work with FTA: See comment under MET-231.	TIP project description: Metro will contract with a service provider to provide on-demand feeder-to-fixed route (F2FR) service for two years at three newly expanded transit hubs located in Regional Centers: Federal Way Transit Center, Auburn Transit Center, and Redmond Technology Station. Project status: Environmental documentation is complete and project scoping and design is currently at 0% completion, with completion anticipated by June 2025. The project was advertised in May 2022 and the vendor was selected in December 2022. Metro is finalizing the contract and service schedules, but implementation is complicated by Sound Transit delays in opening East and Federal Way LINK light rail segments. This operations project is expected to be complete in June 2027.
ACTION STEPS:	The Caucus should recommend an extension until July 2023. If funds are not submitted by this time, then they are at risk of being returned to the region.	
Pierce Transit: Clean Fuels Bus Replacement/Expansion 2021-2022 (PT-170)		
Source: CMAQ Phase: Other Amount: \$750,000 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: Initial Review / Concurrence (transmitted in May 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – May 2023• Obligation – June 2023 Agency work with FTA: PT responded to FTA's final review comments from April 2023 and re-transmitted the application. They notified their FTA grant representative on 4/27/23 that these funds are among their highest priorities and asked how they can move these forward quickly. PT will also call FTA on 5/1/23 to set up a time to review priorities with their grant representative directly.	TIP project description: This project contains funds for Pierce Transit's bus replacement projects scheduled for 2021 and 2022. For the two-year period, the project funding will provide for the purchase of approximately 20 clean fuels buses. Project status: These buses will serve the Pacific Avenue Route 1 BRT line. It is anticipated that the contract will be awarded in September 2024 and the first vehicle will arrive in December 2025. PT expects the last vehicle to arrive in April 2026, with contract close-out in September 2026. The overall BRT project is delayed. There has been rigorous agency participation by PT and its external partners to date, but the agency is still lacking overall agreement and consensus with partners on the project footprint and potential mitigation. At the request of external partners, PT performed a second Traffic Impact Analysis in 2022 which is still being analyzed by partners. In order to deliver a project that the agency can afford and complete in a timely manner, Pierce Transit has decided to value engineer the project. Value Engineering began in March 2023 and will continue until the end of Q2 2023. At that time, the agency will have a clear idea of the project's refined scope, schedule, and budget.

		FTA Region 10 staff are very involved in helping the partners understand requirements and work toward resolution. They will be meeting on-site with the PT team May 2nd and 3rd to review project changes and costs and tour the corridor. Project staff and executives meet regularly multiple times a week to move this project forward. The PT Board of Commissioners is regularly briefed and is very supportive of continuing to move the project forward. Completing the project is their highest priority.
ACTION STEPS:	The project sponsor expects to submit the grant application this month. PSRC will continue tracking project funds. If funds are not submitted by the anticipated time, PSRC will bring the project back to the Caucus for further discussion.	
Pierce Transit: Pacific Avenue/SR 7 BRT Buses (PT-172)		
Source: CMAQ Phase: Other Amount: \$1,871,113 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: Initial Review / Concurrence (transmitted in May 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – May 2023• Obligation – June 2023 Agency work with FTA: Pierce Transit work with FTA is described under comments for PT-170, as both projects are in the same FTA grant.	TIP project description: Pacific Avenue/SR 7, Pierce Transit's first line of bus rapid transit service, travels between downtown Tacoma and Spanaway. This 14.4-mile corridor will be served by 60-ft articulated buses. This project contains funding for approximately 17-19 buses. Project status: Overall project status is described under comments for PT-170, as both projects are in the same bus order so have the same dates.
ACTION STEPS:	The project sponsor expects to submit the grant application this month. PSRC will continue tracking project funds. If funds are not submitted by the anticipated time, PSRC will bring the project back to the Caucus for further discussion.	
Pierce Transit: Pacific Avenue/SR 7 BRT Stations (PT-173)		
Source: CMAQ Phase: Construction Amount: \$2,305,700 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: Initial Review / Concurrence (transmitted in May 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – May 2023• Obligation – June 2023 Agency work with FTA: Pierce Transit work with FTA is described under comments for PT-170.	TIP project description: Pacific Avenue/SR 7, Pierce Transit's first line of bus rapid transit service, travels between downtown Tacoma and Spanaway. This 14.4-mile corridor will construct 32 stations at approximately 1/3 to 1/2 mile intervals from the downtown Tacoma Commerce Street transfer center to 204th Street East in Spanaway. This project will complete construction of approximately 6 of the stations. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP. Project status: Overall project status is described under comments for PT-170. For station construction, the project completed NEPA in March 2021 and design is currently at 30%, with completion anticipated in September 2024. However, PT is currently considering design changes to meet the requirements of external partners, reduce costs in the project and deliver the project in a timely manner, which may result in a NEPA re-evaluation. If this occurs, they anticipate NEPA completion by September 2023.

		For ROW, the BRT Project Team is reevaluating and updating ROW needs to support value engineering efforts, which will significantly reduce ROW requirements. The full BRT project is expected to be operationally complete in September 2027, with the contract complete in November 2027. PT will use the CMAQ funds for station construction first, so they anticipate earlier actual completion for the PT-173 project components.
ACTION STEPS:	Sponsor should provide clarification on how funds can be obligated to the construction phase by June 2023 given the status of design and NEPA as described above. The Caucus should discuss and decide on an appropriate action, in consideration of any further information provided by the project sponsor.	
City of Seattle: Fairview Ave N Multimodal Improvements (SEA-215a)		
Source: STP Phase: Construction Amount: \$4,030,400 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: Transmitted / Ready for FTA Review (transmitted in February 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – July 2023• Obligation – September 2023 Agency work with FTA: SDOT submitted a flex request to transfer these funds to FTA in November 2021 and is awaiting confirmation of flex transfer from FHWA. SDOT continues to have monthly meetings with FTA to obtain a recommendation for the CIG grant readiness from their Project Management Oversight Consultant. The PMOC issued a Risk and Contingency Review report on May 1, 2023 which indicated they have adequately accounted for risks within the project schedule, including contingency. FTA headquarters has provided a roadmap with a schedule for the FTA CIG Small Starts grant to be executed in TrAMS in October 2023 if they remain on the current schedule. They are therefore working to obligate the remaining grants (including this Fairview Ave N Multimodal Improvements – SEA215a grant) in conjunction with or in advance of the Small Starts grant.	TIP project description: Widening Fairview Ave N between Valley St and Yale Ave N to accommodate an additional lane (allowing for a southbound transit only lane for streetcar and buses), replacing and upgrading signals, upgrading bus stops to accommodate future RapidRide stations, and re-channelizing the corridor. This project is related to the Roosevelt Rapid Ride project (SEA-215). Project status: This project is a component of RapidRide J Line (SEA-215) which will also be using FTA Small Starts CIG funds. This project will be constructed as part of the overall RapidRide J Line project and as such, project schedule is determined in part by the schedule for receiving and entering into a Small Starts Grant Agreement. That schedule was most recently updated following the required FTA Risk and Contingency Review. The RapidRide J Line project has received an allocation of FY2023 CIG and is completing steps to be ready to enter into a grant agreement in October 2023. The FTA has issued a Finding of No Significant Impact in April 2022, allowing them to proceed with final design. They completed their 90% design milestone in February 2023 and expect to complete the final design in December 2023. Their understanding is that they are able to obligate FTA CN funds during the design phase. Right-of-way certification is anticipated for completion by December 2023. They still need to complete negotiations with property owners and then sign temporary construction easements. Approximately 55 temporary construction easements are required for the project and are in process with notifications being provided to property owners and valuations being prepared. FTA Small Starts grant award is anticipated in October 2023 and is necessary to be received prior to advertisement for construction. They are working toward advertisement in Q1 2024. They expect to advertise the construction contract by the end of 2023. The agency expects the project to

		be operationally complete by September 2027, with the contract complete in March 2028.
ACTION STEPS:	The Caucus should recommend an extension until July 2023. If funds are not submitted by this time, then they are at risk of being returned to the region.	
City of Seattle: Northgate to Downtown Transit Improvements (SEA-240)		
Source: CMAQ Phase: PE/Design Amount: \$450,000 EOD: 7/15/2022 EOD delay: 9 months	FTA app status: Initial Review / Concurrence (transmitted in March 2023) Anticipated next steps for application: <ul style="list-style-type: none">• Submittal – June 2023• Obligation – June 2023 Agency work with FTA: The project was originally awarded \$1M in CMAQ funding for PE and then received this additional \$450K in CMAQ funding through the Bipartisan Infrastructure Law (BIL). The original award of \$1M in CMAQ funding was obligated in September 2022. The addition of \$450K in CMAQ funding through the BIL prevented the agency from executing an amendment to the existing application in FFY 2022. After TrAMS reopened for FFY2023, they have been working with FTA to resolve this application. An amendment to add the new funding to the existing application in TrAMS is pending FTA approval.	TIP project description: The City of Seattle will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40 to improve connections to major destinations in North and Central Seattle including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. Key features of the enhanced Route 40 corridor include: bus priority lanes, pavement improvements, traffic signal optimization, bus stop rebalancing, additional bus stops, and bicycle and pedestrian upgrades. Project status: Project work is underway using pre-award authority. The project is currently at 60% design. The agency received NEPA approval from FTA in April 2023, which allowed them to proceed to final design. They expect to finish design by December 2023 Right-of-way certification is anticipated for completion by October 2023. They still need to complete negotiations with property owners and then sign temporary construction easements. They expect to advertise the construction contract by the end of 2023. The agency expects the project to be operationally complete by February 2025, with the contract complete in May 2025.
ACTION STEPS:	The Caucus should recommend an extension until June 2023. If funds are not submitted by this time, then they are at risk of being returned to the region.	
Sound Transit: Commuter Rail Project: Seattle to Lakewood (RTA-4B)		
Source: CMAQ Phase: ROW Amount: \$1,100,000 EOD: 6/1/2022 EOD delay: 8 months	FTA app status: In-Progress (created in June 2021) Anticipated next steps for application: <ul style="list-style-type: none">• Transmittal - November 2024• Submittal – January 2025• Obligation – March 2025	TIP project description: Continue implementation and expansion of commuter rail service. CMAQ funding will be used for design and right-of-way needed to expand Sounder South line capacity in King and Pierce Counties, including extending station platforms to accommodate 10-car trains, nonmotorized access improvements and track and signal upgrades needed for additional capacity. FRA CRISI funds will be used to double-track several rail segments: from TR Junction to Portland Avenue, S66th Street Bridge to Pine Street, Lakewood to DuPont. This double-tracking work includes two bridges: the S 66th Bridge and the Pendleton Avenue Bridge. CRISI funding will also be used for signal system modifications, Positive Train Control (PTC) and Centralized Traffic Control (CTC) overlay updates to

	<p>Agency work with FTA: This grant is pending a NEPA determination which won't happen until later in 2024 or 2025 for the Sounder South Capital Express project (SSCEP). FTA will not process/obligate the grant until NEPA is complete.</p>	<p>accommodate the new and reconfigured tracks, signals and grade crossing protection equipment. This is a multi-year project.</p> <p>Project status: Project work is underway using pre-award authority. The SSCEP is essentially a program of projects for Sounder. Some elements of the Sounder South Capacity Expansion Program/projects were put on "hold", except for King Street Station Platform Improvements and Pierce County track work (funded by an FRA grant), due to the realignment of ST's Financial Plan during COVID.</p> <p>For the King Street Station platform improvements, the King St. Station Alternative Analysis and Report was completed and issued in August 2022. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans. ST expects to reach 10% design at the end of 2023 or Q1 2024. ST expects NEPA to be complete in December 2024. CE and the environmental documentation phase for the Pierce County Rail Capacity and Reliability Improvement Project is expected to begin in spring 2023.</p> <p>The King Street Station completion date is 2036 and the Pierce County project is also 2036. The entire SSCEP includes a completion date of 2036 (capital improvements) and 2046 (potential added trips). If additional funding becomes available and with Board approval those completion dates could move up, but that is to be determined. Because of ST's financial plan realignment, Sounder projects have been delayed, so until there is additional funding and financial capacity many of the projects have future completion dates.</p>
<p>ACTION STEPS:</p>	<p>Sponsor anticipates the funds will not meet the submittal deadline until January 2025, which is 2.5 years after the estimated obligation date. This is inconsistent with both the grant as awarded and with PSRC's project tracking policies and is considered an unreasonable delay. The Caucus should discuss and decide on an appropriate action.</p>	

Updates on Previously Reviewed Projects

Project	Agency	Funding	EOD	TrAMS Status	Notes
Swift BRT Orange Line (CT-66)	Community Transit	\$7,000,000 CMAQ	6/1/2022	Obligated (as of April 2023)	
		\$3,150,000 CMAQ	7/15/2022	Obligated (as of April 2023)	
Transit Revenue Vehicles 2021-2022 (CT-69)	Community Transit	\$3,200,000 CMAQ	6/1/2022	Obligated (as of April 2023)	
		\$1,440,000 CMAQ	7/15/2022	Obligated (as of April 2023)	
		\$83,551 5307 Pres.	6/1/22	Transmitted (as of March 2023)	
		\$1,388,734 5307 Pres.	6/30/22	Transmitted (as of March 2023)	
Bus Replacements 2021-2022 (MET-222)	King County Metro	\$1,455,348 5307 Pres.	9/30/2021	Transmitted (as of May 2023)	
West Seattle Water Taxi Mobility Hub (KCFD-13)	King County Metro	\$1,435,900 STP	8/5/2019	N/A	Returned by agency to region in January 2023
Transit Speed and Reliability Corridor Improvements (MET-203)	King County Metro	\$624,000 CMAQ	7/16/2018	N/A	Returned by agency to region in January 2023
Rainier Rapid Ride Corridor (SEA-213)	King County Metro	\$1,819,350 5307 Comp.	10/1/2017	Transmitted (as of May 2023)	
Center City Connector (SEA-205)	Seattle	\$3,479,754 CMAQ	2/2/2017	In-Progress	PSRC management has been in active conversation with FTA, WSDOT and City of Seattle to review this funding, in consideration of the February 2023 Caucus recommendation.
Monorail System Maintenance 2021-2022 (SEA-226)	Seattle	\$42,579 5307 Preservation	9/30/2021	Transmitted (as of January 2023)	
I-405 Bus Rapid Transit (RTA-100)	Sound Transit	\$3,650,000 CMAQ	6/1/2022	Obligated (as of March 2023)	
Access to Transit with Next Generation ORCA and ORCA Lift (RTA-104)	Sound Transit	\$4,152,000 CMAQ	7/15/2021	Submitted (as of May 2023)	

BIL Safety Requirement for 5307 Recipients

Summary of Transit Agency Responses

The Bipartisan Infrastructure Law (BIL) has a new requirement that each FTA Section 5307 funding recipient serving urbanized areas with populations of 200,000 or more allocate at least 0.75 percent of their Urbanized Area Formula Program funds to safety-related projects. At the February 2023 Regional FTA Caucus meeting, members were asked to share information about how they have been meeting or plan to meet the safety requirement as part of their FTA grant applications.

PSRC staff then followed up after the meeting for additional information on the types of projects and/or project components transit agencies use to certify that they are meeting this requirement. Responses from each agency are shown in the table below.

Transit Agency	Response
Community Transit	Community Transit (CT) said they are working on their first 5307 grant since the new rule and are looking for additional guidance on how to meet the safety requirement. They heard recently that purchasing a new bus that replaces an old bus is a safety project in itself, so they may be able to just add a statement to their 5307 bus grant. Regarding other types of projects, they are not sure how they will meet the requirement and look forward to hearing what other transit agencies are doing.
Everett Transit	To meet the safety requirement, Everett Transit (ET) is using FFY 2022 funds for cement/granite barriers in front of Everett Station, which are used to prevent someone driving through the building. Future projects to meet the requirement may include threat assessments and active shooter trainings.
Intercity Transit	Intercity Transit (IT) is transitioning to a large UZA, effective FFY2024. After this transition, IT will be subject to the new requirement for minimum expenditures on safety-related projects. They are very interested in learning how other agencies are planning to meet this requirement as IT will need to do the same starting in 2024.
King County Metro	King County Metro (KCM) is meeting the safety requirement through the allocation of a significant portion of its formula funding (approximately 50% through all sources) to vehicle and vessel preventive maintenance. Region X informed them that these activities meet this federal requirement because they enable the safe operation of their system.

Pierce Transit	Pierce Transit (PT) will meet the requirement by replacing older revenue vehicles (buses and shuttles) with newer vehicles that contain modern safety features. Some examples include drive system technology improvements in the shuttles. For buses, they are adding quantum wheelchair restraints.
Sound Transit	<p>For its grant application for FFY 2022 funds, Sound Transit (ST) applied the funds to security and safety-related elements included as part of the design-build of their Downtown Redmond Link Extension. This was reviewed and approved by FTA as part of the TrAMS grant award process.</p> <p>For FFY 2023, ST plans to utilize the funds to reduce risk in the areas that didn't meet ST safety performance targets (as required per the BIL). Most likely, this will be in the ST Express bus program as this was the largest gap. Currently, ST's bus team is analyzing data around where best use will be. Some of the top options include:</p> <ul style="list-style-type: none"> ○ Additional barriers to protect operators from assaults; ○ Specialized training for de-escalation; and ○ Modifications to buses to increase visibility and reduce collisions. <p>Once the Joint Bus team makes their recommendation, it will be reviewed with ST's Employee Safety Committee who will then ultimately decide on the focus for the Risk Reduction Program that utilizes the 5307 funds. They anticipate this to happen in mid-April 2023. For beyond FFY 2023, it is to-be-determined because it will depend on how they're meeting their performance targets.</p>
Washington State Ferries	For the safety requirement, they are not sure where Washington State Ferries (WSF) fits in as they have ongoing facility upgrades and WSF Vessels have rotating preservation cycles.