



## Puget Sound Regional Council

### Regional Project Evaluation Committee Agenda

**Date: December 1, 2023, from 9:30 - 11:30 a.m. (Extended)**

**Online Meeting Only: Use Zoom Connection Information Provided Below**

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**1. Introductions and Announcements (9:30)**

**2. Approve Meeting Summary for October 27, 2023\* (9:35)**

**3. Transportation Policy Board Debrief**

The 'At Work' report for the Transportation Policy Board meeting on Thursday November 9, 2023, is available on the PSRC website at:

<https://www.psrc.org/board/transportation-policy-board>.

**4. Action Item: Project Tracking and Delivery Policy Updates (9:40)\***

The committee will continue discussion begun in October of updates to PSRC's project tracking and funding competition policies recommended by the Project Delivery Working Group (attached) to help address ongoing project delivery issues. The committee will be asked to take action on the remaining two of the four policy update recommendations.

**5. Discussion Item: 2024 Project Selection Process (11:10)\***

Staff will provide an update on ongoing board discussions leading up to the 2024 project selection process, with the policy areas of climate, safety and equity as the main focus.

**6. Other Business (11:25)**

**7. Information Items\***

**8. Next Meeting: 2024**

**9. Adjourn (11:30)**

**\*Supporting materials attached**

For more information, contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or [KMcGourty@psrc.org](mailto:KMcGourty@psrc.org).

## **Zoom Remote Connection Information:**

### **To join audio/video conference:**

<https://psrc-org.zoom.us/j/84781268394?pwd=T1F3RmY2SzQwY1JqU3g1T2l4ZHg4Zz09>

### **To join via cellphone (1-touch dial):**

8778535257,,84781268394#,,,,\*167856# US Toll-free

8884754499,,84781268394#,,,,\*167856# US Toll-free

### **To join via phone:**

877 853 5257 US Toll-free

888 475 4499 US Toll-free

Meeting ID: 847 8126 8394

Passcode: 167856

## **RPEC Attendees:**

### **Please adhere to a few virtual meeting rules:**

- Please keep your mic muted when not speaking
- Use \*6 to mute/unmute phone
- When watching the meeting via computer and using phone audio, mute your computer's speakers and mic.

**Please Note:** As this is an advisory committee meeting, we ask that interested parties remain in a "listen only" mode during the meeting by keeping their audio muted at all times.

### **Other Formats:**

- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, 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 Project Evaluation Committee Meeting Summary**

**Date: October 27, 2023, from 9:30 a.m.-11:00 a.m.**

**Location: Remote – Online Meeting Only (Zoom Connection)**

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### **Introductions and Announcements**

Shane Weber, Vice Chair, welcomed everyone at 9:30 a.m. He then took a roll call to confirm the members and alternates present.

### **Approval of Meeting Summary**

The September 22, 2023, RPEC meeting summary was approved as presented.

### **Transportation Policy Board Debrief**

Kelly McGourty, PSRC, reviewed the Transportation Policy Board meeting held on Thursday, October 12, 2023. The 'At Work' report for the Transportation Policy Board meeting is available on the PSRC website at: <https://www.psrc.org/board/transportation-policy-board>.

### **Action: Project Tracking and Delivery Policy Updates**

Jennifer Barnes, PSRC, shared information and recommendations from the Project Delivery Working Group to help address project delivery issues. As a region, the objectives are to: achieve the delivery target with initially-awarded projects each year; stop having large supplemental funding actions; position the region to receive additional federal funds above our allocation; and return the contingency list process back to its original intent. The committee first was presented supporting information for recommendation #1: *In funding competitions, remove Project Readiness/Financial Plan from the scored evaluation criteria and convert to an eligibility threshold*. This is to address the trend that a high number of extension requests have been related to issues raised in screening form review but then not adequately resolved. After discussion, recommendation #1 was unanimously approved by the committee. The committee was next presented supporting information for recommendation #2: *In funding competitions, do not award PE+1 phases; award only one project phase per competition*. This is to address the issue that there is a high correlation between two-phase awards and the rate of extensions and returns. There was suggestion that if this is adopted, that forums consider giving credit for previous awards when a project comes back to request funds for a future phase. After discussion, recommendation #2 was unanimously approved by

the committee. Due to time constraints, deliberation and action on the other two working group recommendations-- #3, reordering the contingency fund and increased federal shares in the annual rebalancing process, and #4, adjusting the rebalancing schedule to allow earlier obligation deadlines for some of actions, was deferred to the December meeting.

*For more information, contact Jennifer Barnes at [jbarnes@psrc.org](mailto:jbarnes@psrc.org).*

The presentation can be found on the PSRC website [here](#) and the handout can be found [here](#).

### **Discussion: 2024 Project Selection Process**

Kelly McGourty, PSRC, provided an overview of the biennial project selection process, policies, criteria, and updates implemented in the last competition. She reminded that the 2024 update is a board-driven process, but that all feedback provided by the committee will be shared with the boards at their meetings in November. She shared a summary of projects that were funded in 2022, that reflect a diversity of project types. The two levers where the board may consider adjustments are in the distribution of funds/set-asides, and in the criteria. Regarding the distribution of funds, so far there have been no board proposals but the discussion is ongoing. Regarding the criteria, the board has focused on the topics of safety, climate, and safety. For safety, the options under consideration are revisiting the scoring, updating the criteria to more closely align with FHWA's Safe System Approach, and/or considering a requirement that each agency commit to development of a safety plan. Committee members expressed general support for emphasizing safety. Feedback included suggestion that safety is reflected in other elements throughout the applications beyond just the safety section. Suggestion was also made to broaden the language to allow for more than FHWA-defined safety policies. For climate, the options discussed to date are to revisit scoring values, and/or to set limits on the types of projects eligible for funding – specifically, if projects that would increase general purpose vehicle capacity should be eligible. Feedback included concern that some vehicle capacity projects, such as streets that break up superblocks, or improve freight transportation/reduce freight truck emissions, are consistent with the region's climate goals. Updates to the equity criterion will be based on recommendations to the board by the Equity Advisory Committee after review of the results of the Equity Pilot Program, and will be shared with the committee when available. The committee was encouraged to email Kelly any additional thoughts on these topics after the meeting. There will be opportunity for further discussion in December, with intent for the board to adopt updates to the policy framework in January.

*For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org)*

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

## **Discussion: Climate Pollution Reduction Grant Update**

This presentation was deferred due to time constraints. Kelly McGourty, PSRC, emphasized that the Climate Pollution Reduction Grant Program is going to be an effective means to help the region achieve its climate goals, and will send follow-up via email.

*For more information, contact Kelly McGourty at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org)*

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

**Other Business:** It was proposed that the December meeting be extended to allow additional time for discussion of these topics.

## **Information Items:**

- a. PSRC Safety Program Update\*
- b. PSRC Information Items – October 2023\*

## **Adjourn**

The meeting adjourned at approximately 11:05 a.m.

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## **\*Members and Alternates Present**

See attached attendance roster.

## **\*PSRC Staff, Alternates and Guests Present**

Brian Parry, SCA; Catherine Lander, City of Shoreline; David Paine, City of Kent; Desiree Winkler, City of Federal Way; Eric Irelan, King County; Gunnar Fridriksson, City of Bremerton; Jakeh Roberts, City of Monroe; Kai Pope; Kim Scrivner, City of Kirkland; Matt Ojala, SnoCo; Mia Waters, City of Bellevue; Michael Kosa, City of Sumner ; Monica Overby, Sound Transit; Serena Lehman, SDOT; Stephanie Tax, WSDOT; Tyler Benson, Sound Transit; Wesley Rhodes, City of Tacoma

## **PSRC**

Jennifer Barnes, Alexa Leach, Kelly McGourty, Kalon Thomas, Josh Brown, Jean Kim, Miles Stapleton

*\*All attendees were present via remote participation*

# RPEC Attendance Roster - Designated Members

Date: October 27, 2023 - 9:30-11:00am

Remote/Online Only

**NOTE:** Members are invited to sit at the table and vote. Alternates may sit at the table and vote when the member is absent. **Please coordinate representation in advance of the meeting.** All other Alternates and Guests are invited to attend and sit in the gallery. This roster is for attendance purposes only and should be marked by all members and alternates present at the table, regardless of voting status.

Jurisdiction	✓	Name	Jurisdiction	✓	Name
King County (3)	<input checked="" type="checkbox"/>	Mary Bourguignon	WSDOT-NW Region (1)	<input checked="" type="checkbox"/>	Cameron Kukes
	<input checked="" type="checkbox"/>	Peter Heffernan			Mehrdad Moini (Alt.)
	<input checked="" type="checkbox"/>	John Vander Sluis	WSDOT-Oly Region (1)		JoAnn Schueler
		Ruth Harvey (Alt.)		<input checked="" type="checkbox"/>	John Ho (Alt.)
		Sarah Green (Alt.)	WSDOT-MoM (1)	<input checked="" type="checkbox"/>	Matthew Kenna
		Ivan Miller (Alt.)			April Delchamps (Alt.)
Seattle (3)		Sarah Strand	WSDOT-WS Ferries (1)		John Bernhard
		Jim Storment		<input checked="" type="checkbox"/>	Krishan Aggarwal (Alt.)
		Joanna Valencia			Todd Lamphere (Alt.)
		Bill LaBorde (Alt.)	Kitsap Transit (1)	<input checked="" type="checkbox"/>	Steffani Lillie
	<input checked="" type="checkbox"/>	Serena Lehman (Alt.)			Edward Coviello (Alt.)
	<input checked="" type="checkbox"/>	Benjamin Smith (Alt.)			Jeff Davidson (Alt.)
Bellevue (1)	<input checked="" type="checkbox"/>	Eric Miller	Pierce Transit (1)	<input checked="" type="checkbox"/>	Tina Lee
		Mia Waters (Alt.)			Wendi Gephart (Alt.)
Other Cities/Towns (5)		Chad Bieren, Kent			Darin Stavish (Alt.)
		Joel Pfundt, Kirkland	Community Transit (1)	<input checked="" type="checkbox"/>	Nick Roach
	<input checked="" type="checkbox"/>	Larissa Grundell, Duvall			Kathryn Rasmussen (Alt.)
	<input checked="" type="checkbox"/>	Jim Seitz, Renton	King County Metro (1)	<input checked="" type="checkbox"/>	Chester Knapp
	<input checked="" type="checkbox"/>	Nytasha Walters, Shoreline			Hannah McIntosh (Alt.)
	<input checked="" type="checkbox"/>	Ingrid Gaub, Auburn (Alt.)			Lisa Shafer (Alt.)
		Jeff Hamlin, Snoqualmie (Alt.)	Sound Transit (1)	<input checked="" type="checkbox"/>	Lisa Wolterink
		Kamal Mahmoud, SeaTac (Alt.)			Tyler Benson (Alt.)
		Doug McIntyre, Sammamish (Alt.)			Kirste Johnson (Alt.)
	<input checked="" type="checkbox"/>	John Mortenson, Issaquah (Alt.)			Monica Overby (Alt.)
Kitsap County (1)	<input checked="" type="checkbox"/>	David Forte	Port of Seattle (1)	<input checked="" type="checkbox"/>	Geri Poor
		Joe Rutan (Alt.)			Robert Giacometti (Alt.)
Bremerton (1)	<input checked="" type="checkbox"/>	Shane Weber, Vice Chair	Port of Tacoma (1)		Deirdre Wilson
		Gunnar Fridriksson (Alt. 1)			Christine Wolf (Alt.)
		Vicki Grover (Alt. 2)	Port of Everett (1)		Garrett Jensen
Other Cities/Towns (1)	<input checked="" type="checkbox"/>	Diane Lenius, Poulsbo		<input checked="" type="checkbox"/>	Maija Lampinen (Alt.)
		Vacant (Alt.)	Port of Bremerton (1)		Arne Bakker
Pierce County (2)		Letticia Neal			James Goodman (Alt.)
		Melissa McFadden	PSCAA (1)		VACANT
	<input checked="" type="checkbox"/>	Peter Lewis-Miller (Alt.)		<input checked="" type="checkbox"/>	Kathy Strange (Alt.)
	<input checked="" type="checkbox"/>	Clint Ritter (Alt.)	Suquamish Tribe (1)		VACANT
Tacoma (2)	<input checked="" type="checkbox"/>	Dan Hansen			VACANT (Alt.)
	<input checked="" type="checkbox"/>	Brennan Kidd	Muckleshoot Tribal Cncl (1)		VACANT
		Josh Diekmann (Alt.)			VACANT (Alt.)
		Vacant (Alt.)	Puyallup Tribe (1)		VACANT
Other Cities/Towns (1)		Mark Burlingame, Steilacoom			VACANT (Alt.)
	<input checked="" type="checkbox"/>	Jeremy Metzler, Edgewood (Alt.)	NON-VOTING		Eric Goodman, Cmty. Transit-BPAC Chair
Snohomish County (2)		Doug McCormick, Chair			Thomas Noyes, WSDOT - BPAC Vice-Chair (Alt.)
		Kelly Snyder			VACANT
	<input checked="" type="checkbox"/>	Steve Dickson (Alt.)			Mohammad Uddin, Sno Cty-RTOC Co-Chair (Alt.)
		Janice Fahning (Alt.)			Jennifer Hass, Cmty. Transit-TDM Co-Chair
Everett (1)		Tom Hood, City Engineer			Sarah Spicer, City of Seattle-TDM Co-Chair
		Melinda Adams (Alt.)			
Other Cities/Towns (2)	<input checked="" type="checkbox"/>	Rob English, Edmonds			
		VACANT			
	<input checked="" type="checkbox"/>	Jim Kelly, Arlington (Alt.)			
		Jakeh Roberts, Monroe (Alt.)			

Rev. 9/2023



# Puget Sound Regional Council

## Regional Project Evaluation Committee

### Policy Recommendations to Help Address Project Delivery Issues

The following summarizes the context and policy recommendations of the Project Delivery Working Group, which has met regularly throughout the year to review project delivery issues and consider potential policy updates to help address them.

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#### Problem Statement

*PSRC conducts a competitive process to select projects that best meet regional policies. Our region has difficulty achieving required delivery each year, typically requiring supplemental funding outside of the normal competitive process, pushing and sometimes missing obligation deadlines needed to ensure delivery within each fiscal year.*

As a region, we want to:

- achieve our delivery target with initially-awarded projects each year;
- stop having large supplemental funding actions each year and maintain the integrity of our competitive processes;
- demonstrate that we can deliver federal funds and be in position to receive additional federal funds above our allocation; and
- return our contingency list process back to its original form – utilize for new or returned funding before the next process, not a need for immediately ready-to-go projects to meet delivery.

#### Project Delivery Working Group Recommendations:

**Recommended Policy Change #1** – In funding competitions, remove Project Readiness/Financial Plan from the scored evaluation criteria and convert to an eligibility threshold. **Unanimously recommended by RPEC on 10/27/23.**

Staff would work with WSDOT to develop the thresholds and expectations for projects to meet eligibility and proceed into the competition.



**Background Issues Addressed:**

- Screening form comments on project readiness and the financial plan are not being adequately addressed in the submitted applications. Projects then receive an award but later the issues emerge as a reason for delay and the projects require an extension.
- The 5 points currently available in the competitions do not fully address the importance of this issue and have limited variation across projects.
- Rather than use the RPEC/Countywide Chairs group, since they are also applicants, we would review any ineligible projects with WSDOT Local Programs for confirmation.

***Recommended Policy Change #2*** – In funding competitions, do not award PE+1 phases; award only one project phase per competition. **Unanimously recommended by RPEC on 10/27/23.**

**Background Issues Addressed:**

- There is a high correlation between PE+1 awards and projects that have encountered delivery issues (either requiring a 1-year extension and/or returned funding). While ROW and environmental processes have been discussed as significant elements of the problem, they are not the only factors and limiting the requests to one phase at a time would address the primary issue.
- Staff reviewed data regarding potential project type exemptions, but delivery issues with PE+1 awarded projects occur across phases and project types, including preservation.

***Recommended Policy Change #3*** – In the annual five-step TIP rebalancing process, move “Increased federal shares” ahead of “Fund projects from the contingency list.” Transition the contingency list and potential distributions of funding to the original format.

**Background Issues Addressed:**

- The first step in the supplemental funding portion of the rebalancing process, should it be needed, is to seek immediately ready to go projects on the contingency list. This is by default awarding funds to new projects or phases, prior to providing an increase in the federal share of already awarded projects – this is less consistent with the intent of the competitive processes by which projects are selected.



- There is ample capacity with the Increased Federal Share option to fill any delivery gap, and still have remaining capacity for the emergency tool option should it be necessary.
- To still support the development and use of the contingency lists, the following is further proposed.
  - To fill a gap to delivery due to extensions / returned funds – implement Increased Federal Shares
  - If all programmed projects deliver on time in a given year, without extensions or returns, but there is a gap in delivery due to higher allocations of funding than originally estimated (i.e., new funds) – implement Contingency Lists
  - If any additional funding becomes available “off-cycle” or unexpected – implement Contingency Lists

***Recommended Policy Change #4*** – In the annual TIP rebalancing process, move up the obligation deadline for (1) projects advancing funds from later years of the TIP, and (2) those projects receiving an increase in federal share, from July 15 to June 1.

**Background Issues Addressed:**

- Some delivery issues result from insufficient planning by agencies, or a tendency to push right up to obligation deadlines. A flood of submittals late in the year strains WSDOT review and can result in issues being identified late in the process, putting achievement of the delivery target in jeopardy.
- Staff has reviewed various timeline options and believe this proposal will address some of these issues in a manageable fashion, especially since these two project categories are already awarded funds.

# Preparing for PSRC's 2024 Project Selection Process

Transportation Policy Board | November 9, 2023



Puget Sound Regional Council



*We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.*

[psrc.org/equity](https://psrc.org/equity)

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December 1, 2023

# Today's Agenda

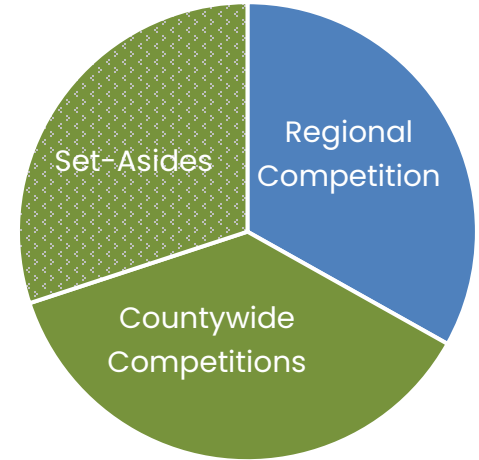
- Continuing discussion of 2024 Policy Framework and potential revisions
  - Funding distributions
  - Emphasis areas of safety, climate, equity
- Feedback from Executive Board and Regional Project Evaluation Committee will be provided



# Funding Distributions

- Consider changes to either the set-asides or the distribution splits between the Regional and Countywide competitions?

Set-Aside	Application
Preservation	20% of STBG Funds, distributed in countywide competitions
Bicycle / Pedestrian	10% of all Funds, distributed in countywide competitions
Kitsap County Adjustment	Population adjustment from STBG for Kitsap countywide process
Rural Town Centers & Corridors Program	10% of Regional Funds, distributed in off-year
PSRC Funding	\$1 million of STBG Funds per year
Equity Pilot	5% of STBG Funds for a new Equity Pilot Program in 2022



# Funding Distributions

- Feedback to date:
  - *No suggestions to revise the existing distribution splits between the Regional and Countywide competitions*
  - *No suggestions to revise the existing, or create new, set-asides*
  - *Assumption that the Equity Pilot will sunset once EAC recommendations are incorporated into the process*
- **Is there board consensus to retain the funding distributions per the existing process?**



# Project Evaluation Criteria and Point Values

- From 2022 regional process:

CRITERIA	REGIONAL POINT VALUES – STP	REGIONAL POINT VALUES – CMAQ
Development of Centers	30	15
Circulation, Mobility and Accessibility	27	14
Equity	10	10
Safety	8	6
Air Quality / Climate Change	20	50
Project Readiness / Financial Plan	5	5
TOTAL	100	100

✓ Safety

✓ Climate

✓ Equity



# Safety Options

- Feedback to date:
  - *General consensus to increase the point values to demonstrate importance of topic*
  - *Staff can come back in December with specific options for consideration*

➤ Is there board consensus to increase the points for Safety?





# Safety Options

- Feedback to date:
  - *General consensus to update the criteria and guidance in this manner*
  - *Staff can provide more specific language suggestions in December*

➤ Is there board consensus to update the criteria as described?



# Safety Options

- Feedback to date:
  - *Some initial support for this concept*
  - *Concern about reasonable expectations for those who do not yet have a plan, particularly smaller agencies*
  - *Questions about PSRC's ability to enforce and consequences*
  - *Comments about short timeframe to 2024 competition*

➤ Is there board consensus to develop a requirement such as this for the 2024 process?



# Climate Options

- Feedback to date:
  - *Some comments to retain point values as they are*
  - *Some comments to do more on climate*
  - *Noted that scoring point changes are being considered for Safety and Equity, let those settle first*
  - *Comment that current scoring values align with VISION 2050 policies*

➤ **Consensus not yet reached; additional board feedback?**



# Climate Options

- Feedback to date:
  - *Some board member interest in limiting projects that provide general purpose roadway capacity – no climate benefit, and potential climate harm*
  - *Alternatively, noted the importance of funding a diversity of project types – multiple improvements needed around the region*
  - *Concern that good investments might get branded as ineligible because they are considered “roadway” – e.g., street grids in regional growth centers*



# Climate Options

- *Concern about projects that were previously awarded Design funds would now be ineligible to pursue Right of Way or Construction funding – burden on a federalized project*
- *If limiting eligibility would be pursued, exemptions should be provided – e.g., freight improvements, denser street grids, already federalized projects*
- *Multimodal improvements are necessary in places where transit service is low or does not exist*



# Equity Options

- Evaluating improvements to the existing Equity criterion and point values
- Also evaluating incorporating equity throughout each criterion vs. a separate Equity criterion



# Additional Board Discussion





# Next Steps

- **October – December 2023**
  - Board discussions on key policy areas for *Policy Framework for PSRC's Federal Funds*
- January 2024
  - Adoption of *Policy Framework*
- February – June 2024
  - Conduct project selection process
- July 2024
  - Project recommendations to board





## Puget Sound Regional Council

### DISCUSSION ITEM

November 2, 2023

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Preparing for the 2024 Project Selection Process**

### IN BRIEF

PSRC has project selection authority for several sources of funds from both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Prior to each funding cycle, the policies and procedures for the project selection process are reviewed and updated as needed to reflect current regional priorities and requirements and are documented in the *Policy Framework for PSRC's Federal Funds*. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds.

The board will continue discussions begun in September to prepare for the 2024 project selection process, with a specific emphasis on the policy focus areas of safety, climate and equity. At the November 9 meeting, the board will be briefed on feedback received to date from the Executive Board and the Regional Project Evaluation Committee.

### DISCUSSION

A competitive project selection process is conducted every two to three years for the distribution of PSRC's federal funds. The next process will be conducted in 2024 for PSRC's 2027-2028 FHWA and FTA funds. Prior to each process a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted.

Safety, equity and climate are priority themes in both the Regional Transportation Plan and PSRC's funding processes. At the September meeting, the board was briefed on the work being conducted under the direction of the Regional Transportation Plan (RTP) related to these policy areas, as well as how they are addressed in the current project evaluation criteria for PSRC's funding competitions. The board was also reminded of the Equity Pilot currently underway in collaboration with PSRC's Equity Advisory Committee, recommendations from which will be brought to the board later this fall.

At the October meeting the board began a deeper discussion on the three key policy areas of safety, climate and equity and potential improvements to the project selection process. Additional information was provided to support these discussions, including background on the project evaluation criteria, information on the projects funded in the last cycle, and administrative details of the project selection process. Key questions posed to the board included the following:

Funding distributions: Does the board want to consider changes to the existing set-asides and/or the distribution splits across competitions.

Safety: Does the board want to consider the following:

- Updating the scoring values for safety in the project evaluation criteria (currently 6-8 points in the regional competition).
- Updating the safety criterion & language to more concretely tie to the [Safe System Approach](#) and [FHWA proven safety countermeasures](#).
- Consider a requirement that each agency have, or commit to develop, a safety plan based on a Safe System Approach in order to be eligible to compete for PSRC funding.

Climate: Does the board want to consider the following:

- Updating the scoring values for air quality / climate in the project evaluation criteria (currently 20-50 points in the regional competition).
- Set parameters around the types of projects that would be eligible – or ineligible – for funding (for example, projects adding general purpose capacity).

Equity: Recommendations related to the equity criterion will be provided by the Equity Advisory Committee in December.

The same presentation and policy questions were provided to the Executive Board at their meeting on October 26 and the Regional Project Evaluation Committee at their meeting on October 27. Feedback heard to date will be provided to the Transportation Policy Board at their meeting on November 9, for continued discussion through December and ultimately a recommendation on the *2024 Policy Framework for PSRC's Federal Funds* in January 2024.

To support the discussion, additional information is attached illustrating the range of scores assigned to projects submitted into the 2022 regional competition, across the six project evaluation criteria. The projects ultimately recommended for funding are indicated on the charts. Also attached for reference is the summary of 2022 FHWA awarded projects previously provided.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

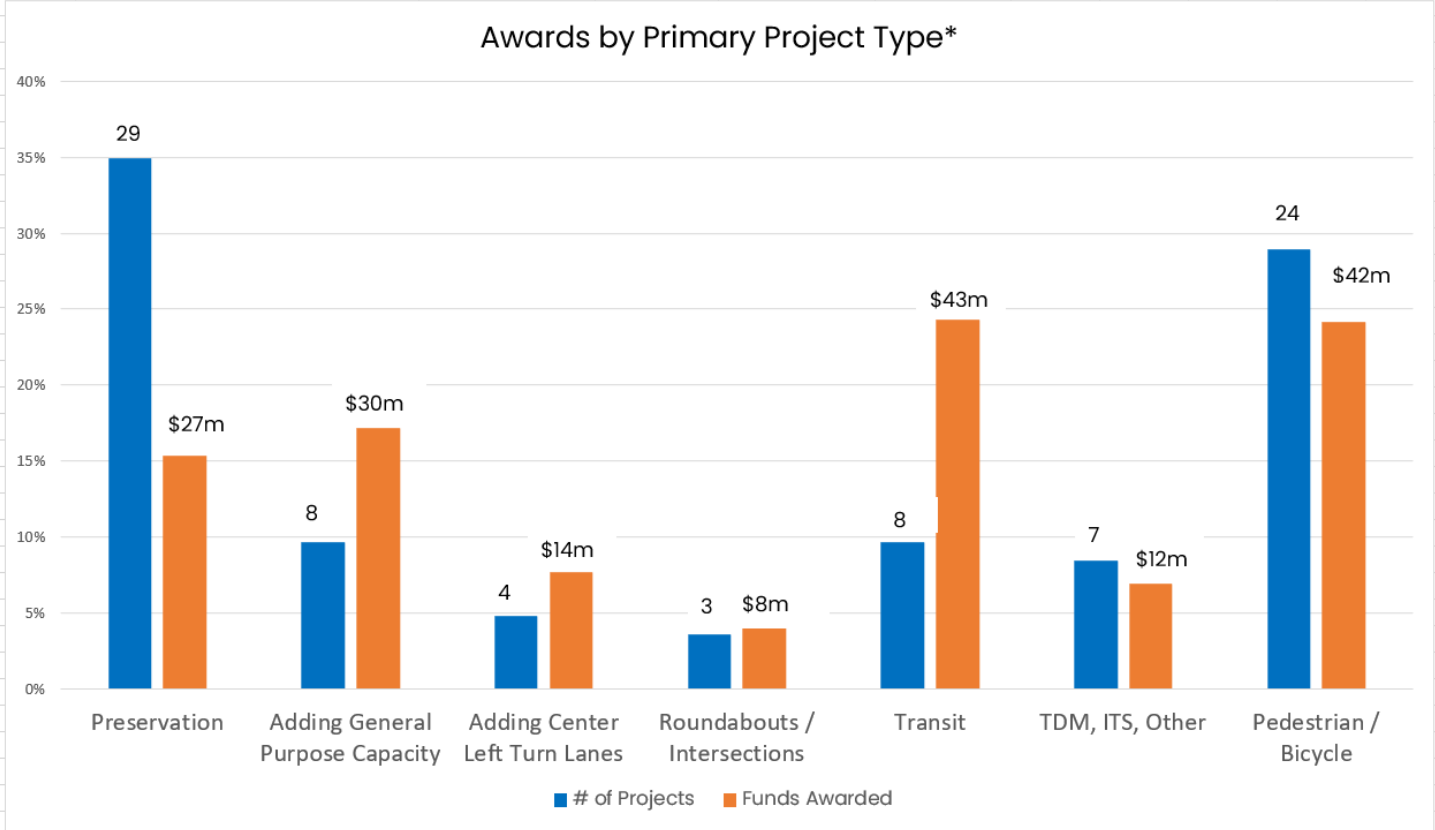
Attachments:

- A. PSRC'S 2022 Project Selection Process – FHWA Project Awards / Key Takeaways
- B. PSRC'S 2022 Project Selection Process – Regional FHWA Project Scoring

PSRC’S 2022 PROJECT SELECTION PROCESS - FHWA PROJECT AWARDS

KEY TAKEAWAYS

196 projects submitted, requesting \$493 million  
83 projects awarded \$187 million (includes both regional and countywide projects)



\* Multiple scope elements are included within the majority of projects, including pedestrian and bicycle improvements, signalization and/or channelization, transit amenities, etc. Please note, the numbers above do not reflect the rural and equity set-asides to be distributed in 2023.

Of the 50 applicable projects (excluding preservation, transit, TDM, etc.), 49 include one or more proven safety countermeasures, such as:

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

Of the 8 projects providing general purpose lane capacity:

- Auburn, East Valley Highway Widening: fills a gap along a freight and transit corridor connecting a regional growth center and a manufacturing/industrial center; separates modes, includes intersection improvements, access control (1.1 mile project)
- Bothell, Bothell Way NE Multimodal Improvements, Phases 1-3 (three awards): fills a gap along a transit corridor serving two regional growth centers; separates modes, includes intersection improvements, access control (1.3 mile project)
- Kitsap County, Ridgetop, Mickleberry to Myhre: fills a gap along a corridor within a regional growth center; separates modes, includes intersection improvements (0.4 mile project)
- Lynnwood, 42nd Avenue West Improvements: completes a new grid street in the heart of a regional growth center, providing multimodal access to the transit center (1/4 mile project)
- Poulsbo, Noll Road Improvements Segment North 3B: part of a corridor-wide improvement within the local town center on what is currently a gravel road; separates modes (1/4 mile project)
- WSDOT, SR 167 Completion Stage 2: completes final segment of major highway and freight corridor connecting to a regional growth center and a manufacturing/industrial center; includes a missing link in trail system, interchanges and variable tolls to manage traffic flow (4-mile project)

Regional Project Evaluation Committee

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December 1, 2023

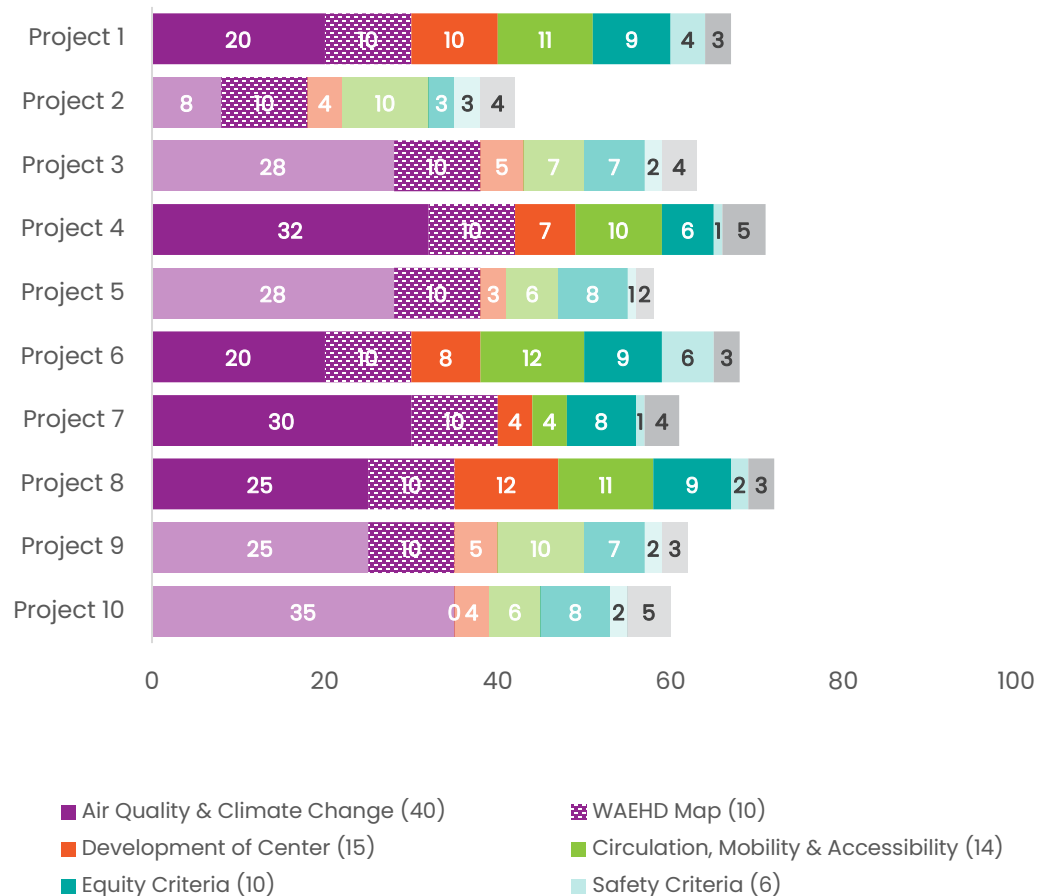
# PSRC'S 2022 PROJECT SELECTION PROCESS

## Regional FHWA Project Scoring

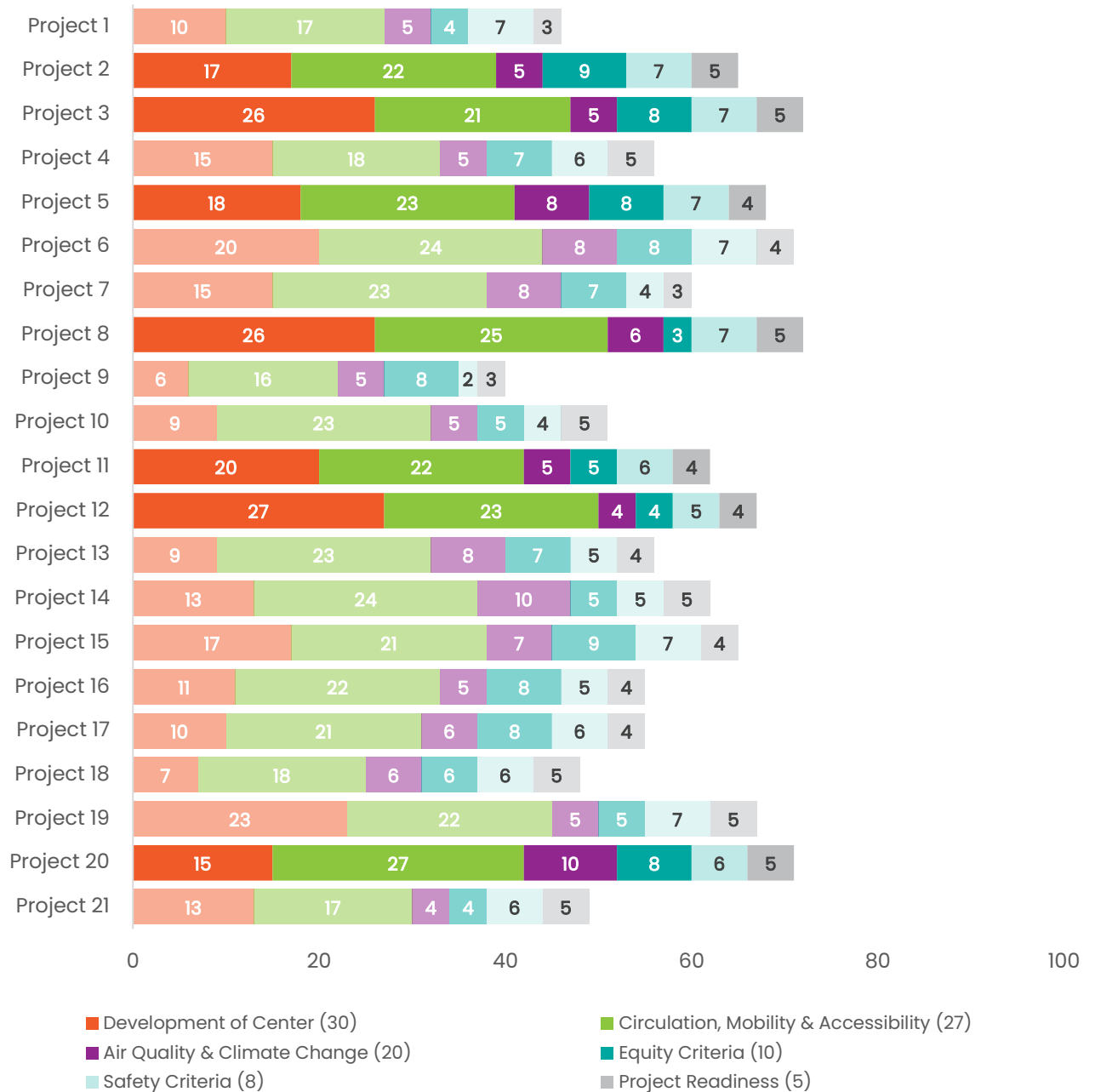
The scores received across all six criteria for the projects submitted into the 2022 Regional FHWA competition are shown in the charts below. There are two charts illustrating projects submitted under the two different funding sources available. Each project is referenced with a number, with summary details of each project provided on the attachment. The differing scores reflect the various scales and scope elements of each project, and how each responded to the six criteria. More background information on the project evaluation criteria and the projects themselves may be found on PSRC's [website](#).

*The darker bars in each chart identify the projects that were ultimately funded from the regional competition.*

### CMAQ PROJECTS



## **STP PROJECTS**





## PSRC 2022 FHWA REGIONAL COMPETITION - SUMMARY OF PROJECTS SUBMITTED

### CMAQ PROJECTS

<b>Project #</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>Description</b>
Project 1	Community Transit	Swift Gold Line Zero Emission Expansion Buses	Fourth line of BRT network from Smokey Point Transit to Everett Station.
Project 2	Everett	California Street Ped/Bike Corridor	Widen and fill gaps in sidewalks along the California Street corridor from Broadway to Pine. Various other improvements along some portion of the corridor including a two-way cycle track and shared use path, delineated angled parking and protected crossings.
Project 3	King County Metro	King County Post Pandemic TDM	Increase and extend existing Metro TDM programs and apply new strategies focused designated Regional Growth and MIC Centers in both King and Snohomish counties.
Project 4	King County Metro	South Annex Base Expansion and Electrification	Rehabilitate and upgrade an existing property at the South Campus in Tukwila to create a new transit base. The new base will increase capacity to support the expansion of Metro's bus fleet by approximately 250 new 100% electric buses, and the provision of additional transit service as all existing bases are at or beyond capacity.
Project 5	Northwest Seaport Alliance	Zero-Emission Cargo-Handling Equipment Incentive Program	Supporting the tenants of the Northwest Seaport Alliance (NWSA) to retire their diesel equipment early and replace them with zero-emission (battery-electric or hydrogen) equivalent units.
Project 6	Pierce Transit	Pacific Avenue/SR 7 Bus Rapid Transit: 112th Street S to 99th Street S	Pierce Transit's first bus rapid transit line (Stream) along Pacific Avenue/SR 7 from Tacoma to the Spanaway Transit Center. Includes priority lanes, two new transit stations and signal enhancements for pedestrian safety and transit operation.
Project 7	PSCAA	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement Project	Replace two highly polluting, unregulated, 1965 diesel-electric switcher locomotives with two zero-emission battery-electric switcher locomotives and installing corresponding onsite charging infrastructure at Tacoma Rail's rail yard.
Project 8	Sound Transit	Boeing Access Rd Infill Station	New light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila for the Link 1 Line operating between Northgate and SeaTac.
Project 9	Sound Transit	Graham Street Infill Station	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. Also includes pedestrian and bicycle improvements in the station area.
Project 10	WSF	Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Route	Electric charging infrastructure at the terminal to support full battery-electric operation of the vessels on this route.

**STP PROJECTS**

<b>Project #</b>	<b>Sponsor</b>	<b>Project Title</b>	<b>Description</b>
Project 1	Arlington	180th Street Connector	New road connecting to the west side of the Arlington Airport, a fast growing industrial area located in the Cascade Industrial Center. Roundabout at Airport Blvd, 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.
Project 2	Auburn	East Valley Highway Widening	Improve E Valley Highway, a heavily congested two lane facility with minimal shoulders serving the Auburn Regional Growth Center and Sumner-Pacific MIC. Intersection improvements, separated non-motorized trail, additional northbound and southbound through lanes, center turn lane, installation of a new dynamic message sign.
Project 3	Bellevue	Eastrail to NE Spring Boulevard Trail Link	850-foot-long nonmotorized trail linking the north-south Eastside Rail Corridor pedestrian bicycle trail with the new east-west Spring Boulevard separated pedestrian-bicycle path.
Project 4	Bellevue	Mountains to Sound Greenway Trail (142nd Avenue SE to I-90 Nonmotorized Overcrossing at 150th Avenue SE)	2,200 feet of separated at grade multi-use trail on limited access right of way immediately south of Interstate 90.
Project 5	Bothell	Bothell Way NE Multimodal Improvements Phase 1	Widen 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, ITS and adaptive signalization, transit improvements such as transit prioritization and transit stop amenities. Completes the missing link of the corridor for Community Transit's expansion of the SWIFT BRT Green Line.
Project 6	Bothell	Bothell Way NE Multimodal Improvements Phase 2	Widen 2/3 lanes to 5 lanes, signal improvements, protected bicycle lanes, sidewalks, ITS and adaptive signalization, transit improvements such as transit prioritization and transit stop amenities. Completes Phase 2 of the missing corridor link for Community Transit's expansion of the SWIFT BRT Green Line.
Project 7	Fife	Port of Tacoma Road Phase 2b: 20th Street East	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.
Project 8	Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	Multimodal promenade along the south side of West Meeker Street including a two-way, separated bikeway and sidewalk with buffer and amenity zones. 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.
Project 9	King County Metro	Metro Route 36 Improvements	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.
Project 10	Kirkland	108th Avenue Transit Queue Jumps	Add a northbound transit only lane on 108th Ave NE between NE 53rd and NE 68th Streets, including new and modified traffic signals, replacement of existing bicycle lane and sidewalk on the east side of 108th Ave NE with a new protected bicycle lane and pedestrian facilities.
Project 11	Kitsap County	Ridgetop - Mickelberry to Myhre, ROW Phase 1	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. 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; bike lanes in both directions; reconstruct intersections.

Project 12	Lynnwood	42nd Avenue W Improvements	New grid street in the heart of Lynnwood's Regional Growth Center (Segment #1: Alderwood Mall Boulevard to 196th Street SW), part of the City's goal to take the existing 600-foot "superblocks" and divide them into more urbanscale 300-foot blocks. One of the primary routes to access the new Sound Transit light rail station opening in 2024. Includes two travel lanes, bicycle sharrows, on-street parking, wide sidewalks, signals, etc.
Project 13	Pierce County	Canyon Rd. E. (72nd St. E to Pioneer Way E. )	Widen and reconstruct the roadway to accommodate a four-lane facility with paved shoulders, curb, gutter, and sidewalk and other features.
Project 14	Port of Seattle	SR 509 Extension Project Stage 2 (Final Stage) Local Commitment	Completes 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. Four lane new expressway from S. 188th Street to 24th Avenue S; reconstructed SR 509/S. 188th Street interchange with addition of south ramps and sidewalk through interchange area; SR 509/S. 160th Street interchange ramp terminal intersection roundabouts with sidewalk through interchange area; extends an acceleration lane on southbound Interstate-5 from SR 516 to S. 272nd Street Interchange to add capacity for traffic entering from SR 509; extension of the Lake to Sound Trail, already under construction under a separate contract.
Project 15	SeaTac	Airport Station Area Pedestrian Improvements	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.
Project 16	Shoreline	State Route 523 (N/NE 145th St) Aurora Ave N to I-5, Phase 2 (Corliss Ave to Wallingford Ave)	New pedestrian/bicycle bridge spanning Interstate 5 in the proximity of N 148th Street. The 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.
Project 17	Shoreline	148th Street Non-Motorized Bridge (Phase 2)	ROW Acquisition for Phase 2 (SL-16B, Corliss to Wallingford Ave) of the SR-523 (N/NE 145th St) Aurora Ave N to I-5 project. 145th Street is the west leg of a major east/west regional corridor and forms the city boundary between Shoreline and Seattle. 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 18	Snohomish County	North Creek Regional Trail Phase 2	Phase 2 of North Creek Regional Trail between Waxen Road and 183rd St SE (North Creek Park), approximately 0.78 miles of separated trail and a small portion (approximately 100') at the northern end will be designed as a side path. This project will also include a 90 foot pre-fabricated pedestrian bridge and a fish passable culvert under Waxen Road.
Project 19	Tacoma	Puyallup Ave Transit/Complete Street Improvement	1.2 miles extending from Portland Ave to S. C Street, including the Portland Avenue intersection. Complete reconstruction of the roadway with concrete pavement, bike lanes, sidewalks/curb ramps, signals/APS and other ITS elements, other amenities including a shared HOV/transit lane.
Project 20	WSDOT	SR167 Completion Project- Stage 2 (Final Completion)	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 from Puyallup Riverfront Trail to Interurban Trail in Fife. New interchanges at SR 161 and Valley Avenue, 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.
Project 21	WSDOT	I-5/SR 161/SR 18 Triangle Interchange Vicinity - Improvements	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. 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. Other components including constructing seven fish passable structures.



# Puget Sound Regional Council

## **Regional Project Evaluation Committee December 2023 Information Items**

The following information provides status reports on various PSRC Transportation work program items currently underway.

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### **Current Grant Competitions:**

The Rural Town Centers and Corridors (RTCC) Program and Transportation Alternatives Program (TAP) competitions have been underway since late spring. The project awards for both competitions were approved by the board in October. PSRC staff is currently coordinating with sponsors to program awarded projects into the TIP.

The Equity Pilot program was developed in collaboration with PSRC's Equity Advisory Committee (EAC) to award \$6 million of available funding and help inform future funding competitions. The call for projects was released on September 21 with applications initially due on October 18; the deadline was extended to November 15. The submitted applications are currently being reviewed and scored, and project recommendations will be discussed with the EAC at their December meeting. EAC recommendations will be presented to the board to inform equity considerations in the 2024 FHWA competitions.

### **Regional Transportation Inventory Updates:**

PSRC has been working with stakeholders to develop survey tools and other methods of collecting regional transportation system inventory data as part of Regional Transportation Plan (RTP) implementation over the last several months. This is a preliminary step in preparation for the next RTP, anticipated for adoption in 2026. Regional transportation system inventory information is collected to update the baseline conditions and help inform needs for long range planning.

PSRC has begun reaching out to our member organizations to collect this information for pedestrian and bicycle infrastructure and transportation demand management (TDM). The TDM data collection form was sent to stakeholders on October 26, and responses are due by December 1. For the pedestrian and bicycle

infrastructure data inventory, PSRC sent a request for information to jurisdictional staff in early November. Responses are due by December 8.

The survey for the Intelligent Transportation System (ITS)/traffic signal inventory will go out in December, and the survey for the mobility on demand (MOD) inventory will be distributed in January. Please be on the lookout for these data requests for a timely response. Each data request will include a PSRC contact for follow-up. If you have any questions about the regional inventory data collection effort, please contact Gil Cerise at [gcerise@psrc.org](mailto:gcerise@psrc.org) or (206) 971-3053.

**Regional Transportation Plan:**

The regular mid-cycle call was released on November 14 for project updates to the Regional Capacity Projects List in the Regional Transportation Plan, with applications due on December 18. This call is limited to projects for which action is anticipated before the next major update in 2026, that need to be updated or added to the Regional Capacity Projects list to move forward before that time. Information on how to access the application, thresholds for what is considered a Regional Capacity Project, and the schedule for this process may be found on PSRC's website [at this link](#). For more information, please contact Mitch Koch at [mkoch@psrc.org](mailto:mkoch@psrc.org) or Jennifer Barnes at [jbarnes@psrc.org](mailto:jbarnes@psrc.org).