

Attachment 9: Project Selection Process for PSRC Funds Countywide Process Summaries

The overarching parameters for PSRC's funding project selection process include the following:

- Transparency – conduct an open and transparent process and clearly communicate to prospective sponsors, elected officials and the public;
- Fairness – conduct a process that is fair to all eligible sponsors;
- Meet regional policy – ensure that regional policies are being followed, such as project tracking and the adopted policy focus of support for centers and the corridors that serve them;
- Meet federal requirements – ensure all federal requirements are met, including project delivery, full funding of a phase, and that projects are competitively awarded.

The following are brief summaries of the countywide processes. Each countywide process is based on the policies and procedures as adopted in the *Policy Framework for PSRC's Federal Funds*, with additions and tailoring as necessary to meet their local needs.

King Countywide Process

The King Countywide forum conducts competitions for six separate categories of projects, due to the large number of eligible jurisdictions. The King Countywide process is based on the regional criteria and application process, with some customization for a few of the project categories. Volunteer subcommittees of the King County Project Evaluation Committee (KCPEC) score and rank projects and the full committee then prepares a funding recommendation. Additional considerations beyond the scores are taken into account when making the recommendation, particularly a reasonable geographic distribution between the three King County subareas. Prioritized lists of contingency projects within each of the funding categories are prepared. The final KCPEC recommendation is then forwarded to the King County members of PSRC's Transportation Policy Board for their final recommendation to PSRC.

The funding distributions and procedures for each are described below:

- Bicycle/Pedestrian set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 10% of the total estimated FHWA funds available and distributed per each county's population share.

- Preservation set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 20% of the total estimated Surface Transportation Block Grant Program (STBG) funds available and distributed per each county's population share. There is a limit of two applications per agency and a maximum request per project is allowed. The evaluation criteria is based on the regional parameters for the preservation set-aside as adopted in 2012.
- Rural program: Includes King County's share of the federally required amount of STP funding to be spent outside of the federal aid urbanized area boundary and additional STP funding as directed by the King County Members of the PSRC's Transportation Policy Board. King County's share of the federally required amount to be spend in the rural area is per policy based on King County's share of the rural population and rural center lane miles.
- All others program: Eligible sponsors include transit, the port, tribes and other non-local jurisdiction agencies. Funding for this program is set as directed by the King County members of PSRC's Transportation Policy Board and is taken off the top of the total FHWA funds available for the core King Countywide process, with the remaining funds distributed by approximate population share to the small and large jurisdiction funding program.
- Small jurisdiction program: Eligible sponsors are agencies less than 15,000 in population, and the funding amount is described above. In addition, these agencies may also submit projects to the Large jurisdiction program, to address larger project needs than may be funded in the Small jurisdiction program.
- Large jurisdiction program: Eligible sponsors are agencies over 15,000 in population, and the funding amount is described above

Kitsap Countywide Process

The Kitsap Countywide forum conducts competitions for three categories of projects: the bicycle/pedestrian and preservation set-asides as identified in the *Policy Framework for PSRC's Federal Funds*, and a general competition that encompasses capacity, safety and environmental projects. The distribution of the required minimum rural amount is also distributed, and eligible projects may be identified within each of the three categories. Limits on funding requests and number of applications by agency are applied.

The Kitsap Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. High, Medium and Low rankings are applied for each criterion. The preservation criteria are based on the

regional parameters for the preservation set-aside as adopted in 2012. Prioritized lists of contingency projects within each funding category are prepared.

The Transportation Technical Advisory Committee evaluates and ranks project submittals and makes recommendations to the Kitsap Regional Coordinating Council's (KRCC) Transportation Policy Committee; the Policy Committee makes recommendations to the full KRCC Board, who in turn makes final recommendations to PSRC.

Pierce Countywide Process

The Pierce Countywide forum conducts competitions for six categories of projects: 1) bicycle/pedestrian (non-motorized) and 2) preservation per the set-asides for both as identified in the *Policy Framework for PSRC's Federal Funds*, 3) the required minimum amount for rural projects, as well as specific categories for 4) roadway, 5) transit, and 6) all other projects. The Pierce Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. The preservation criteria are based on the regional parameters for the preservation set-aside as adopted in 2012.

Each agency may submit a maximum of six applications. A target awarded amount distribution is established for small cities at 10% of the total available funding, and a total awarded funds cap is established for transit category projects at 18% of the total funding available.

A subcommittee of the Transportation Coordinating Committee (TCC) reviews, scores, and ranks projects from each category, and the full committee then prepares a funding recommendation. A prioritized contingency list of projects is also developed and recommended by the overall TCC. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. The TCC makes recommendations to the Pierce County Regional Council, who in turn uses that information to make their recommendations to PSRC.

Snohomish Countywide Process

The Snohomish Countywide forum conducts their competitive project selection process by having sponsors select one of three project categories: projects located within a center, projects connecting to a center (both of which are similar to the regional competition) and preservation projects either within or connecting to a center. Similar to the other counties, the Snohomish Countywide process is based on the regional criteria

and required elements but is customized to reflect the local context and priorities. The preservation category is based on the preservation set-aside as identified in the *Policy Framework for PSRC's Federal Funds*, and the criteria is based on the regional parameters for the preservation set-aside as adopted in 2012. The distribution of the required minimum rural amount and the bicycle/pedestrian set-aside occurs through eligible projects identified within each of the three categories.

A subcommittee of the Infrastructure Coordinating Committee (ICC) reviews and scores all projects and makes recommendations to the full committee. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. A prioritized contingency list of projects is also recommended. ICC makes funding recommendations to Snohomish County Tomorrow, who in turn approves or modifies the ICC recommendation before submitting to PSRC.