



Transportation Coordinating Committee (TCC)

2024 Call for Projects

STBG/CMAQ Pierce Countywide Competition FY 2027-2028

The Puget Sound Regional Council (PSRC) has allocated an estimated \$29.73 million in 2027-2028 Federal Highway Administration (FHWA) funds for transportation-related projects in the Pierce County Region.

Applications are due no later than

Tuesday, April 30, 2024

** No Exceptions **

The application may be accessed and submitted at:

<https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>

Project Screening Forms are due no later than

Monday, March 11, 2024

** Applications Without Screening May Be Ineligible **

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Section A – Quick Reference Details

1. Competition Schedule

Call for Projects	March 4, 2024
Screening Forms for Countywide Applications Due	March 11, 2024
Countywide Applications Due	April 30, 2024
Scoring Committee Process	May 1 – May 24, 2024
TCC Review and Recommend Project List	June 6, 2024
PCRC Adopts Regular and Contingency Project Lists	June 20, 2024
Project Lists Due to PSRC	June 28, 2024

2. Available Funds by Application Type

\$5,140,000	Preservation Set-Aside
\$3,820,000	Nonmotorized Set-Aside
\$720,000	Rural Set-Aside
\$3,609,000	Transit Cap
\$16,441,000	Roadway and Other
\$2,005,000	Small City Target

3. Balancing Awards by Year

The countywide awards will need to be balanced by year, to the amounts by funding source provided.

Each countywide process has different programs and divisions of funds, so there is flexibility to decide the amount of funds by year within those programs, at your discretion. The one exception to this are the rural funds:

- Since the rural funds are based on the required minimum amounts that need to be spent in the rural area, by year, this program should be balanced by year to the amounts provided;
- Deviations to this may occur on a case by case basis, to accommodate the fact that these are small amounts and project requests may not match one-to-one; please work with PSRC on any issues that arise within your forums, so we can monitor and prepare the appropriate final regional rural figures to meet the federal requirements.

4. Quantity of Allowed Applications and Other Requirements

Each agency may submit a maximum of six (6) applications.

For the 2024 project selection process, sponsors may only request funding for one project phase. Requests for multiple phases (preliminary engineering plus the subsequent phase necessary) are no longer acceptable. In addition, phases must be fully funded with the PSRC award requested and all other secured or reasonably expected funds identified by the sponsor. In addition, given the region's success in utilizing all previous years' funds, awards must now be balanced by year, with the amount

of funds able to be utilized in a given year limited by the annual estimated allocation amount by funding source.

- Separate phases of the same project may not be submitted separately – i.e., PE cannot be submitted in one, and CN in another
- Separate segments or independent components of the same project may be submitted separately – i.e., Segment A may be submitted in one, and Segment B in another; or the roadway improvements in one, and the trail in another, as long as they have independent utility

If the same phase for the same project is submitted into both competitions, the project cannot be awarded “two” awards – i.e., both applications should reflect the amount needed to fully fund the phase; if funds are awarded in the regional competition, the expectation is that it will not then also be funded in the countywide competition. The caveat to this is if the regional award is less than the requested amount, the countywide forums have the discretion to alleviate the backfill of local funds that will be required to fully fund the phase as requested.

5. Designated Small Cities

- | | | |
|-----------------|-------------|--------------|
| • South Prairie | • Wilkeson | • Pacific |
| • Ruston | • Roy | • Steilacoom |
| • Eatonville | • Buckley | • Milton |
| • Fircrest | • Carbonado | • Orting |

6. Rural Communities

- | | |
|--------------|----------------|
| • Carbonado | • Portions of |
| • Eatonville | Unincorporated |
| | Pierce County |

7. Contacts for Questions

- Clint Ritter, P.E., TCC Chair: (253) 798-2762, clint.ritter@piercecountywa.gov
- Mark Burlingame, P.E., TCC Vice Chair: (253) 581-1912, mark.burlingame@ci.steilacoom.wa.us
- Kerry Obermire, TCC Technical & Administrative Support: (253) 798-2286, kerry.obermire@piercecountywa.gov

Section B – Background Information

8. Centers and the Corridors That Serve Them

Since 2002, the adopted policy focus for PSRC’s federal funds has been to support the development of centers and the corridors that serve them. This policy focus was further strengthened with the adoption of VISION 2050 in October 2020. The 2020 competition added a new center designation, Countywide Centers, in the Countywide process. PSRC offers the following definition of centers for the countywide competitive process:

“For the countywide competition for FHWA funds...centers are defined as regional growth centers and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers.”

The map of regional centers, candidate centers, countywide centers, and local centers adopted by the PCRC that will be used for scoring the projects in the 2024 competition is located in Section 27. Per the PSRC Policy Framework and PCRC’s approval of this Call for Projects, Joint Base Lewis-McChord (JBLM) is considered a military facility and therefore included in the definition of a Center of Local Importance (CoLI) for scoring the projects in the 2024 competition.

9. Air Quality

The reauthorization of federal transportation funding in 2015 has reinvigorated the previous focus on the Clean Air Act Amendments of 1990 and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program of subsequent funding packages since 1991. The current federal transportation legislation provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. The legislation places considerable emphasis on diesel engine retrofits and other efforts that underscore reducing fine particle pollution (PM_{2.5}). Further details about air quality and climate change are available on the PSRC web site at <https://www.psrc.org/media/8468>.

Applicants requesting CMAQ funding will realize a greater emphasis on air quality scores in the 2024 Countywide application. Section 20 of this document provides project evaluation criteria for CMAQ and STBG funding requests. The information in Section 19 provides a description of the CMAQ air quality emphasis versus the STBG air quality emphasis.

10. Regional Transportation Improvement Plan (TIP)

The Regional TIP provides a list of current transportation projects in all four counties of the Puget Sound region – King, Kitsap, Pierce, and Snohomish. These projects are funded with federal, state, and local funds, including the federal grants that will be awarded through PSRC as part of the 2024 project selection process. The TIP, required under federal and state legislation, helps to ensure that transportation projects meet regional policies and the sponsoring agency is in compliance of state and federal laws and regulations including the Civil Rights Act (Title VI), the Americans with Disabilities Act, Executive Orders regarding Environmental Justice and Limited English Proficiency, and applicable environmental and public involvement requirements.

The Regional TIP must be a four-year program of projects that is updated at least every three years. In the Puget Sound Region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs generally every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects, regardless of funding source. Further details about the TIP may be viewed on the PSRC web site at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

11. Basic Countywide Overview

Federal STBG/CMAQ legislation requires that a portion of the projects programmed will be based on project scoring and ranking that occurs at the "Countywide" level. Jurisdictions within Pierce County have established a project selection and programming process that reflects both local needs and the policy guidance of regional plans and the federal transportation act, Fixing America's Surface Transportation (FAST) Act.

In general, the process reflects the programming methods and criteria used by the PSRC in developing the Regional TIP. The structure used for project selection and ranking is essentially the same; however, the application used for the countywide competition has been developed to meet the needs of the Pierce County jurisdictions.

The countywide forum (PCRC) is responsible for coordinating a competitive process to recommend projects to receive its portion of the estimated FHWA funds available for distribution. The countywide allocations include funds from the bicycle/pedestrian and preservation set-asides, as well as responsibility for distributing the minimum required amount of STBG funds to projects in the rural area (located outside the federal-aid urbanized and federal-aid urban areas). Funding recommendations from the PCRC are forwarded to the Transportation Policy Board for further review and discussion. As required by the FAST Act, no formula allocations are permitted.

The PCRC established the Transportation Coordinating Committee (TCC) as the forum for technical staff representing member jurisdictions and all locally significant travel modes to collaborate and to develop project recommendations for PSRC's federal funds, for review and approval by the PCRC. Open meetings that encourage the participation of all appropriate interests and provide an opportunity for public involvement are held for this purpose. Under the direction of the PCRC, the TCC will use adopted policy and technical scoring tools that reflect countywide policies related to growth management and transportation. At the conclusion of the scoring process, proposed projects are ranked and the TCC will use professional judgment and group process to develop a recommended list of projects to submit to the PCRC for review and approval, and the eventual approval of PSRC to program these projects in the Regional TIP.

12. Competitive Process

The PCRC competitive process is designed to select the very best projects for federal funding opportunities. The 2024 process will recommend projects for a determined amount of funding available through the Surface Transportation Block Grant Program (STBG) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The competitive process is generally

mode-neutral, permitting those projects that best respond to the local needs and policies to rise to the top regardless of mode type.

All projects will address a series of non-scored informational questions and a series of regional transportation policy questions that are scored. In addition, each project will address a series of specific technical questions that vary depending on the type of application submitted. The application types are:

1. Preservation
2. Nonmotorized
3. Rural
4. Roadway
5. Transit
6. Other

The various types of applications have been normalized to a maximum potential score of 100 points. Applications of one type will compete with applications of the same type before being prioritized with all application submittals.

STBG APPLICATIONS				
Application Type	Technical Criteria Points	Policy Criteria Points	Other Considerations Score	Total Points
Nonmotorized	62	38	0	100
Preservation	62	38	0	100
Roadway	62	38	0	100
Rural	62	38	0	100
Transit	64	36	0	100
Other	62	38	0	100

CMAQ APPLICATIONS				
Application Type	Technical Criteria Points	Policy Criteria Points	Other Considerations Score	Total Points
Nonmotorized	42	58	0	100
Preservation	42	58	0	100
Roadway	42	58	0	100
Rural	42	58	0	100
Transit	44	56	0	100
Other	42	58	0	100

PSRC has established set-asides that allows the overarching regional policy to be implemented with Pierce Region emphasis. The PCRC has set a small city target and a transit cap for project funding to ensure an equitable opportunity for small agencies to have projects selected while providing a

breadth of project type awards. The funding calculation for the various application types in the 2024 Countywide Competition is shown on the following table:

Pierce Countywide Estimated Funding Calculations	
\$20,610,000	STBG Funds
+ \$ 9,120,000	CMAQ/CRP (Carbon Reduction Program) Funds
<u>\$29,730,000</u>	Total Funds Available
\$29,730,000	Total Funds Available
– \$ 5,140,000	PSRC Preservation Set-aside
– \$ 3,820,000	PSRC Nonmotorized Set-aside
– \$ 720,000	PSRC Rural Set-aside
<u>\$20,050,000</u>	Subtotal funding
<u>Small City Target</u>	
\$20,050,000	Subtotal funding
x 10%	PCRC endorsed target percentage
<u>\$ 2,005,000</u>	Small City Target
<u>Transit Cap</u>	
\$20,050,000	Subtotal funding
x 18%	PCRC endorsed cap percentage
<u>\$ 3,609,000</u>	Transit Cap
<u>Roadway and Other</u>	
\$20,050,000	Subtotal funding
– \$ 3,609,000	Transit Cap
<u>\$16,441,000</u>	Roadway and Other available funding

In addition to the list of projects recommended for funding, the TCC shall provide the PCRC with a prioritized contingency list of unfunded projects for submittal to the PSRC. In the case of new or returned funds becoming available (per PSRC’s project tracking program and the Pierce countywide process) this contingency list will be used to distribute the additional funds. The list will remain in effect until the next “Call for Projects” is distributed.

Section C – Set-Asides

13. Preservation Set-Aside

The PCRC approved maximum request for preservation funds is \$750,000 per agency. The primary focus for the set-aside is “roadway surface preservation”. Other federal requirements such as ADA compliant curb ramps/sidewalks and safety issues such as guardrail will need to meet current FHWA design standards.

The set-aside for preservation priority will continue for the 2024 process at the same levels of funding as implemented for the 2022 competition. The PSRC has allocated Twenty percent (20%) of the STBG funds for preservation. The amount allocated to Pierce County for the 2024 competition is estimated to be \$5.14 million.

Other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying in the Countywide competition, but the applicant should consider a different application type such as, Roadway, Other, Nonmotorized, Transit, or Rural.

14. Nonmotorized Set-Aside

The PCRC has not restricted the maximum request for this funding opportunity. The PSRC has allocated Ten percent (10%) of the regional funds for nonmotorized projects. The amount allocated to Pierce County for the 2024 competition is estimated to be \$3.82 million.

PSRC is committed to providing more and safer opportunities to walk and bike, and is working with communities throughout the region to plan for and implement efficient and effective bicycle and pedestrian projects and programs.

15. Rural Set-Aside

The PCRC has not restricted the maximum request for this funding opportunity. Under federal regulations, the region is required to spend a minimum amount of STBG funds in the rural area, defined as the area located outside the federal-aid urbanized and federal-aid urban areas. See Section 25 for the current map of the federally designated rural area in Pierce County. For the 2024 project selection process, the distribution of the required minimum rural amounts among the four counties will be based on an average between rural population and rural centerline miles. The minimum amount allocated to Pierce County for the 2024 competition is estimated to be \$720,000.

16. Small Cities Target

The PCRC has not restricted the maximum request for this funding opportunity. For the 2024 competition, the PCRC has approved a target of 10% of available funding for Small City projects. The target is not intended to be a firm minimum amount, nor a firm capped ceiling. The target is a goal that the TCC has historically met or exceeded. The list of agencies recognized as Small Cities and the methodology for determining the designation is shown below.

Small Cities in Pierce County <i>Approved by PCRC on 2/15/24)</i>			
South Prairie	Ruston	Eatonville	Fircrest
Wilkeson	Roy	Buckley	Orting
Carbonado	Pacific	Steilacoom	Milton

The amount targeted to Small Cities in Pierce County for the 2024 competition is estimated to be \$2,005,000.

17. Transit Cap

The PCRC has not restricted the maximum request for this funding opportunity. For the 2024 competition, the PCRC has approved a cap of 18% of available funding for transit projects. The cap is considered a hard ceiling that will not be exceeded. Agencies submitting transit applications are encouraged to enter enough applications to adequately populate a contingency list of unfunded projects that are eligible for potential future funding distributions. The amount allocated to Pierce County for the 2024 competition is estimated to be \$3,609,000.

Section D – Project Evaluation Criteria

18. Evaluation and Scoring of Projects

The project scoring committee is comprised of volunteer TCC representatives. The scoring committee mission is to provide application scores and document eligibility issues. All applications submitted will be scored, as the scoring committee cannot disqualify applications. Scoring committee members shall not score nor participate in conversations about their own applications. Historically the TCC scoring committee has been comprised of seven or more volunteers for the Countywide STBG/CMAQ competition. A detailed description of the scoring committee processes is available in Section 7: TCC Subcommittees of the TCC Operating Procedures as presented below:

- A. *Committees established for the review of applications for grant funding.*
 - 1. *Subcommittee members shall be comprised of TCC Representatives and/or TCC Alternate Representatives.*
 - 2. *A solicitation of subcommittee membership shall be distributed to the TCC membership prior to a Call for Applications.*
 - 3. *Committee partnerships.*
 - i. *Multiple agencies may form a partnership to share the workload of participating in the review of applications for grant funding.*
 - ii. *Partnerships must commit to completing committee workloads in the same fashion as agencies that provide multiple TCC members.*
 - iii. *For the rest of this section, this partnership shall be referenced as a member.*
 - 4. *The committee mission is to provide application scores and document eligibility issues.*
 - i. *The committee shall not disqualify applications.*
 - ii. *Members shall not score their own applications.*
 - iii. *Members shall not participate in scoring committee discussions about their own applications.*
 - 5. *Scoring process for committees of seven or more members.*
 - i. *All members must score all applications and participate in all committee discussions or be excluded from the scoring.*
 - ii. *Members should score the applications independently without the participation of other committee members.*

- iii. *Members shall meet and record the sum total of each application score as provided by every applicable reviewer.*
 - iv. *Members shall discuss all applications with a range of scores greater than ten percent of the potential available total score.*
 - v. *Members may adjust their scores during the committee discussion portion of the process.*
 - vi. *The discussion of applications may end when all scores are within the aforementioned ten percent range or when members may choose to discard the high and low scores in order to reach the ten percent range.*
 - vii. *All scores that have not been discarded will be averaged to a whole number that will represent the final application score.*
- 6. *Scoring process for committees of six or less members.*
 - 7. *The aforementioned process will be implemented without the option of discarding high and low scores.*
 - 8. *Final application scores and eligibility issues will be presented to the TCC for their use in providing recommendations to the PCRC.*
- B. *The TCC may establish such standing or ad hoc committees as are necessary.*

19. Summary of Evaluation Criteria

The Pierce County Countywide Project Selection Process is comprised of six project categories. All projects are evaluated on a set of policy criteria, technical criteria, and an air quality score for a potential 100 points. The following provides a summary of the six project categories, as well as the policy and technical criteria for each.

Project Categories

- Roadway
- Preservation
- Nonmotorized
- Transit
- Rural
- Other

For each project, an agency must choose one of the six application types. Application types and general descriptions are listed below. Agencies may submit more than one project for any application type. Each project application must be complete and stand on its own.

Roadway:

Roadway projects must improve roadways or provide road related elements.

Preservation:

Preservation projects must meet strict technical criteria, use no agency workforce, and cannot supplant local maintenance funds.

Nonmotorized:

Nonmotorized projects are limited to those areas defined by the FAST Act, which are facilities for pedestrians and/or bicycles.

Transit:

Transit projects are limited to those projects dealing specifically with transit and public transportation.

Rural:

Rural projects must be located outside the federal-aid urbanized and federal-aid urban areas.

Other:

This category includes projects that are eligible but do not fit well with the specific definitions of Nonmotorized, Preservation, Roadway, Rural, or Transit projects. Examples of Other projects are:

- Innovative or unique planning or demonstration projects
- Vehicle fuel conversion or development of shared alternative fuel facilities
- Transportation planning studies
- Developing/upgrading geographic information system (GIS) for specific transportation applications
- Developing/implementing transportation demand management (TDM) activities
- Install intelligent transportation systems (ITS) infrastructure
- Seismic retrofit projects for rehabilitation of structures assessed to be high risk

POLICY CRITERIA FOR PROJECT CATEGORIES	STBG FUND REQUEST	CMAQ FUND REQUEST
Roadway, Preservation, Nonmotorized, Rural, & Other Projects		
Support for Centers	13 points	13 points
Air Quality Benefits	20 points	40 points
Project Readiness and Financial Plan	5 points	5 points
Total	38 points	58 points
Transit Projects		
Support for Centers	11 points	11 points
Air Quality Benefits	20 points	40 points
Project Readiness and Financial Plan	5 points	5 points
Total	36 points	56 points
TECHNICAL CRITERIA FOR PROJECT CATEGORIES	STBG FUND REQUEST	CMAQ FUND REQUEST
Roadway Projects		
Outreach and Displacement	12 points	~ 8.1 points
Project Delivery, and System Performance	14 points	~ 9.5 points
Freight access and mobility	17 points	~ 11.5 points
Safety Benefits	14 points	~ 9.5 points
Multimodal Support	5 points	~ 3.4 points
Total	62 points	42 points
Preservation Projects		
Outreach and Displacement	12 points	N/A
Project Delivery, and System Performance	14 points	N/A
Type of Preservation (concrete, asphalt, or chip seal)	5 points	N/A

TECHNICAL CRITERIA FOR PROJECT CATEGORIES	STBG FUND REQUEST	CMAQ FUND REQUEST
Agency's Preservation Efforts (PCI, pavement management system)	19 points	N/A
Facility type and Exiting Freight/Truck Usage	12 points	N/A
Total	62 points	N/A
Nonmotorized Projects		
Outreach and Displacement	14 points	~ 9.5 points
Project Delivery, and System Performance	24 points	~ 16.3 points
Safety Benefits	19 points	~ 12.9 points
Multimodal Support	2 points	~ 1.4 points
Includes Additional Nonmotorized Components (crosswalk, benches, bike racks, etc.)	3 points	2 points
Total	62 points	42 points
Transit Projects		
Outreach and Displacement	19 points	13 points
Project Delivery, and System Performance	18 points	~ 12.3 points
Safety and Security	12 points	~ 8.3 points
Access to, and within, Centers and to Essential Services	8 points	~ 5.6 points
Improves Intermodal Connections	4 points	~ 2.8 points
Extend Useful Life/Replace if Beyond end of Useful Life	3 points	2.1 points
Total	64 points	44 points
Rural Projects		
Outreach and Displacement	12 points	~ 8.1 points
Project Delivery, and System Performance	14 points	~ 9.5 points
Freight Connectivity, Efficiency and Accessibility	20 points	~ 13.6 points
Safety Benefits	12 points	8.1 points
Retains and Supports Rural Industries and Lifestyle	4 points	~ 2.7 points
Total	62 points	42 points
Other Projects		
Outreach and Displacement	12 points	~ 8.1 points
Project Delivery, and System Performance	14 points	~ 9.5 points
Countywide Impact	8 points	~ 5.4 points
Safety and Security	8 points	~ 5.4 points
Natural Environment	4 points	~ 2.7 points
Transportation Integration and Connectivity	8 points	~ 5.4 points
Supports Global Competitiveness, Productivity and Efficiency	8 points	~ 5.4 points
Total	62 points	42 points

20. Air Quality Scoring for STBG and CMAQ Requests

PSRC has a software tool that estimates the emissions benefits extrapolated from basic project information. Project sponsors are encouraged to provide the best available project information and supporting data as part of their grant application. Specific questions are asked for each project type. If project-specific details are not available, the tool can produce an emissions estimate based on reasonable defaults. Assumptions are made based on a combination of national best-practice methodologies, relevant project studies and analyses, and general output from PSRC's travel demand model. The PSRC software tool may be summarized in a general five step process:

1. Basic Project features
2. Detailed project Information
3. Activity Changes due to project
4. Apply EPA emissions factors
5. Estimated emissions reduction

Project applications requesting STBG funds may earn a maximum of 20 points for an air quality score. Project applications requesting CMAQ funds may earn a maximum of 40 points for an air quality score.

21. Growing Transit Communities (GTC), Health and Equity

The Puget Sound Regional Council envisions a transportation system that benefits all people by creating access to jobs, improving public health, and environmental quality. A region wide coalition has worked toward solutions that encourage a high quality, with equitable development around rapid transit that result in sustainable communities that benefit all.

"Transit Communities" are generally the areas within a half-mile radius of, or approximate ten-minute walking distance from high capacity transit stations. Transit communities can meet the growing demand for walkable communities by encouraging nonmotorized in conjunction with transit services. Successful transit communities accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations.

The "Health and Equity" transportation focus is closely related to the growing transit communities' effort by encouraging active living through nonmotorized transportation with strong connections and access to transit services. Previous transportation policies comprised of safe routes and systems are now coupled with policies that incorporate healthy behaviors into daily life. Active transportation improves air quality by reducing single occupant vehicles (SOV). The combination of active transportation and fewer greenhouse gas emissions leads to reduced rates of diseases and obesity.

The cost saving transportation system envisioned in health and equity policies benefits low income, minority, and vulnerable populations, which may have experienced increased environmental impacts, had fewer opportunities to connect to regional transit, and were restricted from access to diverse employment prospects.

22. Project Delivery

The Puget Sound Regional Council implemented a project-tracking program in 2000 to monitor the delivery of projects awarded federal funds through the PSRC selection process. The current project-tracking policies encourage planning that:

- Reduces project delays that lead to increased costs
- Ensures the traveling public benefits from investments at the earliest point possible.
- Create or sustain jobs needed to stimulate the regional economy
- Meet federal funding delivery expectations
- Preserve PSRC funds and ensure they are kept locally and not redistributed to other regions.
- Position the region to receive unused FHWA obligation authority from other states by demonstrating the ability to deliver projects.

The grant application is designed to solicit information regarding the applicants planning to successfully delivery their project. An assessment of project readiness and an applicant's financial plan for successful project delivery is part of the evaluation criteria for potential funding awards.

23. Project Eligibility - CMAQ Funds

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

The following webpage provides a summary of the type of projects eligible to receive funds through PSRC's CMAQ program. It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on the funding program can be accessed through the resources provided on the page:

<https://www.psrc.org/media/8444>

For more details regarding the CMAQ program and specific eligibility questions, contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

24. Project Eligibility - STBG Funds

STBG funds are considered the most flexible funding source provided through the federal FAST Act. Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects.

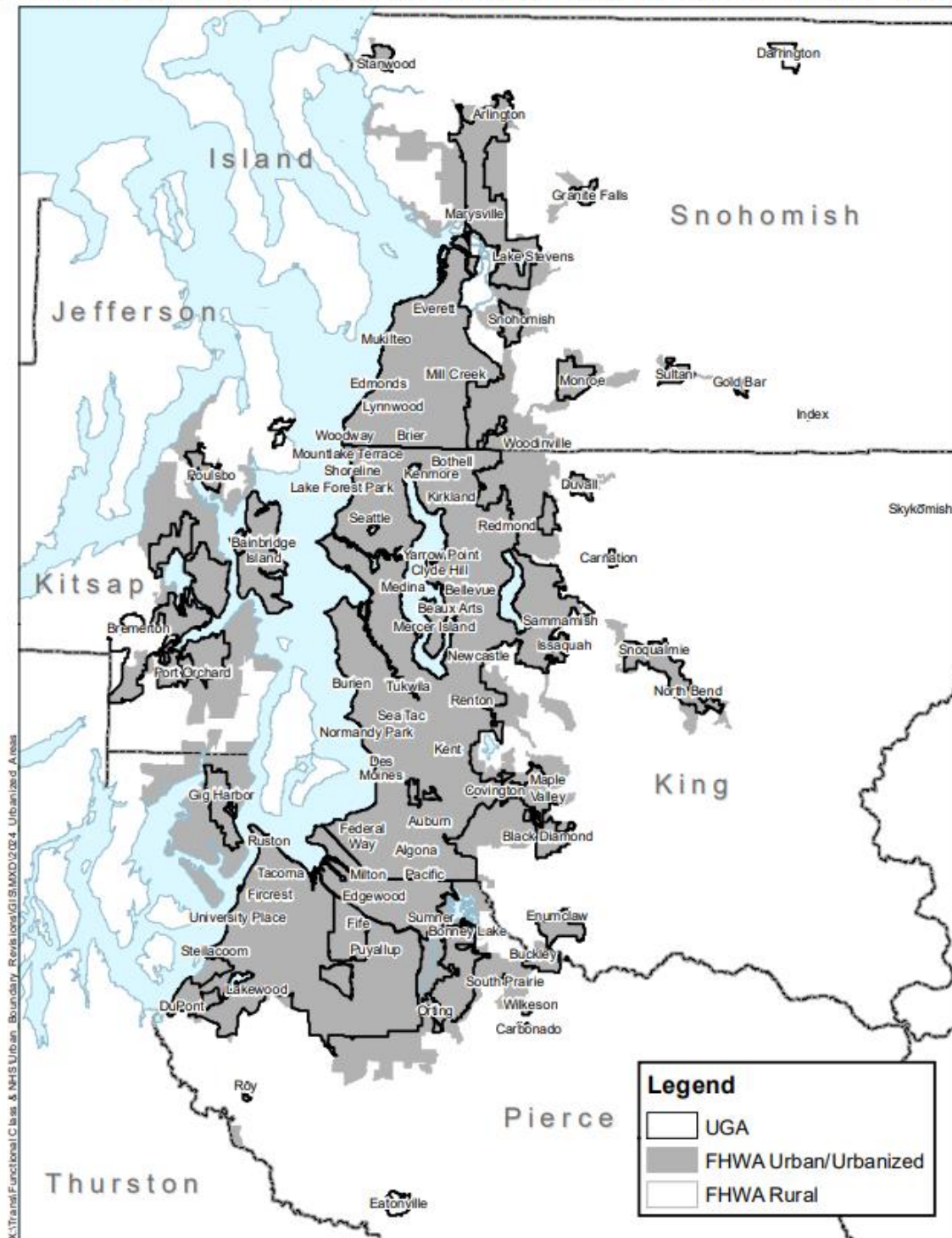
The following webpage provides a summary of the type of projects eligible to receive funds through PSRC's STBG program. It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on the funding program can be accessed through the resources provided on the page:

<https://www.psrc.org/media/8444>

Section E – Resources

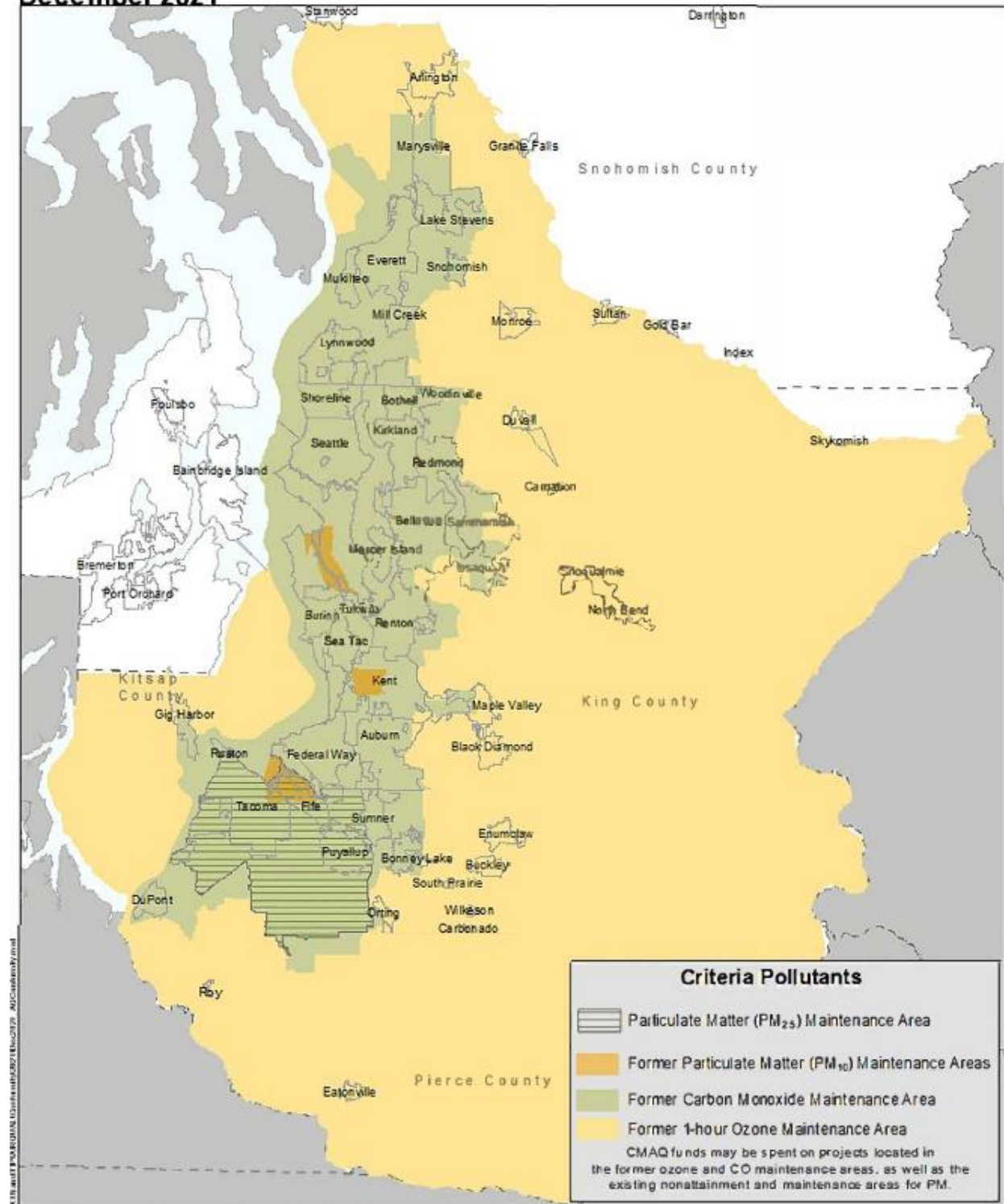
25. Federal Urban/Rural Area Boundary Map

Federal Urban/Urbanized and Rural Areas as of December 2023

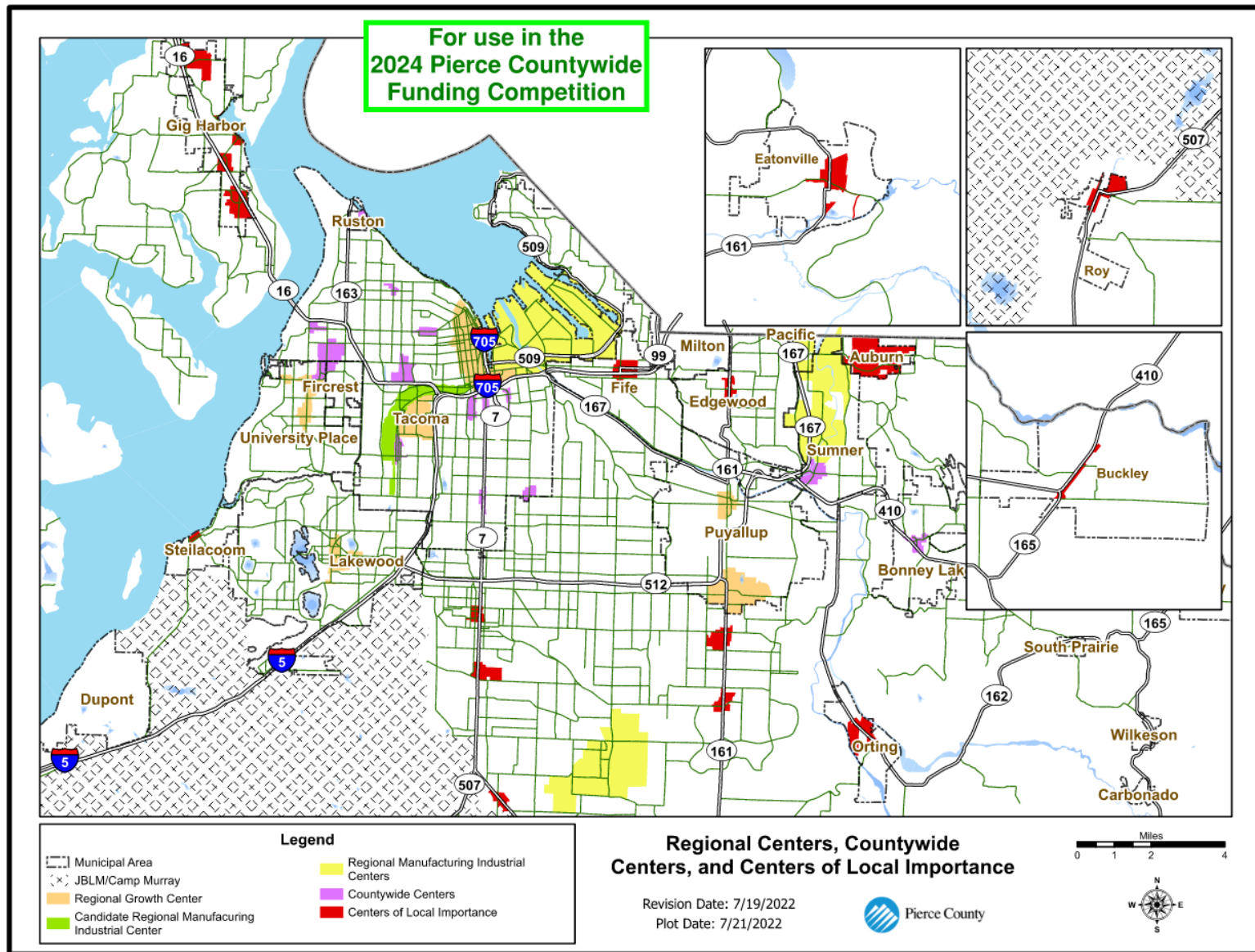


26. Air Quality Boundary Map

Current Central Puget Sound Region Designated Maintenance and Nonattainment Areas December 2021



27. Regional, Candidate, Countywide, and Local Centers Map

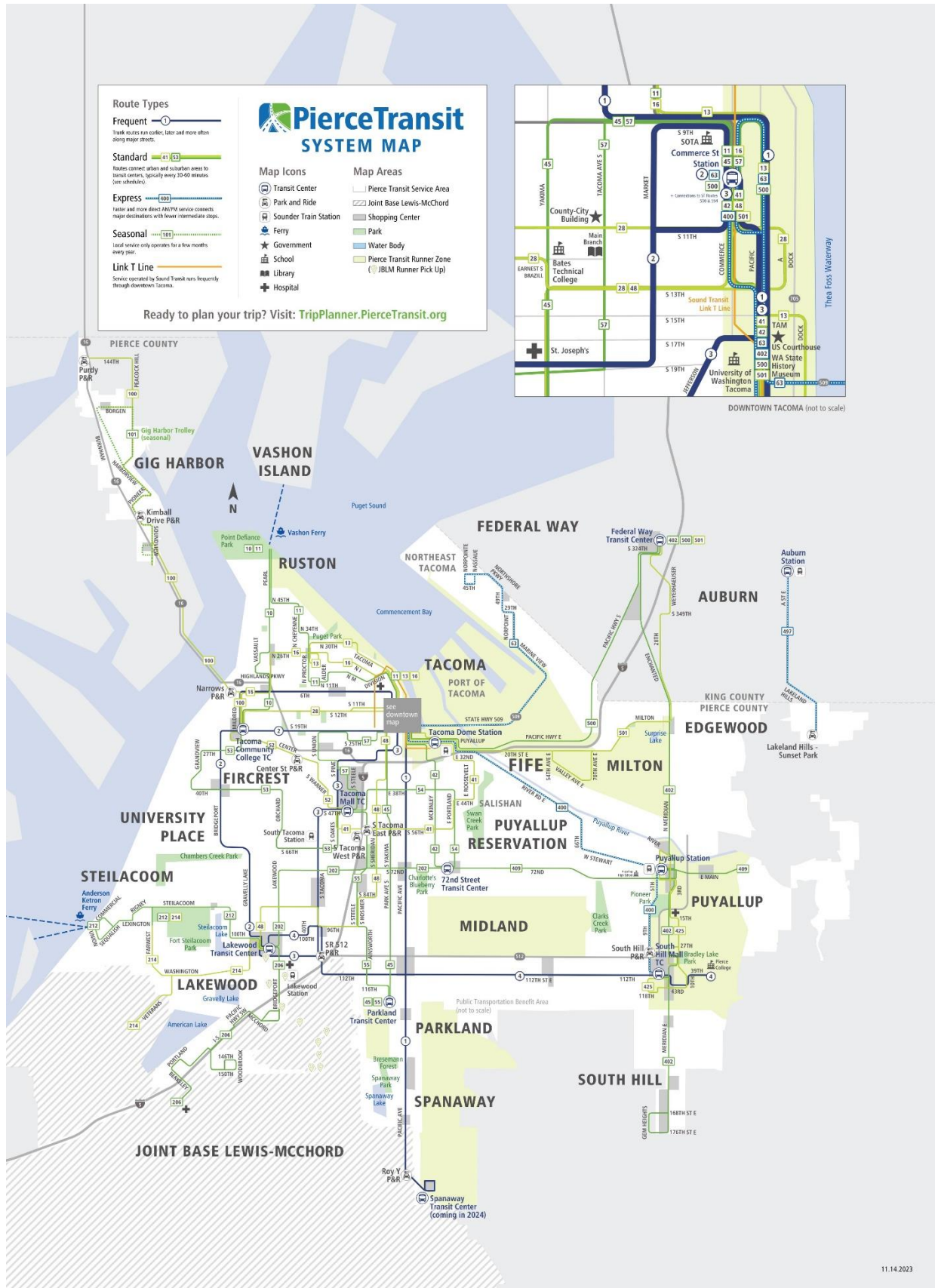


28. Pierce Transit Route Data



Route No.	Route Name	Frequencies as of September 2023		Frequencies planned by September 2026	
		Weekday AM Peak 5:30 - 9:00	Weekday PM Peak 15:00 - 18:30	Weekday AM Peak 5:30 - 9:00	Weekday PM Peak 15:00 - 18:30
1	6th Avenue - Pacific Avenue/SR 7	15-30 minutes	15 minutes	15 minutes	15 minutes
TBD	Stream Enhanced (Inaugural 14-mile High Capacity Transit route from Tacoma Dome Station to new Spanaway Transit Center)	New skip-stop overlay starting 3/31/2024 →		20 minutes	20 minutes
2	S. 19th Street - Bridgeport Way W	30 minutes	30 minutes	15 minutes	15 minutes
3	Lakewood - Tacoma	30 minutes	30 minutes	15 minutes	15 minutes
4	Lakewood - South Hill (Puyallup)	30 minutes	30 minutes	30 minutes	30 minutes
10	N. Pearl Street	30 minutes	30 minutes	30 minutes	30 minutes
11	Point Defiance	30 minutes	30 minutes	30 minutes	30 minutes
13	N. 30th Street	60 minutes	60 minutes	To be discontinued as of 3/31/2024*	
16	North End	30-60 minutes	60 minutes	30-60 minutes	60 minutes
28	S. 12th Street	30 minutes	30 minutes	30 minutes	30 minutes
41	S. 56th Street - Salishan	30 minutes	30 minutes	30 minutes	30 minutes
42	McKinley Avenue	30 minutes	30 minutes	30 minutes	30 minutes
45	S. Yakima Avenue	30 minutes	30 minutes	30 minutes	30 minutes
48	S. Sheridan Avenue - S. M Street	30 minutes	30 minutes	30 minutes	30 minutes
52	Fircrest - Tacoma Community College	30 minutes	30 minutes	30 minutes	30 minutes
53	University Place	30 minutes	30 minutes	30 minutes	30 minutes
54	S. 38th Street - Portland Avenue	30 minutes	30 minutes	30 minutes	30 minutes
55	Tacoma Mall	30 minutes	30 minutes	30 minutes	30 minutes
57	S. Union Avenue - S. 19th Street - Hilltop	30 minutes	30 minutes	30 minutes	30 minutes

63	Northeast Tacoma Express	60 minutes	60 minutes	To be discontinued as of 3/31/2024*	
100	Gig Harbor	60 minutes	60 minutes	60 minutes	60 minutes
202	S. 72nd Street	30-60 minutes	30 minutes	30 minutes	30 minutes
206	Pacific Highway - Tillicum - Madigan Army Medical Center	30 minutes	30 minutes	30 minutes	30 minutes
212	Steilacoom Blvd. SW	30 minutes	30 minutes	30 minutes	30 minutes
214	Washington Blvd. SW	30 minutes	30 minutes	30 minutes	30 minutes
400	Puyallup - Downtown Tacoma	30-60 minutes	30 minutes	30-60 minutes	30 minutes
402	S. Meridian (Puyallup to Federal Way Transit Center)	60 minutes	60 minutes	30 minutes	30 minutes
409	Puyallup - S. 72nd Street	60 minutes	60 minutes	60 minutes	60 minutes
425	Puyallup Connector	60 minutes	60 minutes	To be discontinued as of 3/31/2024*	
497	Lakeland Hills Express	20 minutes	20 minutes	20 minutes	20 minutes
500	Federal Way	60 minutes	60 minutes	30 minutes	30 minutes
501	Milton - Federal Way	60 minutes	60 minutes	60 minutes	60 minutes
*The discontinued Routes' 13, 63, and 425 areas will be served instead by new <i>Runner</i> on-demand microtransit zones. For more information, please visit: piercetransit.org/Runner/					
	Frequent Route identified in 2023 Bus System Recovery & Restoration Plan - Scheduled for improvement to 15-minute weekday frequencies by March 2025. Increased span of service will begin no later than September 2025 with Routes 1, 2, and 3 operating until 10:00 pm weekdays and Saturdays and until 8:00 pm Sundays.				
	Core Route identified in 2023 Bus System Recovery & Restoration Plan - Scheduled for improvement to 30-minute weekday frequencies by September 2026. Increased span of service will begin no later than September 2025 with all ten routes operating until 10:00 pm weekdays and Saturdays and until 8:00 pm Sundays.				
Important Note: For all proposed frequency and span improvements shown here for both the four Frequent and ten Core Routes, the funding is already available (i.e., in Pierce Transit's 2024 budget) to implement sooner, such as in 2024 and/or 2025, if and when more Bus Operator and Journey Level Mechanic vacancies are filled.					



11.14.2023

29. Additional Online Resources

All application types:

<https://www.soundtransit.org/Schedules>

<https://www.piercetransit.org/pierce-transit-routes/>

<https://www.psrc.org/media/1925>

Nonmotorized application type:

<https://www.psrc.org/bicycle-and-pedestrian-planning>

<https://psregcncl.maps.arcgis.com/apps/webappviewer/index.html?id=ebb7a1aaf8ac4077b18a47061c7efdf4>

Preservation application type:

<https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=0e37044a459244d9b6414826b46e8c46>

Roadway application type:

<https://geo.wa.gov/datasets/WSDOT::wsdot-freight-data-truck-freight-economic-corridors/about>

<https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=0e37044a459244d9b6414826b46e8c46>

Rural application type:

<https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=0e37044a459244d9b6414826b46e8c46>