



## Puget Sound Regional Council

### Regional Project Evaluation Committee Agenda

**Date: September 27, 2024, from 9:30 - 11:00 a.m.**

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

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

**2. Approve Meeting Summary for July 26, 2024\* (9:35)**

**3. Transportation Policy Board Debrief**

The 'At Work' report for the Transportation Policy Board meeting on Thursday, September 12, 2024, is available on the PSRC website at:

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

**4. Discussion Item: WSDOT ADA Transition Plan Notice (9:45)\***

PSRC staff will discuss with the committee the notice from WSDOT requiring all local agencies with more than fifty full-time employees and that receive FHWA funds to provide documentation demonstrating they have started, or completed, an ADA transition plan by the end of the year.

**5. Discussion Item: Project Selection Policy Discussion (10:00)\***

PSRC staff will present data compiled to support discussion of the two project selection policy topics directed by the board for further exploration and introduced at the July meeting: (1) potential scoring thresholds, and (2) potential restriction or limit of awards to projects that increase general purpose vehicle lane capacity. Staff will facilitate committee discussion with intent to confirm RPEC's recommendations to the board on these topics at its October meeting.

**6. Other Business (10:55)**

**7. Next Meeting: October 25, 2024**

**8. Adjourn (11:00)**

**\*Supporting materials attached**

For more information, contact Jennifer Barnes, Program Manager, at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@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:** July 26, 2024, 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 Summaries**

The February 23 and May 23, 2024, RPEC meeting summaries were approved as presented.

### **Transportation Policy Board Debrief**

Jennifer Barnes, PSRC, reviewed the Transportation Policy Board meetings held on June 13 and July 11, 2024. The 'At Work' report for the Transportation Policy Board meetings are available on the PSRC website at:

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

### **Discussion: Development of the Regional Safety Action Plan**

Gary Simonson, PSRC, briefed the committee on recent and ongoing work in the development of the Regional Safety Action Plan. He reminded that the objective of the plan is to develop strategies, actions and performance indicators to help the region advance its goal of zero deaths and serious injuries resulting from crashes, and provided an overview of the schedule, by which adoption of the plan is planned in mid-2025. He discussed the approach by which a menu of options will be developed that can be applied depending on context. He provided an overview of some of the data that has been compiled and analyzed, which will be presented in detail in the pending "State of the Region" report, which among other things, show that traffic related deaths are at historic highs including those involving vulnerable users, are occurring at higher rates in rural areas, and are of higher severity in tribal areas. He shared the contributing factors that were found to result in more serious crashes, including a high occurrence of distracted users. He then provided an overview of the 'state of the practice' and the highlights of the Safe System Approach best practices. Next steps include outreach and engagement, including participation in community events, and online engagement hub, a public opinion survey, focus groups that are planned to include agency staff, and a series of public meetings that will be held in each county in September and October.

*For more information, contact Gary Simonson at [GSimonson@psrc.org](mailto:GSimonson@psrc.org).*

The presentation is provided on the PSRC website [here](#).

### **Discussion: Project Selection Policy Discussion**

Jannifer Barmes, PSRC, presented information to begin committee discussion of two project selection policy topics directed by the board for further exploration: (1) potential scoring thresholds, and (2) potential restriction or limit of awards to projects that increase vehicle lane capacity. She provided background information, including a reminder of the four policy updates that were recommended by RPEC and adopted by the board last January. The two current topics were also considered by the board at that time but deferred until after the 2024 project selection process due to a desire for more information. The current objective is to compile the data to support RPEC discussion and recommendation to the board, as well as the subsequent board discussion.

Background for the general-purpose lane discussion included a reminder of the January discussion in which it was acknowledged that projects adding lane capacity, in general, are aligned with PSRC criteria and are also doing other things, but also expressed interest in policy to support projects that most strongly support climate goals. The board considered a limited proposal to restrict funding general capacity additions to limited access highways; it was not passed at that time, but was deferred to a later, more data-driven discussion. She presented initial data compiled from the 2018, 2020, and 2022 project selection processes, which showed that 12 to 16% of total funding requests and 10 to 14% of funding recommendations included general purpose lane capacity component. Of the awarded projects, two would have been affected by a restriction applied to limited access highways. Information was also shared about additional scope items included in these projects, including non-motorized and environmental improvements, and the projects improving transit or freight routes. Information requested by committee members centered primarily around additional context for these projects. Next, Kalon Thomas presented preliminary data compiled to begin discussion of potential scoring threshold. He presented a chart of the scoring distribution for each forum, with data from the 2018 through 2023, identifying projects that received funding in the initial project selection process, funding through supplemental action, and unfunded projects. Due to time constraints, PSRC staff informed the committee that an online survey would be sent out to gather input to inform discussion of both topics at the next meeting.

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

The presentation is provided on the PSRC website [here](#).

### **Adjourn**

The meeting adjourned at approximately 11:00 a.m.

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**\*Members and Alternates Present**

See attached attendance roster.

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

Andie Parnell, SCA; Catherine Lander, City of Shoreline; Carla Maloney, City of Kent; David Paine, City of Kent; Ingrid Gaub, City of Auburn; Kai Pope, Atwell; Kimberly Scrivner, City of Kirkland; Mia Waters, City of Bellevue; Paul Cho, City of Redmond; Vangie Garcia, City of Redmond Wesley Rhodes, City of Tacoma

**PSRC**

Jennifer Barnes, Alexa Leach, Kelly McGourty, Kalon Thomas, Josh Brown, Miles Stepleton, Gary Simonson, Gil Cerise, Jean Kim

*\*All attendees were present via remote participation*

# RPEC Attendance Roster - Designated Members

Date: July 26, 2024 - 9:30-11:00 am

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)	<input checked="" type="checkbox"/>	Sarah Strand	WSDOT-WS Ferries (1)	<input checked="" type="checkbox"/>	John Bernhard
	<input checked="" type="checkbox"/>	Jim Storment			Krishan Aggarwal (Alt.)
		Joanna Valencia			Todd Lamphere (Alt.)
	<input checked="" type="checkbox"/>	Bill LaBorde (Alt.)	Kitsap Transit (1)	<input checked="" type="checkbox"/>	Steffani Lillie
		Serena Lehman (Alt.)			Edward Coviello (Alt.)
		Benjamin Smith (Alt.)			Lindsay Cook (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)	<input checked="" type="checkbox"/>	Chad Bieren, Kent			Darin Stavish (Alt.)
	<input checked="" type="checkbox"/>	John Mortenson, Issaquah	Community Transit (1)		VACANT
	<input checked="" type="checkbox"/>	Larissa Grundell, Duvall		<input checked="" type="checkbox"/>	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.)
		Ingrid Gaub, Auburn (Alt.)			Lisa Shafer (Alt.)
		Jeff Hamlin, Snoqualmie (Alt.)			Lisa Wolterink
		Dan Marcinko, North Bend (Alt.)			Tyler Benson (Alt.)
		Kimberly Scrivner, Kirkland (Alt.)		<input checked="" type="checkbox"/>	Kirste Johnson (Alt.)
		Vangie Garcia, Redmond (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)		<input checked="" type="checkbox"/>	Ryan Medlen (Alt.)
		Vicki Grover (Alt. 2)	Port of Everett (1)		Brandon Whitaker
Other Cities/Towns (1)	<input checked="" type="checkbox"/>	Diane Lenius, Poulsbo		<input checked="" type="checkbox"/>	Laura Gurley (Alt.)
		Vacant (Alt.)	Port of Bremerton (1)	<input checked="" type="checkbox"/>	Arne Bakker
Pierce County (2)		Leticia Neal			James Goodman (Alt.)
		Melissa McFadden	PSCAA (1)		Kathy Strange
	<input checked="" type="checkbox"/>	Peter Lewis-Miller (Alt.)		<input checked="" type="checkbox"/>	Jennifer Keene (Alt.)
		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.)
		Darius Thompson (Alt.)	Puyallup Tribe (1)		VACANT
Other Cities/Towns (1)		Mark Burlingame, Steilacoom			VACANT (Alt.)
		Jeremy Metzler, Edgewood (Alt.)	NON-VOTING		VACANT - BPAC Member
Snohomish County (2)		Doug McCormick, Chair			VACANT - BPAC Alternate
	<input checked="" type="checkbox"/>	Kelly Snyder			
		Janice Fahning (Alt.)			
	<input checked="" type="checkbox"/>	Glynda Steiner (Alt.)			
		Matt Ojala (Alt.)			
Everett (1)	<input checked="" type="checkbox"/>	Tom Hood, City Engineer			
		Melinda Adams (Alt.)			
Other Cities/Towns (2)	<input checked="" type="checkbox"/>	Rob English, Edmonds			
		VACANT			
	<input checked="" type="checkbox"/>	Jim Kelly, Arlington (Alt.)			
		Steve Morikawa, Bothell (Alt.)			
		Jakeh Roberts, Monroe (Alt.)			



Transportation Building  
310 Maple Park Avenue S.E.  
P.O. Box 47300  
Olympia, WA 98504-7300  
360-705-7000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

September 5, 2024

Dear Local Agency Partners,

## Purpose

The Washington State Department of Transportation (WSDOT) remains committed to providing equitable access to Washington's multimodal transportation system, which includes users with disabilities. The purpose of this letter is to notify **all local agencies with more than fifty full-time employees and who receive federal funds from WSDOT must provide copies of their transition plan by January 1, 2025.**

## Background

As a State Transportation Agency (STA), WSDOT has the responsibility to monitor sub-recipients of federal assistance to ensure their compliance with Title II of the ADA and Sec. 504. This includes STA-funded (both federal and state dollars) projects and programs that the sub-recipients implement.

Under the ADA and its implementing regulations {28 CFR § 35.130(b)(1)(v)}, the state cannot aid or perpetuate discrimination against an individual with a disability by providing significant assistance to an entity that discriminates in providing any aid, benefit, or service to beneficiaries. Similarly, Section 504 of the Rehabilitation Act (Section 504) and its implementing regulations (49 CFR § 27.7 (b)(v)) provides that a recipient of Federal Highway Administration (FHWA) funds (e.g. the State) cannot provide financial or other assistance to an agency, organization, or person that discriminates based on disability in providing any aid, benefit, or service. As such, WSDOT is lawfully forbidden from providing funds to a local agency that does not comply with ADA and Section 504.

**To remain in compliance with ADA and Section 504, WSDOT will be requiring all local agencies with more than fifty fulltime employees and are receiving FHWA funds to provide documentation demonstrating they have started, or completed, an ADA transition plan by January 1, 2025.**

## Who is covered?

If WSDOT provides FHWA funds to a local government agency or other entity with more than fifty fulltime employees, all the operations of the agency, department, or organization to which the funds are distributed are covered. Enhancement grants, safe routes to school funds, earmarks, as well as local highway user revenue distributions are some examples of qualifying funds and therefore recipients must demonstrate compliance in all programs.

### **What is an ADA transition plan?**

An ADA transition plan identifies barriers to ADA compliance and provides actions that a sub-recipient will take over the next several years to remove barriers within the public right of way and all sub-recipient owned facilities identified during the sub-recipient's continued self-evaluation efforts. Sub-recipients demonstrate their commitment to achieving substantial ADA compliance through a comprehensive approach outlined in their plans. This approach includes strategies for public engagement and involvement, details on agency wide ADA roles and responsibilities, and a plan to identify, prioritize, and address ADA features in public facilities and public right-of-way.

### **What documentation is sufficient to demonstrate that a plan has been started or completed?**

#### *Sufficient documentation if an ADA Transition Plan has been completed*

If a plan transition plan has been completed, local governments must provide a copy of the plan to WSDOT's Office of Equity and Civil Rights. Copies of the plan can be emailed directly to [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov).

#### *Sufficient documentation if an ADA Transition Plan has not been completed*

If a plan has not been completed, local governments must email documentation demonstrating that the drafting of a plan is in progress. Examples of sufficient documentation include, but are not limited to, the following:

- A copy of a transition plan draft;
- A written commitment from the local government to complete a plan by a certain date;
- A schedule for when a plan will be completed;
- Any written documents that demonstrate actions are being taken to complete a plan;
- Copy of an active ADA grievance process;
- Any inventories or assessments of existing barriers or three or more ADA-related features (best practice minimum - curb ramps, pedestrian signals and sidewalks);
- Copy of an active ADA Policy Statement.

At a minimum, the documentation must show an assurance that the local government is committed to completing a transition plan within a reasonable amount of time. Questions regarding sufficient documentation can be emailed to [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov).



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### **What is required of Local governments and other entities' ADA Transition Plans?**

All Sub-recipient ADA Transition Plans must include the following elements:

- Identity the local agency's ADA Coordinator by name and include contact information;
- The Sub-recipient's current ADA policy;
- A grievance procedure for ADA complaints;
- The ADA self-evaluation results (for programs and facilities);
- The design standards for all facilities (e.g., buildings and roadway assets); and
- A prioritization schedule for remediating assets and programs that are not ADA compliant, including the subrecipient's commitment to complete the schedule by:  
identifying either (if not both) of the following:
  - The completion date for each item on the schedule; or
  - A budget to be applied to the items on the prioritization schedule together with cost estimates for their remediation.
- A summary of all the public involvement opportunities involved in the development of the plan;
- A schedule of how the plan will be updated (every five years, for example.)

### **How will WSDOT evaluate Sub-recipient plans?**

WSDOT requests that local governments provide documentation they have either completed or started an ADA transition plan by **January 1, 2025**.

Upon receiving completed plans, WSDOT will review and provide feedback on whether the plans meet the federal requirements. A copy of the rubric WSDOT will be using to evaluate ADA transition plans is attached to this letter. If an ADA transition plan is not complete, WSDOT will work with the local agency to determine any corrective action and a timeline to complete it.

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To assist local governments with meeting the **January 1, 2025** deadline, WSDOT's ADA team is available for questions about, and technical assistance with developing ADA transition plans. To request technical assistance, you can contact WSDOT's ADA Compliance Team through email at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling 1-855-362-4232.

Sincerely,

A handwritten signature in blue ink, appearing to read "Earl Key".

Earl Key Esq. LL.M, M.S.  
Senior Director of Transportation Equity

Enclosure: ADA Transition Plan Evaluation Rubric

cc: Jackie Bayne, Deputy Director, Office of Equity & Civil Rights  
Shawn Murinko, Assistant Director of ADA Compliance & External Workforce  
Autumn Young, Civil Rights Program Manager of Federal Highway Administration  
Development  
Jay Drye, Director of Local Programs  
Reema Griffith, Executive Director of the Washington State Transportation Commission

### **Americans with Disabilities Act (ADA) Information**

WSDOT is committed to providing equal access to its facilities, programs and services for persons with disabilities. The material contained in this document can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free: 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Exhibit 1****ADA Transition Plan Evaluation Rubric**

Plans will be scored across seven categories as acceptable, unacceptable, or exceeding minimum criteria.

<b>Category One - Official Responsible for Implementation of ADA Transition Plan</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Primary manager, name, title and role included along with delegation by agency directory or equivalent; all or other key ADA contacts within the organization named, including titles and roles	Primary manager, name, title and role included in plan or website; may also include delegation by agency directory or equivalent	Not included in document or name or title listed, but not both; lacks identification of role

<b>Category Two - Inventory of Barriers</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Includes results of inventory, assessments <b>and</b> summary of inventory methodology for three or more ADA-related features (best practice minimum - curb ramps, pedestrian signals and sidewalks); or meets criteria for "Acceptable," but includes plan and/or schedule for expanding evaluation to other features or assets	Includes results of inventory and assessments for at least two ADA-related features (best practice minimum - sidewalks and curb ramps or curb ramps and pedestrian signals); may include summary of inventory methodology	Lacks sufficient inventory to evaluate barriers and/or lacks plan to build such data for self-evaluation

<b>Category Three - Modification Schedule</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Plan shows a strong commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a strong commitment over time toward prioritizing curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2). This would also include prioritization information, planning, and investments directed at eliminating other identified barriers over time. 28 CFR 35.150(d)(3). Resources dedicated to eliminate identified ADA deficiencies.	Plan shows some commitment toward upgrading ADA elements identified in the inventory of barriers in the short term (planned capital improvement projects) and a recognition of priority of curb ramps at walkways serving entities covered by the ADA. 28 CFR 35.150(d)(2). May include some planning for elimination of other barriers over time. 28 CFR 35.150(d)(3). Resources to eliminate identified ADA deficiencies may or may not be identified, but may not be dedicated.	Lacks sufficient commitment to eliminate barriers and/or lacks plan to build a schedule and committed resources

<b>Category Four - Accessibility Methods</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Describe in detail the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); standards that will be applied and any modifications/refinements clearly defined (i.e., 2010 ADAAG, 2011 PROWAG)	Describe most of the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); primary standards that will be applied clearly identified (i.e., 2010 ADAAG, 2011 PROWAG)	Incomplete description of the <b>Methods</b> that will be used to make the facilities accessible. 28 CFR 35.150(d)(3)(ii); and/or standards that will be applied not clearly identified and/or defined (i.e., 2010 ADAAG, 2011 PROWAG)

<b>Category Five - Public Involvement</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b). Best practices: a) detailed list of individuals consulted posted conspicuously on website, does not have to be in actual TP, but must be documented and available; b) have both electronic and hard copy notice. 28 CFR 35.105(c)	Description of process to allow public to readily access and submit comments for both self-evaluation and transition plan. 28 CFR 35.150(d)(1); 28 CFR 35.105(b).	Incomplete or unclear process to allow public to readily access and submit comments for both self-evaluation and transition plan.

<b>Category Six - ADA Policy Statement</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Not required of local agencies, but best practice if mentioned and link provided to policy posted conspicuously on website	N/A (Not required of local agencies)	N/A (Not required of local agencies)

<b>Category Seven - Complaint/Request/Grievance Process</b>		
<b>Exceeds Minimum Criteria</b>	<b>Acceptable</b>	<b>Unacceptable</b>
Description of process and detailed information included to help an individual know how to submit a request for accommodation or file a formal complaint; more than one option provided (including assisted) to allow individuals to submit issue	Basic information included to help an individual know how to submit a request for accommodation or file a formal complaint; link to form or other method included	Insufficient information included to help individuals know how to submit a request for accommodation or file a formal complaint

## **RPEC Agenda Item #5 – Additional Information**

### ***INTRODUCTION***

This attachment contains several charts and graphs providing information from the 2018, 2020 and 2022 project selection processes to support discussion of the two policy questions.

**The first section** provides information supporting the discussion of scoring thresholds.

The charts provide information on projects submitted, funded and their scores by forum and by cycle. Projects are further categorized by whether they received funding during that year's project selection process or via a subsequent supplemental funding action.

The mean project score for the year and forum displayed in each chart is identified by a dashed grey line, and standard deviations from the mean are shown in dashed orange lines. More information about awarded projects that received a score lower than one or more standard deviation from the mean is shown below each chart.

Note: Kitsap County does not score projects on a numeric scale. For illustrative purposes, Low, Medium, and High scores assigned to projects were converted to a numeric value and normalized on a 100-point scale.

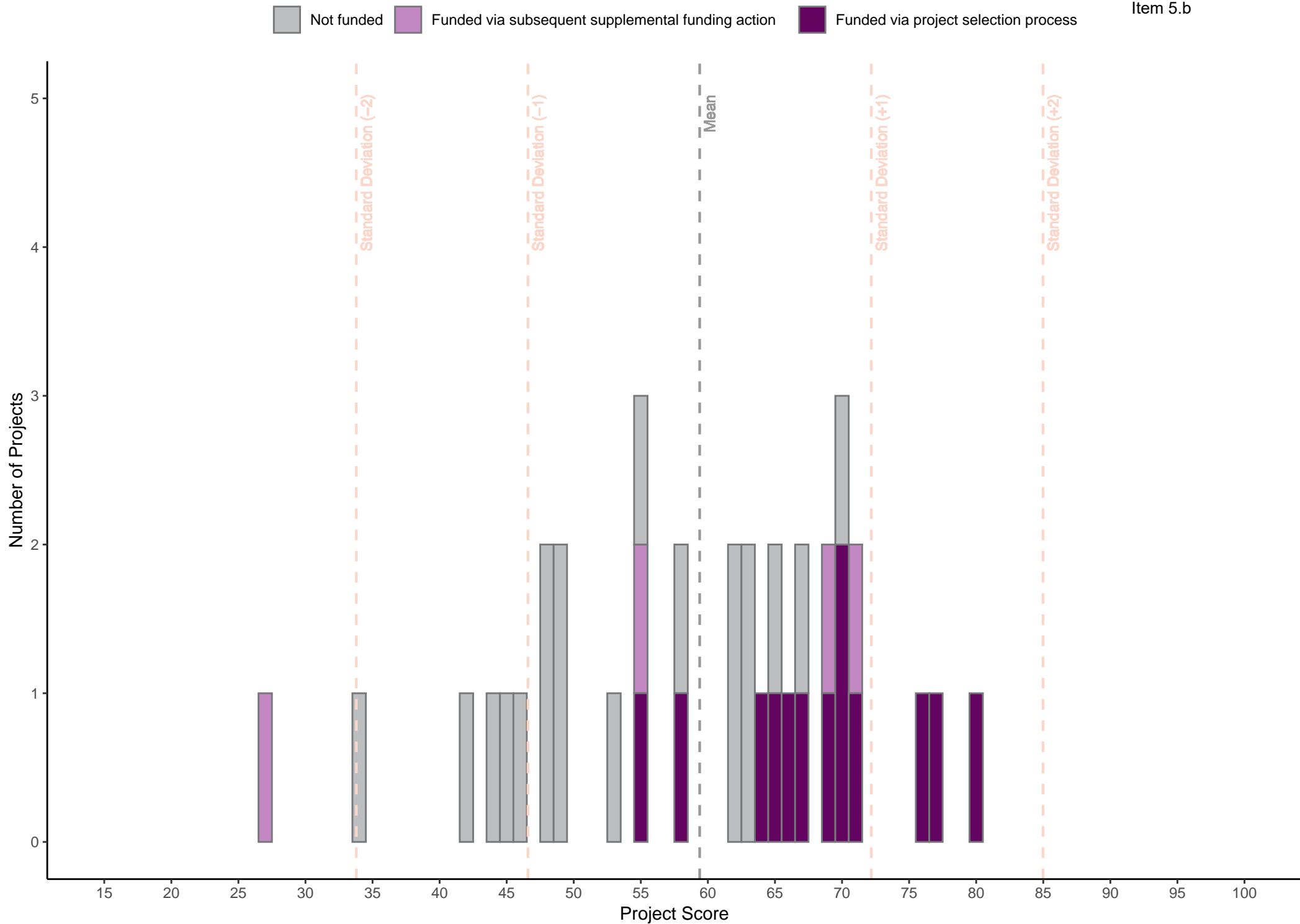
**The second section** provides information supporting the discussion of general purpose capacity projects.

The first charts illustrate the proportion of projects submitted that include general purpose (GP) lane capacity as compared to all project submitted, across all forums.

Subsequent charts illustrate the roadway type of projects adding GP capacity, the total number of lane miles being added and a reflection of the overall scope of work included in these projects, outside of just adding GP capacity.

Figure 1: 2018 Regional FHWA Competition

Item 5.b

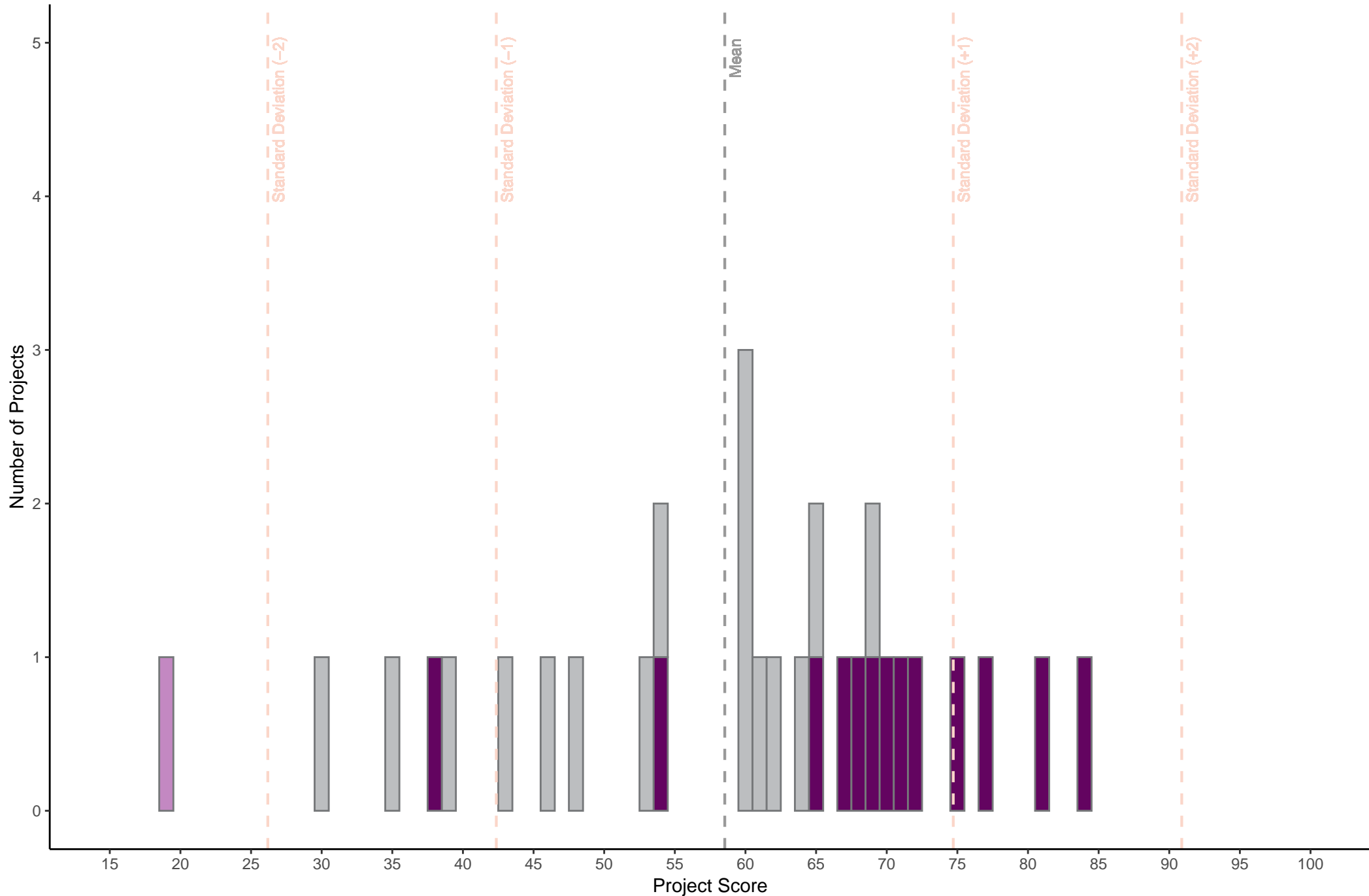


Funded project(s) below one or more standard deviations from mean:  
 (27) Supplemental Funding – Everett I-5 & US 2 Interchange Justification Planning Study (PLN)

Figure 2: 2020 Regional FHWA Competition

Item 5.b

Not funded
  Funded via subsequent supplemental funding action
  Funded via project selection process



Funded project(s) below one or more standard deviations from mean:

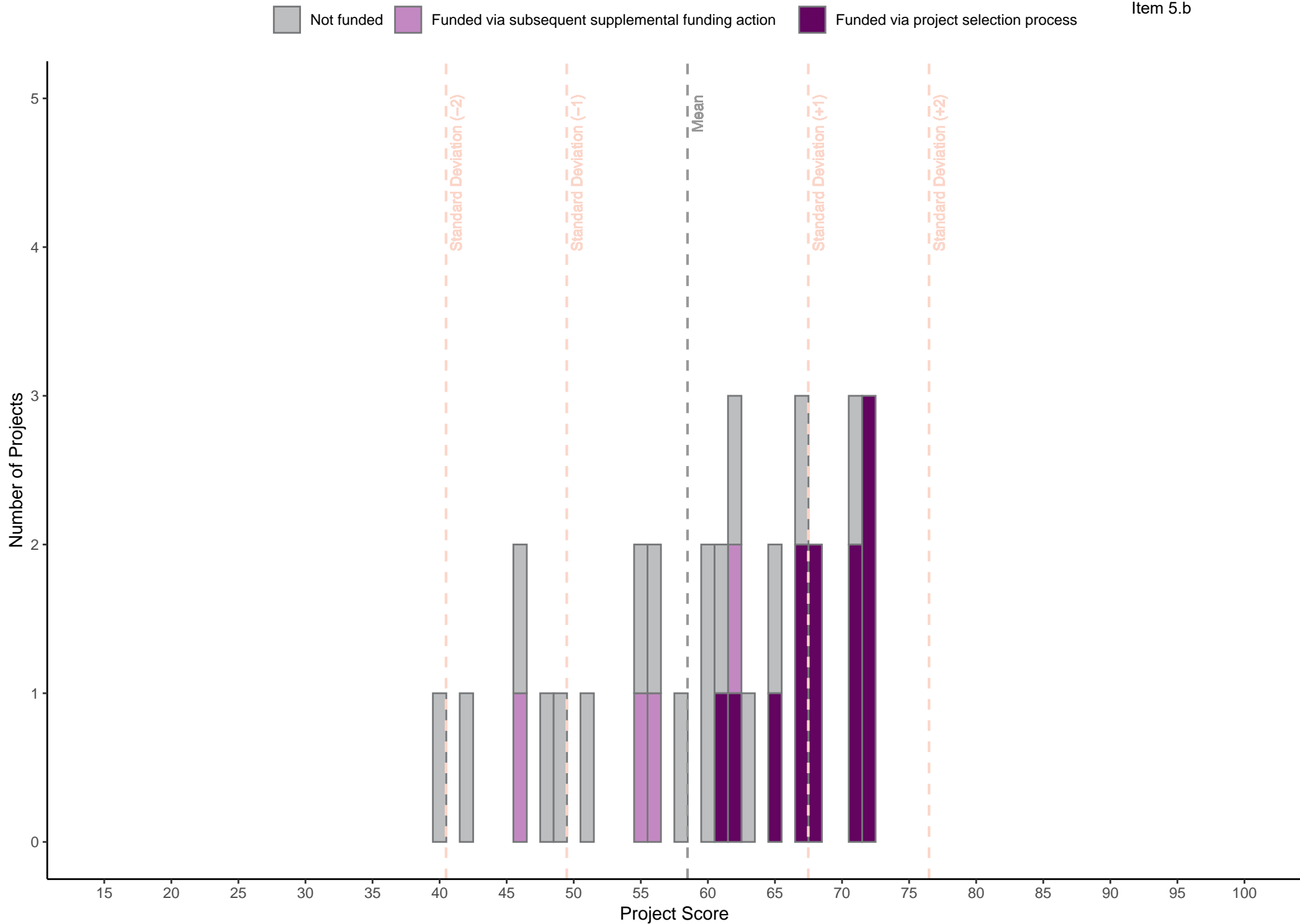
(19) Supplemental Funding – Federal Way SW King County Regional Trail Plan (PLN)

(38) Project Selection – Fife Interurban Trail Extension, Hylebos Creek to Alexander Ave (CN)



Figure 3: 2022 Regional FHWA Competition

Item 5.b

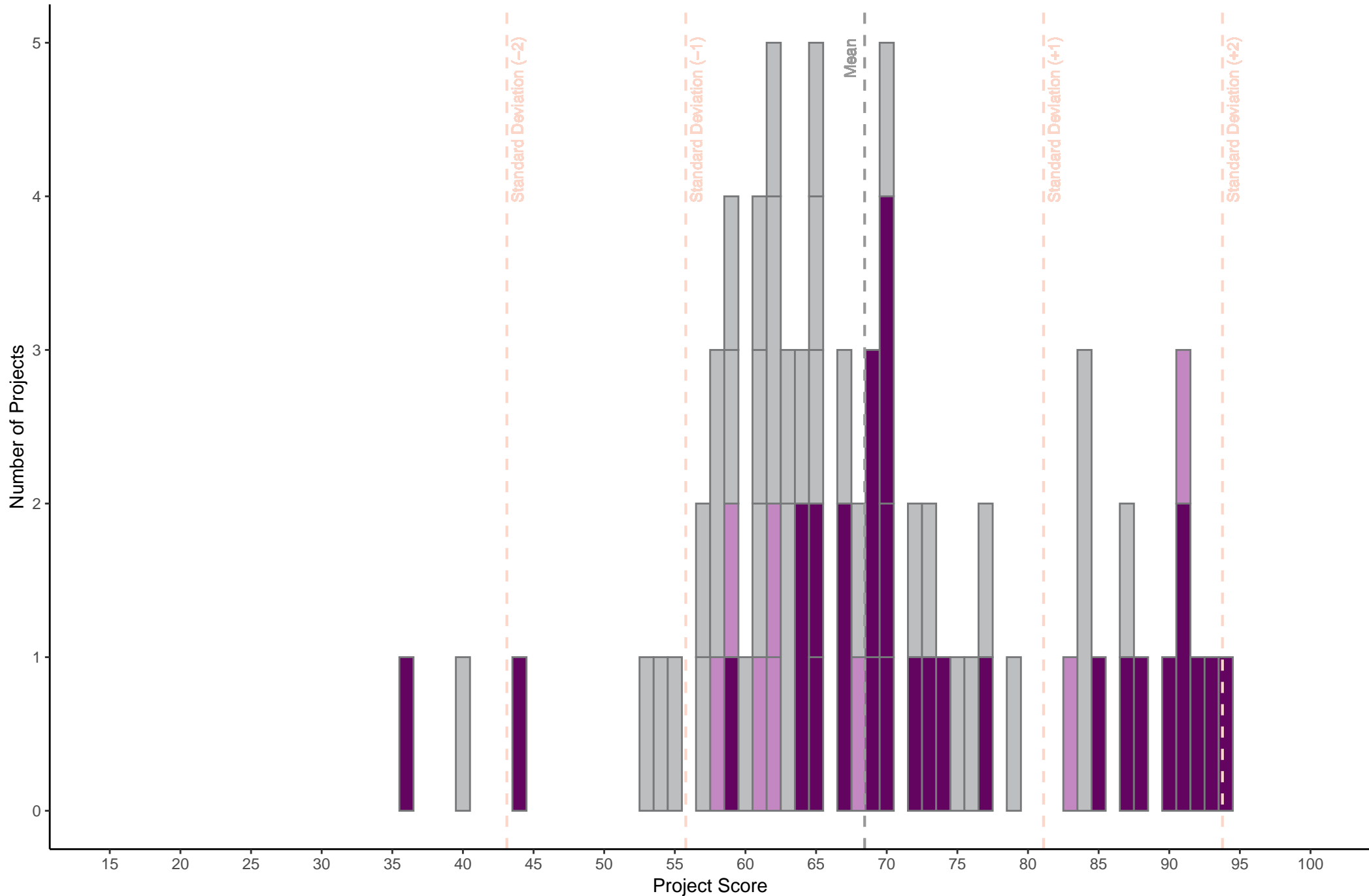


Funded project(s) below one or more standard deviations from mean:  
 (46) Supplemental Funding – Arlington 180th Street Connector (PE)

# Figure 4: 2018 King Countywide FHWA Competition

Item 5.b

Not funded
  Funded via subsequent supplemental funding action
  Funded via project selection process

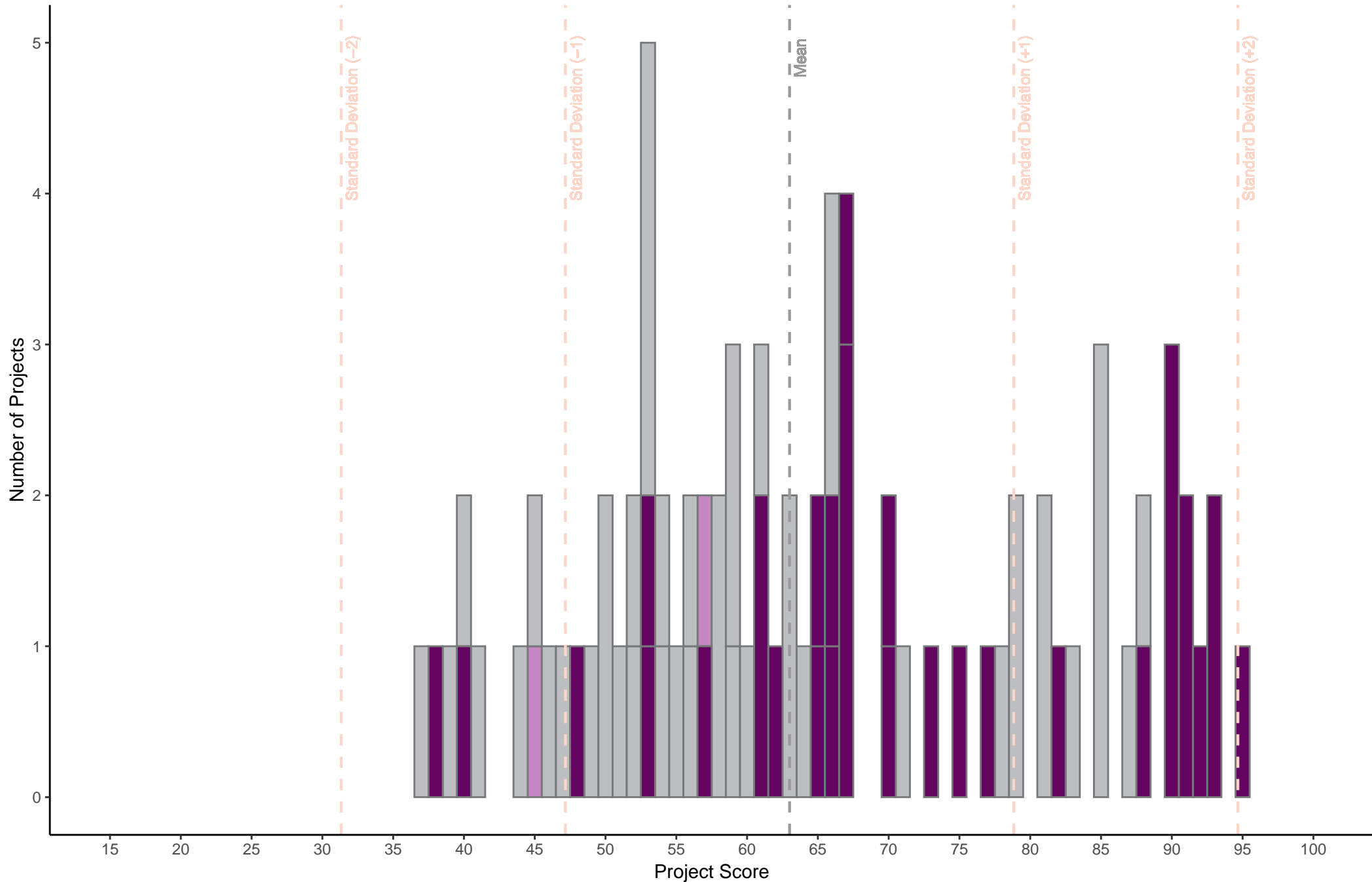


Funded project(s) below one or more standard deviations from mean:  
 (36) Project Selection/Rural Program – King County 218th Avenue SE Reconstruction (CN)  
 (44) Project Selection/Small Jurisdiction Program – Pacific Milwaukee Boulevard Minor Widening (CN)

# Figure 5: 2020 King Countywide FHWA Competition

Item 5.b

Not funded
  Funded via subsequent supplemental funding action
  Funded via project selection process



Funded project(s) below one or more standard deviations from mean:

(38) Project Selection/Rural Program – King County SE Green Valley Rd and 218th Ave SE Intersection Improvements (PE/ROW)

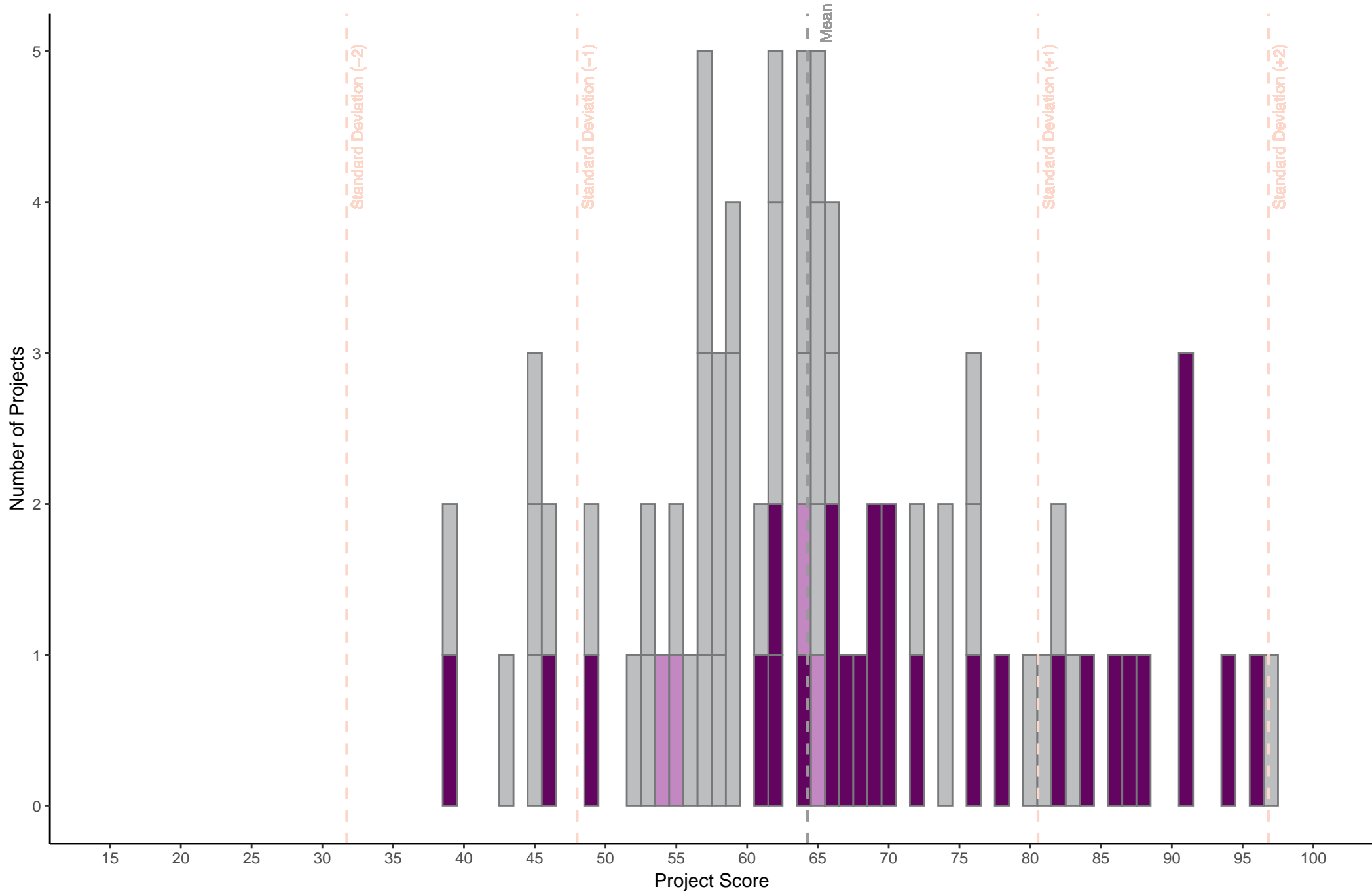
(40) Project Selection/Small Jurisdiction Program – Milton Interurban Trail Connection: Milton to Edgewood/King to Pierce (PE/ROW)

(45) Supplemental Funding/Nonmotorized Program – WSDOT SR 900/68th Ave S Vicinity – Pedestrian Safety Phase 2 (CN)

# Figure 6: 2022 King Countywide FHWA Competition

Item 5.b

Not funded
  Funded via subsequent supplemental funding action
  Funded via project selection process



Funded project(s) below one or more standard deviations from mean:

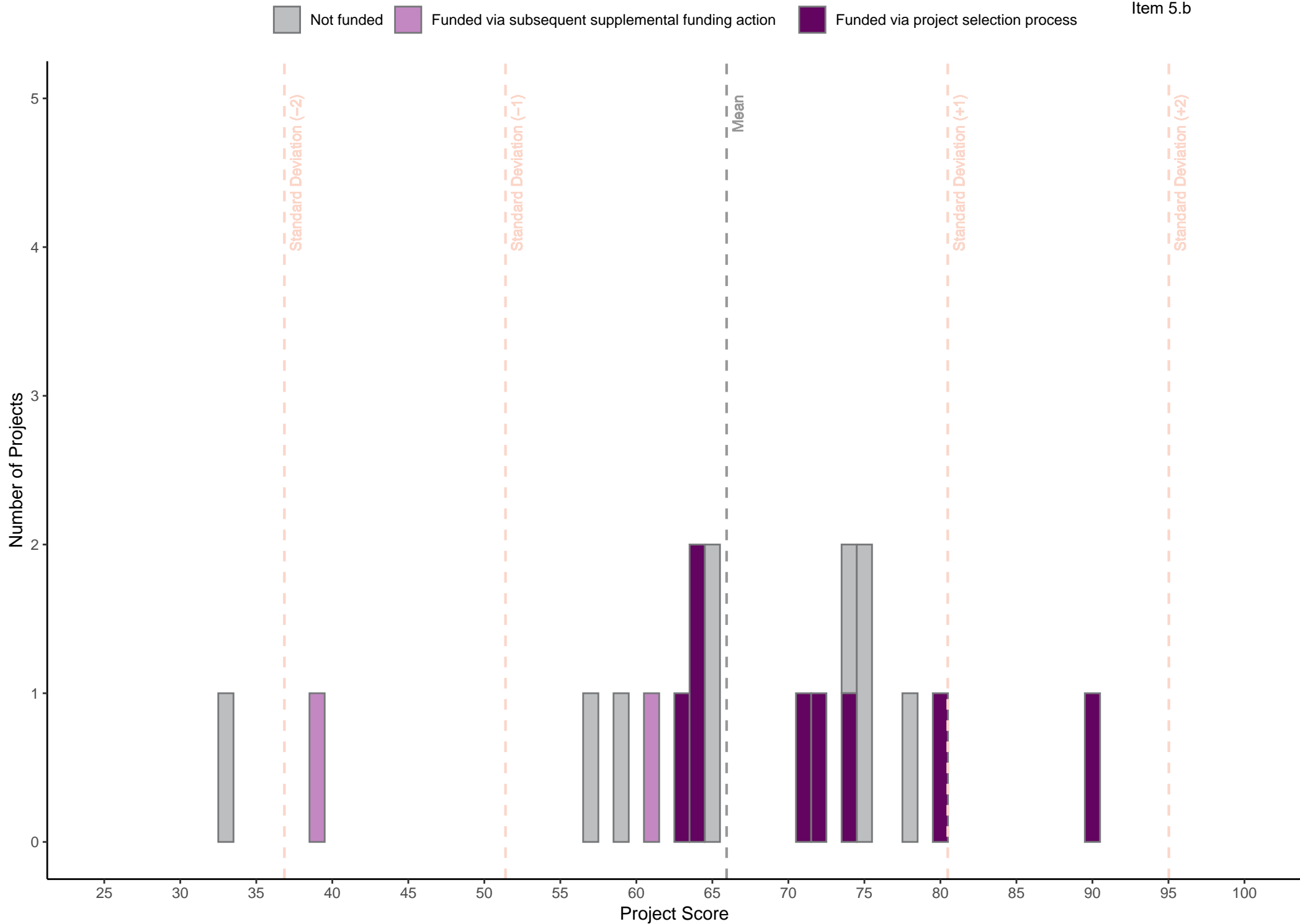
(NA) Project Selection/Rural – King County Roads NE Big Rock Road Overlay (CN)

(39) Project Selection/Small Jurisdiction Program – North Bend North Bend Way & Mt. Si Road (PE/ROW)

(46) Project Selection/Small Jurisdiction Program – North Bend SR202 Shared Use Path (PE)

Figure 7: 2018 Kitsap Countywide FHWA Competition

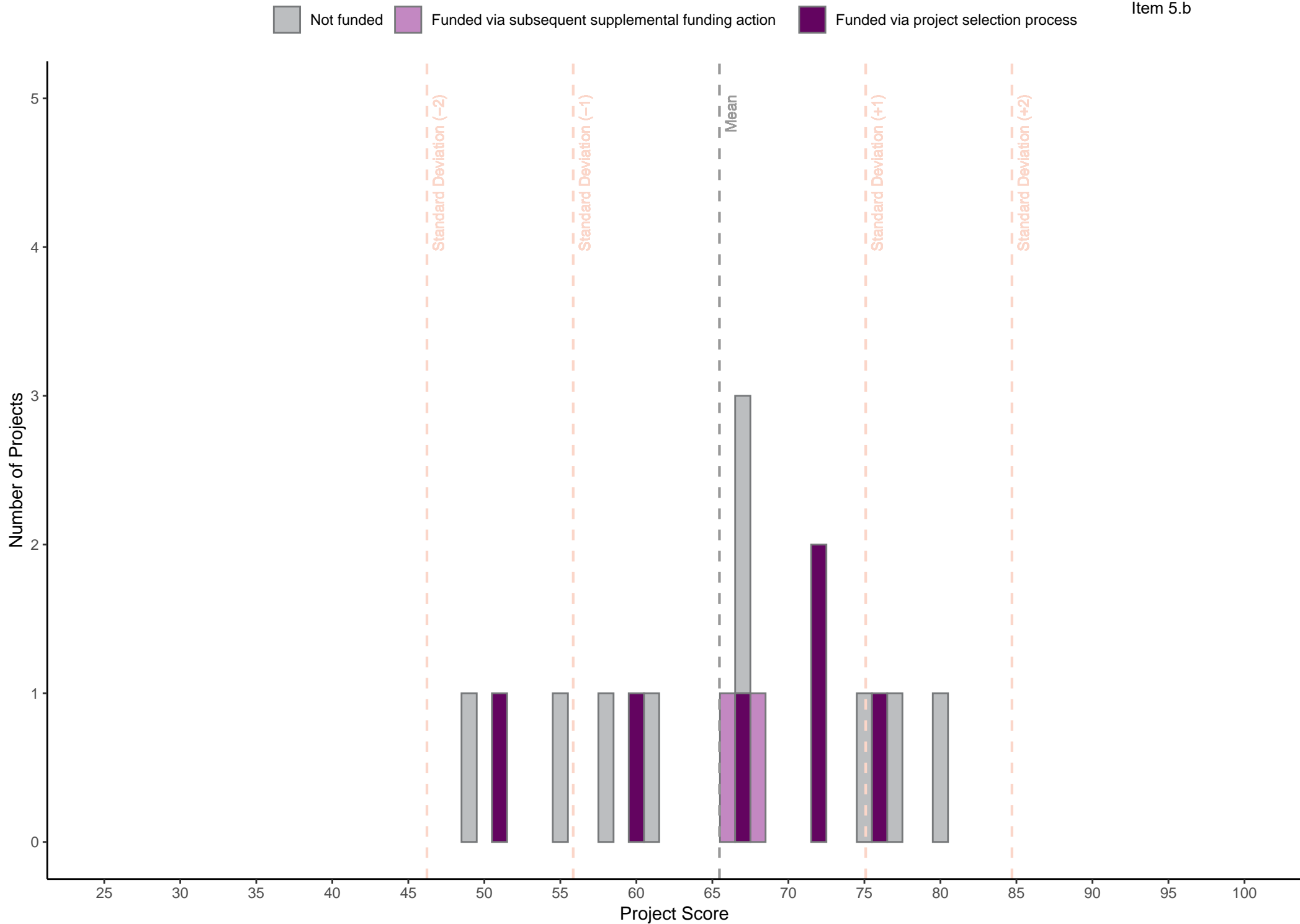
Item 5.b



Funded project(s) below one or more standard deviations from mean:  
 (39) Supplemental Funding – Kitsap County Bethel Burley Road Culvert (CN)

Figure 8: 2020 Kitsap Countywide FHWA Competition

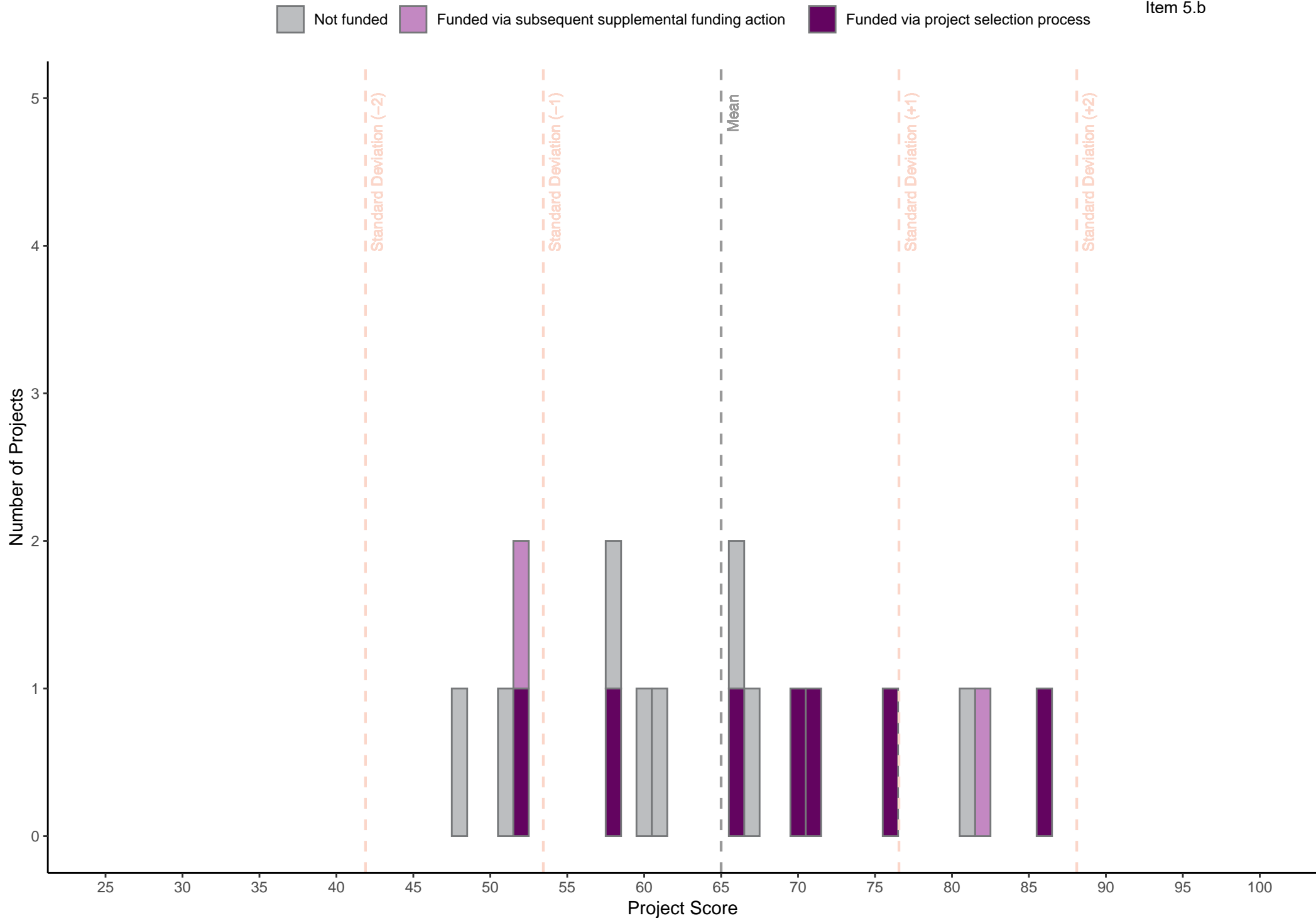
Item 5.b



Funded project(s) below one or more standard deviations from mean:  
(51) Project Selection – Bremerton 6th Street Pres Phase 3 Navel to Warren (PE/CN)

Figure 9: 2022 Kitsap Countywide FHWA Competition

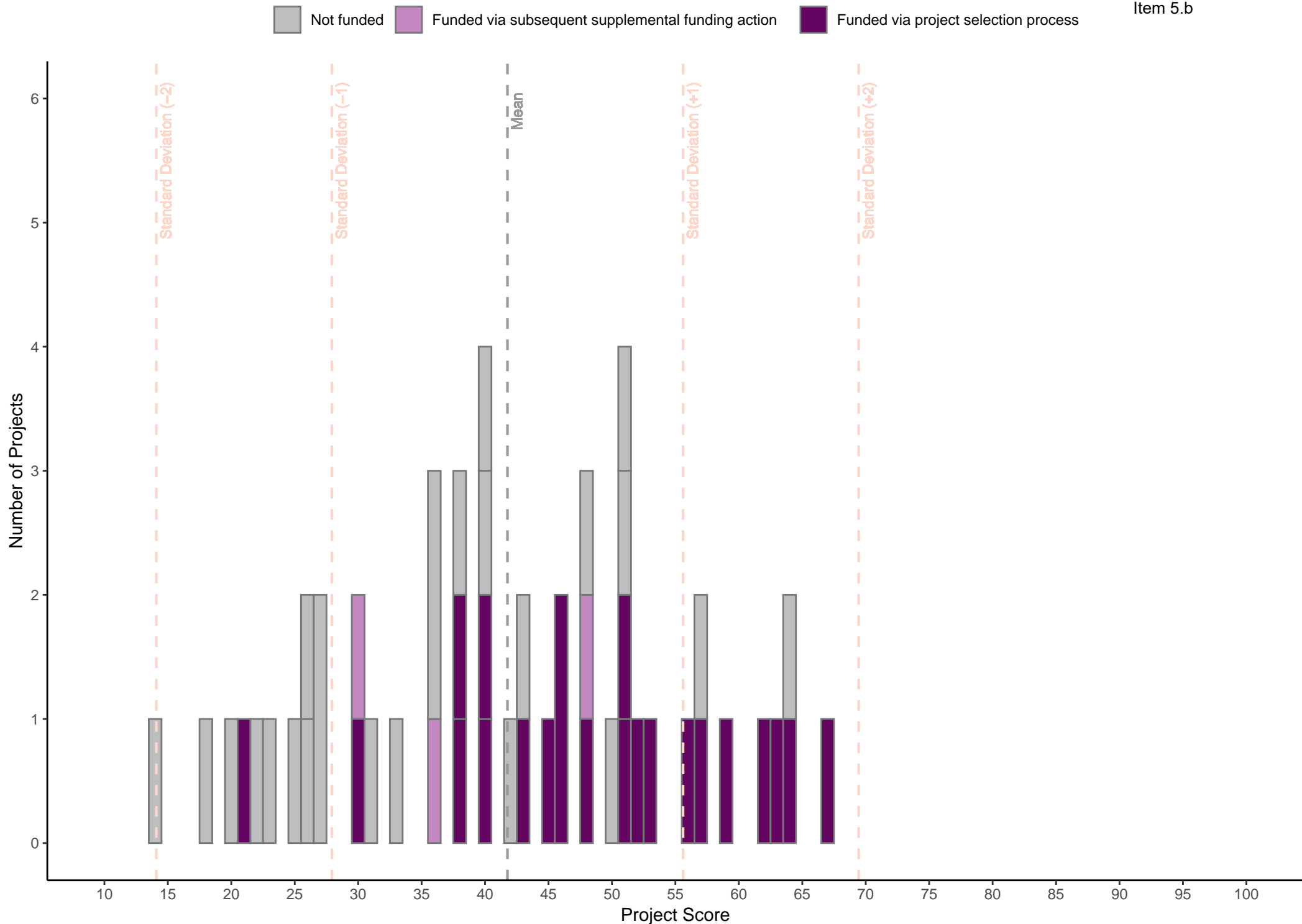
Item 5.b



Funded project(s) below one or more standard deviations from mean:  
 (52) Supplemental Funding – Bainbridge Island Finch and Sportsman Club Bicycle and Pedestrian Improvements (PE)  
 (52) Project Selection – Kitsap County Preservation – Lake Flora, West Kingston

Figure 10: 2018 Pierce Countywide FHWA Competition

Item 5.b



Funded project(s) below one or more standard deviations from mean:

(21) Project Selection/Rural Program – Pierce County – 8 Avenue East – 336 Street East to 288 Street East (PE/CN)



Figure 11: 2020 Pierce Countywide FHWA Competition

Item 5.b

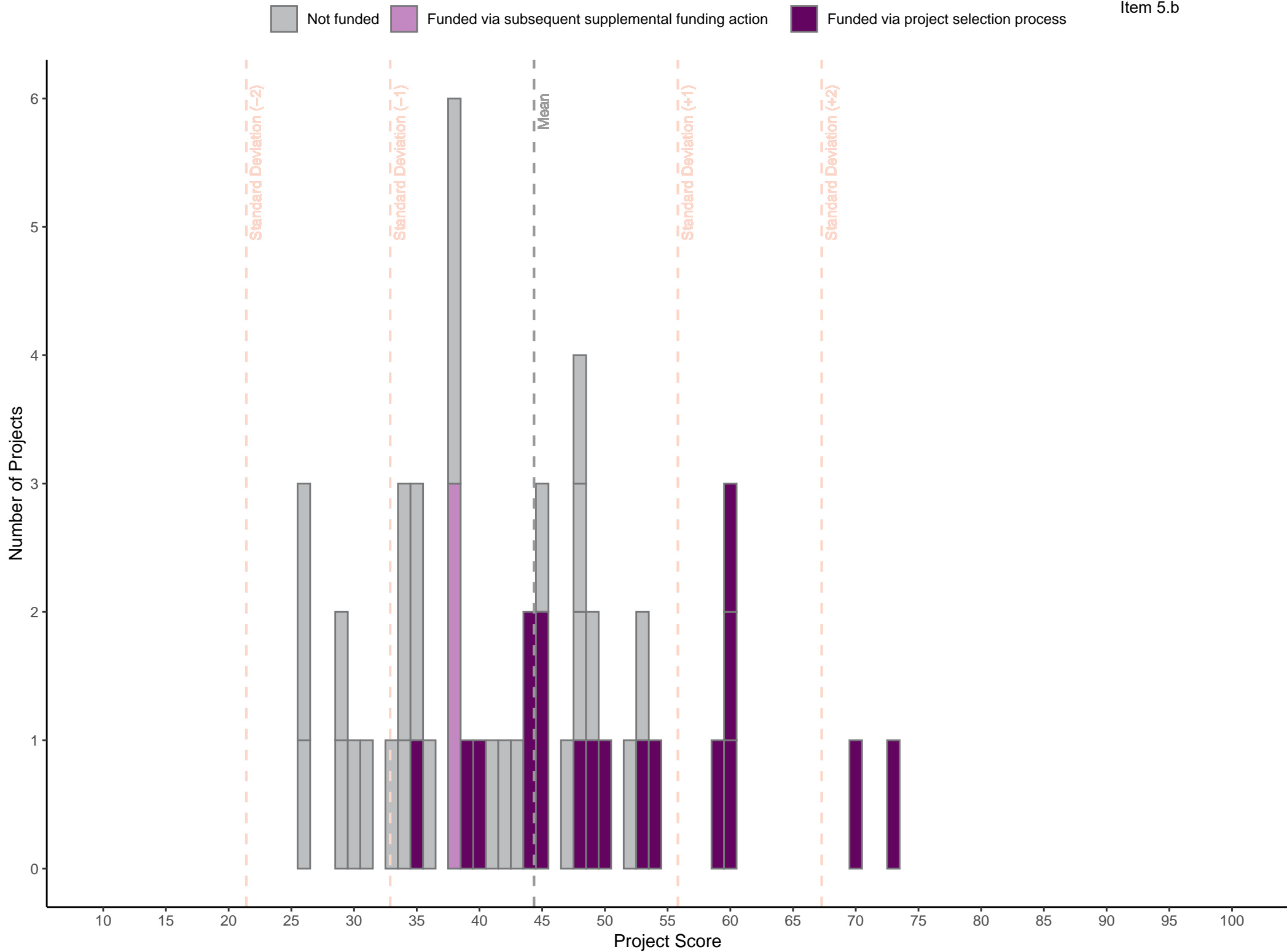
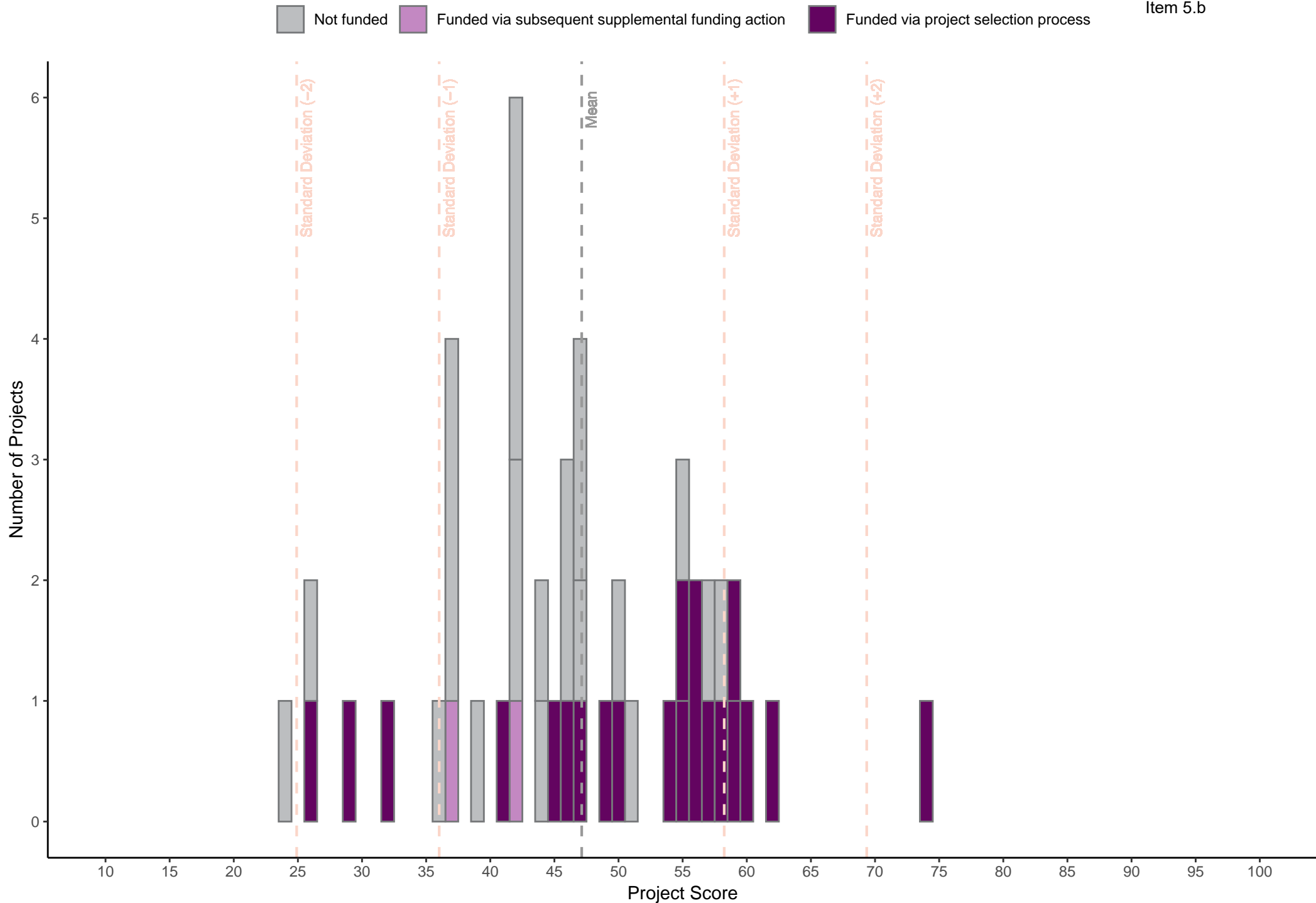


Figure 12: 2022 Pierce Countywide FHWA Competition

Item 5.b



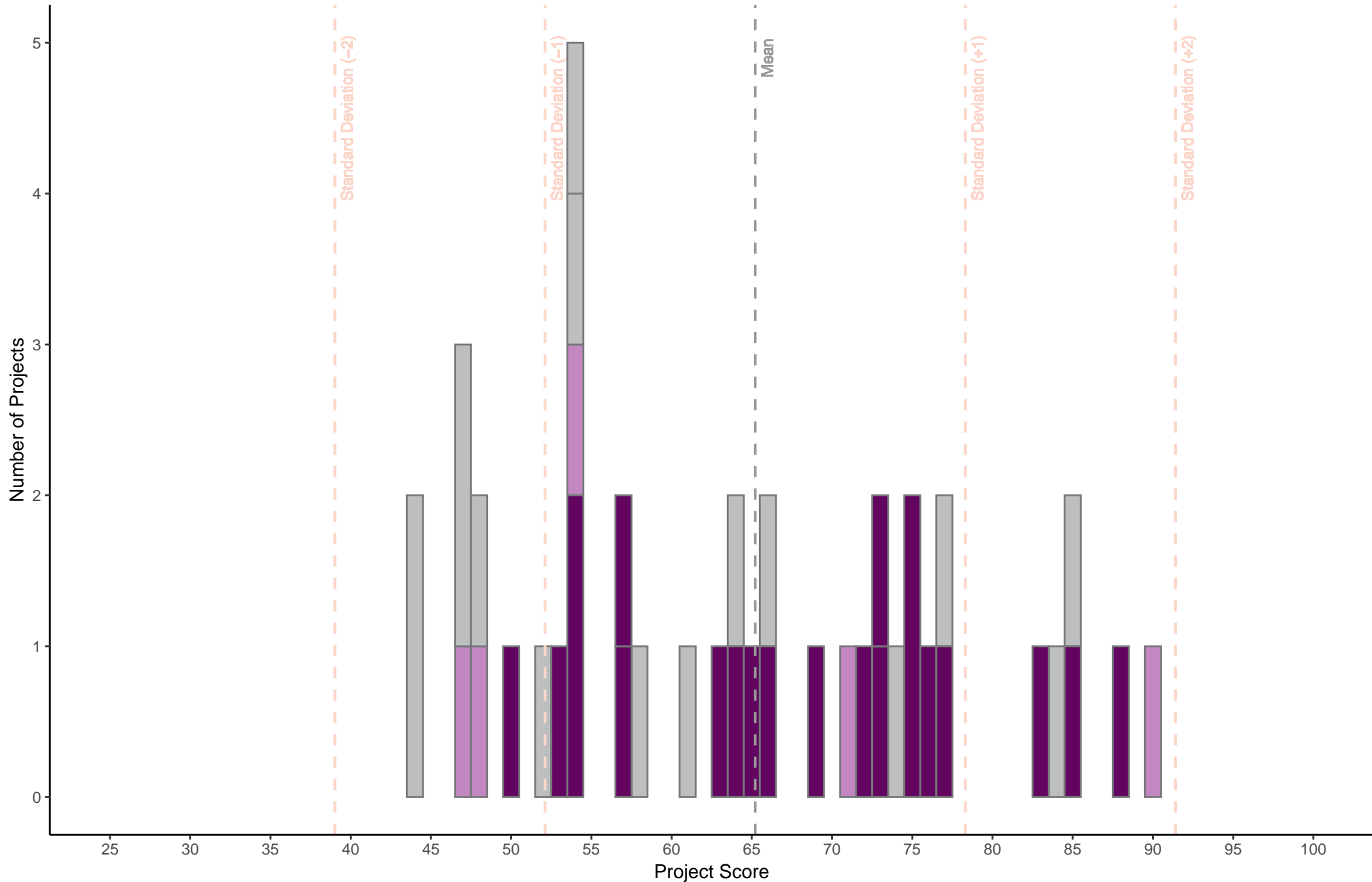
Funded project(s) below one or more standard deviations from mean:

- (26) Project Selection/Preservation Program – Dupont Center Drive Overlay Phase 4B (PE)
- (29) Project Selection/Preservation Program – Steilacoom Rigney Rd Preservation Project (CN)
- (32) Project Selection/Rural Program – Pierce County Nisqually Rd SW (CN)

Figure 13: 2018 Snohomish Countywide FHWA Competition

Item 5.b

Not funded    Funded via subsequent supplemental funding action    Funded via project selection process



Funded project(s) below one or more standard deviations from mean:

(47) Supplemental Funding – Arlington 74th Ave Trail (PE)

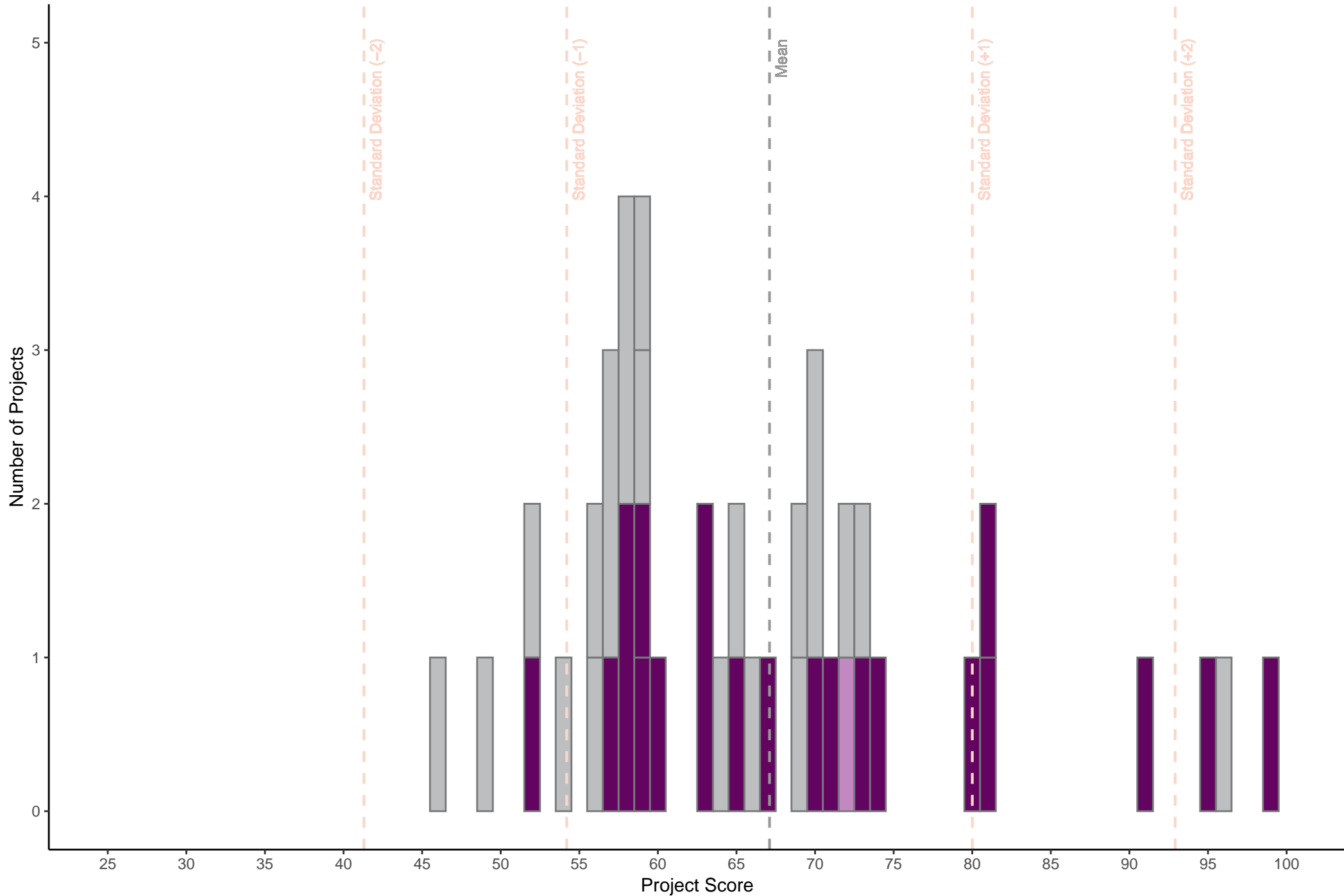
(48) Supplemental Funding – Monroe 147th Signal (PE)

(50) Project Selection – Everett Fleming St Bicycle Corridor (CN)

Figure 14: 2020 Snohomish Countywide FHWA Competition

Item 5.b

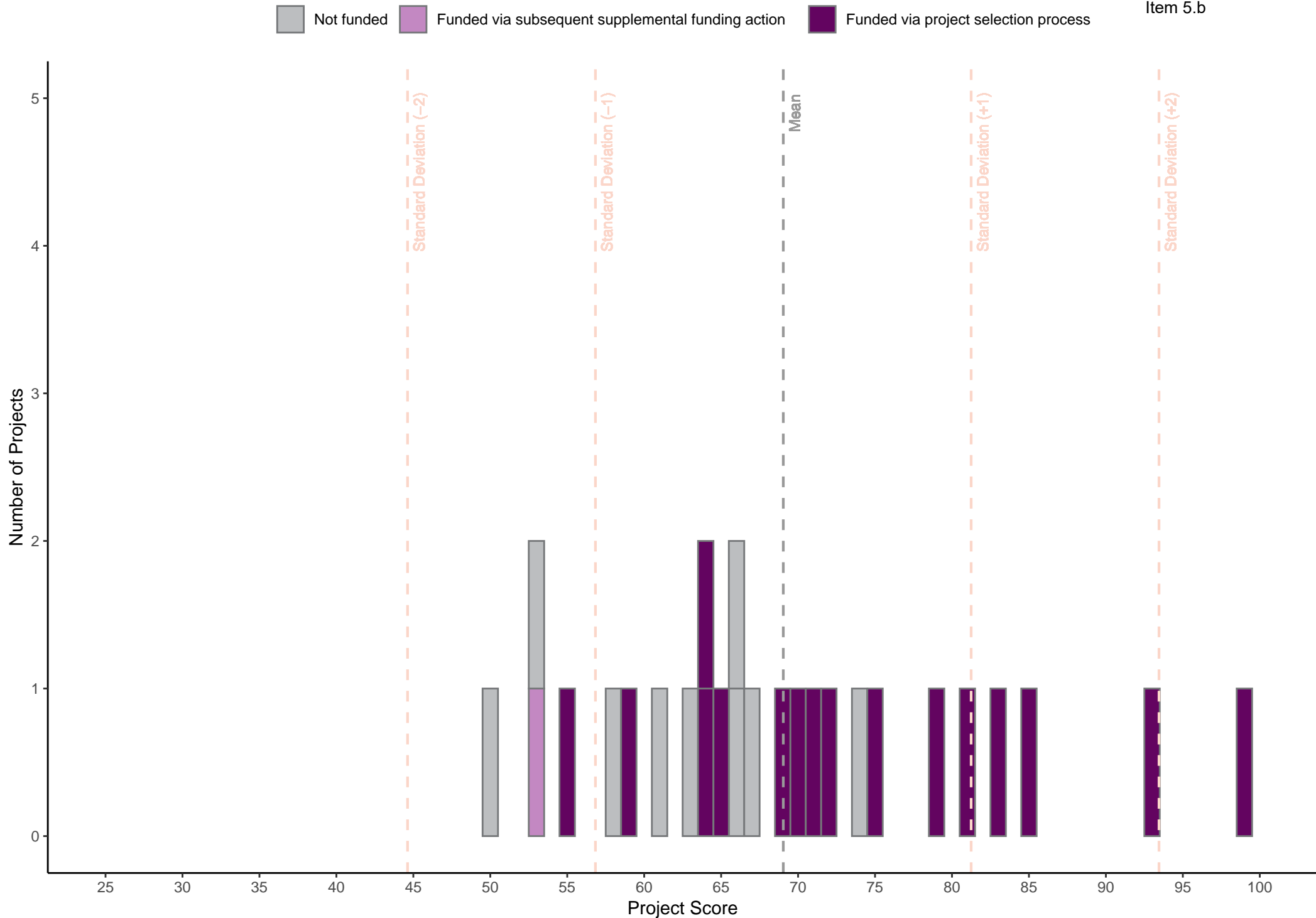
Not funded
  Funded via subsequent supplemental funding action
  Funded via project selection process



Funded project(s) below one or more standard deviations from mean:  
 (52) Project Selection – Arlington 74th Ave Trail Segement (CN)

Figure 15: 2022 Snohomish Countywide FHWA Competition

Item 5.b

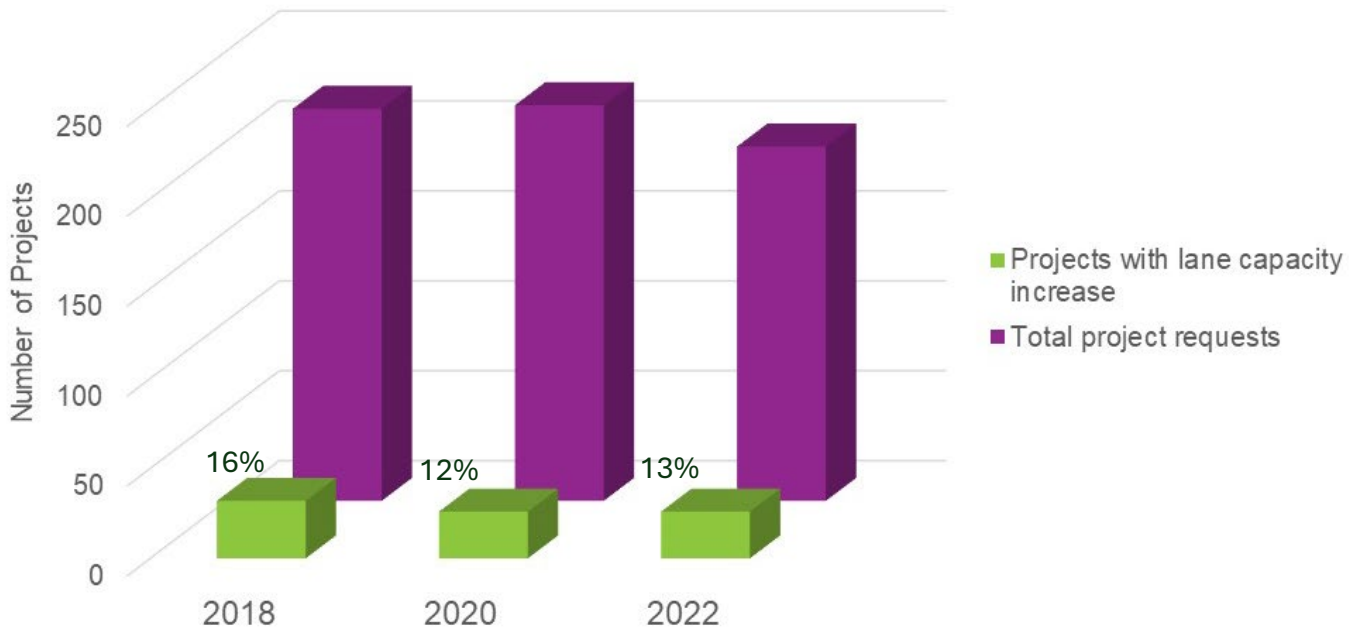


Funded project(s) below one or more standard deviations from mean:  
 (53) Supplemental Funding – Marysville 67th Ave NE & 52nd St NE Intersection Improvements (PE)  
 (55) Project Selection – Sultan US Route Corridor Trail Phase One (MP 22.5 to MP 23.25) (PE/CN)

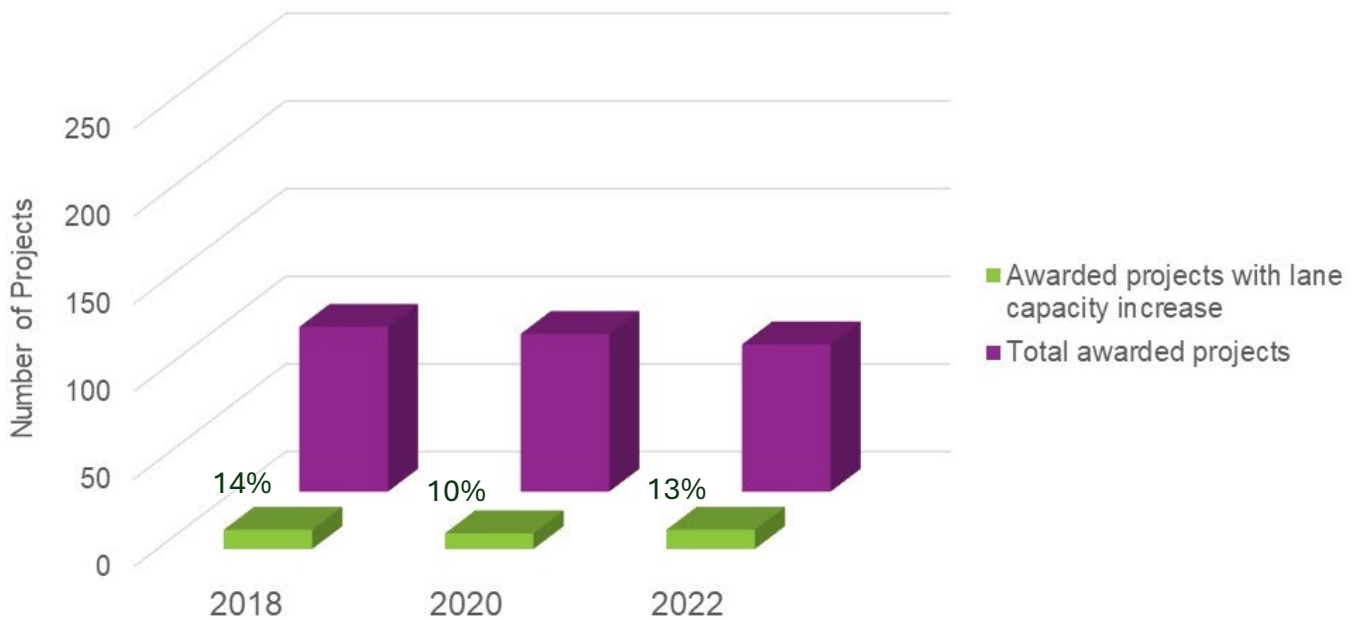
Characteristics of Projects with General Purpose Lane Capacity Increase  
2018-2022 Project Selection Processes

**1. Comparison of general purpose capacity projects to all projects submitted (2018-2022, all forums)**

**Total Funding Requests**



**Awarded Projects**

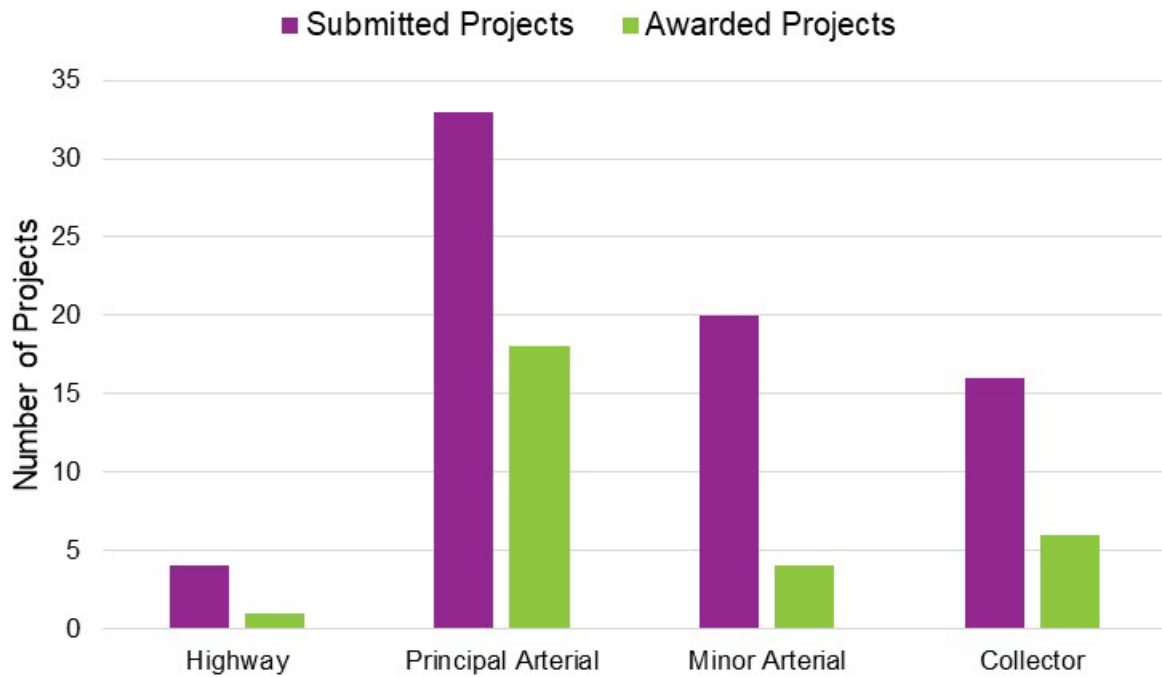


**Total awarded project with GP lane capacity element = 31 of 268 awards (12%), 2028 – 2022.**

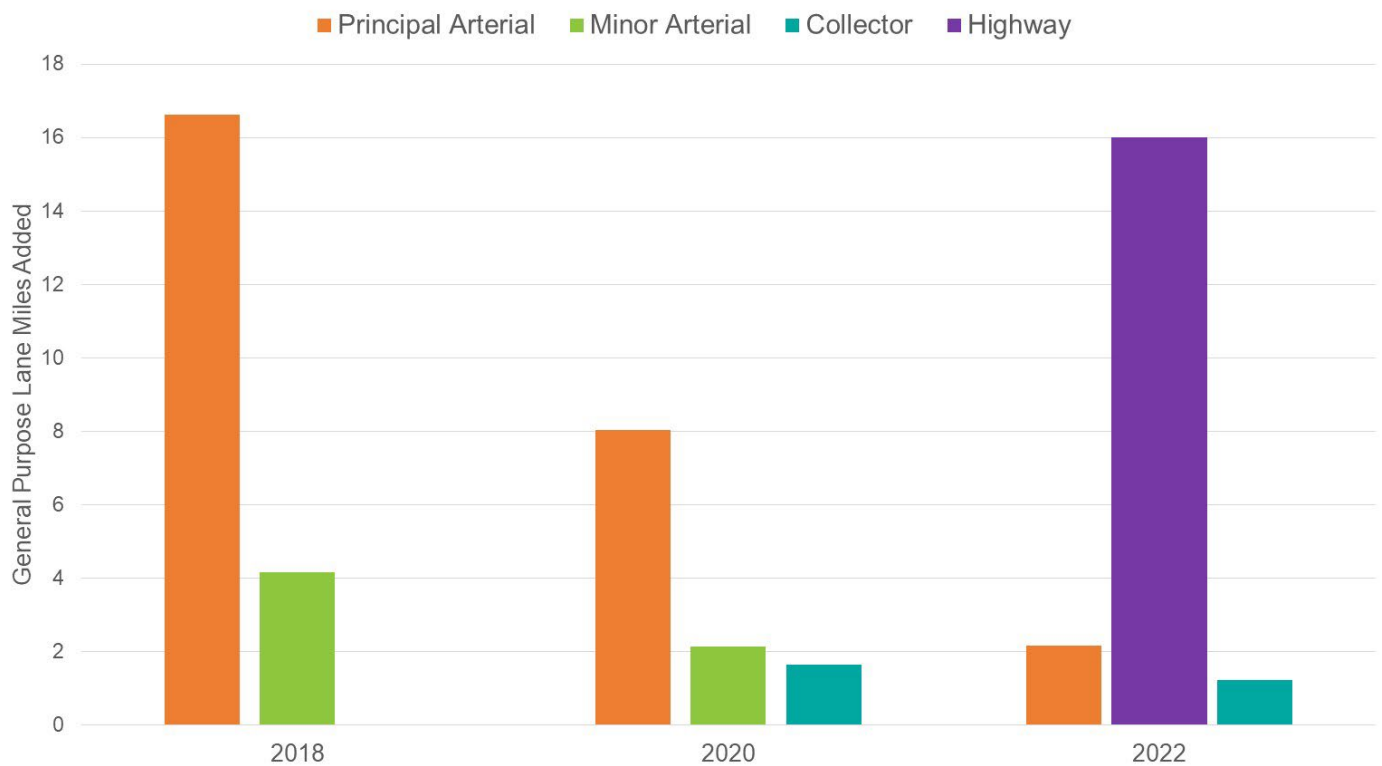
*Note, this total is corrected from preliminary data shared at the July RPEC meeting.*

Characteristics of Projects with General Purpose Lane Capacity Increase  
2018-2022 Project Selection Processes

**2. Functional Classification of roads with planned GP capacity (2018 – 2022, all forums)**

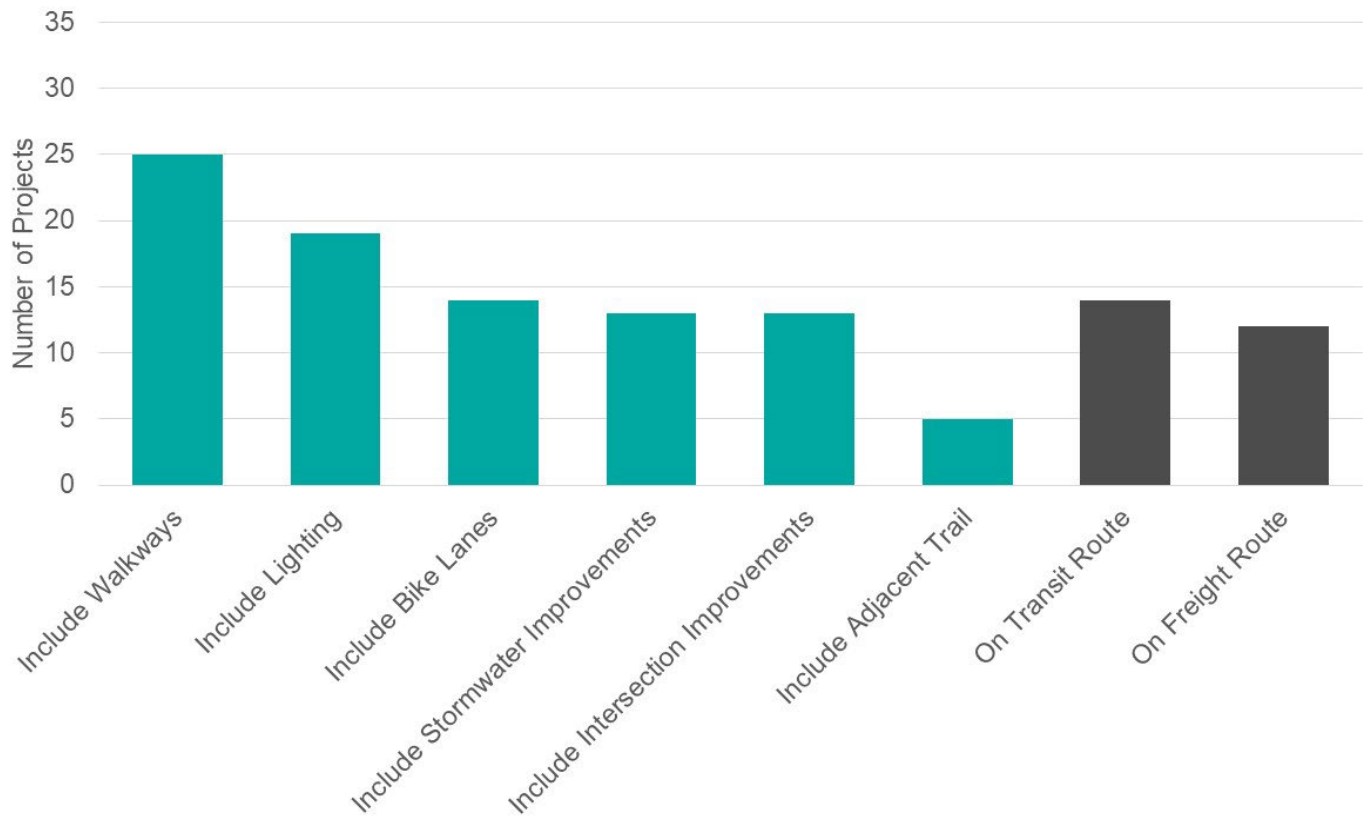


**3. GP lane-miles added from awarded projects (all forums)**



Characteristics of Projects with General Purpose Lane Capacity Increase  
2018-2022 Project Selection Processes

**4. Other scope elements included in awarded projects with added GP capacity (2018 – 2022, all forums)\***



\*Note, this is not an exhaustive list of all scope elements included in these projects