

2025 Project Tracking Extension Requests & Contingency Funding

Transportation Policy Board
April 10, 2025



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.

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Today's Presentation



- Overview of Project Tracking Program
- Reminder of March Project Tracking Action
- Overview of Extension Process
 - Project Tracking Action Request: Recommendation for one-year extension requests
- Overview of Contingency Award Policies
 - Project Tracking Action Request: Recommendation for Contingency Project Awards



Overview & Background

Project Tracking Program and Policies:

- In place since 2003
- Goal = efficient and timely project delivery, minimize cost of delays, preserve federal funds coming to the region

Policies updated over time

- Current policies address annual delivery target for FHWA funds
 - *Must be met or loss of unused funds*
- Policies set firm obligation deadlines but allow opportunity for one extension, exceptions



What adds to the delivery gap?

- Federal programming shortfall
- Extensions
 - Approved 1-year extension moves project delivery to following year but funds still must be delivered in current year
 - PSRC policy allows one extension per project phase, but exceptions occasionally requested
- Returns and de-obligations



When a delivery gap exists...

5-Step TIP Rebalancing Process (in order):

1. Advance projects from later years of the TIP
2. Exchange federal funds for local/state funds between phases of a single project, or between projects, within the same agency
3. Increase federal shares of awarded projects – *March supplemental funding action to address 2025 gap to target*
4. Fund immediately-ready-to-go projects from the current adopted contingency lists
5. Award new funds to new projects, outside of the standard PSRC project selection process



Project Extension Policies

Policies allow for a one-time extension of PSRC's June 1 deadline for FHWA funds

- **Short-term extension of 45 days** – these projects will still deliver in the current federal fiscal year
- **Long-term extension of 1 year** – these projects are moved to the next fiscal year, adding to current year delivery gap

Applies only to Right-of-Way and Construction phases



Project Extension Policies

Per adopted policies, extensions will not be granted due to:

- shifting priorities within the agency
- insufficient funding
- lack of certified grant administration status
- work was not begun in a reasonable time to meet the deadline

In general, reasons for delay must be outside the sponsor's control

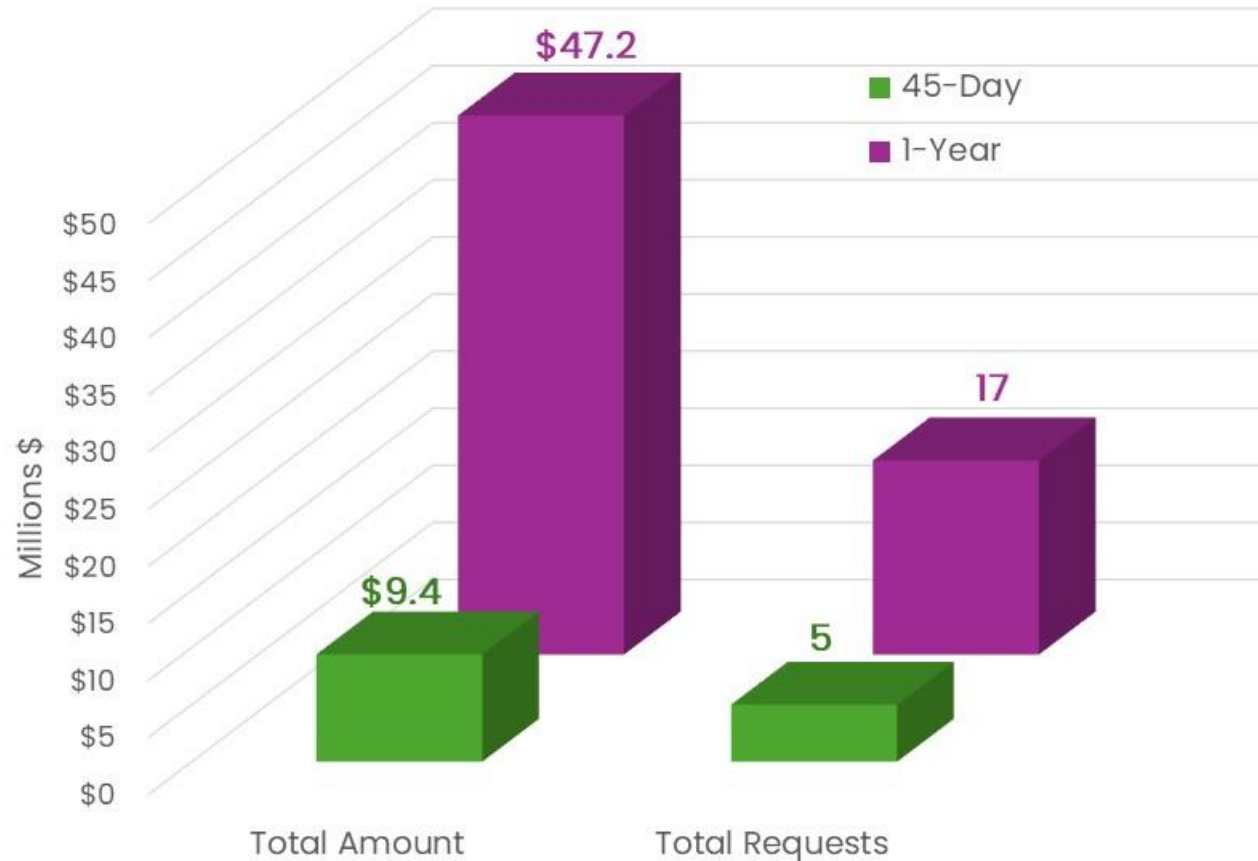


2025 Project Extension Requests

- Extension requests were due to PSRC on February 15
- February/March – requests reviewed for consistency with adopted project tracking policies by PSRC staff, RPEC/Countywide Chairs, and WSDOT
 - *Included detailed follow-up with sponsors to address questions and clarify project circumstances*
 - *One 1-year extension request withdrawn – voluntarily returning the funds*
- Extension requests with chairs/staff recommendations summarized in Attachment A



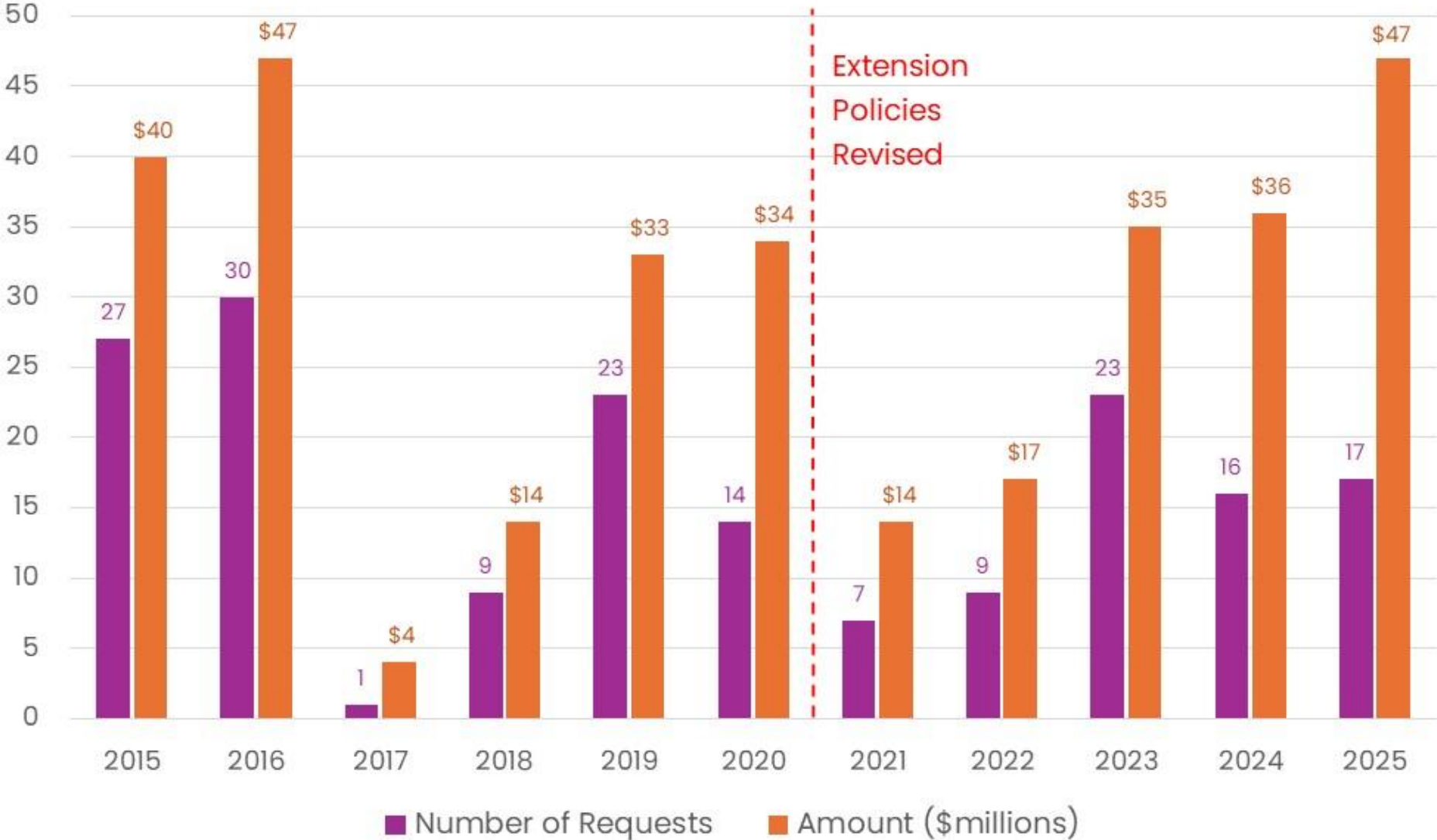
2025 Project Extension Requests



- One-year extensions
 - Add to delivery gap
- 45-day extensions
 - Do not add to gap
 - Information only



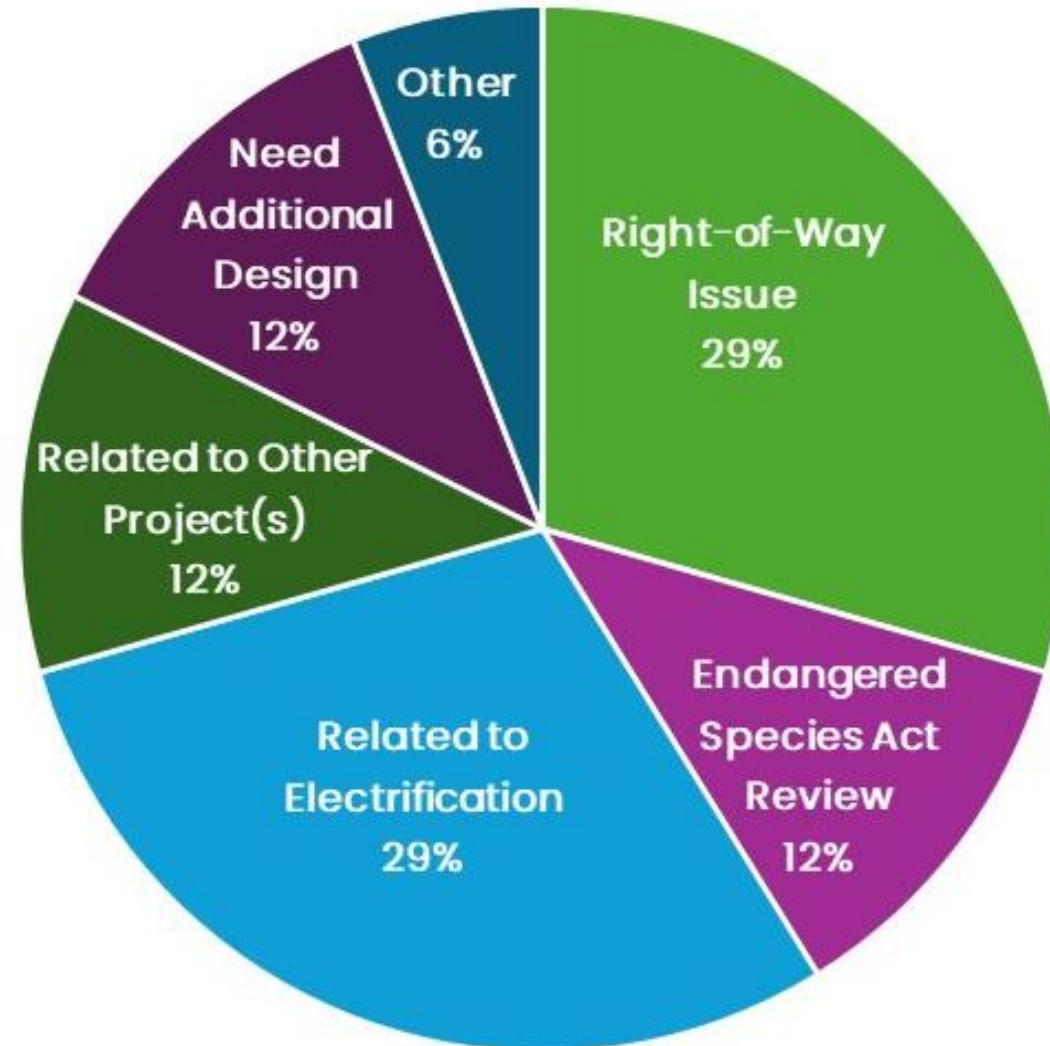
Project Extensions History



2025 Project Extension Requests

One-year extensions -
reasons for delay

Of 17 Requests



Requested Action #1

The Transportation Policy Board should recommend the Executive Board approve the 2025 one-year project extension requests as identified in Attachment A.



Funding to PSRC Contingency Lists

Within each fiscal year, voluntary returns/de-obligations that occur prior to the rebalancing period may be awarded to projects on the current contingency lists

- Outside the 5-step rebalancing process to achieve the annual target
- Impacts the delivery target if:
 - No eligible projects can accept the funds, OR
 - The timing of the returns occur after rebalancing has started



Funding to PSRC Contingency Lists

- Distribution of returned funds to the contingency lists are only awarded to projects within the same forum/project category as the original award
- Available funds offered to contingency projects in ranked priority order
- In accepting a partial award, the sponsor could opt to either backfill the difference or, when feasible, scale the project
- Funds must be able to be obligated in the same fiscal year as the original award



Funding to PSRC Contingency Lists

- ~\$13.2 million in 2025 funds available for contingency list funding
- PSRC confirmed with sponsors if eligible contingency projects can deliver in 2025
- Three eligible projects able to accept a total of \$2.2 million, summarized in Attachment B
- Remaining ~\$11 million of the returned funds were included in the 2025 target strategies and supplemental funding action



Requested Action #2

The Transportation Policy Board should recommend the Executive Board award return funds to the contingency list projects identified in Attachment B.



Next Steps



- Staff will continue to monitor project delivery and status of the federal target
- Exception requests and any final rebalancing actions (if necessary) will be brought to board in June
- Any additional actions needed beyond June trigger “late-year emergency” action per Project Tracking Policies
 - Administrative distribution of increased federal share to project(s) with remaining capacity to receive



Thank You!

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