

## **2020 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 for the 2020 project selection process. 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. Please note that the countywide forums are still finalizing their procedures, and there may be revisions to some of the items below; the final processes will be incorporated into the *2020 Policy Framework for PSRC's Federal Funds* prior to the Call for Projects being released.

### **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 within each of the six categories, and the full committee then prepares a funding recommendation. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity between the three King County subareas. Prioritized lists of contingency projects within each funding category 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. The evaluation criteria incorporate additional elements per PSRC's adopted Active Transportation Plan.
- 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 (STP) funds available and distributed per each county's population share. There is a limit of two applications per agency and a maximum request of \$1.5 million per project is allowed. The evaluation criteria is based on the regional parameters for the preservation set-aside as adopted in 2012.
- Rural program: PSRC is required to program a minimum amount of STP funds within the rural area, and per policy distributes this amount among the four counties based on the average between 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 at 15% of the total FHWA funds available for the core King Countywide process, with the remaining funds distributed by 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.

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: the bicycle/pedestrian and preservation set-asides as identified in the *Policy Framework for PSRC's Federal Funds*, and the required minimum rural amount, as well as specific categories for roadway, transit, and 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. Similar to the other counties, the bicycle/pedestrian criteria incorporate additional elements per PSRC's adopted Active Transportation Plan, and 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 is established for small cities at 10% of the total available amount, and a cap is established for transit projects at 18% of the total amount available.

A subcommittee of the Transportation Coordinating Committee (TCC) scores and ranks projects from each category, and the full committee then prepares a funding recommendation. A prioritized contingency list of projects is also recommended. 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 makes 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. As described for the other counties, the bicycle/pedestrian criteria incorporate additional elements per PSRC's adopted Active Transportation Plan.

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.