



Puget Sound Regional Council

*Overview of the 2017-2020  
Regional Transportation Improvement Program*

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## Table of Contents

What is the Puget Sound Regional Council (PSRC)? .....	1
What is the Transportation Improvement Program (TIP)? .....	1
TIP Project Requirements.....	2
2016 Project Selection Process.....	3
Details of the CMAQ Program.....	4
Interagency Coordination and Public Involvement.....	6
Financial Plan .....	6
Air Quality Conformity Determination.....	7
Title VI Environmental Justice .....	7
Other Requirements .....	9
Highlights of the Draft 2017-2020 Regional TIP .....	10
2016 Project Selection Process.....	12

## Table of Figures

Figure 1: All Funds in the Draft 2017-2020 Regional TIP .....	10
Figure 2A: Project Types in the Draft 2017-2020 Regional TIP .....	11
Figure 2B: Project Types in the Draft 2017-2020 Regional TIP .....	12
Figure 3: 2016 Project Selection Process for PSRC Funds: All Awards by Project Type ...	13
Figure 4: 2016 Project Selection Process for PSRC Funds: Awards by Phase .....	16
Figure 5: 2016 Project Selection Process for PSRC Funds: Ten Largest Awards .....	16
Figure 6: 2016 Project Selection Process for PSRC Funds: Ten Smallest Awards .....	17

## Table of Appendices

(posted on PSRC's website at: <http://www.psrc.org/transportation/tip>)

Appendix A:	Detailed Project Listings
Appendix B:	2016 Project Selection Process
Appendix C:	Public Comments
Appendix D:	Financial Plan
Appendix E:	Air Quality Conformity Analysis
Appendix F:	Environmental Justice and Social Equity Analysis
Appendix G:	Annual Obligations & Completions
Appendix H:	Certifications
Appendix I:	Approvals



## WHAT IS THE PUGET SOUND REGIONAL COUNCIL (PSRC)?

The Puget Sound Regional Council (PSRC) is the metropolitan planning organization for the four-county central Puget Sound region of Washington State. PSRC's mission is to ensure a thriving region now and into the future through planning for regional transportation, growth management and economic development. PSRC maintains a common vision for the region's future, expressed through three connected major activities: VISION 2040, the region's growth strategy; Transportation 2040, the region's long-range transportation plan; and the Regional Economic Strategy, which lays out a comprehensive approach to grow jobs and economic activity throughout the region. PSRC also distributes about \$240 million a year to priority transportation projects and provides regional data for planning and decision making.

PSRC is designated under federal law as the Metropolitan Planning Organization and under state law as the Regional Transportation Planning Organization for King, Kitsap, Pierce and Snohomish counties. PSRC also supports the work of the region's federally designated Economic Development District (EDD). PSRC operates under numerous federal and state laws, including the federal transportation act, Fixing America's Surface Transportation (FAST) Act, federal and state Clean Air Acts, and the Washington State Growth Management Act.

As the MPO, PSRC is responsible for programming and maintaining the four-year Regional Transportation Improvement Program (TIP), and for selecting projects to receive funds from the following federal funding sources:

### Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program

### Federal Transit Administration (FTA) Funds

- Urbanized Area Formula Program (5307)
- State of Good Repair High Intensity Fixed Guideway (5337 HIFG)
- State of Good Repair High Intensity Motorbus (5337 HIMB)
- Bus and Bus Facilities (5339)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

The project selection process conducted for the majority of these funding programs is described later in this document; the Transportation Alternatives and Section 5310 grant programs are conducted under separate processes than the other funding programs listed above.

## WHAT IS THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)?

The Regional TIP provides a list of current transportation projects in all four counties of the region – King, Kitsap, Pierce and Snohomish. These projects are funded with federal, state and local funds, including the most recent federal grants awarded through PSRC as part of the 2016 Project Selection process. The TIP is required under federal and state legislation, and helps to ensure that transportation projects in the region are

meeting regional policies and federal and state requirements such as those under the Clean Air Act.

The Regional TIP must be a four-year program of projects that is updated at least every four years. In our region, a new TIP is created after each project selection process for PSRC's federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source. The 2017–2020 Regional TIP therefore includes:

- Projects awarded PSRC's federal funds;
- Projects using federal and state funds managed by the Washington State Department of Transportation (WSDOT);
- Projects of regional significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the Regional TIP; and
- Projects from the previous 2015–2018 Regional TIP that have not yet utilized their funds.

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described previously, the majority of funds in the Regional TIP are under the selection authority of other agencies. These include:

- State managed funds: WSDOT has primary responsibility for selecting projects to receive federal funds from programs such as the National Highway Performance Program and the Highway Safety Improvement Program. In addition, WSDOT and other state agencies are responsible for distributing state transportation funds.

- Other federal funds: The United States Congress, FHWA, FTA and other federal agencies have primary responsibility for selecting transportation projects to receive funds from federally managed discretionary funding programs. Examples of these programs include the transit New Starts program, the Transportation Investment Generating Economic Recovery, or "TIGER," grant programs, and others.
- Local funds: Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive their respective local funds.

While a new TIP is developed approximately every two years, the TIP is amended on a monthly basis, to keep current with project changes and new or revised funds. As such, the project list (Appendix A) is a living document and project information is updated on a regular basis as approved by PSRC's Executive Board. More information on PSRC's routine TIP amendment process may be found at

<http://www.psrc.org/transportation/tip/amendments>.

## TIP PROJECT REQUIREMENTS

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure the following:

- Consistency with VISION 2040 and Transportation 2040;
- Consistency with local comprehensive plans;
- Funds are available or reasonably expected to be available;

- Consistency with the region’s air quality conformity determination;
- Consistency with federal and state requirements such as functional classification; and
- Consistency with PSRC’s project tracking policies.

To demonstrate consistency with local comprehensive plans, projects must be in, or consistent with, the transportation element of the appropriate city or county plan which has been updated consistent with RCW 36.70A.130 and certified by PSRC.<sup>1</sup> The Regional TIP application contains information and guidance for how each of the review items above is to be addressed. Additional details and background information may also be found on PSRC’s website at <http://www.psrc.org/transportation/tip>.

The TIP is closely coordinated with, and implements, the investments in Transportation 2040. Transportation 2040 includes a wide range of transportation needs throughout the region, incorporating various types of investments that preserve and maintain the transportation system, improve the system’s efficiency, and expand the system with strategic capacity. Most of these investments are described in the plan and included programmatically in the plan’s financial strategy. These programmatic investments include, among other things, preservation, maintenance and operations and capacity investments on local roadways. Projects that will add capacity to the regional system are required to be explicitly identified on the Transportation 2040 Regional Capacity Projects List and are subject to

*There are 298 projects in the Draft 2017-2020 Regional TIP, of which 46, or 15%, are regional capacity projects. In terms of overall funding programmed in the Draft TIP, however, regional capacity projects tend to be more expensive; these projects represent 51% of the funding in the Draft 2017-2020 Regional TIP.*

further review and approval by PSRC’s Executive Board prior to implementation. Every project in the TIP is reviewed for consistency with Transportation 2040 prior to funds for that project being programmed into the TIP.

Details on every project in the TIP, including information on the project description and location, current funds, estimated total project cost and other data is included in Appendix A.

## **2016 PROJECT SELECTION PROCESS**

A competitive project selection process is conducted approximately every two years for the distribution of PSRC’s federal funds. FHWA funds are programmed using a shared regional/countywide process that has been utilized since 1995. FTA funds are programmed using a coordinated process with FTA and the region’s public transit agencies that includes a regional competitive process for a portion of the funds. Prior to

<sup>1</sup> Certification (full or conditional) is required to compete for PSRC’s federal funds, as well as to program projects with any funding source into the Regional TIP.

each process, a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. The 2016 Policy Framework for PSRC’s Federal Funds was adopted by PSRC’s Executive Board on January 28, 2016 and is contained in Appendix B of the 2017-2020 Regional TIP. The Framework includes details on the policy focus of support for centers and the corridors that serve them, describes the competitive processes for both FHWA and FTA funds, and contains other details of the project selection process. Appendix B also contains the regional project evaluation criteria used in the 2016 Project Selection process.

The 2016 Project Selection process distributed PSRC’s federal fiscal year (FFY) 2018, 2019 and 2020 FHWA and FTA funds. Under consultation with FHWA and FTA, the estimated amounts by funding source are shown in the table below, based on FFY 2013 and 2015 allocation amounts, respectively. The FHWA amounts were adjusted to reflect a lower FFY 2015 allocation than originally estimated when those funds were programmed during the 2014 project selection process, as well as to reflect a PSRC Board funding action that occurred in 2014.

<b>Estimated FFY 2018-2020 PSRC Funds (in millions)</b>	
STP	\$132.9
CMAQ	\$73.2
<b>FHWA Total</b>	<b>\$206.1</b>
Section 5307	\$311.7
Section 5337 HIFG	\$123.6
Section 5337 HIMB	\$39.8
Section 5339	\$27.5
<b>FTA Total</b>	<b>\$502.5</b>
<b>Grand Total</b>	<b>\$708.6</b>

In addition to the \$709 million of FFY 2018-2020 funds, an additional \$3.8 million of FHWA funds was available for distribution through PSRC’s project tracking program. These funds became available through canceled or delayed projects, or projects needing fewer funds than originally awarded. A list of the projects awarded PSRC’s federal funds as part of the 2016 Project Selection process is included in Appendix B; note that the FTA regional competition and a competitive set-aside program for rural communities – the Rural Town Centers and Corridors Program – will be conducted in 2017.

### *Project Tracking Program*

PSRC’s project tracking program was created to monitor the progress of PSRC’s federal funds. Over time, these policies have successfully resulted in PSRC funds being utilized more efficiently and with fewer delays. With the advent of new, more stringent, project delivery requirements in 2013 for FHWA funds, the policies have been revised to ensure the region continues to be successful and no funds are lost. Project sponsors are accountable to the requirements of the adopted project tracking policies, and must also submit periodic progress reports to PSRC for use in monitoring the advancement of each project as well as the region’s progress towards delivery. More information on the project tracking program may be found on PSRC’s website at <http://www.psrc.org/funding/tracking/>.

### *Details of the CMAQ Program*

CMAQ funds are allocated to regions based on their air quality status, and must be used in specific geographic areas for the purpose of improving air quality (refer to Appendix B for a map of these eligible areas). Projects adding capacity for single occupant vehicles are ineligible to receive CMAQ funds. Under

the FAST Act, greater emphasis is placed on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard. Further, the Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound region. Per federal guidance, a quantitative analysis of emission reductions should be conducted for all projects awarded CMAQ funds. In some cases, a qualitative analysis may be appropriate. In addition, an annual report of estimated emissions reductions is required for all projects obligating CMAQ funds in a given year; this report is submitted by PSRC to WSDOT every January.

The regional project evaluation criteria used in the 2016 Project Selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. For the 2016 process, further revisions were made to strengthen the selection of CMAQ projects: cost-effectiveness was incorporated into the evaluation process; the air quality criterion was weighted more heavily for all processes; and more CMAQ was made available in the regional competition. Prior to the competition, PSRC collaborated with the region's air quality consultation partners<sup>2</sup> to review these revisions to the process. A guidance document was included in the Call for Projects and is included, along with the regional project evaluation criteria, in Appendix B. In addition, PSRC updated our

project-level emissions estimation tool and made it available to project sponsors during the process.

Thirty-three projects were awarded PSRC's FFY 2018-2020 CMAQ funds – seven from the regional competition, and 26 from the countywide competitions. The regional projects include expansion and improvements of commuter rail, light rail, bus rapid transit and streetcar services; transportation demand management; and the reduction of diesel particulate emissions. Examples of projects awarded CMAQ funds through the countywide competitions include investments in sidewalks, bicycle lanes and trails; Intelligent Transportation Systems projects; transit amenities and other improvements; and vehicle replacements. A summary of the emission reductions estimated from the projects awarded PSRC's FFY 2018-2020 CMAQ funds is included in Appendix B.

The FAST Act also calls for a portion of the CMAQ funds to be spent on projects that reduce emissions of fine particulates. In particular, the legislation directs that 25% of the funds attributable to the weighted population of fine particulate nonattainment or maintenance areas within each state must be used for projects targeting reductions of that pollutant in those nonattainment and maintenance areas. Appendix B provides additional information on the amount of FFY 2018-2020 CMAQ funds expected to result in a reduction of fine particulate emissions within the region's nonattainment area for this pollutant.

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<sup>2</sup> The region's air quality consultation partners consist of representatives from the U.S. Environmental Protection Agency (EPA); the Washington State Departments of Ecology and

Transportation; the Puget Sound Clean Air Agency; and the Federal Highway and Transit Administrations.

## INTERAGENCY COORDINATION AND PUBLIC INVOLVEMENT

The development of the Draft 2017-2020 Regional TIP, including the 2016 Project Selection process for PSRC's federal funds, was undertaken with extensive collaboration between PSRC, cities, counties, ports, transit agencies, WSDOT and other interested parties. Opportunity for public participation was provided throughout the process. All PSRC meetings are open to the public, with a public comment opportunity at the start of every meeting. The Draft 2017-2020 Regional TIP was released for public comment on September 8, 2016, and all comments received are included in Appendix C of this document. In addition to the public comment period, specific opportunities and outreach were provided throughout the process:

- Up-to-date information was available on PSRC's website throughout the project selection and TIP development process, including instructions for making public comments;
- PSRC's Policy Boards At Work series featured several items regarding the process, including the development of the 2016 Policy Framework and the recommendation of PSRC funds to projects in July 2016. At Work is sent to more than 2,300 committee members, legislators, and interested parties.
- Between January and June 2016, meetings were held at PSRC and at each of the four countywide forums regarding the project selection process. The committees responsible for project selection within each county are:
  - King County – King County Project Evaluation Committee reporting to the King County members of the Transportation Policy Board;

- Kitsap County – Transportation Technical Advisory Committee and Transportation Policy Committee reporting to the Kitsap Regional Coordinating Council Executive Board;
- Pierce County – Transportation Coordinating Committee reporting to the Pierce County Regional Council;
- Snohomish County – Infrastructure Coordination Committee reporting to Snohomish County Tomorrow.
- A news release was sent to media outlets announcing the release of the Draft 2017-2020 Regional TIP for public review and comment. Comments were requested in writing by mail, e-mail, or by use of the comment form on PSRC's website. Public comments could also be made in person at the Transportation Policy Board meetings on September 8 and October 13, and at the Executive Board meeting on October 27, 2016. Projects were also displayed on PSRC's website in an interactive map, enabling visitors to view transportation projects in proximity to their neighborhoods or individual commutes.

## FINANCIAL PLAN

As mentioned previously, each project submitted into the 2017-2020 Regional TIP has been reviewed for financial feasibility. All funds programmed to projects in the TIP have been determined to be available or reasonably expected to be available within the timeframe identified. A detailed application is submitted to PSRC for each project that includes a full project budget with information on the estimated costs and sources of funds for each phase of the project. Also provided is information on the project's estimated total cost and schedule for completion. Per 23 CFR 450.324(i), it has been determined that full funding can reasonably be anticipated to be available for all projects in the Draft 2017-2020 Regional

TIP within the time period contemplated for completion of the projects.

The TIP implements the region's long-range transportation plan, Transportation 2040. Transportation 2040 contains a financial strategy for the investments in projects and programs through the year 2040, including an identification of current law revenues available and the development of new funding over the 30-year period. Transportation 2040's detailed financial strategy may be found on PSRC's website at <http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040/>.

Appendix D contains information on the review conducted by PSRC regarding financial constraint of the projects in the 2017-2020 Regional TIP. Appendix D also contains information on the financial plan for the 2017-2020 Regional TIP, including an identification of the funding amounts and sources in the TIP, and the relationship between the TIP and the financial strategy of Transportation 2040.

## **AIR QUALITY CONFORMITY DETERMINATION**

Transportation conformity is a mechanism for ensuring that transportation activities -- plans, programs and projects -- are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards or the required interim emissions reductions towards attainment.

A nonattainment area is an area that does not meet the National Ambient Air Quality Standard (NAAQS) for a given pollutant. A maintenance area is an area that was previously nonattainment, but has since attained the standard, as demonstrated through continued air quality monitoring. There are six pollutants for which NAAQS have been established: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (less than 10 microns in diameter [PM<sub>10</sub>] and less than 2.5 microns in diameter PM<sub>2.5</sub>) and lead. Portions of the central Puget Sound region are currently designated a maintenance area for PM<sub>10</sub>, and nonattainment for PM<sub>2.5</sub>; the region is in attainment for all other pollutants.

The Washington State Implementation Plan for Air Quality, or SIP, provides a blueprint for how maintenance and nonattainment areas will meet the NAAQS. The Draft 2017-2020 Regional TIP has been found to conform to the current SIP. Appendix E contains the full documentation of the air quality conformity determination of the Draft 2017-2020 Regional TIP.

## **TITLE VI ENVIRONMENTAL JUSTICE**

The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898, issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In response, FHWA and FTA have renewed their commitments to assure that environmental justice is carried out in the programs and strategies they fund,



including the activities of MPOs such as PSRC. PSRC has developed a demographic profile, including key demographic data describing the central Puget Sound region and identifying population groups and communities to be considered for environmental justice - or equity - analyses and activities. Consideration of minority and low-income populations has been included in the regional project evaluation criteria used in PSRC's project selection processes since 2004; additional populations have since been incorporated including seniors and people with disabilities. In addition, to further integrate equity considerations into the development of the TIP, an analysis was conducted to consider the distribution of both PSRC's federal funds as well as all other project funding in the Draft 2017-2020 Regional TIP in relation to those populations identified in the demographic profile. This analysis has been conducted as part of

every Regional TIP since 2004. Documentation of the equity analysis conducted on the Draft 2017-2020 Regional TIP is included in Appendix F.

## **OTHER REQUIREMENTS**

Additional elements required for inclusion in the Regional TIP include a listing of projects that have obligated federal funds in the past year, as well as those projects that were completed in the last year. Pending data to be provided by WSDOT and FTA, these listings will be included in Appendix G later in 2016.

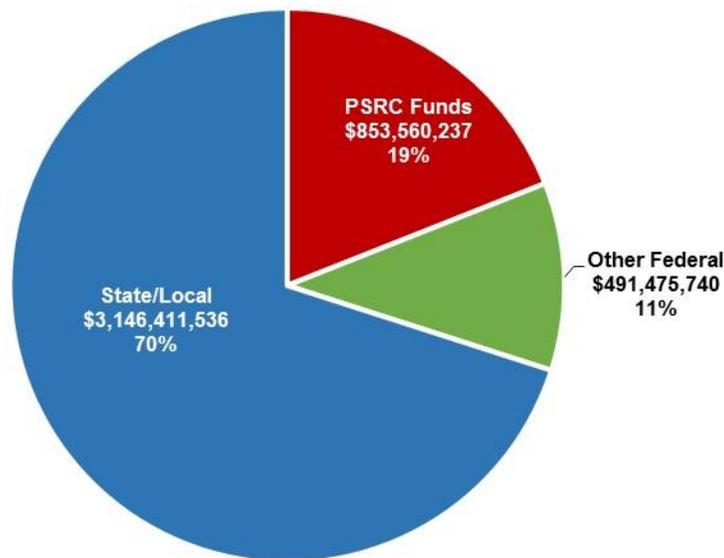
Information on PSRC's current MPO certification is included in Appendix H, and the anticipated state and federal approvals of the 2017-2020 Regional TIP will be contained in Appendix J.

## HIGHLIGHTS OF THE DRAFT 2017-2020 REGIONAL TIP

The Draft 2017-2020 Regional TIP includes projects with PSRC’s FFY 2018-2020 federal funds awarded as part of the 2016 Project Selection process. The TIP also includes PSRC funds awarded in prior years that have not yet been utilized and are therefore carried forward from the previous TIP. In addition to PSRC’s federal funds, the Draft 2017-2020 Regional TIP also contains local funds, state funds, and other federal funds managed by WSDOT or other entities.

The Draft 2017-2020 Regional TIP contains a total of \$4.5 billion of project funding from these various sources. This figure is as of August 26, 2016 and will be revised for the final TIP to incorporate adjustments to funding through October 2016. These adjustments may include additional funding to projects in September and October, funding not utilized by October and therefore advanced into 2017, and/or other funding revisions. Figure 1 illustrates the amounts by funding source of all funds in the TIP.

**Figure 1: All Funds in the Draft 2017-2020 Regional TIP**



As mentioned earlier in this document, the TIP implements the region’s long-range transportation plan, Transportation 2040. Transportation 2040 includes a diversity of project investments, from preservation and maintenance to expansion of the regional system. The following charts illustrate how projects in the Draft 2017-2020 Regional TIP are consistent with, and implement, Transportation 2040.



### Transportation 2040 Framework

**Figure 2A: Project Types in the Draft 2017-2020 Regional TIP**

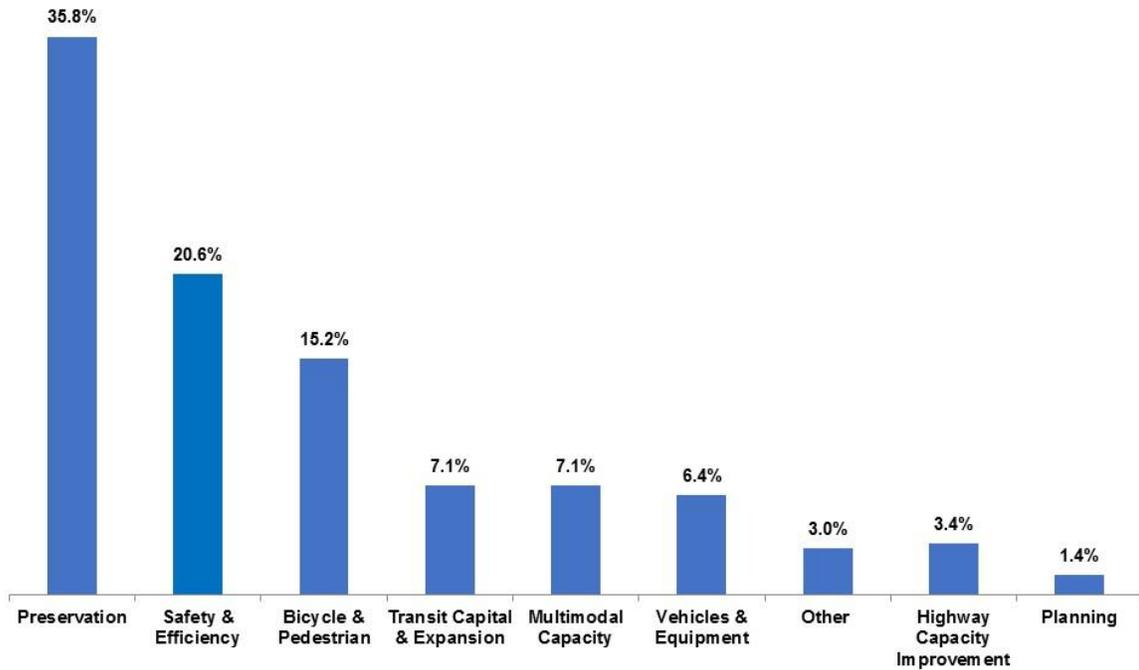
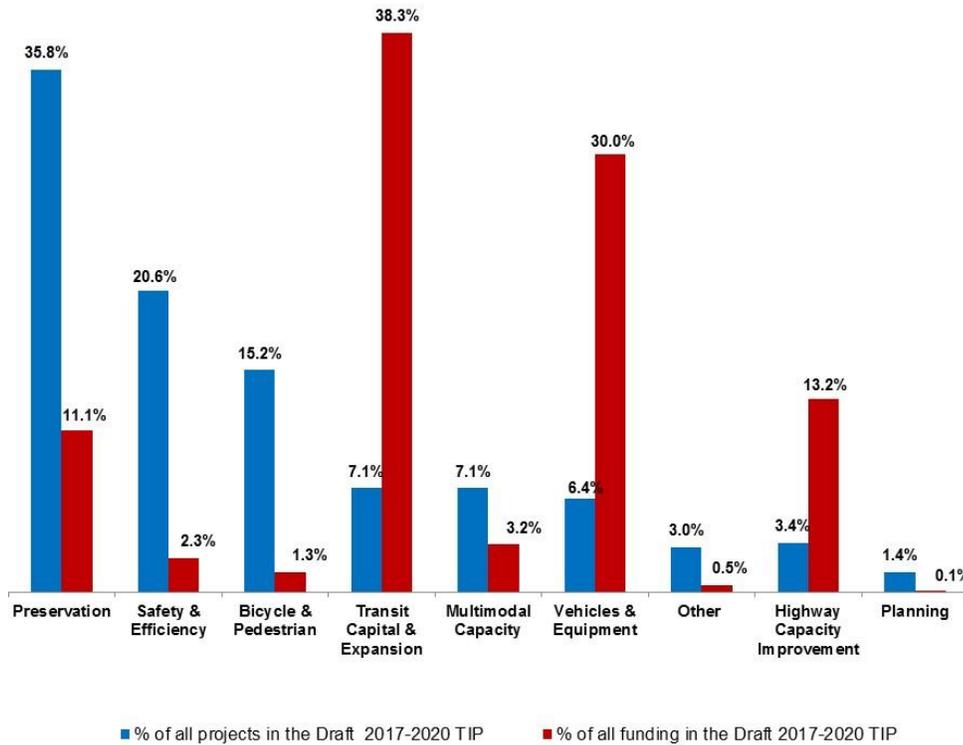


Figure 2A illustrates the types of projects in the Draft 2017-2020 Regional TIP by number of projects. The highest priority in Transportation 2040 is to maintain, preserve and operate the region's transportation system, and as the chart indicates, preservation represents the largest percentage of projects in the Draft 2017-2020 Regional TIP. However, as mentioned earlier, regional capacity expansion projects tend to cost more than programmatic types of investments. Figure 2B puts this into context by illustrating the types of projects in the Draft 2017-2020 Regional TIP by both number and amount of current funding.

Figure 2B: Project Types in the Draft 2017-2020 Regional TIP

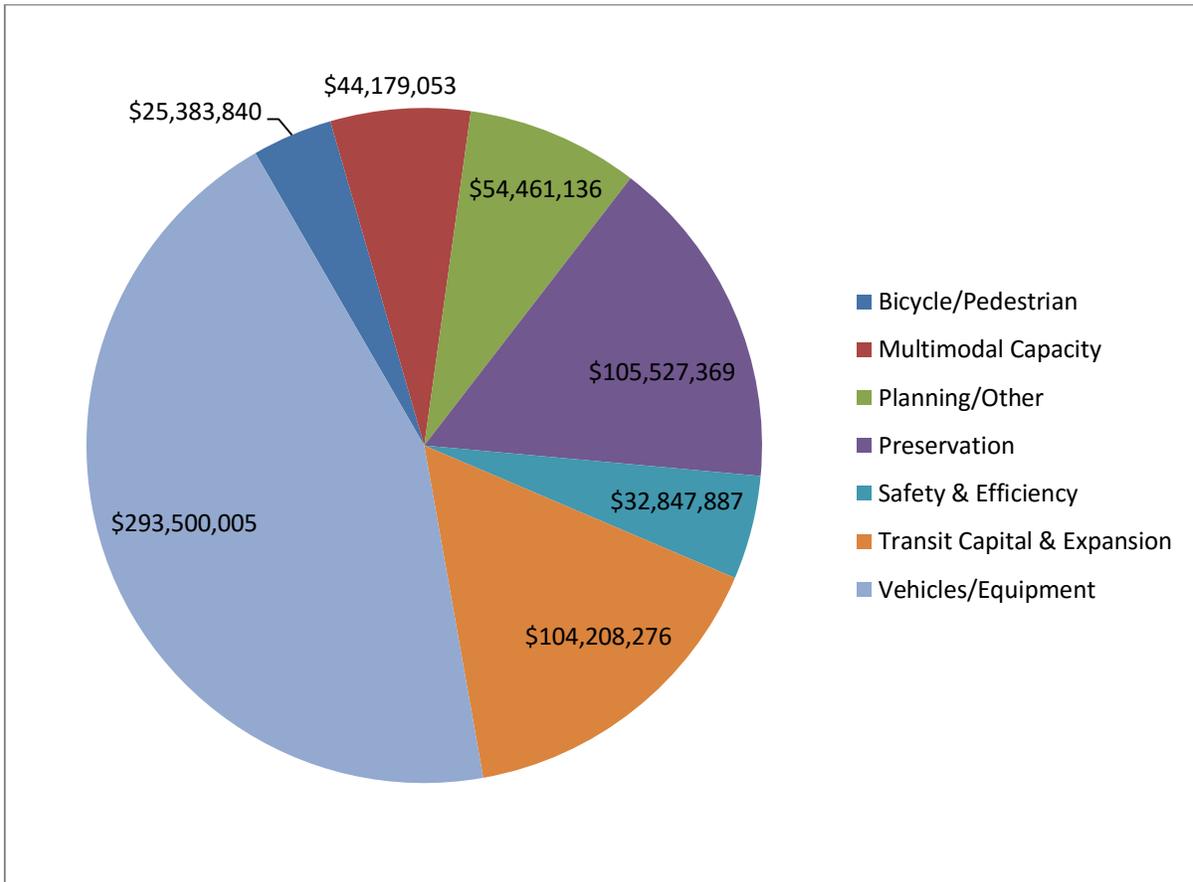


### 2016 Project Selection Process

Similar to the project type data for the full Draft TIP, the projects selected for PSRC’s federal funds as part of the 2016 Project Selection process also represent a variety of project types – preservation and

maintenance, capital expansion, bicycle/pedestrian and other types of transportation investments. Figure 3 illustrates the 143 projects receiving new PSRC funds, by project type as a percentage of awarded funding.

**Figure 3: 2016 Project Selection Process for PSRC Funds: All Awards by Project Type**



The majority of the projects selected for PSRC funds contain multiple elements – for example, a project with roadway improvements may also be providing sidewalk, bicycle lanes and other amenities. For each project category identified above,

*Figure 3 includes FHWA and FTA funds. FTA funds = 69% of the total, and the FHWA funds = 31% of the total.*

*Per regional policy, 10% of PSRC's FHWA funds are awarded to bicycle/pedestrian projects.*

there are many details contained within each individual project. For example, a “preservation project” could include roadway rehabilitation, bridge replacement, transit preventive maintenance, etc. Key examples of projects awarded PSRC funds as part of the 2016 Project Selection process are provided below.

There are other key features to these projects not illustrated by the primary project types as shown in the figures above. As previously mentioned, projects providing roadway improvements often also contain additional elements such as sidewalks and bicycle lanes, ITS, or transit amenities. Similarly, transit projects may also contain signalization or bicycle/pedestrian elements. However, there are additional benefits to these projects not easily represented simply by project type – for example, many of these projects may be located on freight routes, and the projects will provide benefits to freight movement. Similarly, many of these projects may be in the rural area, providing transportation improvements to rural populations. There are also unique infrastructure projects providing direct air quality benefits throughout the region. More information on these categories of improvements is provided in the next section.

### **Freight**

There are a variety of projects that may provide freight benefits – either directly or indirectly. Examples of direct freight-related projects would be those sponsored by one of the region’s ports, grade separations between roadways and railroads, or other projects that are specifically designed to address the needs of freight. Examples of projects that may provide indirect benefits to freight movement would be those that are physically located on designated freight routes but are designed to provide more general corridor or facility benefits, such as safety, congestion relief, preservation, etc.

As part of the 2016 Project Selection process, approximately \$13 million, or 6%, of the total amount of FHWA funds was awarded to the following directly freight-related projects:

- City of Seattle’s South Lander Street Grade Separation
- Port of Everett’s Electrification/Diesel Emission Reductions project
- Northwest SeaPort Alliance’s Freight Advanced Traveler Information System at the Port of Seattle

In addition to these direct freight-related projects, approximately 27% of PSRC’s FHWA funds awarded during the 2016 Project Selection process may provide indirect freight benefits by virtue of being located on a designated freight facility (i.e., state designated heavy tonnage routes). These projects represent a variety of types of investments, including Intelligent Transportation Systems, roadway capacity, system efficiency such as turning lanes and other safety or operational improvements, pavement resurfacing and even bicycle and pedestrian projects. These projects are intended to reduce congestion and improve travel time and safety along these facilities, and freight traffic along these routes will therefore share those benefits.

### **Rural**

PSRC is required to spend a minimum amount of its FHWA funds in the federally designated rural area each year. This amount was revised based on 2010 U.S. Census data and for the 2016 Project Selection process was approximately \$2.9 million per year - the three-year total for PSRC’s FFY 2018-2020 funds awarded to rural projects is therefore \$8.7 million. The current map of the federally designated rural area is contained in the *2016 Policy Framework* in Appendix B. In addition to this minimum federal requirement, a set-aside was created by PSRC in 2004 for a Rural Town Centers and Corridors Program, which was established at \$3 million for the 2016

Project Selection process. The competition for these funds will occur in 2017, and includes eligible communities beyond the federally designated rural boundary.

The majority of PSRC's 2018-2020 FHWA rural funding was distributed to preservation or reconstruction of rural roadways.

### ***Air Quality Projects***

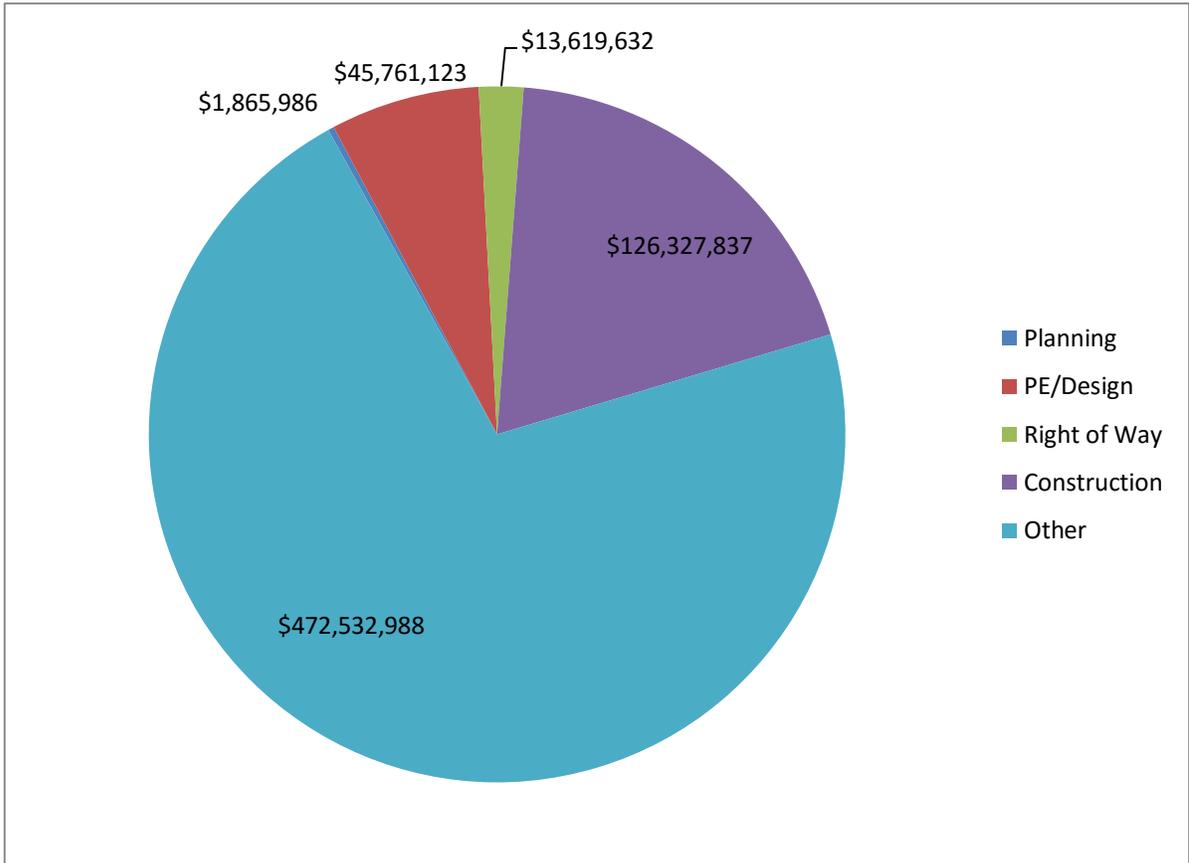
As described in the CMAQ section on page 4, the regional project evaluation criteria used in the 2016 Project Selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. In addition, federal legislation places greater emphasis on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard. As stated above, the Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound region.

While many of the projects awarded funding as part of PSRC's 2016 Project Selection process are expected to provide air quality benefits, certain of these projects specifically address air quality as their primary focus. These projects include:

- Improved fuel efficiency and the reduction of diesel particulate emissions on Washington State Ferry vessels
- Replacement of engines on a King County Marine passenger only ferry vessel
- The Port of Everett electrification project referenced in the Freight section above

In addition to the variety of types of projects awarded PSRC funds, awards also span a variety of project sizes and phases. Figure 4 illustrates the award of PSRC funds – both FHWA and FTA funds – during the 2016 Project Selection process by individual phase. Figures 5 and 6 illustrate the projects receiving the ten largest, and the ten smallest, awards of PSRC funds as part of the 2016 Project Selection process.

**Figure 4: 2016 Project Selection Process for PSRC Funds: Awards by Phase**



**Figure 5: 2016 Project Selection Process for PSRC Funds: Ten Largest Awards**

Sponsor	Project Title	Funding Amount
King County	Bus Replacements	\$ 108,847,493
Sound Transit	Northgate Link (UW Station to Northgate)	\$ 59,147,040
King County	Vehicle, Equipment and Facilities Maintenance	\$ 59,127,649
Sound Transit	Sounder and Link State of Good Repair	\$ 32,842,614
Washington State Ferries	Vessel Preservation and Improvement	\$ 32,232,561
Sound Transit	Regional Express Bus Program	\$ 28,380,267
Community Transit	Transit Revenue Vehicles	\$ 24,194,964
Pierce Transit	Clean Fuels Bus Replacement/Expansion	\$ 19,025,776
Sound Transit	Light Rail Extension from Angle Lake Station to Kent / Des Moines	\$ 13,000,000
Kitsap Transit	Bus and Over-the Road Coach Purchase	\$ 9,956,361

**Figure 6: 2016 Project Selection Process for PSRC Funds: Ten Smallest Awards**

<b>Sponsor</b>	<b>Project Title</b>	<b>Funding Amount</b>
Redmond	40th Street Shared Use Path	\$ 206,500
Gig Harbor	Cushman Trail Phase 5 Planning Study	\$ 200,000
Fircrest	Alameda Grind and Overlay	\$ 195,004
Everett Transit	Everett Station Preventive Maintenance and Rehabilitation	\$ 192,897
Seattle	Monorail System Maintenance	\$ 171,013
Bainbridge Island	Sportsman's and New Brooklyn Intersection Improvement	\$ 156,000
Arlington	204th St Trail	\$ 144,200
Bonney Lake	198th Avenue Road Preservation	\$ 105,381
Monroe	US Hwy 2 Non-Motorized Share-Path	\$ 90,250
Mukilteo	SR 526 Shared Uses Path	\$ 60,000

Additional details on the 2016 Project Selection process, all projects in the 2017-2020 Regional TIP and other analyses and background information may be found in Appendices A through J.