



Puget Sound Regional Council

Appendix B

2018 Project Selection Process

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2018 POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS



Puget Sound Regional Council

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SECTION 1: BACKGROUND

A. Policy Framework

Under the federal transportation act, Fixing America's Surface Transportation (FAST) Act, the Puget Sound Regional Council (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:¹

Federal Highway Administration (FHWA) Funds

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

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)

Per federal regulation, PSRC is required to document the process used for prioritizing and programming these funds. The "2018 Policy Framework for PSRC's Federal Funds" is intended to serve this purpose by providing policy direction and guidelines for the recommendation and selection of projects to receive PSRC funds.

Prior to each project selection process, the Policy Framework is refined and updated based on new or updated federal or state requirements, and new or updated regional policy direction. The 2018 Policy Framework maintains support for the "development of centers and the corridors that serve them," originally adopted as a policy focus for PSRC's federal funds in 2002. The intent of the centers policy focus and the guidance contained within the Policy Framework is to support implementation of the policies and programs established in VISION 2040, the region's overarching policy document and long-range vision for the future; the regional transportation plan; and *Amazing Place*, the adopted regional economic strategy.

B. Development of the 2019-2022 Regional 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 federal grants that will be awarded through PSRC as part of the 2018 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 generally every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects,

¹ PSRC also has responsibility for distributing funds through FHWA's Transportation Alternatives Program and plays a joint role with WSDOT in the distribution of FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program.

regardless of funding source. The 2019–2022 Regional TIP will therefore include:

- 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 conformity determination of the Regional TIP; and
- Projects from the previous 2017–2020 Regional TIP that have not yet utilized their funds.

Responsibility for Project Selection

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described above, 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 funds from a variety of federal programs, such as the National Highway Performance Program, Highway Safety Improvement Program, and others. These programs and responsibility for selection evolve with each new federal transportation act. 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 (TIGER) grant program, and others.
- **Local funds:** Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive each agency's local funds.

Regional TIP Requirements

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

- Consistency with VISION 2040 and the regional transportation plan;
- 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.

The Regional TIP applications contain 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 <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

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. 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.

Development Schedule

The schedule for preparing the Draft 2019-2022 Regional TIP is included in Attachment 1. The schedule begins with the 2018 competitive project selection process for PSRC's federal funds, followed by individual project reviews, an air quality conformity analysis, a public comment period, and finally adoption by PSRC's Executive Board. The Draft 2019-2022 Regional TIP will then be forwarded to WSDOT for subsequent state and federal approval.

Federal Requirements

As described above, every project submitted for inclusion in the Draft 2019-2022 Regional TIP is thoroughly reviewed for regional consistency and federal requirements. In addition, PSRC's project selection process and the development of the Regional TIP adhere to the federal requirements as detailed in 23 CFR Part 450. These include addressing the FAST Act planning factors (§450.306), public involvement (as described in PSRC's adopted Public Participation Plan) and all other requirements.

C. PSRC Funds

Eligibility Requirements

As stated above, PSRC is responsible for selecting projects to receive FHWA and FTA funds. Each federal funding program has specific eligibility requirements, summarized below and included in Attachment 2:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP) funds are the most flexible of PSRC's federal funds and can be used for a variety of transportation projects and programs, including roadways, bridges, pedestrian and bicycle infrastructure, transit and other investments.
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are available for specific categories of transportation projects and programs that provide air quality benefits by reducing emissions and congestion. General purpose roadway projects are not eligible. Only projects located in or providing benefit to an EPA-designated nonattainment or maintenance area may utilize CMAQ funding.²

Federal Transit Administration (FTA) Funds

FTA funds may be used only for transit-related projects serving the region's three federal urbanized areas: Seattle-Tacoma-Everett, Bremerton and Marysville.

- Urbanized Area Formula Program (Section 5307) funds are available for a variety of planning and capital transit projects, such as bus purchases, transit facilities, etc. Section 5307 funds may also be used for projects previously eligible under the eliminated Job Access and Reverse Commute Program (JARC) projects.
- State of Good Repair (Section 5337) funds are available for a variety of projects for

² Projects located in former maintenance areas where the NAAQS has since been revoked are also eligible to receive CMAQ funds. Refer to Attachment 3 for a map of the eligible areas in the PSRC region.

maintenance, replacement and rehabilitation of high-intensity fixed guideway (HIFG) and bus (HIMB) systems, and to develop and implement transit asset management plans.

- Bus and Bus Facilities (5339) funds are available for a variety of projects to replace, rehabilitate, and purchase buses and related equipment, as well as for projects to construct bus-related facilities.

Project Selection Process

PSRC has an established process for selecting projects to receive PSRC funds. FHWA funds are programmed using a shared regional/countywide approach that been utilized since 1995. This approach will again be used for the 2018 project selection process; further details are provided below in Section 3. FTA funds are programmed using a process coordinated with FTA and the public transit agencies in the region, and includes a regional competitive process for a portion of the funds. The FTA process is described in Section 4.

The 2018 project selection process will program federal fiscal year (FFY) 2021-2022 FHWA and FTA funds. Under consultation with WSDOT and FTA, the estimated amounts by funding source are shown in the table below, based on FFY 2017 allocation amounts.

Estimated FFY 2021-2022 PSRC Funds (in millions)	
STP	\$103.5
CMAQ	\$51.8
FHWA Total	\$155.3
Section 5307	\$215.4
Section 5337 HIFG	\$99.8
Section 5337 HIMB	\$36.3
Section 5339	\$17.4
FTA Total	\$368.9
Grand Total	\$524.2

Project Tracking Program

PSRC has implemented a project tracking program 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 strict project delivery requirements in 2013 and other emerging issues over the last several years, including the need to balance awards by year, 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. The current Project Tracking Policies for PSRC's Federal Funds are contained in Attachment 4.

SECTION 2: POLICY FOCUS

Adopted Policy Focus: Support for 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 2040 in April 2008. For the 2018 project selection process, the definition of centers for each of the competitive processes is further clarified below.

- For the regional competition for FHWA funds, centers are defined as regional growth centers and regional manufacturing/industrial centers as designated by PSRC's Executive Board (refer to Attachment 5 for a map of PSRC's regionally designated centers).
- For the countywide competitions for FHWA funds, and for the FTA funding processes, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military "facility" within their county.

SECTION 3: PSRC'S FHWA FUNDS

A. Overview of PSRC's FHWA Funding Process

PSRC conducts a shared regional and countywide process to recommend and select projects to receive PSRC's FHWA funds. The total estimated amount of both STP and CMAQ funds is split between the regional and countywide forums based on a regionally adopted funding split. Competitive processes are used by all forums to recommend projects to receive the funds.

- **Regional process:** PSRC coordinates a regional competition, and the Regional Project Evaluation Committee (RPEC) is responsible for recommending projects from this competition to the Transportation Policy Board (TPB) to receive the regional portion of the FHWA funds.
- **Countywide processes:** With support from PSRC, the four countywide forums are responsible for coordinating the countywide competitions and recommending projects to the TPB to receive the countywide portions of the FHWA funds. These forums are as follows:

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.

PSRC's delegation of these responsibilities to the countywide forums is intended to recognize the unique distinctions in local transportation needs, and strengthens the integration of local, countywide, and regional growth management and transportation planning and implementation. However, each countywide process follows the regional policies and procedures as laid out in this *Policy Framework*, including the use of project evaluation criteria supporting the implementation of VISION 2040, the regional transportation plan and *Amazing Place*, the regional economic strategy, as well as PSRC's project tracking program.

The TPB receives all recommendations from the forums identified above, and in turn makes a recommendation for funding to PSRC's Executive Board. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides from the total amount of PSRC's FHWA funds, prior to the split of funds between the regional and countywide competitions, and describes the process for distribution.

1. Ten percent of the combined estimated total of STP and CMAQ funds has been set aside for bicycle and pedestrian priorities. This practice is above and beyond the federal set-aside for the Transportation Alternatives Program, and is consistent with VISION 2040 and regional transportation plan policies calling for increased investment in nonmotorized transportation, as well as supporting the policy focus of support for the development of centers. The 10% is assigned to the countywide processes for distribution.
2. Five million of STP funds is set aside for the Rural Town Centers and Corridors Program. This program is designed to assist rural communities in implementing town center and corridor improvements, in coordination with state highway corridor interests. This program is also above and beyond the federally required minimum amount of STP funds to be spent in rural areas. The regional competition for the Rural Town Centers and Corridors Program will be held in 2019. Background information on previous competitions may be found on PSRC's website at <https://www.psrc.org/our-work/rural-town-centers-and-corridors>.
3. Kitsap County jurisdictions are not eligible to receive CMAQ funds due to the boundaries of the region's air quality maintenance and nonattainment areas, which directly affect the use of these funds. To provide an increase in the relatively modest amount of funds available for distribution in the Kitsap countywide process, Kitsap County's population percentage is therefore applied to the total amount of estimated STP funds. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STP and CMAQ funds, after the set-asides have been applied, and after the funds have been split between the regional and countywide processes.
4. The Preservation Set-Aside is continued in the 2018 project selection process at 20% of the total estimated STP funds. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, and is being continued in 2018 due to the continued backlog of preservation needs and lack of dedicated funding. The regional guiding principles that were established in 2012 for the pilot set-aside are to be continued (see Section C below for additional details). This set-aside will be distributed through the countywide processes for preservation priorities. Since the set-aside was originally 25% of the total estimated STP funds, the 5% delta is being distributed among the four countywide competitions as part of the 2018 process

5. Funds are set aside for PSRC's Work Program in the amount of \$1,000,000 of STP funds per year, for a total of \$2 million of STP funds in the 2018 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future.

Percentage split between the Regional and Countywide processes

The split of the combined estimated total of STP and CMAQ funds between the regional and countywide processes is performed after each of the set-asides has been applied. As has been done in previous cycles, a 50/50% split will be applied at this point between the two processes. The bicycle and pedestrian set-aside, Kitsap County's population percentage and the preservation set-aside are then added to the countywide portion of funds for selection. The Rural Town Centers and Corridors Program set-aside comes from the regional portion of funds. Attachment 6 illustrates the distribution of funding between the regional and countywide processes, as well as the amounts for the set-asides described above.

Contingency process

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. Funds may become available through PSRC's project tracking program and final federal allocations being higher than originally estimated. For the 2018 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The set-asides will not be applied during the contingency process; rather, any additional funds to the region will be divided per the established 50/50% split between the regional and countywide processes, and will be distributed to the adopted contingency lists of projects accordingly.

The integrity of the project selection process will be maintained as part of any distribution of funds to the adopted contingency lists. Project scopes and funding requests will be held to the original grant request; changes to scope and higher funding requests will not be entertained. However, should a project need less funding than originally requested, the balance of funding needed to fully fund the phase in question may be awarded. In addition, if insufficient funds are available to fully fund a phase, forums may elect to provide partial awards as long as a segment of a given project, or a clearly defined element with independent utility, may be completed. In these circumstances, the balance of the project phase – i.e., remaining segments or independent elements – may remain on the contingency list.

Other requirements

As was established in prior years, for the 2018 project selection process, sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e., a sponsor may request funding for both preliminary engineering and right of way phases, or preliminary engineering and construction phases, but not both right of way and construction phases. 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.

B. Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which countywide forums are asked to identify and submit a limited number of applications to the regional project competition. PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. RPEC reviews the projects and the results of the scoring, and submits a prioritized list of funding recommendations to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted. The Regional process is explained in further detail below.

Number of Projects Submitted and Requested Amounts

The number of projects able to be submitted into the regional competition is limited to 36, based on the following distribution: 6 each from Kitsap, Pierce and Snohomish countywide forums; 12 from the King countywide forum; and 2 each from WSDOT, Sound Transit, and the Puget Sound Clean Air Agency. The three regional agencies may also participate in, and submit projects through, the countywide forums.

New for 2018 is a cap on the amount that may be requested for any project (i.e., the sum of the phase(s) requested). The cap is set at 50% of the available annual amount of funds, per each funding source. These amounts are identified in Attachment 6.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2040, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects, and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, circulation, populations served, etc. The technical criteria include components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to RPEC and the scoring team prior to the scoring process.

Recommendation of Projects

After all projects have been evaluated and scored, RPEC will discuss and prioritize the projects for a funding recommendation to the TPB. As part of the RPEC discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation, but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project completions, cost effectiveness, etc., and will be identified by RPEC in advance of the recommendation discussion. Once funding recommendations are completed by RPEC, a prioritized list of contingency projects will also be developed and submitted to the TPB for their review. The TPB in turn makes recommendations to the Executive Board for final approval.

C. Countywide Processes

The intent of the countywide processes is to provide an opportunity to fund countywide priorities, while maintaining the policy focus of supporting centers and the corridors that serve them and reinforcing regional priorities. The definition of centers is broadened for the countywide competitions to include regional centers, centers designated through countywide planning processes, and other locally identified centers. In addition, military facilities are included in the definition of local centers, with each countywide forum responsible for determining the definition of a military “facility” within their county.

Each countywide forum is responsible for coordinating a competitive process to recommend projects to receive their respective 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 STP funds to projects in the rural area (located outside the federal-aid urbanized and federal-aid urban areas). Funding recommendations from the countywide forums are forwarded to the TPB for further review and discussion. As required under federal legislation, no formula allocations are permitted.

Evaluation and Scoring of Projects

Each countywide forum is responsible for developing technical and policy evaluation criteria based upon the region’s adopted policy focus and regionally determined evaluation criteria, as well as encompassing federal requirements and other regional policies such as the project tracking program. Sponsors of projects submitted for the countywide competitions are also required to submit a project screening form containing basic information about the project. PSRC staff will review each project for eligibility under the selected federal funding source and other federal requirements and regional policies prior to the countywide recommendations for funding.

Bicycle and Pedestrian Set-Aside

As stated above, 10% of the total estimated FHWA funds is set aside for bicycle and pedestrian priorities, to be allocated among the four counties by population. Each countywide forum is required to conduct a competitive process for the distribution of these funds. The amount of funds allocated to each county is illustrated in Attachment 6.

Preservation Set-Aside

As stated above, the set-aside for preservation priorities is continued for the 2018 process. A total of 20% of the estimated STP funds will be allocated among the four counties by population, and each countywide forum will conduct a competitive process for the distribution of these funds. The regional guiding principles for each of the countywide forums to build upon for this distribution are described below.

Regional Guiding Principles for the Preservation Set-Aside

- Applicants will be asked to provide information on their expenditures on preservation over the last several years, as well as the condition of their roads. Each countywide process will establish standards on preservation level of effort to help ensure fairness between jurisdictions.
- The focus for this set-aside will be “roadway preservation” - other preservation activities (such as signal replacement, retaining walls, etc.) will not be excluded from applying, but given the relatively small amount of funds available, the primary focus of the funds will be on

roadway preservation. A regional threshold of eligible preservation activities is not proposed to be established (e.g., chip seals vs. overlays vs. reconstruction).

- Applicants will be expected to describe how they are optimizing the pavement life cycle, with a resulting minimum useful life of 7 years. Funds may best be used on roads at certain conditions which result in the most efficient preservation, to be determined within each countywide process.
- These funds must be used on federal functionally classified roadways, but all other appropriate federal requirements must also be met (such as ADA requirements, design standards, etc.). It is important that all applicants understand these requirements and estimate their total project cost and funding need accordingly. In addition, the expectation of FHWA is that these projects will be contracted out; there is a high bar for justifying the use of local agency force.
- Each countywide process will establish evaluation criteria, but each process will follow PSRC’s Policy Framework and apply the policy focus of support for centers and the corridors that serve them (broadened to include locally designated centers for each countywide process). Potential criteria include level of matching funds, innovations/incentives, and roadway classification (including traffic data, transit use, freight use, lifeline route, pressure on the system, etc.), among others.

Rural Area Minimum

As stated above, under federal regulations the region is required to spend a minimum amount of STP funds in the rural area, defined as the area located outside the federal-aid urbanized and federal-aid urban areas (refer to Attachment 8 for a current map of the federally designated rural area). For the 2018 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 center lane miles³. The minimum amount of STP funds to be programmed to projects in the rural area for the 2018 project selection process is identified in the table below:

County	FFY 2021-2022 Rural STP Distribution (millions)
King	\$0.63
Kitsap	\$0.34
Pierce	\$0.55
Snohomish	\$0.72
Total	\$2.24

Summary of Countywide Processes

Each forum is responsible for developing and maintaining its own project recommendation process. To ensure regional consistency among processes and to verify that federal and regional requirements are being met, documentation of these processes must be submitted to the TPB for review and approval. Any substantial changes to a previously approved process must be submitted for review and approval to the TPB prior to the start of a new

³ The minimum amounts to be spent in the rural area are based on the final 2017 allocation amounts for the rural area, as provided to PSRC by the Washington State Department of Transportation.

project selection process. A summary of each countywide process for the 2018 project selection process is included in Attachment 9.

Recommendations

Each countywide forum will recommend projects to receive their respective portion of PSRC funds, along with a prioritized list of contingency projects. PSRC must receive notification that the policy forum of each county has endorsed the list of recommended projects prior to final TPB recommendation to the Executive Board. Projects may be submitted in both the regional and countywide forums, however, the requirement that each requested phase be fully funded must be met. In addition, under these circumstances, no project should receive more than the total amount of the regional cap.

SECTION 4: PSRC'S FTA FUNDS

A. Overview of PSRC's FTA Funding Process

There are three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett. PSRC coordinates with FTA and the public transit agencies in each UZA to conduct the process to distribute PSRC's FTA funds to projects. The process used to recommend and select projects to receive the funds is split between an "earned share" process and a regional competition, details of which are provided in the sections below. Attachment 7 illustrates the distribution of funding between the regional and earned share processes.

The public transit agencies within each UZA are as follows:

- Bremerton UZA: Kitsap Transit
- Marysville UZA: Community Transit
- Seattle-Tacoma-Everett (STE) UZA: Community Transit, Everett Transit, King County Metro, Pierce County Ferry System, Pierce Transit, City of Seattle, Sound Transit, and the Washington State Ferries.

Within each UZA there are "designated recipients," agencies designated by the Governor with primary responsibility for the development of projects utilizing FTA funds in the region, in cooperation and coordination with PSRC. For the Bremerton and Marysville UZAs, the designated recipients are the single public transit agency within that UZA. For the STE UZA, the designated recipients are as follows:⁴

- Community Transit
- City of Everett (Everett Transit)
- King County (King County Metro)
- Pierce Transit
- Sound Transit
- Washington State Department of Transportation (Washington State Ferries)
- PSRC

Within each UZA, any jurisdiction with an eligible transit-related project may apply for PSRC's FTA funds. If an agency is not one of the designated recipients listed above, they will need to have concurrence provided by one of the designated recipients – demonstrated through

⁴ There are several transit agencies located outside the STE UZA that provide service into the region and therefore earn FTA funding. These agencies are referred to as "external transit agencies," and are provided funding through the Earned Share Process.

completion of an FTA Supplemental Agreement (see Attachment 10) - in order to utilize the FTA funds.

Funding recommendations for PSRC's FTA funds are forwarded to the TPB by PSRC's Transportation Operators Committee (TOC). The TPB in turn makes recommendations to the Executive Board for final approval. Should any project sponsor wish to appeal a project recommendation, they must submit written documentation to PSRC, including the reason for the appeal. Appeals will be reviewed by the TPB and referred to PSRC's Executive Board for final resolution.

Set-Asides

The following describes set-asides of PSRC's FTA funds, as well as the process for distribution.

1. Some transit agencies in the STE UZA earn less than 1% of the total of the earned share portion of funds. In order to facilitate future planning for these agencies, it is important that they be able to rely on a certain amount of FTA funding each year as a safety net for a basic level of investment. As such, a minimum floor adjustment is made to bring the earned share amounts for these agencies up to the 1% amount. The adjustment is taken from the regional portion of the funds within the STE UZA and applied to these agencies for their earned share distribution. For the 2018 project selection process, this amount will be capped at the amount identified from the final 2015 FTA allocations. In addition, staff is directed to consider the full range of transit operations and ownership of assets when conducting the calculation as part of the annual adjustments process. As with all set-asides, this will be reevaluated prior to the next project selection process.
2. The Preservation Set-Aside is continued in the 2018 project selection process at 45% of the regional portion of funds within the STE UZA. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, and is being continued in 2018 due to the continuing need for preservation investments. The use of PSRC's FTA funds for preservation allows an increased flexibility in the use of local funds for transit operations. This set-aside will be distributed to each transit agency via their earned share percentages.⁵
3. Funds are set aside for PSRC's Work Program in the amount of \$1,250,000 of Section 5307 funds per year, for a total of \$2.5 million of FTA funds in the 2018 project selection process. PSRC's adopted budget and work program assumes some amount of funding from both FHWA and FTA funding sources, and the specific details of PSRC's work program for these years will be determined in the future. Prior to utilizing the FTA funds, PSRC must receive the concurrence of the transit agencies; PSRC management has been and will continue to be in communication with the transit agencies' General Managers as the budget and work program evolves.

FTA Requirements

There are certain federal requirements that must be met for Section 5307 funds, in addition to the basic eligibility requirements of each funding program.

- Each UZA receiving Section 5307 funds must expend at least 1% on public transportation security projects. For the 2018 project selection process, the procedures detailed in Attachment 11 will be followed to meet this requirement.

⁵ This calculation is based on the actual earned share percentages for each agency, not including the minimum floor adjustment.

- The requirement to spend 1% on Associated Transit Improvements was eliminated under the FAST Act, however reporting requirements remain.
- Up to but not more than 10% of the total estimated Section 5307 funds within each UZA may be used for the operation of paratransit service under certain conditions.

Contingency Process and Annual Adjustments

Since 2004, the region has adopted prioritized lists of contingency projects as part of each project selection process, should additional funds become available prior to the next process. For the 2018 project selection process, the region will continue to develop prioritized lists of contingency projects per past practice. The contingency process for PSRC's FTA funds is conducted differently than that for PSRC's FHWA funds, as an annual adjustment occurs to reconcile estimates with actual allocations to each UZA for a given year. The process conducted within each UZA is described in greater detail in the following sections.

B. Bremerton and Marysville UZA Processes

Since Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, these agencies recommend projects for the estimated FTA funds within their respective UZAs. These recommendations, which must be consistent with the adopted policy focus, other regional policies and all federal requirements, are forwarded to the TOC, which in turn makes recommendations to the TPB. If any other agency in either UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis, and make adjustments to reconcile the two amounts as necessary. Within the Bremerton and Marysville UZAs, PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2021-2022 FTA funds. Kitsap Transit and Community Transit, respectively, will then identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for the UZA. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

C. Seattle-Tacoma-Everett UZA Process

Approximately 86% of the FTA funds estimated to be allocated within the STE UZA are based on the service and operating characteristics of the transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. This portion of the funds is distributed through a regional competition for transit-related projects. As mentioned earlier, for the 2018 project selection process 45% of this portion of funds is to be set aside for preservation investments, to be distributed via each transit agency's earned share percentage.

Earned Share Process

The earned share portion of the FTA funds will be distributed to public transit agencies in the UZA using the national FTA distribution formula, which allocates transit funds in the federal budget to the metropolitan area using federal census data and public transit system data. This transit performance and operating data is obtained from the National Transit Database (NTD), which is populated with annual data submitted by each public transit agency, as required by the FTA. Deviations to this FTA-validated data may be applied upon recommendation by the TOC on a case by case basis to reflect actual service characteristics not captured in the current NTD data.

Each transit agency will recommend projects to receive their earned share allocation, consistent with the adopted policy focus, other regional policies and all federal requirements. Their recommendations will be reviewed by the Regional FTA Caucus, and subsequently forwarded to the TOC, who in turn makes recommendations to the TPB. If any other jurisdiction in the UZA wishes to apply for these FTA funds, they may do so with the concurrence of the designated recipient.

Regional Process

The intent of the regional project competition is to select a limited number of regional, high-priority projects to receive PSRC funds. The process involves a call for projects, in which eligible sponsors are asked to identify and submit applications to the regional project competition. There is no limit to the number of applications able to be submitted into the regional competition. Per agreement of the Regional FTA Caucus and the TOC, the same project may not be submitted to both the regional FTA and regional FWHA competitions.

PSRC staff is responsible for technical evaluation and scoring of the project applications using the Regional Project Evaluation Criteria. The Regional FTA Caucus reviews the projects and the results of the scoring, and submits a prioritized list of funding recommendations to the TOC, who in turn forwards a recommendation to the TPB.

Evaluation and Scoring of Projects

PSRC staff will complete a comprehensive evaluation of all projects submitted to the regional project competition using the Regional Project Evaluation Criteria. The criteria were developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2040, the regional transportation plan and *Amazing Place*, the adopted regional economic strategy. Prior to each cycle, the criteria are reviewed and refined as appropriate to address new or revised requirements and policies. In addition, an eligibility review is conducted on all potential applications prior to submission.

The Regional Project Evaluation Criteria are published as part of the Call for Projects, and include both policy and technical criteria. The policy criteria are built around the policy focus of support for centers and the corridors that serve them and include components such as center development, mobility, circulation, populations served, etc. The technical criteria include components related to project readiness and the ability to utilize PSRC funds efficiently, and air quality benefits demonstrated through a reduction of emissions (including greenhouse gas emissions). The criteria also contain guidelines for project sponsors as to the types of responses that will result in high, medium, or low scores for each criterion. Project sponsors are invited to make brief presentations to the Regional FTA Caucus and the scoring team prior to the scoring process.

Recommendation of Projects

The Regional FTA Caucus reviews the projects and the results of the scoring, and submits a prioritized list of funding recommendations to the TOC. As part of the Caucus discussions for recommending projects to receive funds, it is understood that the scores are used to assist in the recommendation, but are not the only consideration for discussion. Other considerations used in the recommendation process may include geographic equity, project or phase completions, cost effectiveness, etc., and will be discussed by the committee in advance. Once funding recommendations are completed by the Regional FTA Caucus, a prioritized list of contingency projects will also be developed and submitted to the TOC for review. The TOC reviews the recommendations and forwards them to the TPB for further review and discussion. The TPB in turn makes recommendations to the Executive Board for final approval.

Minimum Floor Adjustment

As mentioned earlier, a minimum floor adjustment is made to bring agencies earning less than 1% of the total of the earned share portion of funds up to the 1% amount. The adjustment is taken from the regional portion of the funds.

Preservation

As mentioned earlier, 45% of the regional portion of funds is set-aside for preservation investments. The set-aside is distributed to each transit agency based on their earned share percentages. Projects will be recommended by each transit agency, and must meet the intent of the set-aside by following FTA's State of Good Repair requirements.⁶ Per agreement of the Regional FTA Caucus, preventative maintenance is also included as an eligible activity for this set-aside.

Distribution by Funding Source

The STE UZA must balance the distribution of funds by funding source – 5307, 5337 HIFG, 5337 HIMB and 5339. In past years, agencies that earned one source of funds that had more restrictive eligibility requirements chose not to utilize these funds, and instead were able to exchange these funds for the more flexible 5307 funds from other agencies. For the 2018 project selection process, sponsors will make all effort to submit projects based on their earnings by funding source, per their FFY 2017 earnings; however, the flexibility of this past practice will be retained to ensure the UZA is able to balance the FFY 2021-2022 amounts among the four funding sources.

Contingency Process and Annual Adjustments

FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis, and make adjustments to reconcile the two amounts as necessary. PSRC will identify the funding adjustments necessary once the actual allocations are made available for the FFY 2021-2022 FTA funds. Within the STE UZA, there is both an earned share and a regional process. For the earned share process, each public transit agency will identify the projects for which those funding adjustments will be applied. These adjustments may reflect either an increase or a reduction in funding for each agency. The project adjustments will be recommended to the TOC and subsequently to PSRC's Boards for action.

⁶ Information on FTA's State of Good Repair activities may be found at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Circular_5300_published_02-28-15.pdf.

For the regional competitive process, once funding recommendations are completed by the Regional FTA Caucus and the TOC, a prioritized list of contingency projects will also be developed and submitted to the TPB. As part of the annual adjustment process, the 45% preservation set-aside will not be applied to any required adjustment of the regional portion of funds. Any increase in the regional portion of funds will be applied to the adopted contingency list; a reduction in the regional portion of funds will be applied to the previously awarded projects. The preservation set-aside is a fixed amount that will not increase. However, per TOC agreement, the distribution of the fixed amount among the transit agencies will be adjusted based on updated information regarding each agency's earnings as a percentage of the total.⁷ This adjustment of the distribution percentages is recommended to reflect expected changes in service over the next several years.

⁷ Not including the minimum floor adjustment.

2018 Regional Project Evaluation Criteria For PSRC's FHWA Funds

INTRODUCTION

As described in the adopted *2018 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2018 project selection process is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2040, Transportation 2040 and the regional economic strategy. For the regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040 and designated by PSRC.

Regional project evaluation criteria have been designed to implement the adopted Policy Framework and the policy focus of supporting designated regional growth and manufacturing/industrial centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*;¹ improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved public health; project readiness; and air quality/climate change benefits. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects.

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. This priority has also been continued in the current federal transportation act, Fixing America's Surface Transportation Act (FAST) and is reflected in the Air Quality and Climate Change criterion. In addition, cost-effectiveness is incorporated into the air quality scoring process for projects requesting funds from the Congestion Mitigation and Air Quality Improvement Program, consistent with federal guidance.

Further, VISION 2040 was developed with attention to social equity, environmental justice, and public health. These are important elements that are also key to PSRC's Growing Transit Communities Program and are considered in the evaluation of projects. The criteria address the user groups that will benefit from proposed projects, including those groups identified in the President's Order for Environmental Justice,² seniors, people with disabilities, those located in highly impacted communities³ and/or areas experiencing high levels of unemployment or chronic underemployment. The criteria also address the provision of facilities that improve walkability, bicycle mobility, and access to public transit. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

¹ <https://www.psrc.org/our-work/regional-economic-strategy>.

² The President's Order for Environmental Justice states "each Federal agency shall 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."

³ Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: <http://www.pscleanair.org/372/Community-Equity-Access>.

INSTRUCTIONS

There are three project categories: projects within a regional growth center, projects within a manufacturing/industrial center, and projects on a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors are asked to pick the category that best fits their project. Projects will then be scored using the corresponding criteria under Part 1. In addition, the evaluation criteria under Part 2 will be applied to all projects.

The objective of the regional evaluation criteria is to review and rate similar types of projects. Projects will be compared to one another within their category in order to determine the magnitude of the improvement and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion will be rated "High." The highest possible total score a project can receive is 100 points. Projects from all three categories will be ranked together based upon total points received.

Projects will be evaluated against the criteria based on the information and responses provided in the regional application found in the Call for Projects. The questions in the application were developed using the key bullet points in the criteria. Sponsors will be asked on the regional application to select one funding source, Surface Transportation Block Grant Program (STP) or Congestion Mitigation and Air Quality Improvement Program (CMAQ); the point values of the criteria below differ depending on which funding source is selected (refer to the table below).

	Points	
	STP	CMAQ
Part 1: Policy Criteria (Category Specific Questions)	75	45
Category A: Designated Regional Growth Centers		
<i>Regional Growth Center Development</i>	30	16
<i>Benefit to the Regional Growth Center</i>	20	12
<i>Circulation within the Regional Growth Center</i>	25	17
Category B: Manufacturing / Industrial Centers		
<i>Development and User Benefit</i>	40	25
<i>Mobility and Accessibility Benefit</i>	35	20
Category C: Corridors Serving Centers		
<i>Benefit to Regional Growth or Manufacturing / Industrial Center</i>	40	25
<i>System Continuity/Long-Term Benefit and Sustainability</i>	35	20
Part 2: Technical Criteria for all Projects		
<i>D: Air Quality/ Climate Change</i>	20	50
<i>E: Project Readiness/Financial Plan</i>	5	5
TOTAL	100	100

After all projects have been scored by PSRC staff, the Regional Project Evaluation Committee (RPEC) will use the scores as a tool to help determine which projects to recommend for funding to

the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.

Part 1: Category Specific Questions

A. DESIGNATED REGIONAL GROWTH CENTERS = 75 POINTS STP, 45 POINTS CMAQ

A1. Regional Growth Center Development = 30 Points STP, 16 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth center.
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, and implements specific policies or projects identified for the center in an adopted plan.

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned population/employment activity in the center, including employment within the industry clusters identified in the regional economic strategy, and implements adopted general or programmatic policies for the center.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned population/employment activity in the center and is consistent with the development goals for the center.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity within the center, thereby supporting increased housing and employment activity in a regional growth center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The applicant should describe how the proposed project would implement the policies and objectives identified for the center and provide documentation of the relevant policies. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the regional growth center, or specific segments of an identified street, should be redeveloped into multimodal, pedestrian friendly facilities. Proposed projects that introduce or advance additional transportation

modes on existing roadways, such as new or improved sidewalks, landscaping, pedestrian crossings, bicycle lanes, and/or bus facilities, would accomplish this objective. Another example might be a subarea plan that calls for better circulation in the center through improved cross-street connections and reduction in length of city blocks. A project proposing to create a new cross-street for more direct access to center services, where none previously existed, may meet this goal.

A2. Benefit to the Regional Growth Center = 20 Points STP, 12 Points CMAQ

- Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement).
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

High: A project will receive a high rating if it would remedy a significant and clearly demonstrated problem and would benefit a large number and variety of users (including the groups identified above).

Medium: A project will receive a medium rating if it would remedy a moderate problem and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it would remedy a minor problem or condition and would benefit a limited number and variety of users.

Guidance: The project should clearly identify the problem being remedied, and its impact on the center. For example, how does the project address a significant problem clearly identified in plans or programs such as an area with reported accidents or other safety incidents, an area with significant congestion, or other identified issues? The project should have the potential to serve a large number and variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area.

A3. Circulation Within the Regional Growth Center = 25 Points STP, 17 Points CMAQ

- Describe how the project provides access to major destinations within the center, such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.
- Describe how the project will improve circulation within the center and enhance opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.
- Describe how the project addresses safety and security.

- If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

High: A project will receive a high rating if it significantly improves access and circulation within the regional growth center, provides a variety of travel modes and opportunities for increased public health benefits through active transportation improvements, and employs innovative design or parking management.

Medium: A project will receive a medium rating if it moderately improves circulation within the center, provides moderate travel benefits for more than one mode, and provides moderate opportunities for active transportation.

Low: A project will receive a low rating if it improves circulation to a limited degree within the center and provides benefits for a single mode with limited opportunities for active transportation.

Guidance: The applicant should describe how the proposed project provides access to destinations within the center such as sports or recreation facilities, arts venues, employment concentrations, government centers, transportation hubs, and freight facilities. Multimodal projects that consider the needs of pedestrians, public transit, bicycles, and automobiles have positive benefits for a wider variety of users than do projects focusing on a single mode. These projects also provide opportunities for active transportation that can lead to public health benefits.

The applicant should describe how the project will enhance circulation within the regional growth center, for example by providing a link, missing mode, multimodal program, transportation demand management (TDM) or intelligent transportation systems (ITS). For example, projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Large expanses of surface parking can have a negative effect on the pedestrian environment because it increases the distances between active uses and disrupts streetscapes. Applicants with projects that have a parking component should describe how it has been designed to be compatible with a pedestrian oriented environment. Examples can be seen in structured parking that can minimize the surface area devoted to parking in regional growth centers, and street parking that can help to buffer pedestrian walkways from traffic on streets, while providing convenient access to businesses. Spaces reserved for carpools and vanpools can also minimize the overall amount of required parking, enhancing the pedestrian environment.

B. MANUFACTURING/INDUSTRIAL CENTERS = 75 POINTS STP, 45 POINTS CMAQ

B1. Development and User Benefit – 40 Points STP, 25 Points CMAQ

- Describe how the project will benefit or support the development plans and activities of the manufacturing/industrial center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.

- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses, including those in the industry clusters identified in the adopted regional economic strategy.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

High: A project will receive a high rating if it clearly supports a significant amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements specific projects or policies identified for the center, and benefits a variety of user groups (including the groups identified above).

Medium: A project will receive a medium rating if it supports a moderate amount of existing and/or planned employment activity in the center, including employment within the industry clusters identified in the adopted regional economic strategy, implements adopted general or programmatic policies for the center, and would benefit a moderate number and variety of users.

Low: A project will receive a low rating if it supports a limited amount of existing and/or planned employment activity in the center, is consistent with the development goals for the center, and would benefit a limited number and variety of users.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area.

B2. Mobility and Accessibility Benefits – 35 Points STP, 20 Points CMAQ

- Describe how the project provides and/or enhances opportunities for freight movement.
- Describe how the project completes a physical gap, provides an essential link, or removes a barrier in the Freight & Goods component of the Metropolitan Transportation System.
- Describe how the project addresses safety and security.
- Describe how the project improves access for one or more modes to major employment sites.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Describe how the project promotes Commute Trip Reduction (CTR) and other TDM opportunities.

High: A project will receive a high rating if it provides improvements for freight movement resulting in a significant reduction in travel time and/or increased safety and efficiencies (such as through the provision of a new link or removal of a barrier, separation with other modes, the promotion of CTR and TDM activities, etc.), and improves access to employment for a variety of modes and provides opportunities for active transportation.

Medium: A project will receive a medium rating if it provides improvements for freight movement resulting in a moderate reduction in travel time and/or increased safety and efficiencies, improves access to employment for one or more modes, and provides modest opportunities for active transportation.

Low: A project will receive a low rating if it provides limited improvements for the movement of freight and access to employment in the center, with limited opportunities for active transportation.

Guidance: Sponsors should describe the benefits of the project in terms of time savings, circulation within the center, safety, mode share, and improved public health through active transportation. Examples could include: a grade separation of roadway and rail line that removes a bottleneck or improves the travel time for moving goods, and improves pedestrian and bicycle safety; an ITS project that significantly improves people and goods movement, and provides information on travel; or transit-supportive investments that improve transit use among employees and customers. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits.

C. CORRIDORS SERVING CENTERS = 75 POINTS STP, 45 POINTS CMAQ

C1. Benefit to Regional Growth or Manufacturing/Industrial Center = 40 Points STP, 25 Points CMAQ

- Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.
- Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
- Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

High: A project will be rated high if it clearly supports a significant amount of existing and/or planned population and/or employment activity in one or more centers, including employment

within the industry clusters identified in the adopted regional economic strategy; provides benefits to a range of travel modes or provides a missing mode to or from a center, and provides benefits to a variety of user groups, including the groups identified above.

Medium: A project will be rated medium if it supports a moderate amount of existing and/or planned population and/or employment activity in one or more centers, including employment within the industry clusters identified in the adopted regional economic strategy, and provides benefits to a moderate number and variety of user groups and modes.

Low: A project will be rated low if it has limited benefits to a center and provides benefits for a single mode and for a limited number and variety of user groups.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within one or more centers. A wide variety of projects, such as new or improved pedestrian and bicycle routes, roadway projects, system management programs, and transit service enhancements could expand or improve person and goods carrying capacity to or from a center, thereby supporting increased housing and employment activity. Applicants should describe the benefits provided by the project to the specific industry clusters identified in the regional economic strategy. Improving the ability of a business to draw its workforce and customer base from a wider area throughout the region, or improved travel time for commuters or goods delivery are examples of how a project might benefit the retention or establishment of new jobs or businesses. Applicants should also explain how the improvement to the corridor is benefiting a variety of modes traveling to and from the center.

The project should have the potential to serve a large number and variety of residents, employees, or other user groups traveling to and from one or more regional centers. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area.

C2. System Continuity/Long-Term Benefit and Sustainability = 35 Points STP, 20 Points CMAQ

- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.
- Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Describe how the project fills in a missing link or removes barriers to/from a center.
- Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.
- Describe how this project addresses safety and security.
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.

High: A project will be rated high if it provides significant improvements to the efficiency of a corridor leading to one or more regional centers, for people and/or freight, resulting in a significant reduction in travel time and/or increased safety and efficiencies (e.g., through the provision of a missing link or removal of a barrier, provision of TDM activities or ITS

improvements, provision of safe opportunities for active transportation, and/or other long-term strategies to address an identified problem).

Medium: A project will be rated medium if it provides moderate improvements to the efficiency of a corridor leading to one or more regional centers, resulting in a moderate reduction in travel time and/or increased safety and efficiencies (such as by addressing but not completing a gap in the system, providing modest opportunities for active transportation, or by providing shorter-term improvements along the corridor).

Low: A project will be rated low if it provides limited and/or short term-improvements to the efficiency of a corridor, provides limited benefit to an identified problem and provides limited opportunities for active transportation.

Guidance: Applicants should describe the benefits of the project in terms of time savings, safety, completing gaps in the system, overcoming of barriers, provision of active transportation that can lead to public health benefits, etc. Projects that provide system continuity and long-term benefits could include new dedicated transit facilities, completion of the final multimodal gap in arterial improvements leading to a center, removing a bottleneck for freight movement to and from a center, ITS components that improve traffic flow and provide travel information, etc. Projects that include TDM activities designed to mitigate travel disruptions during the construction of a project and/or to encourage desired use and performance upon the project's completion may influence travel behavior and provide long-term benefits. Projects completing networks and providing critical connections that did not exist previously will tend to score higher than those that do not.

Part 2: Questions for All Projects

D. AIR QUALITY / CLIMATE CHANGE = 20 POINTS STP, 50 POINTS CMAQ

- Describe how the project will reduce emissions, particularly of diesel particulates, through one or more of the following:
 - Eliminating vehicle trips;
 - Inducing a mode shift away from single occupant vehicles (SOVs);
 - Reducing vehicle miles traveled (VMT);
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck);
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles.
- For CMAQ projects only: What is the anticipated useful life of the project?

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

STP Projects

High: A project will rate high if it will substantially reduce fine particulates from diesel exhaust or will substantially reduce emissions of greenhouse gases and other air pollutants, and the air quality benefits will occur by 2030.

Medium: A project will rate medium if it will moderately reduce fine particulates from diesel exhaust or will moderately reduce emissions of greenhouse gases and other air pollutants (for

example, a project that reduces VMT by shortening a vehicle trip but does not eliminate a vehicle trip); and the air quality benefits will occur by 2030.

Low: A project will rate low if it results in a limited amount of emissions reductions; and the air quality benefits will occur after 2030.

CMAQ Projects

High: A project will rate high if the combination of emissions reductions, useful life and amount requested results in a strong cost-effective usage of CMAQ funds.

Medium: A project will rate medium if the combination of emissions reductions, useful life and amount requested results in a moderate cost-effective usage of CMAQ funds.

Low: A project will rate low if the combination of emissions reductions, useful life and amount requested does not result in the cost-effective usage of CMAQ funds.

Guidance: The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions, with increased emphasis on the reduction of diesel particulate emissions. These pollutants pose significant health risks, such as an increase in respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation. Particular to CMAQ funded projects, the criterion incorporates cost-effectiveness, and projects will score high if they demonstrate a cost-effective reduction of emissions.

For STP funding requests, projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce a significant amount of VMT or reduce fine particulates through diesel vehicle and equipment retrofits or the reduction of diesel truck idling (e.g. along a freight corridor). Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score.

For CMAQ funding requests, projects will be evaluated on their emissions reduction potential as described above, as well as their useful life and the amount of funding requested. Projects resulting in the most cost-effective reduction of emissions will score the highest. The formula for calculating cost-effectiveness is as follows:

$$(CMAQ \$ \text{ requested} / \text{Useful life}) / \text{Emissions reduced}$$

PSRC has consulted with the region's air quality consultation partners to review the air quality criterion and the methodology for applying scores. These partner agencies include the Environmental Protection Agency, Washington State Department of Ecology, Puget Sound Clean Air Agency, Washington State Department of Transportation Air Quality Program, Federal Highway Administration and Federal Transit Administration. The "Air Quality and Climate Change Evaluation Guidance" provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, data on useful life from the Federal Highway and Transit Administrations, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC's website.

E. PROJECT READINESS/FINANCIAL PLAN = 5 POINTS

- When will the sponsor complete all prerequisites needed to obligate the project's requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already secured for the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply a full financial budget and project schedule in the application. Depending on the type and scale of the project, information should be provided on the following project milestones: environmental documentation, permits, right of way approvals, percent design completed, contract dates, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured, but the sponsor has a plan demonstrating that it is reasonable for all funds for the phase(s) requested to be secured by the obligation deadline.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds are secured, and the sponsor has not demonstrated it is reasonable for all funding to be secure by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

F. OTHER CONSIDERATIONS (NO POINTS)

Project sponsors have the opportunity to describe additional aspects of the project that are not addressed in the evaluation criteria that could be relevant to the final recommendation and decision-making process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects. A report will be provided to the Board for future consideration of these topics.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

PSRC's 2018 Regional FTA Competition Project Evaluation Criteria

Guidance for PSRC's 2018 Regional FTA Competition was adopted as part of the *2018 Policy Framework for PSRC's Federal Funds*. The policy focus as adopted in the framework is to support the development of centers and the transportation corridors that serve them. The intent of this policy focus is to support implementation of VISION 2040, the regional transportation plan and the regional economic strategy. For the FTA regional project competition, centers are defined as regional growth centers and manufacturing/industrial centers as identified in VISION 2040, centers as designated through countywide processes, town centers, and other locally identified centers.

Regional project evaluation criteria have been designed to implement the adopted policy focus of supporting centers and the corridors that serve them. Proposed projects will be reviewed for a variety of characteristics and impacts, including but not limited to: support for centers and compact urban development; support for the industry clusters identified in the adopted regional economic strategy, *Amazing Place*¹; improved system performance and efficiency; safety; benefits to a variety of user groups; opportunities for active transportation and improved health; project readiness; and air quality/climate change benefits. In addition, sponsors have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process. Per Board direction, this includes information on innovative project elements or procedures, and the process by which agencies determine the benefits of projects.

VISION 2040 was developed with attention to social equity, environmental justice, and public health. These are important elements that are also key to PSRC's Growing Transit Communities Program and are considered in the evaluation of projects. The criteria address the user groups that will benefit from proposed projects, including those groups identified in the President's Order for Environmental Justice², seniors, people with disabilities, those located in highly impacted communities³ and/or areas experiencing high levels of unemployment or chronic underemployment. Projects are also evaluated for their provision of facilities that improve bicycle and pedestrian access to public transit and other elements that promote alternative modes of transportation. Projects are reviewed for elements such as streetscape improvements, the completion of missing links, the removal of barriers, transit service, bus shelters and other facilities. These and other types of transportation facilities and improvements provide options for choosing active modes of transportation, and consequently can provide public health benefits.

The air quality/climate change criterion evaluates projects for their potential to eliminate single occupant vehicle trips and reduce vehicle miles traveled (VMT), as well as for the promotion of alternative fuels and the reduction of idling. These elements not only have the capability to reduce traditional air pollutants, which are harmful to human and environmental health, but also to reduce emissions of the greenhouse gases which lead to climate change, both of which are called for in VISION 2040 and the regional transportation plan. The Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public

¹ <https://www.psrc.org/our-work/regional-economic-strategy>.

² The President's Order for Environmental Justice states "each Federal agency shall 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."

³ Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: <http://www.pscleanair.org/372/Community-Equity-Access>.

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.

Projects will be compared to one another in order to determine the magnitude of the improvements and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the benefits and impacts. Projects that most directly support each criterion will be rated “High.” The highest possible total score a project can receive is 100 points.

INSTRUCTIONS

Projects will be evaluated against the criteria based on the information and responses provided in the regional FTA application. The questions in the application were developed using the key bullet points in the criteria below. For the purpose of this Call for Projects, the term “project(s)” refers to project(s) or program(s).

	Points
Part 1: Category Specific Questions	75
A. Corridors Serving Centers	
<i>Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center</i>	40
<i>System Continuity/ Long Term Benefit-Sustainability</i>	35
Part 2: Technical Criteria	25
B. Air Quality and Climate Change	20
C. Project Readiness/Financial Plan	5
D. Other Considerations	0
TOTAL	100

After all projects have been scored by PSRC staff, the Regional FTA Caucus will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Operators Committee (TOC). The TOC will review and make recommendations for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.

Part 1: Policy Criteria

A. Corridors Serving Centers = 75 Points

Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center = 40 Points

- Describe how this project will benefit or support the existing and planned housing and employment development of a center(s). Does it support multiple centers?
- Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of a center(s).
- Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- Describe how the project improves access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility and facilities, streetscape improvements, etc.
- Describe how the project will benefit a variety of users, including commuters, residents, and commercial users).
- Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.
- Does the project promote Commute Trip Reduction (CTR) opportunities?

Guidance

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might support increased or sustained activity within the center. The project should have the potential to serve a variety of residents, employees, or other user groups. Health and equity are important considerations, and the applicant should describe whether it serves the transportation needs of various user groups such as those described above, which could be accomplished through provision of new or improved access, as one example. Additional resources are provided in the Call for Projects to assist sponsors in determining certain populations within their project area.

High: A high scoring project would demonstrate the following characteristics:

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s);
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals);
- Improves access to the center(s) for multiple modes including nonmotorized and transit, providing opportunities for increased public health benefits;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project;

- Supports the expansion or retention of employment in the center, including those within the industry clusters identified in the adopted regional economic strategy;
- Promotes CTR opportunities.

Medium: A medium scoring project would demonstrate the following characteristics:

- Primarily benefits the development along the corridor rather than a center;
- Benefits to a center's development goals are not described in a comprehensive plan;
- Improves access to a center, but only for a few modes;
- Serves a moderate number and variety of users;
- Adjacent land uses are low-density, and therefore likely to generate limited use.

Low: A low scoring project would demonstrate the following characteristics:

- Has very limited benefits to a center, with the benefits not described in a comprehensive plan;
- Limited access improvements for only one mode;
- Serves a limited number and variety of users;
- Adjacent land uses are very low-density.

System Continuity/ Long Term Benefit-Sustainability = 35 Points

- Describe how this project provides a “logical segment” that serves a center or allows users to access the system.
- Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.) Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.
- Describe how the project addresses safety and security.
- Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilitates connections between separate operators of a single mode (e.g., two transit operators).
- If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.
- If applicable, describe how the project increases transit use to or within centers;
- Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. Describe the problem and how this project will remedy it.

Guidance

Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers;
- Creates a new intermodal connection that provides significant system-wide performance benefits;
- Addresses critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center;
- Removes a bottleneck that improves the overall system performance, and creates improved safety and access to a center;
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center;
- Creates a new intermodal connection that provides moderate system-wide performance benefits;
- Addresses important, but not critical, gaps or barriers in the development of a corridor, and has limited improvements in efficiency or reliability in safely accessing a center;
- Provides limited relief to a bottleneck with limited improvement to overall system performance;
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center;
- Does not create new intermodal connections;
- Addresses marginal gaps or barriers in the development of a corridor, and has very limited improvements in efficiency or reliability in accessing a center;
- Has no perceptible improvement to a bottleneck or to overall system performance;
- Does not address long-term projected travel demand, and
- Serves areas outside the Urban Growth Area.

Part 2: Technical Criteria

B. Air Quality and Climate Change = 20 Points

- Describe how the project will reduce emissions through one or more of the following:
 - Eliminating vehicle trips
 - Inducing a mode shift away from single occupant vehicles (SOVs)
 - Reducing vehicle miles traveled (VMT)
 - Improving traffic flow (e.g., through signal coordination or by removing a bottleneck)
 - Converting to cleaner fuels, equipment, fuel systems and/or vehicles

Note: the application will provide specific questions for each applicable emissions reduction opportunity identified above.

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2030.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2030.

Low: A project will rate low if:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2030.

Guidance

The objective of this criterion is to evaluate projects with the highest potential to reduce emissions of both traditional air pollutants as well as greenhouse gas emissions. These pollutants pose significant health risks, such as respiratory ailments, heart disease and cancer, as well as environmental risks such as damage to agriculture and Puget Sound. The application will include specific questions relevant to different types of projects to assist with this estimation.

Projects resulting in a substantial decrease in emissions will score the highest under this criterion. High scoring projects may eliminate a substantial number of trips, reduce VMT or reduce fine particulates through diesel vehicle and equipment retrofits. Converting fleets to alternative fuels may also score high under this criterion, if substantial emissions benefits will be achieved.

All projects will be evaluated based on their potential to reduce emissions. The magnitude of the emissions reductions will be a determining factor. In addition, an important factor in the evaluation will be the timing of the air quality benefits – i.e., when will the full potential emissions reductions occur. The timing of the air quality benefits is important to help the region continue to meet current and future air quality standards, as well as to assist the state in reaching the state’s greenhouse gas emissions reduction limits.

PSRC has consulted with the region’s air quality consultation partners to review the air quality criterion and the methodology for applying scores. These partner agencies include the Environmental Protection Agency, Washington State Department of Ecology, Puget Sound Clean Air Agency, Washington State Department of Transportation Air Quality Program, Federal Highway Administration and Federal Transit Administration.

PSRC has developed an “Air Quality and Climate Change Evaluation Guidance” document that provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC’s website.

C. Project Readiness/Financial Plan = 5 Points

- When will the sponsor complete all prerequisites needed to obligate the project’s requested regional funds?
- How reasonable is the financial plan for the requested phase(s)? Describe the funds already dedicated to the project, anticipated and reasonably expected to be secured, or unsecured at the time of the application.

Project sponsors will be asked to supply in the application a full financial budget and project schedule. Depending on the type and scale of the project, information should be provided on the following milestones: design, environmental documentation, permits issued, Right of Way approvals, final design, engineer’s estimate, etc.

High: A project will receive a high score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. All funds needed to complete the phase(s) have been secured or are reasonably expected by the obligation deadline for the phase(s) requested.

Medium: A project will receive a medium score if the applicant can demonstrate that work on the prerequisites for obligation of the requested phase has begun and/or remaining work is scheduled to be completed by the obligation deadline. No funds needed to complete the phase(s) have been secured, but the sponsor has a plan demonstrating that it is reasonable for all funds for the phase(s) requested to be secured by the obligation deadline.

Low: A project will receive a low score if the applicant fails to demonstrate that all prerequisites for obligation of the requested phase(s) will be completed by the estimated obligation deadline. No funds are secured, and the sponsor has not demonstrated it is reasonable for all funding to be secure by the obligation deadline for the phase(s) requested.

Guidance: The focus of this criterion is to evaluate the feasibility of each project to meet the obligation and financial plan requirements of the requested phase by the estimated selected date. All requested phases must be fully funded with the PSRC grant award and other identified funding.

D. Other Considerations (no points)

Please describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process. Per PSRC Board direction, this includes information on innovative project elements or procedures, and the process by which jurisdictions determine the benefits of projects.

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
- Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.

AIR QUALITY AND CLIMATE CHANGE EVALUATION GUIDANCE

The following guidance provides additional details regarding the process followed by PSRC to evaluate projects for potential air quality benefits. As a reminder, air quality is a key criterion for all PSRC funding competitions, regardless of program. Continued in the 2018 project selection process is the inclusion of cost-effectiveness for projects competing for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds.

Protecting air quality is a regional goal

Projects are evaluated for their potential to reduce emissions, from the elimination of vehicle trips, reduction of vehicle miles traveled (VMT), reduction of vehicle idling, or conversion to alternative fuels or vehicle technology (e.g. engine upgrades). PSRC has adopted regional policies to support the protection of the natural environment, including addressing air quality and climate change. For example, VISION 2040 calls for the region to reduce its overall production of harmful elements that contribute to climate change, and to continue efforts to reduce pollutants from transportation activities through the use of cleaner fuels and vehicles, increasing alternatives to driving alone, as well as design and land use. Similarly, the regional transportation plan includes a strategy for reducing transportation's contribution to climate change and its impact on air pollution. These policies apply to the region as a whole, and they are not limited to the air quality boundaries that are regulated by national standards.

In addition, under the federal transportation act, Fixing America's Surface Transportation (FAST) Act, priority is given to the reduction of diesel particulates, particularly within nonattainment or maintenance areas for the national fine particulate standard,¹ for projects receiving CMAQ funds. 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 (PM) – particularly diesel particulates – is the most important air quality challenge in the Puget Sound.

Based on these national, state and regional goals and policies, all projects will be evaluated based on their potential to reduce emissions, regardless of the funding source requested. Projects competing for STP funds will be evaluated based on the magnitude of the project's potential emissions reductions. Projects competing for CMAQ funds will be evaluated on their emissions reduction potential as well as their useful life and the amount of funding requested, so that projects resulting in the most cost-effective reduction of emissions will score the highest. In addition, the air quality score is of higher value for projects requesting CMAQ funds.

Project Types that Reduce Emissions

In the application, project sponsors will be asked to provide information based on the scope and extent of their projects, tailored to reflect the potential emissions reduction from each type of project. If the sponsor has reliable quantified data – e.g. from an Environmental Impact Study, traffic study, or other analytic process – they are encouraged to provide that reference information.

This information will depend on the type of improvement, as well as the extent to which the improvements will extend within the regional system. The application will provide detailed

¹ Refer to PSRC's website for a map of the air quality maintenance areas in the Central Puget Sound region. CMAQ funds may be spent on projects located in the former ozone and CO maintenance areas, as well as the existing maintenance areas for PM.

questions specific to the various types of projects to assist in this evaluation, relative to the key determining factors for each project type's potential to reduce emissions.

Example questions that will be used to evaluate potential emissions reductions include:

- Diesel Particulate Emissions Reduction Projects – what kind of vehicles, engines and duty cycles are being addressed? What is the emissions vintage of the existing engines? How many vehicles will be addressed?
- HOV/BAT Lane Projects – what are the roadway and travel conditions before and after the proposed project, including average daily traffic and speeds? How many transit routes use the facility now and are anticipated in the future? Does this project connect to or expand an existing HOV/BAT lane system? What is the length of the project and the population served? What source of data indicates the expected conversion of single occupant vehicle trips to transit or carpool?
- Transit Projects – what is the current transit ridership in the area? What is the average trip length? What is the population served that will be expected to use the new/improved service? What source of data indicates the expected conversion of single occupant vehicle trips to transit?
- ITS Projects – what is the current and expected average daily traffic and speed along the corridor? What are the expected improvements in speed from this project? What are the transit routes along the corridor, and will this project improve transit reliability on the corridor? What is the percentage of heavy trucks using the facility?
- Bicycle/Pedestrian Projects - what is the length of the facility? What are the connections to other bicycle/pedestrian facilities and to the larger system? Does the facility connect to transit? What is the expected population served, and what source of data indicates the expected conversion of single occupant vehicle trips to this mode?

Table 1 below displays the range of estimated emissions reduction data from actual projects awarded CMAQ or other diesel emission reduction funds, illustrating the potential emissions reduction from a variety of project types and within a range of project magnitude.² The data is provided from the Puget Sound Clean Air Agency, PSRC's emissions estimation reporting and national data from the CMAQ Public Access System. Table 3 at the end of this document provides more examples of types of projects that would produce low emissions benefits and high emissions benefits within each category.

² Data in the national system is reported for carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NOx) and coarse particulate matter (PM₁₀). Since each pollutant behaves very differently, and since there is little data available for PM₁₀ emissions given the limitations of the tools to date, CO has been selected as the representative pollutant for data illustration purposes. In addition, given the complex interactions between VOCs and NOx in the production of ozone, as well as changes in the analysis of these pollutants with the updated EPA Motor Vehicle Emission Simulator (MOVES), and since the analytical trends for estimating CO from motor vehicles has remained relatively consistent over time, the use of CO data for guidance purposes to evaluate CMAQ projects seems appropriate as the most complete and reliable data set. To date, there is no required project-level reporting of carbon dioxide (CO₂), and this pollutant is not included in the national CMAQ Public Access System. However, in general, reduction of the criteria pollutants from these types of projects will result in a reduction of CO₂ emissions, so the surrogate use of CO for the purposes of these illustrative tables is reasonable. Puget Sound Clean Air Agency provided calculated PM emissions reductions for a range of diesel emissions reduction projects in the region.

Table 1: Reported Emissions Reductions		
	AQ Benefits (kg/day PM)	
Project Type	Low Magnitude	High Magnitude
Diesel Reduction	<1	9
	AQ Benefits (kg/day CO)	
Project Type	Low Magnitude	High Magnitude
Bicycle/Pedestrian		
Bike Lane/Sidewalks/Etc.	<1	9
Regional Trails	9	18
TDM/CTR	9	225
New/Expanded Transit Service		
Regional Service	360	1500
County/Corridor Service	9	860
Transit Vehicle Expansion/Replacements	<1	145
Other Transit Amenities		
park and rides, flyer stops, etc.	145	500
Service Amenities (e.g., fare systems, safety, etc.)	<1	9
HOV/BAT Lanes	1	525
Intersections/ITS	<1	100

As is illustrated by the data above, there may be a wide range of emissions benefits from projects, and the magnitude of the project's scope and the interaction with the surrounding population and transportation system are critical to the final result. The evaluation criteria and application seek information on the elements included in a project that would reduce emissions, depending on the type of improvement (e.g., number and length of trips converted from a single occupancy vehicle to transit or bicycle/pedestrian mode), as well as the extent to which the improvements will extend within the regional system. Each project's air quality score will depend on the emissions reductions estimated from each project in the competition.

Determining Emissions Reductions

PSRC staff will calculate the expected reduction in air pollutant emissions for all applications. The calculation will be made utilizing project-specific data provided in the applications, EPA emission factors, and national or regional default data, if necessary. This calculation will typically be made using the agency's project-level emissions evaluation tool. Data provided by the project sponsor will be considered on the condition that the source of the data is provided and is considered reasonable and based on sound methodology. Project types that are not captured by the tool will be evaluated by PSRC staff using project data and other available resources.

Emissions reductions will be estimated for carbon dioxide equivalent (CO₂e), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen oxides (NO_x), and volatile organic compounds (VOC).

Air Quality Score – STP Funds

Two key factors in the final STP score are the **magnitude** of the project's potential emissions reductions, and the **timing** of the air quality benefits – i.e., when will the full potential emissions reductions occur. The timing of the air quality benefits is important to help the region continue to meet current and future air quality standards, as well as to assist the state in reaching the state's greenhouse gas emissions reduction limits.

Projects resulting in a substantial reduction in emissions will score the highest under this criterion. This could be from the reduction of fine particulates through diesel vehicle and equipment upgrades or the reduction of diesel truck idling (e.g. along a freight corridor), the elimination of a substantial number of vehicle trips, or the reduction of a significant amount of VMT. Projects eliminating vehicle trips would generally be expected to produce greater emissions reductions than projects solely reducing VMT, but as mentioned above, the magnitude and scale of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Air Quality Score – CMAQ Funds

The air quality score for the CMAQ competition will be weighted higher and will be determined differently than in the STP competition. Rather than strictly being scored on the magnitude and timing of emissions reduction, CMAQ projects will be evaluated on the cost-effectiveness of the potential emissions reductions. The CMAQ program guidance directs the use of cost-effectiveness in the selection of projects, and PSRC's Executive Board adopted the 2018 Policy Framework to include cost-effectiveness methodology in the scoring process used to select projects applying for CMAQ funds.

A cost effectiveness value will be determined based on the following calculation:

$$\text{Cost effectiveness} = \frac{[(\text{funding request}) / (\text{useful life})]}{(\text{annual emissions reduction})}$$

Funding request: Only the requested CMAQ funds will be considered as part of the cost effectiveness evaluation. Total project cost is not applicable for this evaluation.

Useful life: The application will include a question about the project's useful life. In most cases, this value will be applied using Table 2 on page 6 below. This table is derived from FHWA and FTA guidance and project evaluation summaries. Project types that are not included in Table 2 must provide background data to support the proposed useful life value.

Annual emissions reduction: The emissions reduced will be determined by PSRC staff using the project-level emissions evaluation tool (or by other methods as described above, if necessary). Annual emissions reductions for CO_{2e} and PM_{2.5} will be used to evaluate cost effectiveness. CO_{2e} is used as a representative for all gaseous pollutants because project changes result in similar emissions reduction trends from these pollutants. PM_{2.5} is considered separately and on a different scale due to the emphasis placed on reduction of this pollutant in federal, state and regional policy.

Under advisement of our regional air quality consultation partners, and with RPEC concurrence, the annual emissions reduction will be applied using the following equation:

Annual emissions reduction = (annual tons of CO₂e) + (annual pounds of PM_{2.5})

The cost effectiveness value will be in units of dollars requested per emissions reduced. Lower values are considered to be more cost effective than higher values. Projects resulting in the lowest cost effectiveness values will score the highest under this criterion. As an example, higher scores would be expected from projects that demonstrate high emissions reductions, request modest funding amounts, and have longer useful lives, thereby resulting in a cost effective reduction in emissions. As with STP projects, all CMAQ projects will be evaluated against each other to determine the final point values for this criterion.

Table 2: Useful Life Estimates for CMAQ Projects

Project Type	Useful Life (in years)
Traffic Flow Improvements	
Signalization	10
Freeway Management	10
HOV / Business Access Transit Lanes	20
Shared Ride Programs	
Regional Ridesharing	2
Vanpool Programs - Assistance	2
Vanpool Programs - Purchase of Vans	4
Park and Ride - Surface Lots	12
Park and Ride - Structure	12
Transportation Demand Management Programs and Activities	
Trip Reduction Programs and Outreach / Advertising	2
Bicycle / Pedestrian Facilities	
Bicycle & Pedestrian Facilities	15
Transit Improvements	
<i>Bus</i>	
Large Heavy-Duty Bus (35-40 ft. and articulated buses) - Purchase	12
Small Heavy-Duty Bus (approximately 30ft) - Purchase	10
Medium, Medium-Duty Bus (25-35 ft.) - Purchase	7
Medium, Light-Duty Bus (25-35 ft.) - Purchase	5
Operations - Existing Service	Tie to length of grant
Operations - New Service	Tie to length of capital investment
<i>Ferry</i>	
Passenger Ferry - Purchase	25
Other Ferry - Purchase	30
<i>Rail & Trolley</i>	
Fixed Guideway Steel-Wheeled (i.e. streetcar or light rail)	25
Fixed Guideway Electric Bus	15
Heavy Rail Vehicle	25
New Rail Services - Track & Stations/Centers	30
<i>Other</i>	
Amenities	2
Bus Shelters	10
Other Improvements	
Alternative Fuel Buses	4
Freight / Intermodal Projects	20
Engine Retrofit Technologies	Varies - utilize and cite resources provided by the U.S. Environmental Protection Agency, U.S. Department of Energy, etc.

Sources:

Federal Highway Administration, 2008. SAFETEA-LU: CMAQ Evaluation and Assessment - Phase I Final Report

Federal Transit Administration, 2015. Circular 5300.1 State of Good Repair Grants Program: Guidance & Application Instructions

ADDITIONAL AIR QUALITY EMISSIONS BACKGROUND

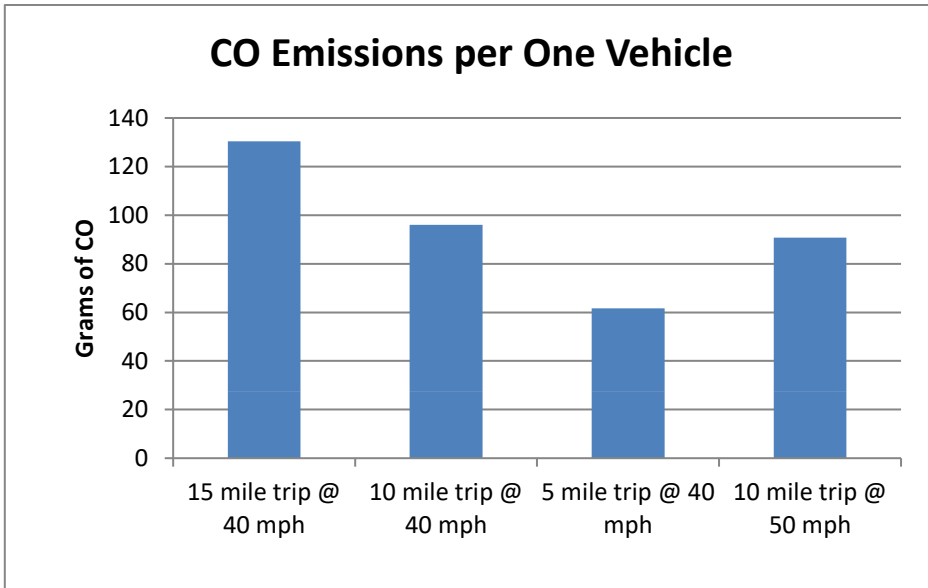
The following information provides additional background data related to the comparison of emission benefits.

According to the 2011 EPA report, “Potential Changes in Emissions Due to Improvements in Travel Efficiency:”

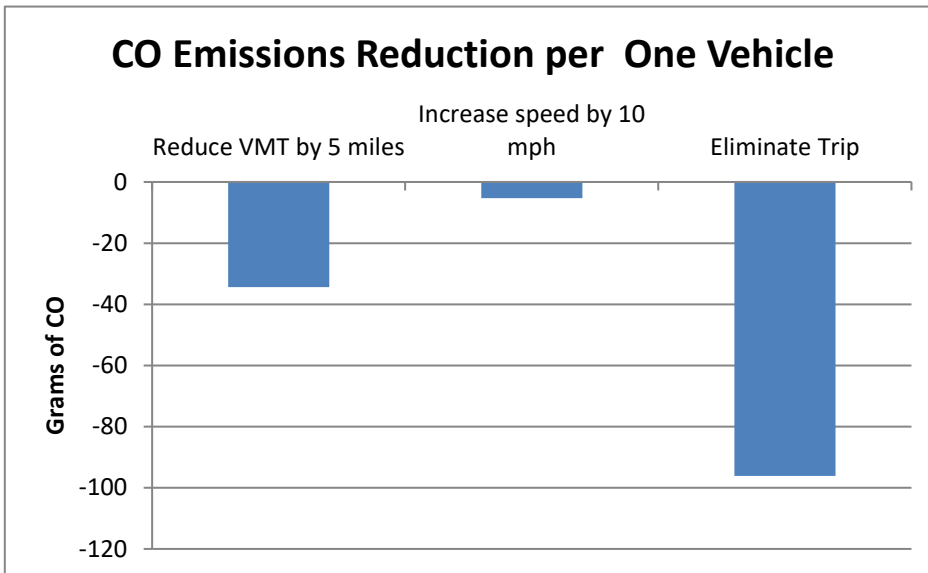
“The TCMs (*transportation control measures*) that would result in a measurable regional reduction in automobile trips and VMT are those which affect regional mode share and speeds, and would consequently have the highest impact on regional emissions. These tend to be strategies involving regional transit expansion and service improvement, incentives for vanpools and carpools including construction of HOV/HOT lanes, and regional pricing strategies. For strategies that are implemented at a regional scale, impacts can be expected to be greater in larger regions where the absolute number of trips and VMT is larger. Even a small percentage reduction in regional VMT and automobile trips can potentially have a significant effect on regional emissions.

Although both speed and VMT are used in emissions analysis, speed represents a response to congestion rather than a change in travel behavior as indicated by a reduction in VMT. It is true that congestion can have an impact on emissions; however, these impacts tend to be smaller and more localized than the impacts of VMT reduction.”

The charts on the next page provide more information illustrating the emissions behavior at various scenarios.

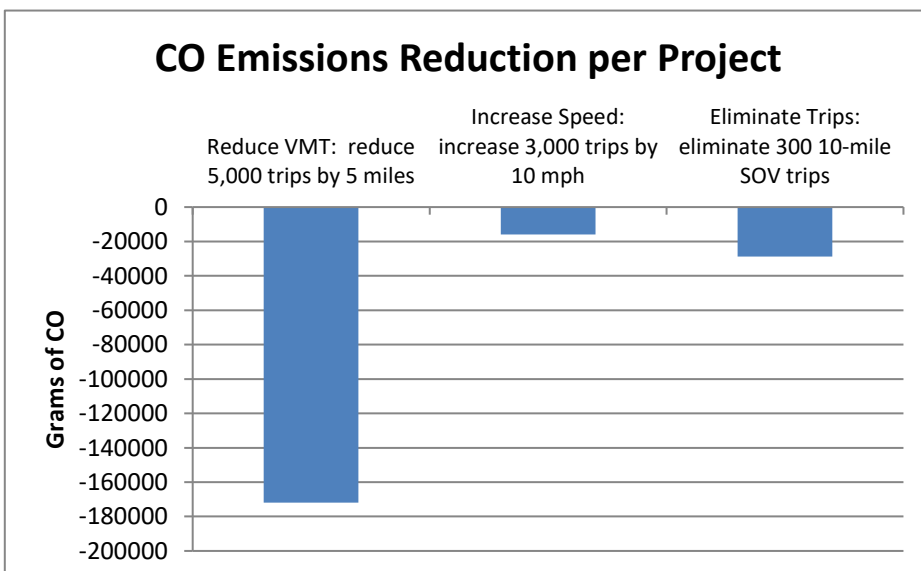


CO emissions vary as a product of VMT and speed. A 5-mile trip is not equal to half the emissions from a 10-mile trip because engine starts are a significant source of emissions.



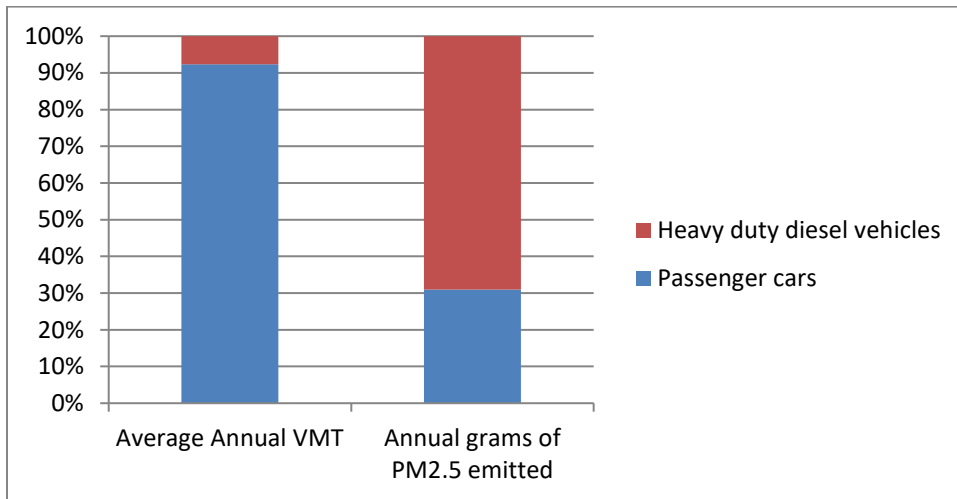
Using a 10-mile trip at 40 mph as a base, this chart shows the difference in emissions reductions from 3 options:

- Reduce VMT
- Increase speed
- Eliminate trip



The emissions benefit from a project is driven by the number of affected vehicles. This chart compares the emissions benefits of three common types of projects in our region, illustrating how the magnitude of the project plays a key role in the emissions benefits produced.

Heavy duty on-road vehicles, construction equipment and marine vessels account 99 percent of the total diesel particulate matter emissions in the Puget Sound region³. The chart below illustrates that while heavy duty diesel vehicles make up a small percentage of the VMT traveled within our regional annually, they account for almost 2/3 of the on-road PM_{2.5} emissions. Diesel reduction projects are a priority because, depending on the technology used, diesel engine replacement and retrofits can provide between a 25-90% reduction of fine particulate matter emissions.



* This does not represent 100% of the VMT in the region, but provides a comparison between these two particular vehicle classes. Light duty passenger trucks, motorcycles and other commercial vehicles are not represented in the chart above.

³ Washington Department of Ecology 2011 Air Emissions Inventory.
<http://www.ecy.wa.gov/programs/air/EmissionInventory/AirEmissionInventory.htm>

Table 3: Example Projects, Low to High Magnitude Emission Benefits

Low Magnitude Diesel Reduction	Installation of engine preheaters on 20 transit buses.
High Magnitude Diesel Reduction	Replacement of 280 port drayage trucks.
Low Magnitude Bicycle/Pedestrian	Sidewalk repair, completion of missing segments; addition of bicycle lane for 1-2 miles.
High Magnitude Bicycle/Pedestrian	New separated pathway connecting to transit center in an urban core.
Low Magnitude TDM/CTR	Corridor-based marketing approach to encourage alternatives to drive-alone travel.
High Magnitude TDM/CTR	TDM programs in multiple urban centers, to include marketing and outreach, incentives, parking management policies and minor capital improvements such as bicycle racks and signage.
Low Magnitude Transit Service	1-mile corridor extension of an existing system in a dense urban area with strong existing transit ridership and nonmotorized travel.
High Magnitude Transit Service	New regional transit service on separated alignment for 14 miles.
Low Magnitude Transit Vehicles	Replacement of less than 10 buses or shuttles, with no corresponding expansion of service.
High Magnitude Transit Vehicles	Replacement of a significant number of buses or shuttles for expansion of transit service.
Low Magnitude Transit Amenities / Infrastructure	Improvements to bus shelters, lighting, boarding and other passenger amenities.
High Magnitude Transit Amenities / Infrastructure	Parking structure and flyer stop for major regional transit route.
Low Magnitude HOV/BAT Lanes	Transit queue jump for a single intersection.
High Magnitude HOV/BAT Lanes	Completion of HOV system along an interstate.
Low Magnitude Intersections/ITS	Signalization or other ITS investments at a single intersection.
High Magnitude Intersections/ITS	ITS infrastructure on multiple interstates and state routes.

As mentioned previously, the information in the tables above for average emissions by project type, as well as examples of low to high magnitude projects within each category, should be used as a starting point for the evaluation of projects. Additional information should then be taken into account to produce a final air quality score, which is based on the magnitude and timing of emissions reductions for STP applicants, or cost-effectiveness for CMAQ applicants.

**PSRC'S 2018 FHWA REGIONAL COMPETITION REGIONAL PROJECT
EVALUATION COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Phase(s)	Score	Amount Requested	Amount Recommended
CMAQ					
Sound Transit	South Sounder Capacity Expansion	PE/Design & Right of Way	80	\$6,700,000	\$6,700,000
Community Transit	Swift Orange Line Expansion Buses	Other	76	\$7,000,000	\$7,000,000
Sound Transit	I-405 Bus Rapid Transit, Lynnwood to Bellevue	Other	71	\$7,000,000	\$3,500,000
WSF	WSF Hybrid Electric Ferry Conversion	Construction	64	\$7,000,000	\$6,500,000
King County	Transportation Demand Management to Support Centers and Regional Service Investments	PE/Design & Other	58	\$3,546,500	\$3,000,000
Seattle	Madison Corridor Bus Rapid Transit	Construction	55	\$7,125,000	\$1,840,000
				Total CMAQ Recommended \$	28,540,000
STP*					
WSDOT	Port of Tacoma SR 509 Spur	Construction	77	\$4,500,000	\$4,000,000
Fife	I-5 / Port of Tacoma Road Interchange Improvements	Construction	70	\$4,620,000	\$3,620,000
Redmond	152nd Avenue Main Street	Construction	70	\$4,500,000	\$4,250,000
Sumner	SR 410/Traffic Ave Bottleneck Improvements	Construction	69	\$4,700,000	\$2,475,375
Bremerton	Washington & 11th Improvements	Construction	67	\$4,152,000	\$3,654,625
Kent	Veterans Drive: West Corridor Completion – Interstate 5 Underpass	Construction	66	\$4,500,000	\$4,000,000
Lynnwood	SR524 (196th St SW) Widening	Construction	65	\$4,760,000	\$3,000,000
				Total STP Recommended \$	25,000,000

* Final recommended amount includes additional resources allocated in the 2018 Consolidated Appropriations Act, higher-than-expected 2018 allocations, and the expectation of future modest increases through the FAST Act

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Agency	Project Title	Phase(s)	Score	Balance to Remain on Contingency List
CMAQ				
Sound Transit	I-405 Bus Rapid Transit, Lynnwood to Bellevue Section	Other	71	\$3,500,000
King County	Transportation Demand Management to Support Centers and Regional Service Investments	PE/Design & Other	58	\$546,500
Seattle	Madison Corridor Bus Rapid Transit	Construction	55	\$5,285,000
King County	King County Metro First/Last Mile Connections to Transit Service Program	PE/Design & Other	49	\$2,821,566
Tacoma	Hilltop Tacoma Complete Streets/TDM (LINKS to Opportunity) Phase 1	Construction	48	\$6,991,649
Seattle	Bus Rapid Transit Signal Equipment, Phase 1	Other	44	\$6,215,000
Tacoma	Prairie Line Trail Phase II	Construction	42	\$6,220,800

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Agency	Project Title	Phase(s)	Score	Balance to Remain on Contingency List
STP				
Fife	I-5 / Port of Tacoma Road Interchange Improvements	Construction	70	\$1,000,000
Pierce County	Canyon Road East Freight Corridor Improvements	Right of Way	67	\$4,000,000
Renton	South 2nd Street Conversion Project	PE/Design	65	\$1,500,000
Bothell	Bothell-Everett Hwy/Bothell Way NE Widening from 240th St SE to Reder Way	PE/Design	63	\$3,027,500
Kitsap County	Ridgetop - Mickelberry to Myhre	PE/Design	63	\$2,162,000
Seattle	East Marginal Way Reconstruction	PE/Design	62	\$4,000,000
Tukwila	Strander Blvd/SW 27th St Extension	Construction	62	\$4,760,000
WSDOT	SeaTac Access SR 509 Stage 1 from I-5 to 28th/24th	Construction	55	\$4,500,000
Snohomish County	North Creek Regional Trail - Bothell to Mill Creek	Construction	53	\$5,000,000
Shoreline	SR 523 (N/NE 145th Street) & I-5 Interchange	Construction	49	\$4,760,000
Bellevue	Downtown Bellevue Exceptional Intermodal Connections	Construction	48	\$2,900,000
King County	ERC Trail NE 8th Street Crossing	Construction	46	\$4,760,000
Snohomish County	Alderwood Mall Parkway – 164th St SW to SR 525	Right of Way	45	\$1,730,000
Kitsap Transit	SR 104 and Bond Rd. Park and Ride	PE/Design & Construction	34	\$4,600,000
Everett	I-5 & US 2 Interchange Justification Planning Study	Planning	27	\$2,000,000

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

KING COUNTY PROJECTS RECOMMENDED FOR FUNDING					
LARGE JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Seattle	Fairview Ave N Multimodal Improvements	STP	\$4,030,400	73	Construction
Seattle	Rainier RapidRide Corridor	CMAQ	\$4,729,600	70	Construction
Renton	Rainier Ave S Corridor Improvements - Phase 4A	STP	\$4,500,000	69	Construction
Bothell	Bothell Way Widening from County Line to Reder Way	STP	\$2,270,000	67	PE/Design
Federal Way	Adaptive Traffic Control System Phase III	CMAQ	\$170,000	67	PE/Design
Kirkland	124th Ave NE Roadway Improvements (North)	STP	\$3,892,500	65	Construction
Renton	South 2nd Street Conversion Project	STP	\$1,200,000	64	PE/Design
Seattle	Madison Corridor Bus Rapid Transit	CMAQ	\$2,920,000	64	Construction
Bellevue	Mountains to Sound Greenway Trail: 132nd Ave SE to 142nd Ave SE	STP	\$2,725,030	59	Construction
Subtotal:			\$26,437,530		
SMALL JURISDICTION PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Pacific	Milwaukee Boulevard Minor Widening	STP	\$997,070	44	Construction
Subtotal:			\$997,070		
RURAL PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
King County	218th Avenue SE Reconstruction	STP	\$2,624,000	36	Construction
Subtotal:			\$2,624,000		
ALL OTHERS PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Sound Transit	Auburn Station Access Improvements	CMAQ	\$1,500,000	77	Construction
King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities and Access Improvements	CMAQ	\$2,250,000	70	Construction
King County Metro	RapidRide Renton/Newcastle/Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements	CMAQ	\$1,091,400	65	Construction
Subtotal:			\$4,841,400		
NONMOTORIZED PROGRAM					
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Seattle	E Marginal Way Heavy Haul Corridor Improvements	STP	\$2,000,000	74	Construction
Des Moines	Barnes Creek Trail	CMAQ	\$519,000	72	Right of Way
King County Parks Department	ERC Trail NE 8th Street Crossing	STP	\$1,951,000	70	Construction
Redmond	40th Street Shared Use Path	STP	\$1,200,000	70	Construction

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

Auburn	F Street Non-Motorized Improvements	STP	\$2,000,000	69	Construction
Federal Way	Pacific Highway Non-Motorized Corridor - 16th Ave S (S 308th St to S 288th St)	STP	\$550,000	69	PE/Design
Subtotal:			\$8,220,000		

PRESERVATION PROGRAM

Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase(s)
Redmond	90th Street Preservation	STP	\$1,400,000	94	PE/Design & Construction
Bellevue	148th Avenue SE Pavement Preservation	STP	\$1,400,000	93	Construction
Kent	S 212th Preservation Grant (East Valley Highway - 72nd Ave S)	STP	\$1,400,000	92	Construction
Bothell	Juanita Woodinville Way - NE 160th St Overlay Project	STP	\$750,000	91	Construction
Renton	SW 43rd Street Preservation Project	STP	\$1,000,000	91	Construction
Seattle	11th Ave NE Preservation	STP	\$1,400,000	90	Construction
WSDOT	SR 99/Duwamish River to S Spokane St Vic - Paving & ADA Compliance	STP	\$1,400,000	88	PE/Design & Construction
Seattle	15th Ave S Preservation	STP	\$1,400,000	87	Construction
Federal Way	SW 356th Street (15th Ave SW to 4th Place SW)	STP	\$810,000	85	PE/Design & Construction
Subtotal:			\$10,960,000		
KING COUNTY RECOMMENDED PROJECTS TOTAL:			\$54,080,000		

KING COUNTY PRIORITIZED CONTINGENCY LIST

Note: Some projects requested to be scored under both CMAQ and STP, resulting in two distinct scores. As such, the contingency projects below are shown in alphabetical order by sponsor; should additional funding become available, projects will be prioritized and evaluated based on the available amounts by source.

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Auburn	Auburn Way S (SR-164) - Hemlock to Poplar	STP	\$2,595,000	54	n/a	PE/Design & Right of Way
Bellevue*	130th Ave NE - BelRed Center	CMAQ	\$4,760,000	64	47	Construction
Bellevue	Downtown Bellevue Exceptional Intermodal Connections	CMAQ	\$2,900,000	62	42	Construction
Bellevue*	Mountains to Sound Greenway Trail: 132nd Avenue SE to 142 Avenue SE	CMAQ	\$2,034,970	59	44	Construction
Bothell	Beardslee Blvd Widening (Campus to I-405)	STP	\$654,000	53	n/a	PE/Design
Covington	SE 256th Street Widening	STP	\$4,281,750	57	n/a	Construction
Covington	SR 516 - 185th Place SE to 192nd Avenue SE	STP	\$1,123,635	58	n/a	PE/Design
Federal Way	Adaptive Traffic Control System Phase III	CMAQ	\$510,000	65	67	Construction
Issaquah	Newport Way NW Improvement Project -- SR 900 to SE 54th Street	STP	\$4,760,000	61	n/a	Construction
Issaquah	Newport Way NW Improvements - Maple St NW to Sunset Way (Phase 1)	STP	\$4,760,000	58	n/a	Construction
Kent	South 224th Street Phase II	STP	\$4,760,000	58	n/a	Construction

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

Kirkland	100th Ave NE Roadway Design & Improvements	STP	\$4,044,000	55	n/a	Construction
Renton	NE Sunset Blvd (SR 900) Corridor Improvements	STP	\$3,150,000	62	n/a	Right of Way
Seattle	Bus Rapid Transit Signal Equipment, Phase 1	CMAQ	\$4,760,000	67	57	Other
Seattle*	East Marginal Way Reconstruction	STP	\$4,000,000	63	n/a	PE/Design
Seattle	Fairview Ave N Multimodal Improvements	CMAQ	\$729,600	73	59	Construction
Seattle	One Center City Implementation	CMAQ	\$3,500,000	68	66	Other
Shoreline*	SR 523 (N/NE 145th Street) & I-5 Interchange	STP	\$4,760,000	63	n/a	Construction
Shoreline	SR 523 (N/NE 145th Street), Corliss to I-5	STP	\$4,760,000	59	n/a	Right of Way
Tukwila	Strander Blvd/SW 27th St Extension	STP	\$4,760,000	62	n/a	Construction

* The contingency List will be prioritized based on score except for the following exceptions: 1) The City of Seattle's Fairview Ave N Multimodal Improvements will be in first position, the City of Federal Way's Adaptive Traffic Control System Phase III will be in the second position, the City of Shoreline's SR523 (N/NE 145th Street) & I-5 Interchange project will be placed in the third position, and the City of Seattle's East Marginal Way Reconstruction project will be in fourth position for STP funding. 2) The City of Bellevue's 130th Ave NE - BelRed Center project will be on the contingency list immediately below the City of Bellevue's Mountains to Sound Greenway Trail 132nd Avenue to 142nd Avenue SE.

ALL OTHERS PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
King County Marine	West Seattle Water Taxi Mobility Hub	CMAQ	\$1,435,900	65	64	PE/Design
King County Metro	RapidRide Corridor (Renton/ Newcastle/ Bellevue/ Redmond): Nonmotorized Access to Transit in Bellevue and Renton	CMAQ	\$1,956,994	61	60	PE/Design & Construction
King County Metro	RapidRide Renton/Newcastle/ Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements	CMAQ	\$1,158,600	68	65	Construction
WSDOT	SeaTac Access SR 509 Stage 1 from I-5 to 28th/24th	STP	\$4,500,000	60	n/a	Construction

NONMOTORIIZED PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Bothell	Downtown Non-Motorized Access Improvements to Transit	STP	\$343,000	40	n/a	PE/Design
Kent	Meet Me on Meeker West	CMAQ	\$2,055,000	n/a	62	PE/Design & Construction
King County Parks	Eastside Rail Corridor Wilburton Trestle Sub-Segment	STP	\$2,000,000	70	63	Construction
Kirkland	Totem Lake Non-Motorized Bridge - 124th Ave NE & NE 124th St	CMAQ	\$2,065,000	n/a	61	Construction
Renton	The Renton Connector	STP	\$1,500,000	61	n/a	PE/Design
Seattle	Central Ridge Neighborhood Greenway Phase 2	CMAQ	\$1,517,000	59	45	Construction
Seattle	King Street Neighborhood Greenway Crossing Improvements at Rainier Ave S	CMAQ	\$820,000	62	48	Construction
Shoreline	148th Street Pedestrian and Bicycle Bridge	STP	\$2,055,000	63	n/a	PE/Design
Tukwila	Green River Trail	CMAQ	\$896,140	57	50	Construction

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

PRESERVATION PROGRAM						
Sponsor	Title	Funding Source	Contingency Amount	STP Score (out of 100)	CMAQ Score (out of 100)	Phase(s)
Bothell	Juanita Woodinville Way - NE 160th St Overlay Project	STP	\$364,500	91	n/a	Construction
Renton	Main Avenue S Preservation Project	STP	\$500,000	87	n/a	Construction
Auburn	C Street SW Preservation	STP	\$1,254,000	84	n/a	Construction
Kirkland	Central Way Preservation	STP	\$1,000,000	84	n/a	Construction
WSDOT	SR 104/19th Ave NE Vic to SR 522 - Paving & ADA Compliance	STP	\$1,500,000	84	n/a	PE/Design & Construction
Federal Way	SW320th Street (11th Ave SW to 3rd Place SW)	STP	\$559,020	83	n/a	PE/Design & Construction
Auburn	A Street SE Preservation Project, 37th St SE to King County Line	STP	\$855,500	79	n/a	PE/Design
Bellevue	112th Avenue NE Pavement Preservation	STP	\$916,200	77	n/a	Construction
Kenmore	Simonds Road Overlay (155th-92nd)	STP	\$811,114	76	n/a	PE/Design & Construction
Shoreline	Greenwood Avenue N Preservation	STP	\$428,800	75	n/a	PE/Design & Construction
Kent	East Valley Highway Preservation (S 212th St to S 196th St)	STP	\$1,500,000	72	n/a	Construction
Shoreline	Carlyle Hall Road N/3rd Avenue NW Preservation	STP	485400	65	n/a	PE/Design & Construction

KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING

Note: projects are shown in alphabetical order by sponsor, since some projects fall under multiple categories (general project, nonmotorized set-aside, preservation set-aside, rural, etc.).

Sponsoring Agency	Project Title	Funding Source	Amount	Score* (out of 100)	Phase(s)
Bainbridge Island	Madison Sidewalk Improvements	STP	\$1,410,000	n/a	PE/Design & Construction
Bremerton	6th Street Preservation Phase 2	STP	\$877,873	n/a	PE/Design & Construction
Bremerton	Washington & 11th Improvements	STP	\$497,375	n/a	PE/Design & Construction
Kitsap County	National STEM School	STP	\$1,848,752	n/a	PE/Design
Kitsap County	Ridgetop Mickelberry to Myhre	STP	\$2,160,000	n/a	PE/Design
Kitsap Transit	Gateway Bus Storage Facility and Park	STP	\$720,000	n/a	PE/Design & Construction
Kitsap Transit	SR 104 and Bond Park & Ride	STP	\$376,000	n/a	PE/Design & Construction
Port Orchard	Bay St. Ped. Pathway West Situational	STP	\$490,000	n/a	Planning
Poulsbo	SR 305 Pedestrian Tunnel	STP	\$1,350,000	n/a	Construction
Subtotal:			\$ 9,730,000		
KITSAP COUNTY RECOMMENDED PROJECTS TOTAL:			\$ 9,730,000		

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

KITSAP COUNTY PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score* (out of 100)	Phase(s)
Kitsap Transit	SR 16 Park & Ride	STP	\$889,285	n/a	PE/Design
Kitsap County	Central Valley Road	STP	\$2,432,649	n/a	Construction
Kitsap County	Markwick Trail	STP	\$886,444	n/a	Construction
Bainbridge Island	Eagle Harbor Drive Phase	STP	\$700,000	n/a	Construction
Kitsap Transit	Gateway Bus Storage Facility and Park	STP	\$4,750,000	n/a	PE/Design & Construction
Kitsap Transit	SR 104 and Bond Park n Ride	STP	\$4,100,000	n/a	Construction
Kitsap County	Bethel Burley Road Culvert	STP	\$340,000	n/a	Construction
Kitsap Transit	SR 166 Park & Ride Expansion	STP	\$1,101,272	n/a	PE/Design & Construction
Poulsbo	Fjord Drive Preservation	STP	\$425,000	n/a	Construction
Kitsap County	Olalla Valley Road	STP	\$582,000	n/a	Construction
Bainbridge Island	Bucklin Hill Road Phase 2	STP	\$600,000	n/a	Right of Way

* Kitsap County used an alternate scoring methodology involving High, Medium and Low summaries per each evaluation criteria, rather than numeric scores out of 100.

PIERCE COUNTY PROJECTS RECOMMENDED FOR FUNDING

ROADWAY

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Sumner	SR 410/Traffic Ave Bottleneck Improvements	STP	\$2,230,631	62	Construction
Lakewood	Steilacoom Blvd. - Farwest to Weller	CMAQ	\$935,000	53	Right of Way
Tacoma	Puyallup Ave Transit/Complete Street Improvements	STP	\$2,100,000	51	PE/Design
Tacoma	Portland Avenue Freight and Access Improvements	STP	\$370,430	40	PE/Design & Construction
Lakewood	South Tacoma Way - 88th to North City Limits	STP	\$375,000	38	PE/Design & Construction
Sumner	Main St and Wood Avenue Intersection Improvements	STP	\$180,000	30	PE/Design & Right of Way
Subtotal:			\$6,191,061		

NONMOTORIIZED

Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
University Place	35th Street Phase 1	STP	\$1,955,000	67	Construction
University Place	Chambers Creek Road/Chambers Lane Phase 1	STP	\$2,078,250	56	PE/Design & Construction
Bonney Lake	Fennel Creek Trail Segment 2B	STP	\$1,079,825	51	Construction
Steilacoom	Rigney Rd. Non-motorized Improvement Project	CMAQ	\$801,300	40	Construction
Subtotal:			\$5,914,375		

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

RURAL					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	8 Avenue East - 336 Street East to 288 Street East	STP	\$619,000	21	PE/Design & Construction
Subtotal:			\$619,000		
OTHER					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce County	Countywide Transportation Demand Management	CMAQ	\$790,000	64	Planning
Tacoma	Cultural Shift to Active Transportation	CMAQ	\$425,000	59	Other
Subtotal:			\$1,215,000		
TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Pierce Transit	BRT Stations: Pacific Ave/SR 7 Corridor	CMAQ	\$2,305,700	57	Construction
Subtotal:			\$2,305,700		
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Tacoma	I Street Overlay	STP	\$750,000	63	PE/Design & Construction
University Place	Lakewood Drive Overlay	STP	\$471,140	52	PE/Design, Construction
Fife	20th St. E Preservation - Industry Dr E to 54th Ave E	STP	\$750,000	48	PE/Design & Construction
Auburn	Lakeland Hills Way Preservation Project	STP	\$748,000	46	Construction
Steilacoom	Rainier St. Preservation Project	STP	\$679,770	46	Construction
Lakewood	Overlay: Pacific Hwy - 108th St SW to SR 512	STP	\$612,000	45	PE/Design & Construction
Pierce County	Point Fosdick Drive NW	STP	\$750,000	43	Construction
DuPont	Center Drive Overlay	STP	\$630,954	38	PE/Design & Construction
Subtotal:			\$5,391,864		
PIERCE COUNTY RECOMMENDED PROJECTS TOTAL:			\$21,637,000		
PIERCE COUNTY PRIORITIZED CONTINGENCY LIST					
ROADWAY					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Tacoma	Water Flume Line Trail Phase IIIb	STP	\$3,713,536	51	Construction
Sumner	Stewart Road Corridor Phase III White River Bridge	STP	\$3,000,000	50	Construction
University Place	67th Avenue Phase 1	STP	\$623,000	48	Right of Way
Lakewood	Washington Blvd. - Interlaaken Dr. to Gravelly Lake Dr.	STP	\$1,903,000	42	PE/Design & Construction
Tacoma	Portland Avenue Freight and Access Improvements	STP	\$3,333,870	40	Construction
Lakewood	South Tacoma Way - 88th to North City Limits	STP	\$2,550,000	38	Construction
Lakewood	North Gate Rd/Edgewood Ave - JBLM to Washington Blvd	STP	\$1,970,000	36	PE/Design & Construction

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

Pierce County	94 Avenue East - 850 ft S/O 144 Street East to 300 ft N/O 137 Street East	STP	\$3,170,225	36	Right of Way
Puyallup	23rd Ave SE, Meridian to 9th	STP	\$4,100,000	33	Construction
Lakewood	Gravelly Lake Drive Nyanza RD to Washington Blvd	STP	\$3,296,515	31	PE/Design & Construction
Sumner	Main St and Wood Avenue Intersection Improvements	STP	\$225,000	30	Right of Way
DuPont	DuPont-Steilacoom Road Improvements	STP	\$3,796,780	26	PE/Design & Construction
Puyallup	Shaw Road, 12th to 23rd Widening	STP	\$614,000	25	Planning
Fircrest	Alameda Ave	STP	\$950,874	22	PE/Design & Construction
Orting	Whitehawk Boulevard Signal	CMAQ	\$980,654	18	Planning, PE/Design & Construction
Orting	Kansas Street SW Reconstruct	STP	\$4,684,407	14	Planning, PE/Design, Right of Way & Construction
NONMOTORIIZED					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Tacoma	Water Flume Line Trail Phase IIIa	CMAQ	\$2,977,947	51	Construction
Sumner	Fryar Avenue Shared Use Trail	CMAQ	\$1,429,352	43	Right of Way
Pierce County	159 ST E (SR-7 to B St E)	STP	\$1,513,876	40	PE/Design & Right of Way
Ruston	Pearl St Traffic Calming/Greenspace Project - 49th St. to 53rd St.	CMAQ	\$1,220,400	27	Construction
Sumner	160th Ave E Sidewalk Gap	CMAQ	\$537,097	27	PE/Design & Construction
Ruston	51st Street Sidewalk	CMAQ	\$93,975	26	Construction
Ruston	51st St/Winnifred Traffic Signalization and Pedestrian Prioritization	CMAQ	\$480,000	23	PE/Design & Construction
Pierce County	122nd Avenue East Pedestrian Improvements	CMAQ	\$693,200	20	PE/ Design & Construction
OTHER					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Pierce County	Countywide Transportation Demand Management	CMAQ	\$31,750	64	Planning
TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Pierce Transit	BRT Stations: Pacific Ave/SR 7 Corridor	CMAQ	\$494,300	57	Construction
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
University Place	Grandview Drive Overlay	STP	\$277,950	48	PE/Design & Construction
Sumner	Sumner-Tapps Highway Resurfacing Phase 1	STP	\$749,000	36	PE/Design & Construction

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING					
CMAQ Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Community Transit	Community Tailored - TDM	CMAQ	\$1,000,000	73	Other
Bothell	North Creek Trail Section 4	CMAQ	\$919,910	66	Construction
Monroe	US Hwy 2 Non-Motorized Shared-Path	CMAQ	\$432,500	57	Construction
Edmonds	76th Ave W - 220th St	CMAQ	\$702,000	54	PE/Design & Right of Way
Monroe	179th Ave Sidewalk - 154th St	CMAQ	\$634,650	54	PE/Design & Construction
Marysville	Sunnyside Blvd 52nd St NE	CMAQ	\$535,940	53	Construction
Everett	Fleming St Bicycle Corridor	CMAQ	\$595,000	50	Construction
Subtotal:			\$4,820,000		
STP Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Lynnwood	SR 524 -196th St SW Widening	STP	\$1,760,000	83	Construction
Lake Stevens	20th St SE Phase II	STP	\$2,500,000	77	Construction
Snohomish County	35th Ave SE Phase II	STP	\$2,000,000	76	Construction
Marysville	88th St NE Corridor Improvements	STP	\$1,240,000	73	Right of Way
Mountlake Terrace	Main St Revitalization	STP	\$2,000,000	72	Construction
Bothell	Bothell/Everett Hwy Widening	STP	\$600,000	69	PE/Design
Subtotal:			\$10,100,000		
PRESERVATION Funding					
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)
Edmonds	76th Ave W Overlay from 196th	STP	\$645,000	88	PE/Design & Construction
WSDOT	SR 92 Lake Dr to 147th Ave	STP	\$650,000	85	PE/Design & Construction
Arlington	Smokey Point Blvd Overlay	STP	\$726,000	75	PE/Design & Construction
Snohomish County	North Bickford Ave Overlay	STP	\$385,792	75	PE/Design & Construction
Snohomish County	Rural Roads Preservation	STP	\$782,000	65	Construction
Mill Creek	35th Ave SE	STP	\$504,208	64	Construction
Everett	Everett overlay	STP	\$500,000	63	Construction
Mukilteo	Harbor Reach Drive Improvements	STP	\$700,000	57	PE/Design & Construction
Subtotal:			\$4,893,000		
SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:			\$19,813,000		
SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST					
CMAQ Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Edmonds	76th Ave W - 220th St	CMAQ	\$478,000	54	PE/Design & Right of Way

COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2021-2022 FHWA FUNDS

STP Funding					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Snohomish County	180th St SE Phase II	STP	\$675,000	74	Right of Way
Snohomish County	North Creek Regional Trail Phase II	STP	\$2,520,000	71	Construction
Bothell	228th St SE from 35th	STP	\$617,490	66	PE/Design
Edmonds	Highway 99 Revitalization	STP	\$2,249,000	64	Right of Way
Lynnwood	44th Ave W - I-5 Underpass	STP	\$1,814,520	61	Construction
Arlington	Smokey Point Blvd Corridor	STP	\$959,788	58	PE/Design
Everett	100th St SW	STP	\$1,600,000	54	PE/Design & Right of Way
Port of Everett	West Marine Dr - SR 529	STP	\$1,000,000	52	PE/Design & Construction
Monroe	147th Signal	STP	\$727,102	48	PE/Design & Construction
Arlington	74th Ave Trail	STP	\$588,528	47	PE/Design & Construction
Monroe	191st Ave SE Extension	STP	\$2,274,200	47	Construction
Mill Creek	North Creek Trail Feasibility Study	STP	\$129,750	44	Planning
Monroe	Tjerne Place Phase III	STP	\$1,730,000	44	PE/Design & Right of Way
PRESERVATION					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Bothell	228th St SW Overlay from West	STP	\$718,200	90	Construction
Lynnwood	Alderwood Mall Parkway Pavement	STP	\$750,000	85	Construction
WSDOT	SR 99 - 208th St SW to SR 525	STP	\$750,000	84	PE/Design
Marysville	67th Ave NE Overlay	STP	\$449,117	77	Construction

**2018 REGIONAL FTA COMPETITION TRANSPORTATION
OPERATORS COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsor	Title	Phase(s)	Score (out of 100)	Amount Requested	Amount Recommended
Sound Transit	Light Rail Extension: Redmond Technology Station to Downtown Redmond	Construction	94	\$7,000,000	\$7,000,000
Community Transit	Swift Orange Line Station Construction	Construction	86	\$5,000,000	\$5,000,000
Sound Transit	I-405 Bus Rapid Transit, Burien to Bellevue Section	Other	86	\$7,000,000	\$3,000,000
Pierce Transit	BRT Vehicles: Pacific Avenue/SR 7 Corridor	Other	74	\$7,000,000	\$5,000,000
King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities and Access Improvements	Construction	71	\$8,000,000	\$4,000,000
Total Recommended \$					24,000,000

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase(s)	Score (of 100)	Balance to Remain on Contingency List
Sound Transit	I-405 Bus Rapid Transit, Burien to Bellevue Section	Other	86	\$4,000,000
Pierce Transit	BRT Vehicles: Pacific Avenue/SR 7 Corridor	Other	74	\$2,000,000
King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities and Access Improvements	Construction	71	\$1,730,000
King County Metro	RapidRide Renton/Newcastle/ Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements	Construction	69	\$8,000,000
Seattle	Rainier RapidRide Corridor	Construction	66	\$3,000,000
Washington State Ferries	Seattle Multimodal Terminal at Colman Dock – Non Motorized Improvements	Construction	51	\$6,000,000
Everett Transit	Everett Transit Operations Center	PE/Design	51	\$640,000
King County Metro	Battery Electric Bus Purchase	Other	45	\$7,000,000
Pierce Transit	Lakewood Base Expansion	Construction	40	\$5,000,000

**Project Recommendations for PSRC's FFY 2021-2022 FTA Earned Share and Preservation
Set-Aside Funding Distributions**

Earned Share - Seattle-Tacoma-Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Recommended	Year	FTA Source
Community Transit	Transit Revenue Vehicles 2021-2022	\$6,280,334	2021	5307
		\$6,280,334	2022	5307
		\$1,924,518	2021	5337 HIMB
		\$1,924,518	2022	5337 HIMB
		\$718,237	2021	5339
		\$718,237	2022	5339
		\$17,846,178	Subtotal	
Everett Transit	Preventive Maintenance Vehicle Fleet 2021-2022	\$1,287,502	2021	5307
		\$1,287,502	2022	5307
		\$2,575,004	Subtotal	
Everett Transit	Transit Revenue Vehicles 2021-2022	\$87,498	2021	5339
		\$87,498	2022	5339
		\$174,996	Subtotal	
Intercity Transit	FY 2021- 2022 Replacement Fixed Route Coaches	\$531,872	2021	5307
		\$531,872	2022	5307
		\$265,918	2021	5339
		\$265,918	2022	5339
		\$1,595,580	Subtotal	
Intercity Transit	FY 21- 22 Capital Preventive Maintenance	\$320,000	2021	5307
		\$320,000	2022	5307
		\$640,000	Subtotal	
Intercity Transit	FY 2021- 2022 Vanpool Vans	\$1,474,000	2021	5307
		\$1,474,000	2022	5307
		\$2,948,000	Subtotal	
King County Marine Division	Vessel Maintenance FY 2021-2022	\$898,610	2021	5337 HIFG
		\$898,610	2022	5337 HIFG
		\$1,797,220	Subtotal	
King County Marine Division	West Seattle Terminal Replacement	\$928,576	2021	5307
		\$928,576	2022	5307
		\$1,857,152	Subtotal	
King County Metro	Atlantic Base Trolley Infrastructure Replacement	\$2,000,000	2022	5337 HIFG
		\$2,000,000	Subtotal	

Sponsor	Project Title	Amount Recommended	Year	FTA Source
King County Metro	Replacement of Overhead Trolley Infrastructure 2021-2022	\$3,000,000	2021	5337 HIFG
		\$3,000,000	Subtotal	
King County Metro	Trolley System Transit Asset Management 2021-2022	\$5,000,000	2021	5337 HIFG
		\$5,000,000	2022	5337 HIFG
		\$10,000,000	Subtotal	
King County Metro	Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022	\$5,000,000	2021	5337 HIFG
		\$5,000,000	2022	5337 HIFG
		\$10,000,000	Subtotal	
King County Metro	Trolley Pole Replacement 2021-2022	\$800,000	2021	5337 HIFG
		\$800,000	2022	5337 HIFG
		\$1,600,000	Subtotal	
King County Metro	TBD	\$10,501,611	2021	5337 HIFG
		\$11,501,611	2022	5337 HIFG
		\$22,003,222	Subtotal	
King County Metro	Bus Replacements 2021-2022	\$35,646,135	2021	5307
		\$35,646,135	2022	5307
		\$7,581,876	2021	5337 HIMB
		\$7,581,876	2022	5337 HIMB
		\$3,196,836	2021	5339
		\$3,196,836	2022	5339
		\$92,849,694	Subtotal	

Sponsor	Project Title	Amount Recommended	Year	FTA Source
Kitsap Transit	North Kitsap Base	\$401,521	2021	5307
		\$401,521	2022	5307
		\$45,906	2021	5339
		\$45,906	2022	5339
		\$894,854	Subtotal	
Pierce Transit	ADA Service 2021-2022	\$780,865	2021	5307
		\$780,865	2022	5307
		\$1,561,730	Subtotal	
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	\$5,802,616	2021	5307
		\$5,802,616	2022	5307
		\$125,098	2021	5337 HIMB
		\$125,098	2022	5337 HIMB
		\$595,255	2021	5339
		\$595,255	2022	5339
\$13,045,938	Subtotal			
City of Seattle	Monorail System Maintenance (2021 – 2022)	\$348,876	2021	5307
		\$348,876	2022	5307
		\$595,605	2021	5337 HIFG
		\$595,605	2022	5337 HIFG
		\$1,888,962	Subtotal	
City of Seattle	Streetcar System Maintenance (2021 - 2022)	\$430,519	2021	5307
		\$430,519	2022	5307
		\$861,038	Subtotal	
Skagit Transit	TBD	\$304,183	2021	5307
		\$304,183	2022	5307
		\$34,777	2021	5339
		\$34,777	2022	5339
		\$677,920	Subtotal	

Sponsor	Project Title	Amount Recommended	Year	FTA Source
Sound Transit	Sounder and Link State of Good Repair (2021-2022)	\$16,164,537	2021	5337 HIFG
		\$16,164,537	2022	5337 HIFG
		\$32,329,074	Subtotal	
Sound Transit	Regional Express Bus Program 2021-2022	\$8,353,486	2021	5337 HIMB
		\$8,353,486	2022	5337 HIMB
		\$1,240,523	2021	5339
		\$1,240,523	2022	5339
		\$19,188,018	Subtotal	
Sound Transit	Downtown Redmond Link Extension	\$21,404,923	2021	5307
		\$21,404,923	2022	5307
		\$42,809,846	Subtotal	
Washington State Ferries	Seattle Multimodal Terminal at Colman Dock	\$4,673,696	2021	5307
		\$4,673,696	2022	5307
		\$9,347,392	Subtotal	
Washington State Ferries	Vessel Preservation and Improvement (2021-2022)	\$7,252,982	2021	5337 HIFG
		\$7,252,982	2022	5337 HIFG
		\$14,505,964	Subtotal	
STE UZA Earned Share Total		\$307,997,782		

Earned Share - Bremerton UZA

Sponsor	Project Title	Amount Recommended	Year	FTA Source	
Kitsap Transit	2021-22 Bus and OTR Coach Purchase	\$3,337,348	2021	5307	
		\$3,337,348	2022	5307	
		\$256,274	2021	5339	
		\$256,274	2022	5339	
		\$7,187,244	Subtotal		
Kitsap Transit	2021-22 Passenger Only Ferry System Preventive Maintenance	\$260,128	2021	5337 HIFG	
		\$260,128	2022	5337 HIFG	
		\$520,256	Subtotal		
Bremerton ES UZA Total		\$7,707,500			

Earned Share - Marysville UZA

Sponsor	Project Title	Amount Recommended	Year	FTA Source
Community Transit	Marysville UZA Transit Operations 2021-2022	\$2,020,854	2021	5307
		\$2,020,854	2022	5307
		\$4,041,708	Subtotal	
Community Transit	Transit Revenue Vehicles 2021-2022	\$204,021	2021	5339
		\$204,021	2022	5339
		\$408,042	Subtotal	
Marysville ES UZA Total		\$4,449,750		
Grand Total, All UZAs		\$320,155,032		

Preservation Set-Aside

Sponsor	Project Title	Amount Recommended	Year	FTA Source
Community Transit	Transit Revenue Vehicles 2021-2022	\$668,423	2021	5307
		\$668,423	2022	5307
		\$1,336,846	Subtotal	
Everett Transit	Everett Station Preventive Maintenance & Rehabilitation 2021-2022	\$63,879	2021	5307
		\$63,879	2022	5307
		\$127,758	Subtotal	
King County Marine Division	Vessel Maintenance FY 2021-2022	\$136,888	2021	5307
		\$136,888	2022	5307
		\$273,776	Subtotal	
King County Metro	Bus Replacements 2021-2022	\$5,298,616	2021	5307
		\$5,298,616	2022	5307
		\$10,597,232	Subtotal	
Seattle	Monorail System Maintenance (2021 – 2022)	\$60,063	2021	5307
		\$60,063	2022	5307
		\$120,126	Subtotal	
Pierce Transit	Clean Fuels Bus Replacement/Expansion 2021-2022	\$504,819	2021	5307
		\$504,819	2022	5307
		\$1,009,638	Subtotal	
Sound Transit	Sounder and Link State of Good Repair (2021-2022)	\$3,533,709	2021	5307
		\$3,533,709	2022	5307
		\$7,067,418	Subtotal	
Washington State Ferries	Vessel Preservation and Improvement (2021-2022)	\$893,507	2021	5307
		\$893,507	2022	5307
		\$1,787,014	Subtotal	
Preservation Total		\$22,319,808		

FFY 2021-2022 CMAQ PROJECTS

The following calculations are based on PSRC's project-level emissions tool. The tool quantifies estimated emissions reductions from a variety of project types, using either project-specific data provided by sponsors or relying on national or regional default data. The tool utilizes emission factors from the U.S. Environmental Protection Agency's Motor Vehicle Emission Simulator, national research and PSRC's most recent household travel survey.

Regional Competitive Projects				Estimate of Emissions Reductions			
Sponsor	Project Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Community Transit	Swift Orange Line Expansion Buses	\$7,000,000	Transit	55.00	1.21	4.96	0.31
King County	Transportation Demand Management to Support Centers and Regional Service Investments	\$3,000,000	TDM	163.84	3.60	14.77	0.92
Seattle	Madison Corridor Bus Rapid Transit	\$1,840,000	Transit	11.79	0.33	1.38	0.06
Sound Transit	South Sounder Capacity Expansion	\$6,700,000	Transit	232.38	4.50	18.13	1.35
Sound Transit	I-405 Bus Rapid Transit, Lynnwood to Bellevue Section	\$3,500,000	Transit	69.33	1.52	6.25	0.39
WSF	WSF Hybrid Electric Ferry Conversion	\$6,500,000	Diesel Reduction	n/a	n/a	n/a	23.04
TOTAL:		\$28,540,000					

Countywide Competitive Projects				Estimate of Emissions Reductions			
Sponsor	Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Bothell	North Creek Trail Section 4	\$919,910	Bike / Ped	2.03	0.04	0.18	0.01
Community Transit	Community Tailored - TDM	\$1,000,000	TDM	59.50	1.55	6.49	0.32
Des Moines	Barnes Creek Trail	\$519,000	Bike / Ped	3.40	0.07	0.27	0.02
Edmonds	76th Ave W - 220th St	\$702,000	Intersection	0.18	0.02	0.01	0.00
Everett	Fleming St Bicycle Corridor	\$595,000	Bike / Ped	2.50	0.06	0.25	0.01
Federal Way	Adaptive Traffic Control System Phase III	\$170,000	ITS	3.39	0.13	0.21	0.03
King County Metro	RapidRide Totem Lake/Bellevue/Eastgate Transit Facility Passenger Amenities and Access Improvements	\$2,250,000	Transit	24.97	0.60	2.51	0.14
King County Metro	RapidRide Renton/Newcastle/Eastgate/Overlake Transit Facility Passenger Amenities and Access Improvements	\$1,091,400	Transit	7.69	0.20	0.84	0.04
Lakewood	Steilacoom Blvd. - Farwest to Weller	\$935,000	Bike / Ped	3.07	0.07	0.28	0.02
Marysville	Sunnyside Blvd 52nd St NE	\$535,940	Bike / Ped	2.02	0.06	0.24	0.01
Monroe	US Hwy 2 Non-Motorized Shared-Path	\$432,500	Bike / Ped	1.72	0.05	0.20	0.01

Sponsor	Project Title	CMAQ Amount	Project Type	kg/day Carbon Monoxide	kg/day Volatile Organic Compounds	kg/day Nitrogen Oxides	kg/day Fine Particulate Matter
Monroe	179th Ave Sidewalk - 154th St	\$634,650	Bike / Ped	2.76	0.07	0.28	0.02
Pierce County	Countywide Transportation Demand Management	\$790,000	TDM	116.03	3.02	12.66	0.62
Pierce Transit	BRT Stations: Pacific Ave/SR 7 Corridor	\$2,305,700	Transit	7.31	0.19	0.80	0.04
Seattle	Rainier RapidRide Corridor	\$4,729,600	Transit	27.99	0.78	3.26	0.15
Seattle	Madison Corridor Bus Rapid Transit	\$2,920,000	Transit	11.79	0.33	1.38	0.06
Sound Transit	Auburn Station Access Improvements	\$1,500,000	Transit	27.26	0.75	3.98	0.21
Steilacoom	Rigney Rd. Non-motorized Improvement Project	\$801,300	Bike / Ped	1.99	0.06	0.23	0.01
Tacoma	Cultural Shift to Active Transportation	\$425,000	TDM	83.30	2.17	9.09	0.44

TOTAL: \$23,257,000

Reductions within the Tacoma-Pierce County PM_{2.5} Maintenance Area

Shaded projects denote those projects that are expected to reduce the emissions of fine particulates in the Tacoma PM_{2.5} Maintenance Area. The total funds awarded to these projects are \$11.96 million.