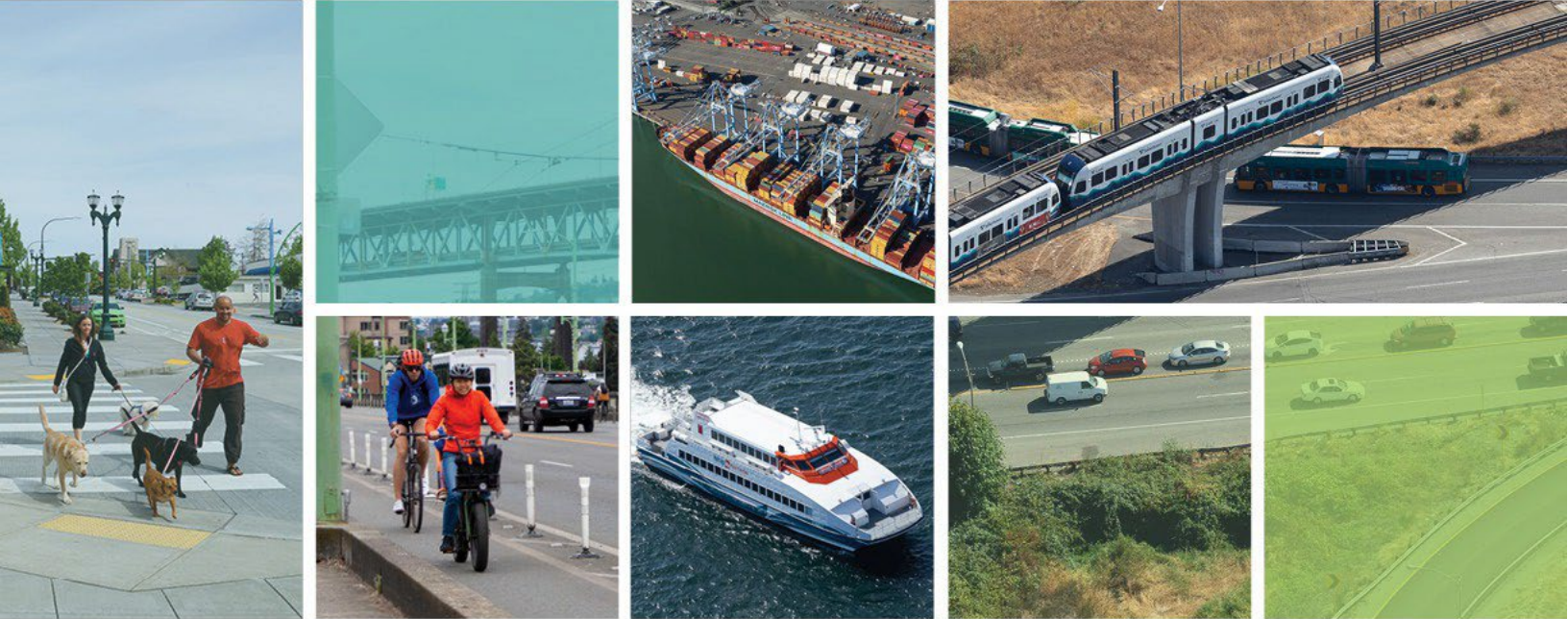


2025-2028

TIP

Regional Transportation
Improvement Program



Appendix B 2024 Project Selection Process

October 24, 2024

- 2024 Policy Framework for PSRC's Federal Funds
- Regional FHWA Project Evaluation Criteria
- Projects Awarded PSRC's FFY 2027-2028 FHWA Funds
- Emissions Summary from Projects Awarded PSRC's FFY 2027-2028 FHWA Funds



Puget Sound Regional Council



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Puget Sound Regional Council, Information Center
1201 Third Avenue, Suite 500
Seattle, WA 98101
206-464-7532 | info@psrc.org | www.psrc.org



2024 POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS

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SECTION 1: BACKGROUND

A. Policy Framework

Under federal law, 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 (STBG)
- 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 *2024 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 2024 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 2050, the region's overarching policy document and long-range vision for the future; the Regional Transportation Plan; and the Regional Economic Strategy.

B. Development of the 2025-2028 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 2024 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

¹ PSRC also has responsibility for distributing funds through FHWA's Transportation Alternatives Program and plays a supportive role with WSDOT in the distribution of FTA's Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program. Under each federal transportation act, there may be new federal funding sources identified for distribution by MPOs. An example under the current Infrastructure Investment & Jobs Act is the Carbon Reduction Program.

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, regardless of funding source. The 2025-2028 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 2023-2026 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 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) 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 2050 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. The 2024 comprehensive plan updates for jurisdictions in the central Puget Sound region are currently ongoing. All project selection processes in 2024 will be based on current certification status. All agencies seeking to compete in a 2025 or later grant competition (such as the Rural Town Centers and Corridors Program) must have a plan certified by PSRC by September 30, 2025. 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 2025-2028 Regional TIP is included in Attachment 1. The schedule begins with the 2024 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 2025-2028 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 2025-2028 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 federally required 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 (STBG) 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

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.

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 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 has been utilized since 1995. Additional 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 focused Equity Formula distribution for a portion of the funds. The FTA process is described in Section 4.

The 2024 project selection process will program federal fiscal year (FFY) 2027-2028 FHWA and FTA funds. The estimated amounts by funding source are shown in the table below. Since these funds are beyond the span of the current federal transportation act, the estimates are based on the average allocations to the region by funding source over the last four years³. If information becomes available upon authorization of the new act that significantly changes these figures, additional programming may occur at a future time.

Estimated FFY 2027-2028 PSRC Funds (in millions)	
STBG	\$120.6
CMAQ	\$58.7
FHWA Total	\$179.3
Section 5307	\$254.5
Section 5337 HIFG	\$141.4
Section 5337 HIMB	\$46.2
Section 5339	\$17.2
FTA Total	\$459.4
Grand Total	\$638.6

Project Tracking Program

³ Additional FHWA funding from other sources, not yet programmed from prior years, may be included in the project selection process.

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. The policies continue to be revised to address emergent issues and 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 adopted 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 2050 in October 2020. For the 2024 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 STBG 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 2050, the Regional Transportation Plan and 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 STBG 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 2050 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. Ten percent of the total regional competitive portion of 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, which will utilize STBG funds, is above and beyond the federally required minimum amount of STBG funds to be spent in rural areas. The next competition for 2027-2028 funds will be held in 2025. Background information on this program 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 STBG funds. The procedure for the other three counties is to apply their population percentages to the combined remaining total of STBG 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 2024 project selection process at 20% of the total estimated STBG funds. The set-aside recognizes the importance of preservation and the priority given to these activities in the regional transportation plan, as well as 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. When first adopted, the set-aside was originally 25% of the total estimated STBG funds; the use of the 5% delta is described under #6 below.
5. Funds are set aside for PSRC's Work Program in the amount of \$1,000,000 of STBG funds per year, for a total of \$2 million of STBG funds in the 2024 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 STBG 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 2024 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. 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 adopted by the Executive Board in January 2024, for the 2024 project selection process sponsors may request funding only for a single project phase – e.g., Planning, Preliminary Engineering/Design, Right of Way, or Construction. Requests for multiple phases are not allowed. In addition, phases must be fully funded with the PSRC award requested and all other secured or reasonably expected funds identified by the sponsor. PSRC must balance all awards 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.

Continued in 2024 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 are developed based on the policy focus of support for centers and the corridors that serve them, as well as regional policy provided in VISION 2050, the Regional Transportation Plan and the 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. The criteria are built around the policy focus of support for centers and the priority policies identified in VISION 2050 and as directed by the boards. The criteria were updated for the 2024 process and address support for centers, mobility and accessibility, equity, safety, and air quality / climate. Refinements to safety and equity in particular were made, building from the significant revisions included in the 2022 project selection process. In addition, as part of every project application sponsors will be asked to make a commitment to continued planning and implementation in alignment with USDOT's Safe System Approach.

The project evaluation criteria for the Regional FHWA competition are provided as a separate attachment. The criteria will 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.

The regional policies and direction set forth in the project evaluation criteria for the Regional FHWA competition carry forward into the countywide competitions. Each competition is tailored to suit the forum and the funding source, but the overarching policy focus and policy direction are consistent.

New in 2024, the criteria no longer include project readiness and financial plan elements. Instead, these elements will be more thoroughly examined as part of the eligibility review conducted on every project prior to the submittal of applications. PSRC will work with all sponsors to ensure issues are addressed in a timely manner where feasible.

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 balance, 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 STBG 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. As noted earlier in this document, revisions adopted by the board to the project evaluation criteria will also be applied to each countywide competition.

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, consistent with the adopted policy focus and evaluation criteria. 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 2024 process. A total of 20% of the estimated STBG 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 STBG 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 2024 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 miles⁴. The draft minimum amount of STBG funds to be programmed to projects in the rural area for the 2024 project selection process is identified in the table below:

County	Estimated FFY 2027-2028 Rural STBG Distribution (millions)
King	\$0.74
Kitsap	\$0.42
Pierce	\$0.72
Snohomish	\$0.82
Total	\$2.70

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 project selection process. A summary of each countywide process as conducted for the 2024 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

⁴ The minimum amounts to be spent in the rural area are based on the final 2023 allocation amounts for the rural area, as provided to PSRC by the Washington State Department of Transportation.

recommend and select projects to receive the funds is split between an “Earned Share” process and an “Equity Formula” process, details of which are provided in the sections below. Attachment 7 illustrates the distribution of funding between the two 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:⁵

- 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 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. 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 2024 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

⁵ 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.

years will be determined in the future. Prior to utilizing the FTA funds, PSRC must receive the concurrence of the transit agencies; PSRC regularly meets with both transit agency staff and management and will continue to do so as the budget and work program evolves.

Note: with the revision of the regional portion of STE UZA funds to an Equity Formula distribution, the former Preservation and Minimum Floor set-asides are no longer in practice.

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 2024 project selection process, the procedures detailed in Attachment 11 will be followed to meet this requirement.
- 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

With the revision of the regional portion of STE UZA funds to an Equity Formula distribution, a contingency list of projects is no longer developed.

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 2027-2028 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 historic adopted regional policy, this portion of the funds has been 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 has historically been distributed through a regional competition for transit-related projects, as well as a preservation set-aside. However, in 2023 a new distribution process was developed for the regional portion of STE UZA funds, referred to as the “Equity Formula” distribution.

Earned Share Process

The earned share portion of the FTA funds has historically been 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 TOC, which will make 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.

As noted earlier, the STE UZA includes three agencies that are external to the UZA but provide service to the area: Kitsap Transit, Intercity Transit in Thurston County and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide to the region.

Regional Process / Equity Formula

The regional portion of funds coming to the STEA UZA as of 2023 are to be distributed via an Equity Formula. The Equity Formula uses a focused and intentional methodology that looks at all transit services being provided to the region’s equity focus populations and distributes funds accordingly. The six equity focus populations include people of color, people with low incomes, seniors, youth, people with disabilities, and people with limited English proficiency. The adopted distribution methodology requires transit agencies to identify the equity populations being served by each project proposed to receive the equity formula funding, and to respond to the equity criterion questions included in the current project selection process.

The methodology calculates the percentage of equity focus populations within a ½ mile walkshed of all bus stops and a 1-mile walkshed of all rail stops for each transit agency. Due to the unique nature of their waterfront service locations, ferry providers will be provided funding based on what they would have received in formula-based funding under the previous methodology.

Since these are regional funds, all previous regional policies and procedures apply unless otherwise noted in the adopted Project Tracking Policies. For example, the same project phase may not be submitted to both the Equity Formula and FWHA competitions, unless reflective of additional scope.

PSRC staff is responsible for the review of all projects for consistency with the purpose and intent of the Equity Formula. The TOC will develop the final funding recommendation to the TPB.

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 2024 project selection process, sponsors will make all effort to submit projects based on their earnings by funding source, per their FFY 2023 earnings; however, the flexibility of this past practice will be retained to ensure the UZA is able to balance the FFY 2027-2028 amounts among the four funding sources.

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 2027-2028 FTA funds. 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.

For the Equity Formula process, any increase in the regional portion of funds will be distributed proportionately to eligible agencies using the Equity Formula. Agencies will then use the funds for new Equity Formula projects or for additional work on existing Equity Formula projects. For both new and expanded projects, agencies are required to provide information in response to the established equity criteria, and the projects will be reviewed by the TOC to ensure they are consistent with the Equity Formula distribution policies. Any deviations to this policy will be detailed in the adopted Project Tracking Policies.

If PSRC receives a reduction in regional funds, the reduction will be applied to each agency proportional to their share of the Equity Formula funds, and existing Equity Formula projects identified for the reduction.

2024 Project Selection Process Calendar and development of the Regional TIP

Project Selection Workshops

Regional (Remote Only):
February 15th and 21st
(see [workshop flyer](#) for details)

Consult your countywide forum for
Countywide Workshop details

Important Deadlines

FHWA Regional Process

- ◆ March 6th: Eligibility Screening Forms Due
- ◆ April 8th: Application Deadline
- ◆ Sponsors will present their projects on April 25th and 26th

The Regional Project Evaluation Committee Recommendations Meeting is **May 23rd** and **May 24th**

FHWA Countywide Process

- ◆ **March 11th:** Eligibility Screening Forms Due for **all Countywide** Processes
- ◆ Refer to specific Countywide Call for Project page for application deadlines

Countywide recommendations submitted to PSRC by June 28th

FTA Earned Share Process

- ◆ April 19th: Project Submittal Deadline

The Transportation Operators Committee Recommendations Meeting is **June 26th**

FTA Equity Process

- ◆ April 19th: Project Submittal Deadline

Regional TIP Development

July 5th:

Deadline for all TIP project submittals

July 11th:

TPB recommendation meeting

July 25th:

EB approves recommendations

Sept — Oct:

Draft TIP released for public comment

Oct 24th:

EB adopts 2025—2028 Regional TIP

Jan 2025:

Final state and federal approval

Attachment 2: FHWA and FTA Funding Source Eligibility

This information is largely based on the Fixing America's Surface Transportation (FAST) Act; updated fact sheets from the new Bipartisan Infrastructure Law are referenced under each program.

Eligibility for PSRC's FHWA Funds

The following provides a summary of the type of projects eligible to receive funds through PSRC's Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on each funding program can be accessed through the resources provided for each program below.

STP

STP funds are considered the most flexible funding source provided under FHWA. Many types of projects are eligible, including transit, carpool/vanpool, bicycle/pedestrian, safety, traffic monitoring/management, and planning projects, along with the more traditional road and bridge projects. For more information on projects eligible to receive STP funds, refer to FHWA's program [fact sheet](#).

EXAMPLES OF PROJECTS ELIGIBLE FOR STP FUNDS

1. Roadway construction, reconstruction, seismic retrofit, restoration and preservation, operational improvements including the interstate system, bridges, and tunnels, roadway widening (for general purpose lanes and/or high-occupancy vehicle lanes), and turning lanes. Note: Roadways must be functionally classified as *collector* or above, unless the project is a bridge, railroad, safety or nonmotorized-transportation, project.
2. Any transit capital or planning project that is also eligible for Federal Transit Administration (FTA) funding, including fixed guideway projects such as electric streetcar, trolley bus, monorail, and ferry vessels; replacement or expansion of transit vehicle fleets or maintenance facilities.
3. Fringe and corridor parking, including electric and natural gas vehicle charging infrastructure, carpool, vanpool, bicycle, and pedestrian facilities.
4. Highway and transit safety improvements.
5. Highway and transit research and technology transfer.
6. Capital and operating costs for traffic monitoring, management and control of facilities, and transportation programs.
7. Surface transportation planning (e.g., system planning, corridor planning, project planning).
8. Transportation Alternatives Program activities, as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103).
9. Nonmotorized-transportation activities, including recreational trails.
10. Certain Clean Air Act transportation control measures identified in the State Implementation Plan for Air Quality (see note, at the end of this list).
11. Development/establishment of management systems.
12. Wetlands mitigation (i.e., surface drainage and banking).
13. Sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and de-icing composition.

14. Programs to reduce extreme cold starts.
15. Environmental restoration and pollution abatement projects, including retrofit or construction of storm water treatment facilities.
16. Natural habitat mitigation (if wetland or natural habitat mitigation is within the service area of a mitigation bank, preference will be given to use the bank).
17. Privately owned vehicles and facilities that are used to provide intercity passenger service by bus.
18. Modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act.
19. Infrastructure-based intelligent transportation system capital improvements.
20. Preventive maintenance activities which extend the service life of the facility. Pavement, bridges, and essential highway appurtenances are eligible for federal funding with prior approval by WSDOT's Highway and Local Programs staff (see note below).
21. Advanced truck stop electrification systems.
22. Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs.
23. Construction of ferry boats and terminals.
24. Truck parking facilities.
25. Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads.
26. Surface transportation infrastructure modifications within port terminal boundaries, only if necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
27. Construction and operational improvements for a minor collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow.

CMAQ

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM).

PRIORITY FOR USE OF CMAQ FUNDS

Federal law directs States and MPOs to give priority to cost-effective projects including diesel retrofits and congestion mitigation activities that also provide air quality benefits. In addition, any transportation control measures identified in State Implementation Plans for Air Quality (SIPs) must receive funding priority. Further, areas with a PM_{2.5} nonattainment or maintenance area must invest a portion of CMAQ funds within these areas to reduce PM_{2.5} emissions, with diesel retrofits highlighted as a primary example of such projects.

ELIGIBLE AREAS

CMAQ funds may be invested in all ozone, CO, and PM nonattainment and maintenance areas, including former areas where the NAAQS has been revoked. Funds also may be used for projects in

proximity to nonattainment and maintenance areas if the benefits will be realized primarily within the nonattainment or maintenance area. A map of areas within the PSRC region that are eligible for CMAQ funds is included in the Call for Projects.

PROJECT ELIGIBILITY

Each CMAQ project must meet three basic criteria: it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.

The following provides a summary of the types of projects eligible for CMAQ funding. As noted above, this is not a comprehensive list; for more details regarding the CMAQ program and specific eligibility questions, refer to FHWA's program [fact sheet](#).

1. Diesel Engine Retrofits and Other Advanced Truck Technologies

- a. Diesel engine or full vehicle replacement;
- b. Full engine rebuilding and reconditioning;
- c. Purchase and installation of after-treatment hardware including particulate matter traps and oxidation catalysts;
- d. Support for heavy-duty vehicle retirement programs;
- e. Purchase and installation of emission control equipment on school buses;
- f. Refueling if it is required to support the installation of emissions control equipment, repowering, rebuilding, or other retrofits of non-road engines;
- g. Outreach activities to diesel owners and operators;
- h. Non-road mobile source projects, including locomotive retrofit and acquisition of clean locomotives; and
- i. Upgrading long-haul heavy-duty diesel trucks with EPA verified advanced technologies such as idle reduction devices, cab and trailer aerodynamic fixtures, etc..

2. Idle Reduction

- a. Deployment of off-board projects, such as truck stop electrification; and
- b. On-board projects, such as auxiliary power units, for vehicles primarily traveling within a nonattainment or maintenance area.

3. Congestion Reduction and Traffic Flow Improvements

- a. Traditional improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes as long as they demonstrate net emissions benefits;
- b. Intelligent Transportation Systems projects such as traffic signal synchronization, traveler information systems, freeway management systems, etc.;
- c. Value/congestion pricing, as long as emission reductions are generated;
- d. Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives, such as teleworking, ridesharing, pricing, and others.

4. Freight/Intermodal

- a. Primary projects that directly reduce emissions such as new diesel engine technology or retrofits of vehicles or engines; eligibility is expanded to include nonroad mobile freight projects such as rail.
- b. Secondary projects that reduce emissions through modifications or additions to infrastructure resulting in a modal shift, such as intermodal transportation facilities that reduce truck VMT; the transportation function of these projects must be emphasized.

5. Transportation Control Measures (TCMs)

- a. Programs for improved public transit;
- b. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses and/or high occupancy vehicles (HOVs);
- c. Employer-based transportation management plans, including incentives;
- d. Trip-reduction ordinances;

- e. Traffic flow improvement programs that reduce emissions;
- f. Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
- g. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentrations, particularly during periods of peak use;
- h. Programs for the provision of all forms of high-occupancy, shared-ride services;
- i. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of nonmotorized vehicles or pedestrian use, both as to time and place;
- j. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- k. Programs to control extended idling of vehicles;
- l. Reducing emissions from extreme cold-start conditions;
- m. Employer-sponsored programs to permit flexible work schedules;
- n. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single occupant (SOV) travel as a part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity; and
- o. Programs for new construction and major reconstruction of paths, tracks, or areas solely for use by pedestrian or other nonmotorized means of transportation, when economically feasible and in the public interest.

6. Transit Improvements

- a. New transit facilities, if associated with new or enhanced public transit; routine maintenance or rehabilitation of existing facilities is not eligible;
- b. New transit vehicles to expand the fleet or replace existing vehicles;
- c. Fuel is an eligible expense only as part of a project providing operating assistance for new or expanded transit service;
- d. Operating assistance to introduce new transit service or the incremental cost to expand existing service. Three years of operating assistance allowable under the CMAQ program, but may be spread over a total of up to 5 sequential years of support;
- e. Transit fare subsidies, under specific conditions designed to prevent the NAAQS from being exceeded.

7. Bicycle and Pedestrian Facilities and Programs

- a. Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips;
- b. Non-construction outreach related to safe bicycle use;
- c. Establishing and funding State bicycle/pedestrian coordinator positions for promoting and facilitating nonmotorized transportation modes through public education, safety programs, etc. (limited to one full-time position per State).

8. Travel Demand Management

The following TDM activities are eligible if they are explicitly aimed at reducing SOV travel and associated emissions:

- a. Fringe parking;
- b. Traveler information services;
- c. Shuttle services;
- d. Guaranteed ride home programs;
- e. Carpools, vanpools;
- f. Traffic calming measures;
- g. Parking pricing;
- h. Variable road pricing;
- i. Telecommuting/Teleworking;
- j. Employer-based commuter choice programs; and
- k. Marketing and outreach efforts to expand use of TDM measures.

9. Public Education and Outreach Activities

- a. Activities that promote new or existing transportation services;

- b. Developing messages and advertising materials;
- c. Technical assistance; and
- d. Any other activities that help forward less-polluting transportation options.

10. Transportation Management Associations

- a. Establishment and start-up costs of TMAs and up to 5 years of operating assistance provided that they reduce emissions.

11. Carpooling and Vanpooling

- a. Marketing, including existing, expanded and new activities designed to increase the use of carpools and vanpools;
- b. Vehicle capital costs, including the purchase or lease of vanpool vans and eligible operating costs limited to 5 years.

12. Carsharing

- a. Pooling of efficient, low-emission vehicles, provided to travelers who have occasional need for a vehicle but not the constant, daily necessity that demands ownership, provided sponsors can demonstrate an emissions reduction from the carsharing program.

13. Extreme Low-Temperature Cold Start Programs

14. Training

15. Inspection/Maintenance Programs

16. Innovative Projects

17. Alternative Fuels and Vehicles

The incremental cost, limited to the marginal emissions-reducing elements of alternative fuel vehicles, is eligible. Establishing publicly owned fueling facilities and other infrastructure needed to fuel alternative fuel vehicles is an eligible expense, under certain conditions. The purchase of publicly-owned alternative fuel vehicles providing a dominant transportation function may be fully funded. Costs associated with converting fleets to run on alternative fuels are eligible. Alternatives to diesel engines and vehicles, and alternative fuel vehicle projects such as diesel retrofits or replacement of an operable engine are eligible.

The following projects are **ineligible** for CMAQ funding:

1. Light-duty vehicle scrappage programs;
 2. Projects that add new capacity for SOVs;
 3. Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repair of roads);
 4. Administrative costs of the CMAQ program may not be defrayed with program funds;
 5. Projects that do not meet the specific eligibility requirements of titles 23 and 49 U.S.C.;
 6. Stand-alone projects to purchase fuel;
 7. Acquisition, operation or development of models or monitoring networks;
 8. Litigation costs surrounding CMAQ or other Federal-aid projects.
-

Eligibility for PSRC's FTA Funds

The following is a summary of projects eligible to receive PSRC's FTA Section 5307 Urbanized Area Formula funds, Section 5337 State of Good Repair funds, and Section 5339 Bus and Bus Facilities funds. It is not intended as a comprehensive resource and instead serves as a list of examples. Additional details on each funding program can be accessed through the resources provided for each program below.

Section 5307

FTA Section 5307 funds are the most flexible of PSRC's FTA funding sources, with a variety of planning and capital projects eligible. Examples of eligible projects are identified below; more information may be found by referring to FTA's [fact sheet](#).

1. Planning

Section 5307 funds are available for the planning, engineering, design, and evaluation of public transportation projects and for other technical transportation-related studies. Eligible activities include, but are not limited to: studies relating to management, operations, capital requirements, and economic feasibility; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of facilities and equipment; plans and specifications; evaluation of previously funded projects; job access and reverse commute projects; and other similar or related activities before and in preparation for the construction, acquisition, or improved operation of public transportation systems, facilities, and equipment.

2. Capital Projects

Eligible capital project expenses involve purchasing, leasing, constructing, maintaining, or repairing facilities, rolling stock, and equipment for use in a public transportation system. Examples of eligible activities include:

- a. Bus and Bus-Related Activities;
 - (1) Replacement of buses;
 - (2) Overhaul of buses (includes paratransit vehicles);
 - (3) Rebuilding of buses;
 - (4) Expansion of bus fleets;
 - (5) Purchase and installation of service and support equipment;
 - (6) Accessory and miscellaneous equipment such as mobile radio units, bus stop signs, supervisory vehicles, fareboxes, computers, and shop and garage equipment;
 - (7) Construction of maintenance facilities, including land acquisition, design, engineering, and demolition;
 - (8) Rehabilitation of maintenance facilities, including design and engineering, land acquisition, and relocation;
 - (9) Construction of other facilities, for example, transfer facilities, intermodal terminals and bus shelters, including design and engineering, and land acquisition;
 - (10) Construction, renovation, and improvements of intercity bus and intercity rail stations and terminals;
 - (11) The introduction of new technology, through innovative and improved products, into public transportation; and
 - (12) Capital support equipment, including computer hardware, software, bus diagnostic equipment, and other equipment that enhances operating efficiency.
- b. Fixed Guideway Systems;
 - (1) Rolling stock, including rail cars, locomotives, work trains, bus rapid transit vehicles, and ferryboats;
 - (2) Overhaul of vehicles;
 - (3) Rebuilding of vehicles;
 - (4) Track;
 - (5) Line equipment;

- (6) Line structures;
 - (7) Passenger stations, depots, and terminals, including ferry terminals;
 - (8) Signals and communications;
 - (9) Power equipment and substations;
 - (10) Projects to improve safety and security;
 - (11) Operational support, including computer hardware and software;
 - (12) Systems extensions or new system construction, including engineering, demolition, etc.; and
 - (13) Land acquisition, design, and construction for fixed guideways.
- c. Associated Transit Improvements;
- (1) The following public transportation projects and project elements qualify as associated transit improvement projects:
 - (a) Historic preservation, rehabilitation, and operation of historic public transportation buildings, structures, and facilities (including historic bus and railroad facilities) intended for use in public transportation service;
 - (b) Bus shelters;
 - (c) Landscaping and streetscaping, including benches, trash receptacles, and street lights;
 - (d) Pedestrian access and walkways;
 - (e) Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on public transportation vehicles;
 - (f) Signage; or
 - (g) Enhanced access for people with disabilities to public transportation. Associated transit improvement projects or elements of projects designed to enhance access for people with disabilities are required to exceed the minimum requirements of the ADA.
 - (2) Bicycle and pedestrian paths within a certain distance from a transit stop or station are eligible capital projects and qualify as associated transit improvements. Pedestrian paths located within 0.5 miles of a transit stop or station and bicycle paths located within three miles of a transit stop or station are eligible capital projects. Projects outside this distance may be eligible if they are within the distance that a person could be expected to safely and conveniently walk or bicycle to the particular stop or station.
- d. Vehicle-Related Equipment to Comply with the Americans with Disabilities Act of 1990; Examples of vehicle-related equipment for compliance with the Americans with Disabilities Act of 1990 (ADA) include:
- (1) Low floor vehicles and components that allow for level boarding of all passengers.
 - (2) Lifts, ramps, and other level-change mechanisms attached to or within the vehicle
 - (3) Securement devices (nonrail vehicles only).
 - (4) Seats that fold to create wheelchair space.
 - (5) Audible communication systems at doors and within seating areas.
 - (6) Visual monitoring systems at doors and within seating areas to observe when assistance is requested or necessary for the use of securement systems, ramps, and lifts per 49 CFR 37.165(f).
 - (7) Call systems for alerting drivers and other employees to provide assistance.
 - (8) Variable passenger information displays at doors and within seating areas.
 - (9) For railcars equipped with restrooms, restroom features specific to accessibility (dimensions, fixtures).
 - (10) Features specific to accessibility (signs, barriers between cars, handrails).
 - (11) Other vehicle-related equipment specifically required by 49 CFR part 38.
- e. Facility and Vehicle Projects to Comply with the Americans with Disabilities Act of 1990; Examples of vehicle-related equipment or facilities projects for compliance with ADA include, but are not limited to:
- (1) Level boarding passenger platforms to enter a vehicle (applies to full platforms);
 - (2) Lifts and ramps at a station, either attached or mobile;
 - (3) Passenger elevators on a path of travel within a station;
 - (4) Platform edge and pathway markings;
 - (5) Accessible passenger ticketing elements;
 - (6) Accessible doors and door systems;
 - (7) Audible communication systems;

- (8) Variable passenger information displays;
 - (9) Fixed passenger signage with accessible features;
 - (10) Passenger rest room features that are specific to accessibility;
 - (11) Station features that are specific to accessibility; and
 - (12) ADA-related features of other facilities, including administrative facilities and vehicle maintenance facilities.
- f. Extended warranty is an eligible capital cost;
 - g. Mobility management;
 - (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (2) Support for short-term management activities to plan and implement coordinated services;
 - (3) The support of state and local coordination policy bodies and councils;
 - (4) The operation of transportation brokerages to coordinate providers, funding agencies, and customers;
 - (5) The provision of coordination services, including employer-oriented transportation management organizations, transportation management associations, business improvement districts or other like organizations, and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
 - (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
 - (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of geographic information systems (GIS) mapping, global positioning system (GPS) technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems.
 - h. Acquisition and Reconstruction of "Associated Capital Maintenance" Items. The acquisition and reconstruction of associated capital maintenance items are capital expenses, subject to the certain provisions.
 - i. Preventive Maintenance;
 - j. Transit-Oriented Development;
 - k. Joint Development Projects;
 - l. Technology Introduction;
 - m. Projects to Comply with the Clean Air Act (CAA);
The following projects are eligible in any area of the country, and are specifically eligible in order to comply with CAA for nonattainment or maintenance areas and include:
 - (1) purchasing or leasing clean fuel buses including buses that employ a lightweight composite primary structure;
 - (2) constructing or leasing clean fuel buses or electrical recharging facilities and related equipment for such buses;
 - (3) constructing new or improved existing public transportation facilities to accommodate clean fuel buses; and
 - (4) at the discretion of the secretary, may include projects located in nonattainment or maintenance areas relating to clean fuel, hybrid electric, or zero emissions technology buses that exhibit equivalent or superior emissions reductions to existing clean fuel or hybrid electric technologies. The vehicles must be powered by clean natural gas (CNG), liquefied natural gas (LNG), batteries, or by hybrid electric or fuel cell systems.
 - n. ADA Complementary Paratransit Service under certain provisions;
 - o. Leasing Capital Assets;
 - p. Capital Cost of Contracting;
 - q. Rail Trackage Agreements;
 - r. Crime Prevention and Security Projects;
Eligible capital projects related to crime prevention and security activities include, but are not limited to:

- (1) Increased lighting in or adjacent to a public transportation system.
- (2) Increased camera surveillance of an area in or adjacent to a public transportation system.
- (3) Providing emergency telephone lines in or adjacent to a public transportation system to contact law enforcement or security personnel.
- (4) Any other capital project intended to increase security and safety of public transportation.
- s. Project Administration.

3. Employee Training Expenses

- a. Education and Training;
- b. Public Transportation Safety Certification Training.

4. Operating Assistance

FTA provides funding to eligible recipients for costs incurred in the operation of public transportation service, under certain parameters. In general, operating expenses are those costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.

5. Job Access and Reverse Commute Projects

A job access and reverse commute project is defined in 49 U.S.C. 5302(9) as: “a transportation project to finance the planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations.” In order for a job access and reverse commute project to receive funding under Section 5307, it must meet certain requirements.

Section 5337

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Eligible recipients are state and local government authorities in urbanized areas with rail fixed guideway and high intensity motorbus systems that have been in operation for at least 7 years. Eligible projects are those that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans. Additional details may be found on FTA’s [fact sheet](#).

Section 5339

Funds under the Section 5339 Bus and Bus Facilities program are made available to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

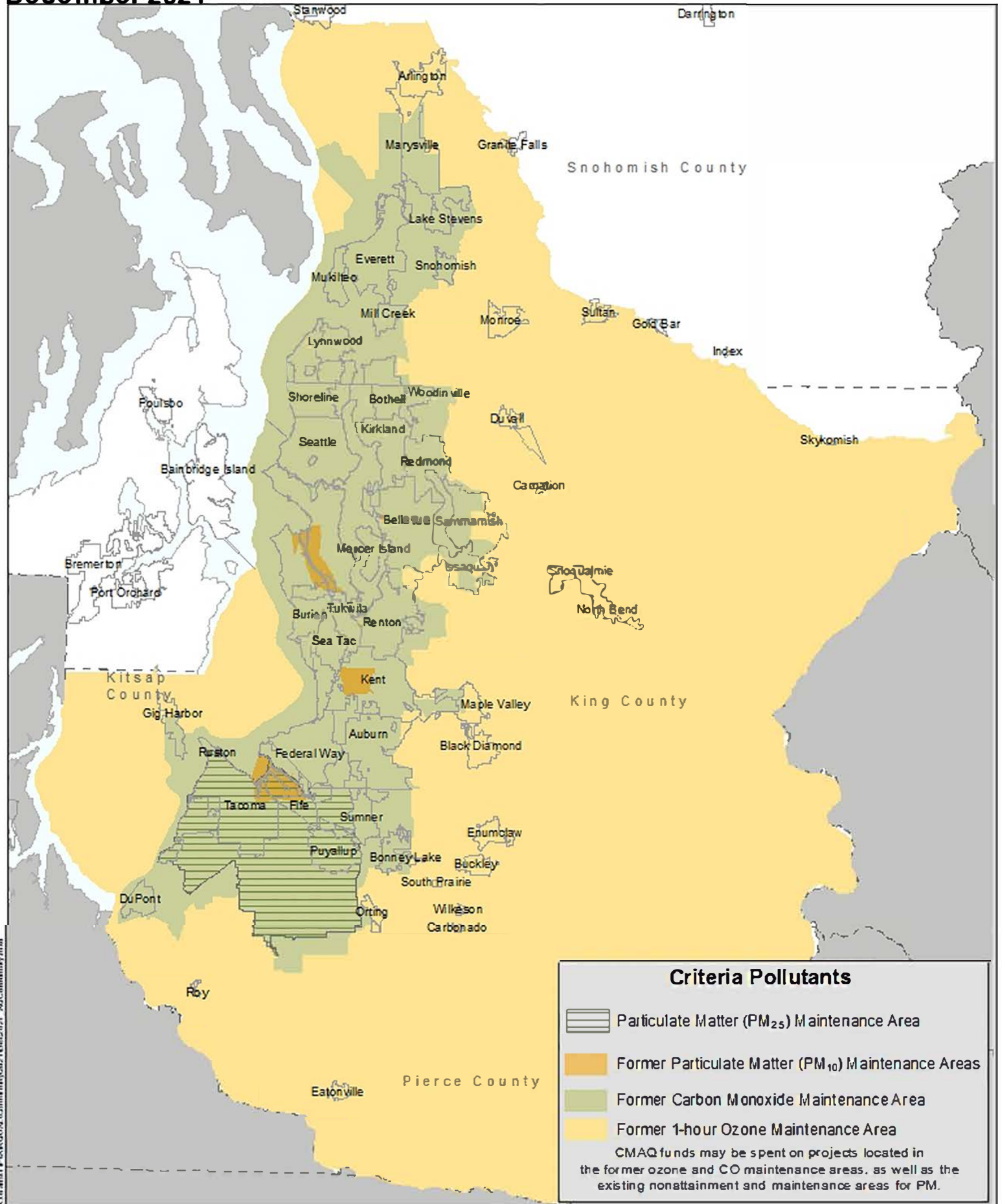
Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators, and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. Eligible projects include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Planning activities, preventive maintenance activities (other than bus overhauls), and mobility management activities are not eligible. Additional details may be found on FTA’s [fact sheet](#).

General Background—Applying for an FTA Grant

Described below are the three designations of sponsors of eligible transit projects:

- Designated recipient
 - A *designated* recipient is an entity designated, in accordance with the transportation planning process in 49 U.S.C. 5303 and 5304, by the governor of a state, responsible local official, and publicly owned operators of public transportation, to receive and apportion amounts of FTA funds to small and large UZAs.
 - To be selected as a designated recipient, an entity must be a public body with the legal capacity to perform all of the following responsibilities:
 - Receive and dispense Federal funds for transit purposes;
 - Submit projects to be included and considered in the annual elements of the region's Transportation Improvement Program through its metropolitan planning organization (i.e., PSRC for its region);
 - Submit grant applications to FTA; and
 - Enter into formal grant agreements with FTA.
- Direct recipient
 - A *direct* recipient is a public entity that is legally eligible under federal transit law to apply for and receive grants directly from FTA, but is not a designated recipient. The amount of funds available to direct recipients is determined cooperatively by public transit providers, the metropolitan planning organization, and the designated recipient(s) for that UZA, in adherence with federal planning requirements and communicated to FTA by the designated recipient.
 - Additionally, a direct recipient's FTA grant must be accompanied by a supplemental agreement prior to FTA approving the grant. The supplemental agreement permits the direct recipient to receive and dispense the Federal funds and sets forth that the grant recipient is assuming all responsibilities of the grant agreement. The supplement agreement is signed by both a designated recipient and the direct recipient.
- Subrecipient
 - A designated or direct recipient may serve as a pass through to a *subrecipient* to carry out an eligible transit project. For example, sub-recipient arrangements may be utilized to allocate funding to projects undertaken by a smaller cooperating agency on behalf of a designated or direct recipient, or to a private nonprofit organization that is responsible for a job access and reverse commute project within or near the service area of a designated or direct recipient.
 - Unlike supplemental agreements between a direct recipient and a designated recipient, a sub-recipient arrangement does not relieve the recipient of its responsibilities to carry out the terms and conditions of the grant agreement.
 - To establish a sub-recipient arrangement, the designated or direct recipient must:
 - Enter into a written agreement with the sub-recipient that assures FTA that the sub-recipient will comply with its obligation to satisfy the requirements of the grant agreement;
 - Inform the FTA regional office of the arrangement in its grant application or through other documentation; and
 - Inform FTA of any changes in that arrangement during the life of the project.

Current Central Puget Sound Region Designated Maintenance and Nonattainment Areas December 2021



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Puget Sound Regional Council
Project Tracking Policies for PSRC's Federal Funds

Updated January 2024

Overview and Purpose

The Puget Sound Regional Council (PSRC) project tracking program was first implemented in 2000 to monitor delivery of projects awarded PSRC's federal funds, and has evolved over time to reflect new and emerging circumstances. Over time the project tracking program has helped improve the region's delivery of federal funds and helped to minimize project delays.

The purpose of PSRC's project tracking policies is to ensure the timely and predictable use of all regionally managed federal funds. Doing so will assist the central Puget Sound region to:

- Reduce project delays that lead to increased costs;
- Ensure the traveling public benefits from investments at the earliest point possible;
- Create or sustain jobs needed to stimulate the regional economy;
- Meet federal funding delivery expectations;
- Preserve PSRC funds and ensure they are kept locally and not redistributed to other regions; and
- Position the region to receive unused obligation authority from other states by demonstrating the ability to deliver projects.

Project tracking policies are in place for both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds managed by PSRC. Each is described in greater detail in the sections below.

Section 1: FHWA Funding Policies

Following are the policies that guide the award, monitoring, and delivery tracking of PSRC-managed FHWA funds.

1A. PSRC Project Selection Process

PSRC has primary responsibility for project selection and distribution of the following FHWA funding programs:¹

- Surface Transportation Block Grant Program (STBG)

¹ Under each federal transportation act, there may be new federal funding sources identified for distribution by MPOs. An example under the current Infrastructure Investment & Jobs Act is the Carbon Reduction Program.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program (TAP)

A shared regional and countywide process is conducted to recommend and select projects for PSRC's STBG and CMAQ funds. A regionally-adopted funding split is applied to the regional and countywide forums. Funding recommendations are forwarded to the PSRC Transportation Policy Board by the Regional Project Evaluation Committee (RPEC) and the policy forums within each county. Recommendations are based on the requirements of federal law, guidance provided by adopted regional and local plans, and a policy framework adopted prior to PSRC's project selection processes. A separate regional process is conducted for the selection of projects for PSRC's TAP funds, on an ad hoc basis.

Additional considerations and requirements include:

- A project phase² may receive only one PSRC award for the scope described in its funding application, with additional revenues needed to fully fund the phase secured from local or other sources.
- PSRC typically awards funds for the program years three and four years beyond the funding competition year (e.g., in 2024, funds will be awarded for the program years of 2027 and 2028). PSRC awards funds for the program year requested by the project sponsor to the extent feasible. However, the funds must be balanced between years, and to achieve that balance, PSRC may award funds for a year later than requested. There is typically opportunity to advance the funds as part of the annual TIP rebalancing process as described in [Section II](#).
- In some years, PSRC administers additional funds made available through congressional actions, which could have program years, eligibility requirements, or obligation dates that are different than the standard STBG or CMAQ award processes. These are managed on a case-by-case basis and at board direction.

The Transportation Policy Board recommends the distribution of all PSRC FHWA funds with final approval by the Executive Board. Once awarded PSRC funds, the project phase is programmed in the Regional Transportation Improvement Program (TIP).

1B. Obligation Deadlines for PSRC FHWA Funds

The obligation deadline for all FHWA funds awarded by PSRC is **June 1 of the designated program year**. For the purpose of PSRC's project tracking policies, obligation is defined as the

² In the context of PSRC's project tracking policies, a phase refers to the major stages of capital project development and implementation: "Preliminary Engineering/Design", "Right-of-Way", "Construction", or "Other"; or "Planning" for a stand-alone planning study.

submittal of a complete funding authorization package to the sponsor's Washington State Department of Transportation (WSDOT) regional office (as described in chapter 21 of WSDOT's [LAG Manual](#)). This submittal deadline has been established to ensure that WSDOT has sufficient time to review and confirm accuracy of all obligation packages in time to complete obligation prior to the end of the federal fiscal year.

Federal legislation requires the Regional TIP to be fiscally constrained by year. While the obligation deadline is June 1 of each year, FHWA funds are available to obligate as soon as the federal fiscal year begins, which is October 1 of the prior year.³ For example, if 2027 is selected as the program year, the funds will be available to obligate beginning October 1, 2026, and the deadline for obligating the funds is June 1, 2027.

Under certain circumstances, sponsors may request an extension beyond the June 1 obligation date; these policies are described in [Section 1C](#). If no extension is granted, sponsors must meet the obligation deadline of June 1, or return of the funds will be required.

PSRC will provide the following additional outreach on upcoming obligation deadlines and consequences for non-delivery.

- Notification of each project's obligation deadline (by phase) will be included in every sponsoring agency's PSRC award letter.
- Additional notification will be provided at the beginning of each fiscal year to remind sponsors of their projects with a June 1 obligation deadline that year.
- Delivery status for projects with obligation in the current fiscal year will be regularly communicated to RPEC and the countywide forums.
- Project Progress Reports will be regularly monitored to evaluate project risks, and communications will occur between PSRC, the project sponsor, WSDOT, and the countywide forums to proactively address project risks and potential delays. Progress reports are further described in [Section 3](#).

1C. Extensions

For projects with PSRC funds awarded to a 'right-of-way', 'construction', or 'other' phase, sponsors who do not anticipate meeting their June 1 obligation deadline, due to unexpected circumstances outside of the agency's control, may apply for an extension.

Extensions will not be granted to projects that are delayed due to (1) shifting priorities within the agency, including those due to staffing shortages, (2) insufficient funding, (3) lack of certification acceptance status, or (4) work that was not begun in a reasonable time to meet the deadline. A 'planning' or 'preliminary engineering/design' phase that has been awarded

³ Conditioned upon the funds being made available through Congressional action.

PSRC funds is not eligible to receive an extension. All other requests will be reviewed and considered under the provisions provided below.

Extension requests are due to PSRC by February 15 of the designated program year. Requests will be reviewed by PSRC staff in consultation with WSDOT and the chairs of RPEC and the four countywide forums (hereafter referred to as the "Chairs Group"). Determinations are to be completed by PSRC staff and communicated to sponsors by mid- to late March.

When requesting an extension, sponsors must choose one of two pathways:

1. **Standard 45-Day Extension** – provides a 45-day extension for projects that need a short amount of time to obligate the PSRC FHWA funds beyond the June 1 deadline, but the expectation is that obligation will occur within the same federal fiscal year. **If granted, the extended obligation deadline will be July 15 of the program year.** Standard extension requests will be reviewed by PSRC staff in consultation with the Chairs Group. Determinations will be completed by PSRC and processed administratively.
2. **One-Year Extension** – provides a one-year extension for projects that are significantly delayed. **If granted, the extended obligation deadline will be June 1 of the following program year.** One-year extensions are reviewed for eligibility by PSRC staff in consultation with the Chairs Group. A recommendation will be provided by PSRC to the Transportation Policy Board, for final action by the Executive Board.

No funding award to a given phase will be granted more than one extension. Should a request for an extension be denied by PSRC staff, project sponsors may appeal directly to PSRC's Transportation Policy Board.

All funds granted an extension that remain unobligated after the extension deadline will be returned to the recommending forum for redistribution to projects on the adopted contingency list. Under circumstances that call for a supplemental funding action to meet an annual delivery target, however, the standard contingency distribution may not apply.

1D. Scope Changes

PSRC funds are awarded to projects with the expectation they will be completed as originally described and scheduled. Funded projects have been evaluated and scored, gone through a public review and comment period, and included in a regional air quality analysis based upon their scope of work submitted at grant application.

Requests to change a project's description must be reviewed and approved in advance by PSRC staff to ensure that the modified description is consistent with the project's original scope, purpose, intent, and/or utility.

- If a request is determined to leave the original intent of the awarded scope unchanged (and could potentially add scope elements), the request will be approved.
- If, in consultation with the Chairs Group, a request is determined to fundamentally change the original scope of work as awarded, the request will be denied.
- If, in consultation with the Chairs Group, a request is determined to be consistent with the original scope as awarded but will result in a smaller footprint or reduction in some scope elements, a proportional return of awarded funds may be required.

Should a request for a scope change be denied by PSRC staff, a project sponsor may appeal directly to PSRC's Transportation Policy Board. Approved scope changes must be updated in the Regional TIP and approved into the Statewide Transportation Improvement Program (STIP) prior to a project's obligation deadline.

1E. Partial Obligations

Obligation deadlines apply to the entire amount of a PSRC award for a given phase. However, under some circumstances sponsors with funds programmed to a construction phase may only be authorized to obligate a portion of the award. In these cases, an opportunity may exist for the sponsor to utilize the remaining unobligated funds as the project progresses (e.g., to accommodate bids coming in higher than the engineer's estimate or other unanticipated costs such as unexpected environmental mitigation). In such cases, any amount that remains from a partial obligation for a construction phase may be retained in the project for 90 days after bid opening, after which the unobligated portion will be returned for redistribution.

Note: This provision applies only to awards to construction phases and does not apply to any other project phases (e.g., planning, preliminary engineering/design, right-of-way, or other).

1F. Returning PSRC Funds

PSRC funds may be returned through the previously identified project tracking policies, through cost savings at time of grant completion, or on a voluntary basis by sponsors due to major project changes or delays, project cancellations, obtaining other grant funding such that PSRC funds are no longer needed, or other circumstances. The following guidelines are identified for sponsors wishing to return PSRC funds:

- **Sponsors voluntarily returning funds** should provide PSRC with a letter or a memorandum signed by a responsible official (mayor, council member,

commissioner, department director, etc.) signifying the return. The letter should identify the project from which the funds are being returned, the funding source and amount being returned, and a summary of the reason for the return.

- **For projects that are at risk of failing to meet the obligation deadline per PSRC's project tracking policies**, the sponsoring agency will be notified approximately three months in advance of the deadline that the removal of any remaining unobligated funds may be forthcoming. After the obligation deadline has passed, sponsors will be notified that the unobligated funds are no longer available and will be returned for redistribution.

All projects that return funds may compete for funding in subsequent project selection processes, for any phase or portion of the phase that is no longer funded.

IG. Distribution of New and Returned Funds

Contingency lists of prioritized projects are approved as part of each project selection process in case additional funds become available prior to the next process. New funds, defined as additional funds to the region from higher than estimated allocations or other sources, and returned funds, as defined in [Section 1F](#), will be distributed to either the adopted contingency list in effect at the time, or applied to the next project selection process. Additional set-aside funding is not provided during these distributions, but returned funds may be directed to set-asides based on each county's adopted processes. However, when a supplemental funding action is required to meet an annual delivery target, the standard contingency process may not be applicable.

IH. Annual Delivery Targets

PSRC's project tracking program for FHWA funds has evolved over the years to ensure successful delivery of projects, by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. The annual targets are equal to the annual allocation of FHWA funds.

Under this statewide strategy, PSRC must deliver its target for its FHWA funds by August 1 of each federal fiscal year or a portion of the funds may be lost through redistribution to other regions. Delivery is defined as complete and accurate obligation packages submitted to WSDOT by August 1, to allow processing time for obligation by the end of the federal fiscal year, September 30. The June 1 obligation deadlines and processes identified in the sections above are designed to assist the region in achieving these annual delivery targets by the state deadline.

II. Rebalancing and Supplemental Funding Actions

As previously discussed, the Regional TIP must be fiscally constrained by year. The following procedures will apply when there are not enough projects able to deliver in the current fiscal year, and additional measures need to be taken in order to meet the required annual delivery target for PSRC's FHWA funds.

The overarching guiding principles are to work within the established procedures for project selection and project tracking, to the extent feasible. This means:

- Achieving delivery with a neutral impact on overall PSRC funds is preferred (i.e., no net change to funding totals in the TIP); and
- Adhering to existing policies and procedures to the extent possible, including principles of geographic balance and respect for the original project selection process in terms of how awards were granted and prioritized contingency lists adopted.

Annual Rebalancing Process

Due to obligation deadline extensions, returned funds, or other circumstances, if there is not enough remaining programming to achieve the delivery target in a given year, the following measures will be applied, *in priority order*, up to the point that sufficient FHWA funds have been programmed to achieve the current year delivery targets.

1. Advance projects from later years of the TIP.

Sponsors of projects with PSRC's FHWA funds in the later years of the TIP will be asked if they are willing and able to advance to the current year and obligate by the deadline. PSRC will review project milestones to confirm the feasibility of this advancement.

The rebalancing process is designed to fill any gaps to achieving the annual delivery target for each given year. As such, PSRC works closely with all project sponsors to gather information on timelines and delivery potential, and to identify projects that can advance to an earlier year. In any given year, when there is no such gap and there is enough funding programmed to achieve the target, projects originally programmed in that year are given first priority for obligation authority. WSDOT has an Advanced Construction policy that allows projects in later years to be authorized earlier using non-federal funds, to be converted when new obligation authority becomes available.

2. Exchange federal funds for local or state funds between phases or stages of a single project, or between projects within the same agency.

If there are not enough projects able to advance to the current year to meet the delivery target, sponsors of projects with PSRC's FHWA funds in both the current year and later years of the TIP will be asked if they are willing and able to perform an exchange between federal and local funds, with the goal of obligating more federal funds in the current year but keeping all projects whole with the exchange. PSRC will review project milestones and budgets to confirm the feasibility of this exchange, and to ensure this is a viable option that will:

- a. help with delivery,
- b. do no harm to either the donor or receiving project(s), and
- c. remain consistent with the project scopes and schedules as originally awarded.

Projects that exchange federal funds for local funds will still be subject to PSRC's project tracking policies (i.e., progress reporting and monitoring) and will not be allowed to reapply for PSRC funding for that phase. In addition, monitoring will occur of any changes or cancellations to any de-federalized projects, for future review and discussion.

3. Increase the federal share of awarded projects.

If there remains a gap to meeting the delivery target after measures 1 and 2 have been implemented, then all projects that are able to deliver in the current year will be eligible for an increase to the existing federal award amount as a supplemental funding action. The amount will be determined based on the remaining delivery gap, by funding source.

- a. An equal amount of federal funding increase will be applied to all eligible projects, to reach a pre-determined amount based on the delivery need. The amount will be no more than the maximum federal share allowable for any project. Once a project reaches its maximum allowable federal share, any remaining funds will be uniformly distributed to the other projects that still have capacity to accept additional federal funds, until the total additional funds have been awarded. If this does not yield enough to meet the delivery gap, projects from previous years will be reviewed.
- b. Projects participating in measure 2 that achieve the maximum federal share due to the exchange may select a project from the previous year to apply the increase, in the amount that would otherwise have been eligible.

4. Fund immediately ready to go projects from the current adopted contingency lists.

If measures 1 through 3 do not result in sufficient funding to meet the annual delivery targets, PSRC will survey sponsors of every project on the adopted contingency lists for the ability to obligate by mid-July of the current year, to meet the state's August 1 deadline. PSRC will review every project's milestones to confirm the feasibility of obligating by the deadline.

As feasible, PSRC will apply geographic balance and balance by recommending forum:

- a. if more projects are available to obligate than necessary to meet the delivery target, the funds will be split among forums in similar proportion to the splits for project selection (to the extent feasible based on the number and size of eligible projects), and projects will be selected in rank order.
- b. if all available, immediately ready to go projects are needed to meet the delivery target, then geographic balance will simply be incorporated into the standard analysis over time.

5. Award new funds to new projects, outside of the standard PSRC project selection process.

If implementation of measures 1 through 4 above are still not enough to meet the current year's delivery target, PSRC will solicit new projects for a supplemental funding action that are able to readily accept federal funds for immediate use. The likely types of projects will be those that are ongoing in nature, such as bus purchases, transportation demand management activities, maintenance and preservation, or projects that are more operational in nature. Another category may be very large capital construction projects that have other federal funds and can easily absorb additional federal funds.

Due to the short turnaround time available for this exercise, PSRC staff would identify a small number of likely candidates and reach out to potential sponsors for immediate delivery, with input from the Chairs Group.

Of these five strategies, measures 1 and 2 involve already-awarded funds and are processed administratively by PSRC. Measures 3 through 5 involve supplemental funding actions and are subject to PSRC board approval.

Emergency Measure for Late-Year Delivery Gap

In the case it is determined late in the fiscal year—after the annual TIP rebalancing process has been completed—that a project will be unable to achieve obligation and thus will be required to return the awarded funds and add to the current year delivery gap, PSRC staff is

authorized to administratively redistribute those funds to eligible projects with current year delivery. In this circumstance, the returned funds will be redistributed by applying Increased Federal Share to a project, or projects, that have ability and capacity to immediately receive the additional federal funds while still maintaining their minimum non-federal match requirements.

1J. Exceptions

At times there may be issues facing a project that require an exception to the policies as described above. Requests for such an exception will be evaluated on a case-by-case basis, but any exception granted must result in circumstances consistent with the overarching goals of the project tracking program – i.e. project delays and increased costs are reduced, projects are delivered in a timely manner, and the exception is processed in a fair and equitable manner. Therefore, short-term time extensions and/or the movement of funds between phases will be considered under certain circumstances as defined below. Depending on the request, exceptions will be processed administratively or require approval by PSRC boards.

Exceptions that will be Considered

1. Administrative Exceptions

The following circumstances will be allowed to occur without an exception needing to be approved, as long as the applicable project phases remain fully funded:

- a. The transfer of PSRC funds between phases at the time of grant closeout; and/or
- b. The transfer of PSRC funds between any phases below the threshold of \$50,000.

2. Exceptions Requiring Board Approval

Short-term time extensions and/or the movement of funds between phases above \$50,000 will be considered by the board if the following three parameters are met:

- a. The phase(s) involved in the exception request remain fully funded;
- b. The applicable phase can be implemented within six months of PSRC Board action; and
- c. There is a compelling need for the exception.
 - i. Examples of a compelling need include a funding gap which the transfer will fill, or significance of opportunity lost if the exception is not granted (i.e., there is a risk of losing other non-PSRC funding if not granted or there would be a significant impact on the timing of completion and coordination with other projects).

- ii. The transfer of funds to reduce the local match commitment provided in the competitive project selection process is not considered a compelling need.

Exceptions that will not be Considered

The following requests will not be considered for an exception to the project tracking policies, unless deemed necessary as part of a rebalancing and/or supplemental funding action process:

1. Scope changes
2. Transfer of PSRC funds from one project to another
3. Additional time to pursue funding for cost overruns
4. De-federalizing (i.e. swapping PSRC funds for local and/or state funds with the intent of de-federalizing the project)

Review and Approval Process

PSRC staff will review all exception requests in coordination with the Chairs Group and prepare a recommendation to PSRC's Boards. Sponsors applying for an exception will be made aware of when their request will be reviewed and will have an opportunity to answer any questions the group may have. In the event a consensus cannot be reached among this group, exception requests will be reviewed by RPEC for a final recommendation. All exception requests will be provided to PSRC's Boards for final action.

1K. Hardship Policy / Requests for Additional Funding

At times the board receives requests for additional funding due to emergent situations. The only time these requests may be considered are during contingency or other supplemental funding opportunities. Requests will be evaluated by RPEC to determine if the need is a true emergency and if so, what offsets might be appropriate for future funding competitions.

The definition of "emergency" will be applied as follows:

The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; AND,

- The facility / project has been impacted by a natural disaster or catastrophic event; or
- The facility / project is experiencing a major safety issue; or
- There are or will be significant impacts to the regional system and/or local population / employment centers if the need is not addressed.

The existence of a funding shortfall by itself is not considered to meet the threshold of an emergency under these policies.

Should the request be approved, any subsequent offsets to future funding competitions will be considered on a sliding scale basis. RPEC will evaluate each request and include this provision in a recommendation to the Transportation Policy Board.

Any limitations on future funding competitions that may be placed on the requesting agency will take into consideration the following:

- The size of the emergency funding request;
- The level of effort by the agency to fill the funding gap; and
- The funding caps placed on award amounts as adopted in the *Policy Framework for PSRC's Federal Funds*.

If the emergency is due to a disaster (natural or human caused), no limitations on future funding competitions will be placed. Requests for emergency funding that are due to natural disasters or catastrophic events need not be tied to projects that have already been awarded PSRC funds or been placed on a PSRC contingency list. However, requests that are due to other, "non-event," types of situations should be limited to those projects that have been evaluated in a previous PSRC funding competition.

RPEC will review each request taking the above factors into consideration when preparing a recommendation to the Transportation Policy Board.

1L. Project Monitoring

There are no current PSRC policies for monitoring the expenditures of PSRC's FHWA funds after they have been obligated. However, FHWA requires WSDOT to conduct a quarterly review of local agency projects with federal funds for which no expenditures have been billed during the past 12 months, referred to as "inactive" projects. In the last several years, these requirements have been more rigorously enforced, and sponsors of inactive projects risk losing their federal funding. Sponsors are expected to submit bills for reimbursement on a monthly basis, and WSDOT proactively reaches out to sponsors of projects with no billing activity within 9 months, to encourage billing progress and the avoidance of being deemed inactive. Inactive projects are required to submit detailed documentation and justification to FHWA or risk the project being closed and federal funds repaid.

PSRC will assist with this monitoring through the twice-yearly Project Progress Report form, and ongoing communication and education to project sponsors. Sponsors should be aware of billing procedures and expectations for projects with obligated federal funds, as well as the circumstances that lead to projects being deemed inactive by FHWA. For more information, sponsors should refer to Chapter 23 of the Washington State Local Agency Guideline (LAG)

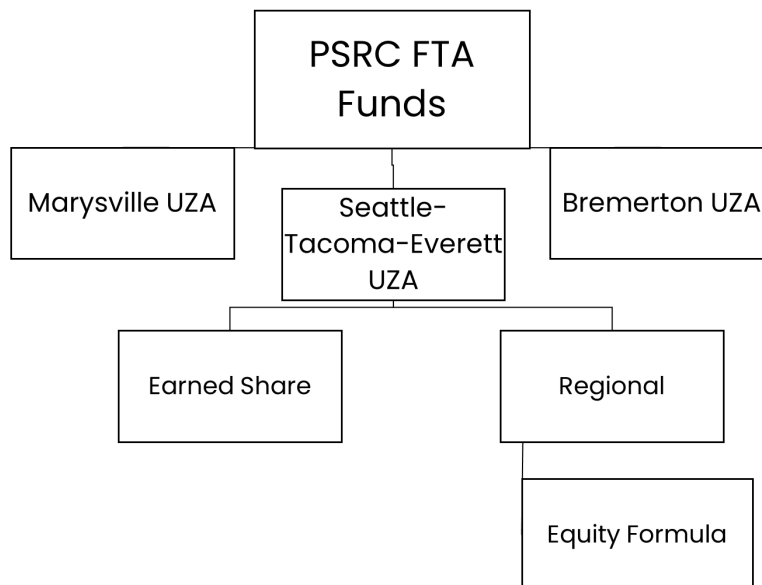
Manual at: <https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/local-agency-guidelines-lag-manual> and/or contact the WSDOT Local Programs Engineer for their region.

Section 2: FTA Funding Policies

PSRC has primary responsibility for project selection and distribution of the following Federal Transit Administration funding programs:

- Urbanized Area Formula (Section 5307)
- State of Good Repair - High Intensity Fixed Guideway (Section 5337)
- State of Good Repair - High Intensity Motor Bus (Section 5337)
- Bus and Bus Facilities (Section 5339)

PSRC's FTA Funding Process Overview



2A. General FTA Funding Policies and Requirements

Funding recommendations for PSRC's FTA funds are based on the requirements of federal law, guidance from adopted regional and local plans, and the Policy Framework for PSRC's Federal Funds adopted prior to each PSRC project selection process. All recommendations related to FTA funding are first reviewed and recommended by PSRC's Transportation Operators Committee (TOC) to the Transportation Policy Board. The Transportation Policy Board then recommends final approval by the Executive Board.

PSRC's FTA Project Selection Process

Projects that receive PSRC's FTA funds are selected through a process coordinated with FTA and the public transit agencies in the region, as further described in the adopted *Policy Framework for PSRC's Federal Funds*. The process splits the available FTA funds between an Earned Share process and a Regional process.

The **Earned Share** funding amounts are based on the service and operating characteristics of the agencies in the region's three urbanized areas (UZAs): Bremerton, Marysville, and Seattle-Tacoma-Everett (STE). These funds are distributed to each public transit agency based on their earnings. Per adopted regional policy, three agencies external to the STE UZA are also able to access the FTA funds earned from service they provide to the area.

The remaining FTA funds come to the region based on regional attributes, such as population density. This portion of the funds is distributed within the STE UZA through the **Equity Formula**. Adopted in 2023, the Equity Formula uses a focused and intentional methodology that identifies all transit services being provided to the region's equity focus populations and distributes funds accordingly.

Since the Equity Formula funds are sourced from the Regional portion of funding, the project tracking policies for these funds follow long-standing policies and procedures for Regional FTA funds. Per board direction, as Regional funds there is greater accountability and expectations for Equity Formula projects.

General FTA Project Tracking Requirements

Regional policies related to the tracking of projects awarded PSRC's FTA funds are described in the next two sections, for Earned Share funds and for Equity Formula funds. This section summarizes policies and procedures followed by FTA to monitor and track project progress.

All FTA funds have an FTA-designated lapse date based on their appropriation year and funding source. If funds are not obligated by their lapse date, FTA will redistribute them to another region. PSRC regularly monitors all FTA funds and coordinates with FTA staff to ensure they do not become at risk of lapsing.

There are no current PSRC policies for monitoring the expenditures of PSRC's FTA funds that have already obligated. However, FTA expects projects to be completed within a reasonable, specified time and as scheduled in the grant award agreement and updated in progress reports.

If awards were obligated more than three years before and have not had a disbursement within the past twelve months, then FTA will identify them for potential close out. Awards that have been inactive for a substantial length of time may also be identified for close out unless the recipient is likely to resume activity soon. If an award has been delayed for a substantial

period of time and the recipient does not have a reasonable explanation, the project may be at risk of losing their federal funding.

PSRC will assist FTA Region 10 staff with this monitoring through the Project Progress Report form, and ongoing communication with project sponsors. Sponsors should be aware of procedures and expectations for projects with obligated funds, as well as the circumstances that lead to projects being deemed inactive by FTA. For more information, see [Chapter 3](#) of the FTA's Contractors Manual Fiscal Year 2023.

2B. Earned Share Funding Policies

Earned Share funds follow all requirements of federal law and guidance from adopted regional and local plans. The TOC reviews all funding recommendations for Earned Share funds and makes recommendations to the Boards for final approval.

Earned Share Obligations

Project sponsors are required to designate an estimated obligation date from within the current TIP for each project phase with Earned Share funds. Earned Share funds are regularly monitored to ensure they do not become at risk of lapsing. While Earned Share funds do not have the same strict obligation deadlines as Regional funds, it is PSRC policy that original estimated obligation dates are not revised, as these dates are used to track when funds were first programmed and to monitor progress.

Earned Share Annual Adjustments

On an annual basis, FTA requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. Since Kitsap Transit and Community Transit are the only transit agencies operating in the Bremerton and Marysville UZAs, FTA funds within those UZAs are distributed entirely through the Earned Share process. The STE UZA Earned Share funds are distributed to transit agencies in the UZA using national FTA distribution formulas.

The FTA annual adjustments may reflect either an increase or a reduction in funding for each transit agency. Per federal requirements for full funding of any awarded phase, for any projects impacted by the adjustments, sponsors must also make at least one of the following changes:

- Update project scopes to reflect the funding increase or decrease;
- Keep the project budget constant by adding or removing funds from other sources; or
- Provide information on why no changes are necessary due to increases or decreases in project costs.

Earned Share Project Tracking

Sponsors may submit requests to redistribute funds between their Earned Share projects outside of the annual adjustments process. PSRC staff will gather the following information for each request to redistribute funds:

- Need to redistribute funds between projects;
- Impact of the redistribution on project programming and budgets; and
- Impact of the funding changes on the project scopes.

Regarding requests to change project scopes, PSRC's FTA funds are awarded to projects with the expectation they will be completed as originally described and scheduled. Funded projects were evaluated and underwent a public review and comment period based upon the scope of work they submitted at the time of their grant application. Any requests to change a project's description must therefore be reviewed and approved in advance by PSRC staff to ensure that the modified description is consistent with the project's original scope, purpose, intent, and/or utility.

PSRC staff will present all requested changes to project funding or scopes to TOC for recommendation. If the request is to redistribute funds to a new project or to a substantially change a project from the original public process, then a new public review process will be required.

2C. Equity Formula Funding Policies

Because Equity Formula funds are sourced from the Regional portion of funds, and based on the original purpose and intent of this distribution process as determined by PSRC's boards, there are more rigorous policies and procedures for these funds that are distinct from those for Earned Share funds. *PSRC is currently reviewing opportunities for additional flexibility within these policies where warranted; when finalized, these revisions will be reflected here.*

Equity Formula Programming Requirements

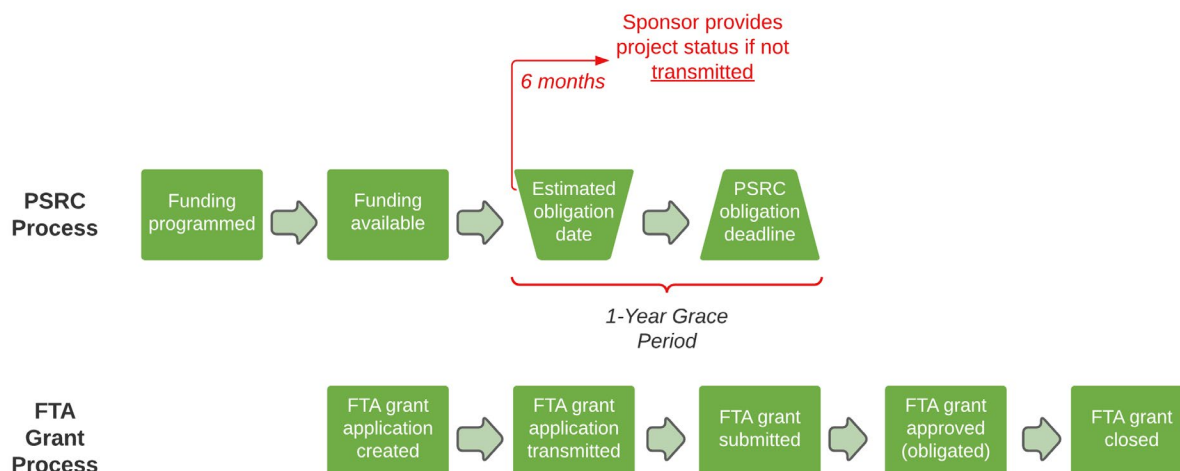
Per PSRC's policies for Regional funds as well as the overall purpose and intent of the Equity Formula program - and distinct from the Earned Share policies - Equity Formula funds may not be awarded to phases that have already been awarded PSRC's federal funds. Additional funds to a previously awarded phase would only be considered if the funds will implement new or additional scope beyond the original award. This policy is also consistent with the federal and state rules and expectations that when phases are programmed the grant funding and any other identified sources are adequate to fully fund the phase.

Equity Formula Obligation Deadlines

For Regional FTA funds, which include Equity Formula funds and any previously awarded competitive and preservation set-aside funding, sponsors are awarded funds based on a specific federal fiscal year as identified and awarded in the project selection process. For TIP programming purposes and to allow maximum time for sponsors to obligate funds, the obligation deadline for all Regional funds will be September 30th of the awarded fiscal year.

Regional funds are allowed a one-year grace period beyond their estimated obligation date before funds would be required to be returned. Funds will be considered to have met their PSRC obligation deadlines once the sponsor has transmitted a corresponding grant application in FTA's Transit Award Management System (TrAMS). Regional FTA funds are considered delayed if they have not been transmitted by six months after their estimated obligation date, as illustrated in the graphic below.⁴

Equity Formula Project Tracking



PSRC staff will monitor progress of all projects and reach out to sponsors of delayed projects six months after the original estimated obligation date. Within one month of the notification from PSRC, the project sponsor is expected to provide further information on the status of the project, the reasons for the delay, their work with the FTA on advancing the application and any project work already ongoing under pre-award authority. If the sponsor does not respond with this information by the deadline, the funds would then be at risk of being returned to the region.

⁴ After a project sponsor develops a grant application in TrAMS, the application is then "transmitted" for initial review by FTA. Once FTA completes the initial review, the sponsor can progress to formally "submit" the application for final review before being approved for funding obligation.

PSRC staff will review information received on delayed projects and then consult with the TOC and FTA to determine if an extension is warranted based on whether the delay was considered “reasonable” or “unreasonable.” The primary consideration in determining whether or not a delay would be considered reasonable is whether the delay is due to factors outside of the sponsor’s control. Regardless of the reason for delay, the sponsor is expected to demonstrate that they have been putting in effort to progress their application through the grant process in TrAMS.

Reasonable delays may include processing delays by FTA or other resource agencies, e.g. NEPA approval; new FTA requirements, expectations or interpretations; and project delays due to working with partner agencies.

Unreasonable delays may include significant changes to scope, shifting priorities within the agency, insufficient funding, and work that was not begun in a reasonable time to meet the obligation deadline.

For delays due to emergent situations, the TOC will make evaluations on a case-by-case basis to determine if the delay is due to a true emergency. The definition of “emergency” will be applied as follows:

- The need is due to a situation that was unpredictable and for which the sponsoring agency could not have planned; AND
- The facility/project has been impacted by a natural disaster or catastrophic event; or
- The facility/project is experiencing a major safety issue; or
- There are or will be significant impacts to the regional system and/or local population/employment centers if the need is not addressed.

For reasonable delays, the TOC will determine next steps on a case-by-case basis. Next steps could include setting the next check-in date for the project and/or revising the obligation schedule for the funds and recommending a one-time obligation date extension.

For unreasonable delays, an extension will not be granted and the funds must be obligated by the end of the one-year grace period or be returned.

For both reasonable and unreasonable delays, if the sponsor does not submit the grant application by the original or extended deadline, then they would be required to return the funds to the region. Returned funds from projects that did not meet their deadlines will be redistributed to other projects.

Equity Formula Scope Changes

Per the policies and procedures for Regional funds and the purpose and intent of the Equity Formula program, once awarded Equity Formula funds cannot be moved between projects or between phases within a project. In addition, the scope of projects as originally awarded for Equity Formula funds may not be changed. Requests for scope changes will be reviewed and approved in advance by PSRC staff to ensure that the modified description is consistent with the project's original scope, purpose, intent, and/or utility.

Projects are reviewed for consistency with the Equity Formula program and the established equity criteria and are released for public review and comment. As such, the expectation is that phases and scopes will be delivered as originally programmed. PSRC is currently reviewing opportunities for additional flexibility within these policies where warranted; when finalized, these revisions will be reflected here.

Equity Formula Annual Adjustments

For the FTA annual adjustments process, any increase in the Regional portion of funds will be distributed proportionately to eligible agencies using the Equity Formula. Agencies will then use the funds for new Equity Formula projects or for additional work on existing Equity Formula projects. For both new and expanded projects, agencies are required to provide information in response to the established equity criteria, and the projects will be reviewed by the TOC to ensure they are consistent with the Equity Formula distribution policies.

If PSRC receives a reduction in regional funds, the reduction will be applied to each agency proportional to their share of the Equity Formula funds, and existing Equity Formula projects identified for the reduction.

Returning Regional FTA Funds

PSRC's FTA funds may be returned through the previously identified project tracking policies, through cost savings at time of grant completion, or on a voluntary basis by sponsors due to project cancellations, the obtaining of other grant funding such that PSRC funds are no longer required, or other circumstances. The following guidelines are identified for sponsors wishing to return FTA funds:

- a. Sponsors voluntarily returning funds should provide PSRC with a letter or a memorandum signed by a responsible official (mayor, council member, commissioner, department director, etc.) requesting the return. The letter should identify the project from which the funds are being returned, the funding source and amount being returned, and a summary of the reason for the return.
- b. For projects that do not meet their obligation deadlines per PSRC's project tracking policies, sponsors will be notified that the unobligated funds are no longer available and will be returned for redistribution. All projects that return funds may

be awarded funding during the next or subsequent project selection processes, for any phase or portion of the phase that is no longer funded.

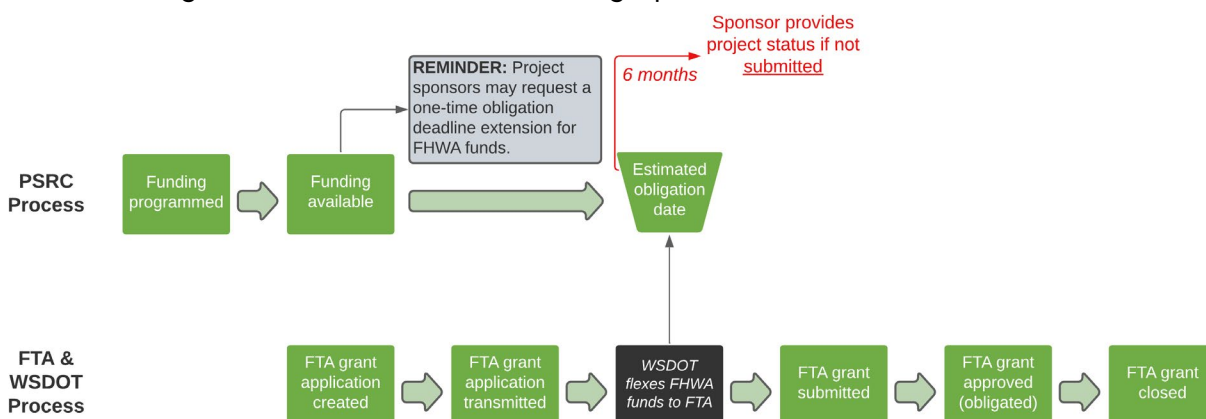
- c. Sponsors of projects returning funds should then work with FTA Region 10 and PSRC on the proper processing of returned funds.

Sponsors returning Equity Formula funds would first have the opportunity to reprogram the funds to a new Equity Formula project(s) or for additional work on an existing Equity Formula project. If sponsors are not able to utilize the funds, they would then be proportionately redistributed to other eligible sponsors through either a stand-alone process or as part of the next project selection process. This redistribution would follow the same procedures as previously described for additional FTA regional funds from the annual adjustments process.

2D. Flexed FHWA Funding Policies

Transit agencies can “flex” their FHWA-funded projects to be managed by the FTA if approved by WSDOT. Projects awarded PSRC’s FHWA funds have strict obligation deadlines by June 1 of the designated federal fiscal year. Sponsors have met PSRC’s FHWA obligation requirements when the funds have been flexed to FTA. However, it is expected that projects are ready to obligate once they have been flexed, and that once flexed they will still be accomplishing the project under the originally awarded scope and funding amount from the FHWA competitive process.

Flexed FHWA funds will be considered as having met the PSRC obligation deadlines for FTA funds once the sponsor has submitted a corresponding grant application in TrAMS. Flexed FHWA funds are considered delayed if they have not been submitted by six months after their estimated obligation date, as illustrated in the graphic below.



The procedures for delayed flexed FHWA funds are the same as procedures for delayed FTA regional funds. For reasonable delays, the TOC will determine next steps on a case-by-case basis. For unreasonable delays, the TOC will set a hard deadline for submitting the grant

application, not to exceed one year after the original June 1st estimated obligation date for the funds. The length of any obligation date extension may not exceed the four-year time span of the current Regional Transportation Improvement Program.

For both reasonable and unreasonable delays, if the sponsor does not submit the grant application by the original or extended deadline, then they would be required to return the funds to the region. Returned flexed FHWA funds from projects that did not meet their deadlines will be redistributed to other projects per PSRC's adopted FHWA policies. Because FHWA funds cannot be returned to FHWA once flexed, PSRC will work with FTA to redistribute these funds to another flexed FHWA project.

Section 3. Project Progress Reports

All project sponsors must submit status reports to PSRC that identify actual and/or expected progress of their projects. These progress reports – for all PSRC funded projects – are to be completed by sponsors twice a year at the request of PSRC staff and used to track the progress of individual projects. In addition, the reports serve to monitor the region's overall progress towards achieving its annual FHWA delivery expectations. Requests will coincide with the timing associated with PSRC's annual delivery deadlines.

Progress reports are used to determine whether projects are on track or delayed in meeting their milestones. If a sponsor reports that the scope of work is complete and all project funds have been expended, the project will then be marked as complete and no further reports will be requested. Projects identified as operationally complete will still be considered active until they have expended all federal funds and completed their full scope of work.

Performance reports for PSRC's FHWA and FTA funds will be provided to PSRC's Transportation Policy and Executive Boards on a regular basis. These reports will summarize the region's progress at delivering transportation projects, and provide information on competitive project awards that did not meet their obligation deadline and were returned for redistribution.

Regional Growth Centers and Manufacturing/Industrial Centers



ATTACHMENT 6: FHWA FUNDING ESTIMATES FOR PSRC'S 2024 PROJECT SELECTION PROCESS

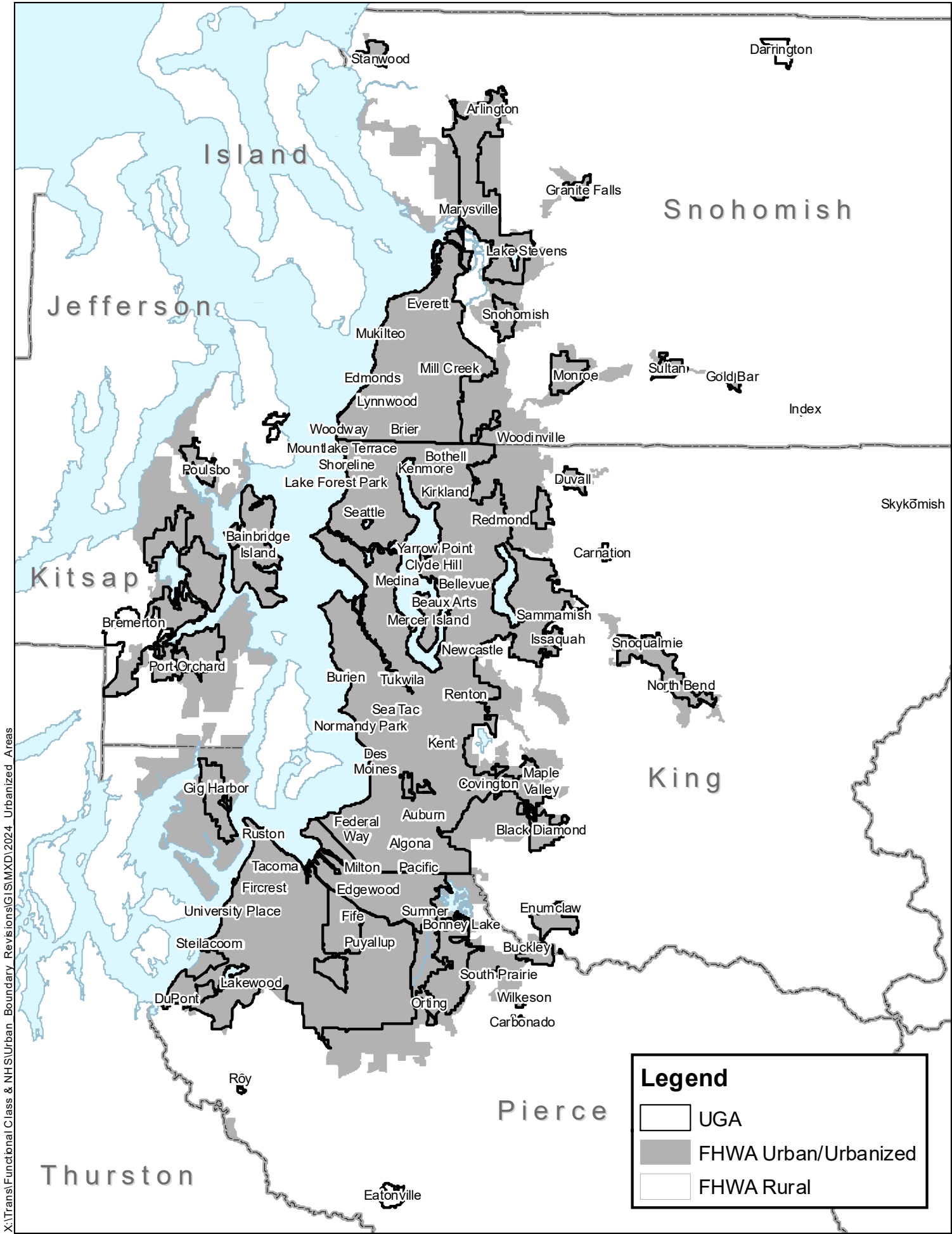
2027-2028 FHWA Funding Estimates (in millions)					
Surface Transportation Block Grant Program (STBG) Funding					\$ 120.55
Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funding					\$ 58.65
Total					\$ 179.20
Off the Top Funds					
10% for bicycle/pedestrian set-aside (STBG & CMAQ)					\$ 17.92
6.4% for Kitsap County adjustment (per 2023 OFM population estimate) (STBG)					\$ 7.69
20% of STBG for preservation set-aside					\$ 24.11
5% delta from previous preservation set-aside to countywide forums					\$ 6.03
PSRC Work Program (STBG) - \$1m per year					\$ 2.00
Total					\$ 57.75
Amount Remaining for Regional and Countywide Competitions					\$ 121.45
Regional/Countywide 50-50% Split					
Regional Competition					\$ 60.73
Countywide Competitions					\$ 60.73
Total					\$ 121.45
Regional Competition					
Rural Town Centers and Corridors (RTCC) (STBG funding; 10% of Regional funds)					\$ 6.07
Regional Competition					\$ 54.65
Total					\$ 60.73
Regional Competition Amounts by Source & Year					
	CMAQ (60%)		STBG (40%)		Total
	2027	2028	2027	2028	
Regional Competition	\$ 16.40	\$ 16.40	\$ 10.93	\$ 10.93	\$ 54.65
					\$ 54.65
Additional Funds for Regional Competition for 2025-2026 Delivery*					
Surface Transportation Block Grant Program (STBG) Funding					\$ 11.30
Congestion Mitigation & Air Quality Improvement Program (CMAQ) Funding					\$ 9.80
Carbon Reduction Program (CRP)					\$ 15.10
Total					\$ 36.20
Countywide Competitions					
50% to Countywides					\$ 60.73
6.4% for Kitsap County adjustment (per 202 OFM population estimate) (STBG)					\$ 7.69
10% for bicycle/pedestrian set-aside (STBG & CMAQ)					\$ 17.92
20% of STBG for preservation set-aside					\$ 24.11
5% delta from previous preservation set-aside to countywide forums					\$ 6.03
Total					\$ 116.47
Countywide Competitions		Total Share	Non Motorized	Preservation	Total
King County		\$ 37.51	\$ 9.48	\$ 12.76	\$ 59.75
Kitsap County		\$ 8.08	\$ 1.14	\$ 1.54	\$ 10.76
Pierce County		\$ 15.12	\$ 3.82	\$ 5.14	\$ 24.08
Snohomish County		\$ 13.74	\$ 3.47	\$ 4.67	\$ 21.88
<i>(figures may be different due to rounding)</i>		\$ 74.44	\$ 17.92	\$ 24.11	\$ 116.47
Countywide Amounts by Source & Year					
County	CMAQ		STBG		Total
	2027	2028	2027	2028	
King County	\$ 7.31	\$ 7.31	\$ 22.57	\$ 22.57	\$ 59.75
Kitsap County	n/a	n/a	\$ 5.38	\$ 5.38	\$ 10.76
Pierce County	\$ 2.95	\$ 2.95	\$ 9.10	\$ 9.10	\$ 24.08
Snohomish County	\$ 2.68	\$ 2.68	\$ 8.27	\$ 8.27	\$ 21.88
Total	\$ 12.93	\$ 12.93	\$ 45.31	\$ 45.31	\$ 116.47
The minimum amounts of STBG funds to be spent in the rural area per year: King County \$0.37m, Kitsap County \$0.21m, Pierce County \$0.36m, Snohomish County \$0.41m.					
Additional Funds for Countywide Competitions for 2025-2026 Delivery*					
			CRP	STBG	Total
King County			\$ 7.99	\$ 5.98	\$ 13.97
Kitsap County			\$ 0.96	\$ 0.72	\$ 1.68
Pierce County			\$ 3.22	\$ 2.41	\$ 5.63
Snohomish County			\$ 2.93	\$ 2.19	\$ 5.12
			\$ 15.10	\$ 11.30	\$ 26.40
<p>* Per PSRC Executive Committee direction, additional funds due to higher expected allocations of STBG and CMAQ for the years 2024-2026 are to be distributed during the 2024 project selection process. The CMAQ funds will be distributed entirely in the Regional competition. In addition, new programming of CRP funds are to be distributed using the standard distribution split between the Regional and Countywide competitions and are available in all forums. CRP eligibility is very similar to CMAQ eligibility. This suite of funds will be available for earlier delivery, in 2025-2026.</p>					

**ATTACHMENT 7: FTA FUNDING ESTIMATES FOR PSRC'S
2024 PROJECT SELECTION PROCESS**

Estimated 2027-2028 FTA Funds by UZA					
	2027		2028		TOTAL
Bremerton UZA	\$	5,512,857	\$	5,512,857	\$ 11,025,714
Marysville UZA	\$	2,751,043	\$	2,751,043	\$ 5,502,086
Seattle-Tacoma-Everett UZA	\$	229,688,511	\$	229,688,511	\$ 459,377,022
Total	\$	237,952,411	\$	237,952,411	\$ 475,904,822
Off the Top Funds					
	2027		2028		TOTAL
PSRC Work Program - Bremerton UZA	\$	25,000	\$	25,000	\$ 50,000
PSRC Work Program - Marysville UZA	\$	15,000	\$	15,000	\$ 30,000
PSRC Work Program - STE UZA	\$	1,210,000	\$	1,210,000	\$ 2,420,000
Total	\$	1,250,000	\$	1,250,000	\$ 2,500,000
Remaining Estimated Funds Available for Programming by UZA					
	2027		2028		TOTAL
Bremerton UZA	\$	5,487,857	\$	5,487,857	\$ 10,975,714
Marysville UZA	\$	2,736,043	\$	2,736,043	\$ 5,472,086
Seattle-Tacoma-Everett UZA	\$	228,478,511	\$	228,478,511	\$ 456,957,022
Total	\$	236,702,411	\$	236,702,411	\$ 473,404,822
STE UZA Estimated Earned Share and Regional Processes					
	2027		2028		TOTAL
86% Earned Share Process	\$	196,491,519	\$	196,491,519	\$ 392,983,039
14% Regional Process	\$	31,986,992	\$	31,986,992	\$ 63,973,983
Total	\$	228,478,511	\$	228,478,511	\$ 456,957,022
STE UZA Estimated Earned Share and Equity Formula Amounts by Transit Agency					
	2027		2028		TOTAL
	Earned Share	Equity	Earned Share	Equity	Subtotals
Community Transit	\$ 12,458,164	\$ 4,798,049	\$ 12,458,164	\$ 4,798,049	\$ 34,512,425
Everett Transit	\$ 953,512	\$ 1,151,532	\$ 953,512	\$ 1,151,532	\$ 4,210,087
King County Metro	\$ 89,663,363	\$ 13,786,393	\$ 89,663,363	\$ 13,786,393	\$ 206,899,512
City of Seattle	\$ 771,708	\$ 1,023,584	\$ 771,708	\$ 1,023,584	\$ 3,590,583
Pierce County Ferry System	\$ 1,323,449	\$ 95,961	\$ 1,323,449	\$ 95,961	\$ 2,838,819
Pierce Transit	\$ 6,904,092	\$ 4,510,166	\$ 6,904,092	\$ 4,510,166	\$ 22,828,515
Sound Transit	\$ 63,074,704	\$ 5,309,841	\$ 63,074,704	\$ 5,309,841	\$ 136,769,090
Washington State Ferries	\$ 17,263,929	\$ 1,311,467	\$ 17,263,929	\$ 1,311,467	\$ 37,150,792
<i>Kitsap Transit*</i>	\$ 1,359,182	<i>n/a</i>	\$ 1,359,182	<i>n/a</i>	\$ 2,718,364
<i>Skagit Transit*</i>	\$ 407,476	<i>n/a</i>	\$ 407,476	<i>n/a</i>	\$ 814,951
<i>Intercity Transit*</i>	\$ 2,311,942	<i>n/a</i>	\$ 2,311,942	<i>n/a</i>	\$ 4,623,884
Total	\$ 196,491,519	\$ 31,986,992	\$ 196,491,519	\$ 31,986,992	\$ 456,957,022

* These agencies are "external" transit agencies that earn FTA funds by providing service to this UZA. Per adopted policy, these agencies will receive what they earn from this service, but are not eligible to participate in the Equity Formula distribution or vote on Committee actions.

Federal Urban/Urbanized and Rural Areas as of December 2023



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Attachment 9: Project Selection Process for PSRC Funds Countywide Process Summaries

The overarching parameters for PSRC's funding project selection process include the following:

- Transparency – conduct an open and transparent process and clearly communicate to prospective sponsors, elected officials and the public;
- Fairness – conduct a process that is fair to all eligible sponsors;
- Meet regional policy – ensure that regional policies are being followed, such as project tracking and the adopted policy focus of support for centers and the corridors that serve them;
- Meet federal requirements – ensure all federal requirements are met, including project delivery, full funding of a phase, and that projects are competitively awarded.

The following are brief summaries of the countywide processes. Each countywide process is based on the policies and procedures as adopted in the *Policy Framework for PSRC's Federal Funds*, with additions and tailoring as necessary to meet their local needs.

King Countywide Process

The King Countywide forum conducts competitions for six separate categories of projects, due to the large number of eligible jurisdictions. The King Countywide process is based on the regional criteria and application process, with some customization for a few of the project categories. Volunteer subcommittees of the King County Project Evaluation Committee (KCPEC) score and rank projects and the full committee then prepares a funding recommendation. Additional considerations beyond the scores are taken into account when making the recommendation, particularly a reasonable geographic distribution between the three King County subareas. Prioritized lists of contingency projects within each of the funding categories are prepared. The final KCPEC recommendation is then forwarded to the King County members of PSRC's Transportation Policy Board for their final recommendation to PSRC.

The funding distributions and procedures for each are described below:

- Bicycle/Pedestrian set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 10% of the total estimated FHWA funds available and distributed per each county's population share.

- Preservation set-aside: The amount to be distributed is pre-determined in the *Policy Framework for PSRC's Federal Funds* at 20% of the total estimated Surface Transportation Block Grant Program (STBG) funds available and distributed per each county's population share. There is a limit of two applications per agency and a maximum request per project is allowed. The evaluation criteria is based on the regional parameters for the preservation set-aside as adopted in 2012.
- Rural program: Includes King County's share of the federally required amount of STP funding to be spent outside of the federal aid urbanized area boundary and additional STP funding as directed by the King County Members of the PSRC's Transportation Policy Board. King County's share of the federally required amount to be spend in the rural area is per policy based on King County's share of the rural population and rural center lane miles.
- All others program: Eligible sponsors include transit, the port, tribes and other non-local jurisdiction agencies. Funding for this program is set as directed by the King County members of PSRC's Transportation Policy Board and is taken off the top of the total FHWA funds available for the core King Countywide process, with the remaining funds distributed by approximate population share to the small and large jurisdiction funding program.
- Small jurisdiction program: Eligible sponsors are agencies less than 15,000 in population, and the funding amount is described above. In addition, these agencies may also submit projects to the Large jurisdiction program, to address larger project needs than may be funded in the Small jurisdiction program.
- Large jurisdiction program: Eligible sponsors are agencies over 15,000 in population, and the funding amount is described above

Kitsap Countywide Process

The Kitsap Countywide forum conducts competitions for three categories of projects: the bicycle/pedestrian and preservation set-asides as identified in the *Policy Framework for PSRC's Federal Funds*, and a general competition that encompasses capacity, safety and environmental projects. The distribution of the required minimum rural amount is also distributed, and eligible projects may be identified within each of the three categories. Limits on funding requests and number of applications by agency are applied.

The Kitsap Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. High, Medium and Low rankings are applied for each criterion. The preservation criteria are based on the

regional parameters for the preservation set-aside as adopted in 2012. Prioritized lists of contingency projects within each funding category are prepared.

The Transportation Technical Advisory Committee evaluates and ranks project submittals and makes recommendations to the Kitsap Regional Coordinating Council's (KRCC) Transportation Policy Committee; the Policy Committee makes recommendations to the full KRCC Board, who in turn makes final recommendations to PSRC.

Pierce Countywide Process

The Pierce Countywide forum conducts competitions for six categories of projects: 1) bicycle/pedestrian (non-motorized) and 2) preservation per the set-asides for both as identified in the *Policy Framework for PSRC's Federal Funds*, 3) the required minimum amount for rural projects, as well as specific categories for 4) roadway, 5) transit, and 6) all other projects. The Pierce Countywide process is based on the regional criteria and required elements but is customized to reflect the local context and priorities. The preservation criteria are based on the regional parameters for the preservation set-aside as adopted in 2012.

Each agency may submit a maximum of six applications. A target awarded amount distribution is established for small cities at 10% of the total available funding, and a total awarded funds cap is established for transit category projects at 18% of the total funding available.

A subcommittee of the Transportation Coordinating Committee (TCC) reviews, scores, and ranks projects from each category, and the full committee then prepares a funding recommendation. A prioritized contingency list of projects is also developed and recommended by the overall TCC. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. The TCC makes recommendations to the Pierce County Regional Council, who in turn uses that information to make their recommendations to PSRC.

Snohomish Countywide Process

The Snohomish Countywide forum conducts their competitive project selection process by having sponsors select one of three project categories: projects located within a center, projects connecting to a center (both of which are similar to the regional competition) and preservation projects either within or connecting to a center. Similar to the other counties, the Snohomish Countywide process is based on the regional criteria

and required elements but is customized to reflect the local context and priorities. The preservation category is based on the preservation set-aside as identified in the *Policy Framework for PSRC's Federal Funds*, and the criteria is based on the regional parameters for the preservation set-aside as adopted in 2012. The distribution of the required minimum rural amount and the bicycle/pedestrian set-aside occurs through eligible projects identified within each of the three categories.

A subcommittee of the Infrastructure Coordinating Committee (ICC) reviews and scores all projects and makes recommendations to the full committee. Additional considerations beyond the scores are taken into account when making the recommendation, particularly geographic equity. A prioritized contingency list of projects is also recommended. ICC makes funding recommendations to Snohomish County Tomorrow, who in turn approves or modifies the ICC recommendation before submitting to PSRC.

**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION**

**SUPPLEMENTAL AGREEMENT
(Attachment to FTA G-21, October 1, 2014)**

It is the practice of the Federal Transit Administration to enter into a formal agreement with the Designated Recipient for projects that the Designated Recipient does not carry out directly. Under this Grant Agreement, the Grant Recipient is not the Designated Recipient. Therefore, the Designated Recipient hereby agrees to permit the Grant Recipient under this Grant Agreement to receive and dispense the Federal assistance funds described in this Grant Agreement. The Designated Recipient further agrees that the Grant Recipient shall assume all responsibilities set forth in this Grant Agreement.

The Federal Government and the Grant Recipient under this Grant Agreement hereby agree that the Designated Recipient is not in any manner subject to or responsible for the terms and conditions of this Grant Agreement and is a party to this Grant Agreement only to assign the right to receive and dispense Federal funds to the Grant Recipient as described above.

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Federal Transit Administration

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Designated Recipient

Signature: _____

Date: _____

Name (Print/Type): _____
Authorized Official
Grant Recipient



Puget Sound Regional Council

MEMORANDUM

July 19, 2023

TO: Regional FTA Caucus

CC: Transportation Operators Committee, Federal Transit Administration Region X

FROM: Kelly McGourty, Director of Transportation Planning

SUBJECT: PSRC Urbanized Area Procedures for the Federal Transit Administration Requirement Related to Public Transportation Security Projects

Under the Infrastructure Investment and Jobs Act (IIJA, Public Law 117–58), there is a requirement that recipients of Section 5307 Federal Transit Administration (FTA) funds expend at least 1% of each fiscal year's amount received on public transportation security projects. Further clarification from FTA Region X indicates that this requirement may be met at the Urbanized Area (UZA) level. The procedure for how this requirement will be met for the three UZAs in the PSRC region - the Marysville, Bremerton and Seattle-Tacoma-Everett UZAs – is described below.

Public transportation operators in each of the three UZAs will satisfy the FTA requirement as it applies to the PSRC region. This will include, in part, each operator providing information in FTA's electronic grants management system to report on the 1% public transportation security requirement. For each project with Section 5307 funds, agencies will indicate the amount to be expended on public transportation security, and whether the expenditure is from Section 5307 or another source of funds.

This procedure will be provided to each public transportation operator receiving Section 5307 funds within the region's three UZAs, and will be posted on PSRC's website as documentation to be used during the FTA triennial review process.

2024 Regional Project Evaluation Criteria For PSRC's FHWA Funds

CORRIDOR PROJECTS SUPPORTING REGIONAL GROWTH AND/OR MANUFACTURING / INDUSTRIAL CENTERS

Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 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 2050, the Regional Transportation Plan 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 2050 and designated by PSRC.

Project Category

Projects may be located within a regional growth center, within a manufacturing / industrial center, or along a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors will select which category best fits their project and respond to the corresponding criteria. The highest possible total score a project can receive is 100 points, and projects from all three categories will be ranked together based upon total points received for the final recommendation process.

Evaluation Criteria

A summary of the criteria that will be used to evaluate each **Corridor** project is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

SCORING FRAMEWORK CORRIDOR PROJECTS	Points	
	STBG	CMAQ
Section A: Identification of Equity Populations	n/a	n/a
Section B: Development of Regional Growth and/or Manufacturing / Industrial Center	28	13
Section C: Mobility and Accessibility	24	12
Section D: Outreach and Displacement	12	10
Section E: Safety and Security	16	15
Section F: Air Quality/ Climate Change	20	50
TOTAL	100	100

SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for [Guidance and Examples](#) for responding to this section.

SECTION B: DEVELOPMENT OF REGIONAL GROWTH AND/OR MANUFACTURING / INDUSTRIAL CENTERS

28 Points STBG, 13 Points CMAQ

- Describe how the project will support the existing and planned housing/employment densities in the regional growth or manufacturing / industrial center.
- Describe how the project will support the development/redevelopment plans and activities of the center.
- 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. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION C: MOBILITY AND ACCESSIBILITY

24 Points STBG, 12 Points CMAQ

- Describe how the project improves mobility and access to the center(s), 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 this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.
- Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).
- Describe how the project provides opportunities for active transportation that can lead to public health benefits.
- Identify the existing disparities or gaps in the transportation system or services for the EFAs identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION D: OUTREACH AND DISPLACEMENT

12 Points STBG, 10 Points CMAQ

Part 1. Addressing outreach

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Part 2. Addressing displacement

Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION E: SAFETY AND SECURITY

16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following;
 - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
 - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION F: AIR QUALITY / CLIMATE CHANGE

20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for [Guidance and Examples](#) for responding to this criterion.

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.

- 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.
- Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.

GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors

are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

Example Response:

The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.

Below please find a summary of the key findings from the PSRC Project Selection Resource Map:

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

GUIDANCE SECTION B: DEVELOPMENT OF REGIONAL GROWTH AND/OR MANUFACTURING / INDUSTRIAL CENTERS

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
- implements specific policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

Medium: A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

Low: A project will receive a low rating if it:

- supports a limited amount of existing and/or planned population/employment activity and users in the center

- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center
- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs
- provides limited benefits to different user groups within the center

PSRC and local jurisdictions have prioritized regional centers as areas for housing and job growth and regional investments. Many transportation projects may be on corridors outside of regionally designated centers but play an important role in executing the envisioned future of these areas.

Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional center and use this guidance to address the criteria above. For example, a jurisdiction may have a comprehensive plan policy that encourages lower vehicle miles traveled within the center and more multimodal mobility. Proposed projects that introduce or advance additional transportation modes on a corridor leading into the center, such as new or improved sidewalks, pedestrian crossings, bicycle lanes, and/or transit treatments, would accomplish this objective.

The applicant should review the project area and describe the current and planned densities and activities related to housing and employment. How is the corridor project supporting these specific areas? A project may expand or improve person and goods carrying capacity to or from the center, improving a facility providing direct connection to employment, services, recreation, etc.

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 center may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or providing for more reliable transit service on a corridor leading into the center may provide better access for people with disabilities to access higher wage jobs in the area.

GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY

High: A project will receive a high rating if it:

- significantly improves mobility and access to major destinations within the center
- supports the long-term efficiency of the corridor through TDM, ITS, transit reliability, etc.
- remedies a clearly demonstrated existing or anticipated problem
- significantly enhances opportunities for active transportation
- clearly addresses disparities and provides benefits to identified EFAs in the project area

Medium: A project will receive a medium rating if it:

- moderately improves mobility and access to major destinations within the center
- moderately improves the efficiency of the corridor
- addresses an existing or anticipated problem
- moderately improves opportunities for active transportation
- moderately addresses disparities and provides benefits to identified EFAs in the project area

Low: A project will receive a low rating if it:

- improves access to a limited degree to or from the center
- provides limited or short-term improvements to the efficiency of the corridor
- does not clearly demonstrate resolution of an existing or anticipated problem
- provides limited opportunities for active transportation
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

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, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements to or from the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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.

The project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the center. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within the affected area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to

assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the center and the relationship to the project, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT

Part 1. Addressing outreach

High: A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the [Equitable Engagement Guidance](#) and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

Medium: A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the [Equitable Engagement Guidance](#) and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

Low: A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42nd St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

Example of a High Scoring Project:

"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.

Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."

Section 2. Addressing displacement (6 points)

- Using PSRC’s [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

High: A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

Medium: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

Low: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the “Strengthen Access and Affordability” typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project’s location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

Example of a High Scoring Project:

“The project serves areas of high displacement risk / lower opportunity, which falls under the “Improve Access and Affordability” typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction’s commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements,

incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies.”

GUIDANCE SECTION E: SAFETY AND SECURITY

High: A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency’s adopted safety policies

Medium: A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency’s adopted safety policies

Low: A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency’s adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

Examples of project measures that may result in decreased vehicle speeds could include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc.

In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE

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 2035.

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 2035.

Low: A project will rate low if it results in a limited amount of emission reductions, and the air quality benefits will occur after 2035.

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

WAEHD Area	STBG Points	CMAQ Points
7	2	4
8	3	6
9	4	8
10	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

2024 Regional Project Evaluation Criteria For PSRC's FHWA Funds

PROJECTS IN MANUFACTURING / INDUSTRIAL CENTERS

Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 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 2050, the Regional Transportation Plan 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 2050 and designated by PSRC.

Project Category

Projects may be located within a regional growth center, within a manufacturing / industrial center, or along a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors will select which category best fits their project and respond to the corresponding criteria. The highest possible total score a project can receive is 100 points, and projects from all three categories will be ranked together based upon total points received for the final recommendation process.

Evaluation Criteria

A summary of the criteria that will be used to evaluate each project within ***Manufacturing / Industrial Centers*** is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

SCORING FRAMEWORK MANUFACTURING / INDUSTRIAL CENTERS PROJECTS	Points	
	STBG	CMAQ
Section A: Identification of Equity Populations	n/a	n/a
Section B: Development of Manufacturing / Industrial Centers	28	13
Section C: Mobility and Accessibility	24	12
Section D: Outreach and Displacement	12	10
Section E: Safety and Security	16	15
Section F: Air Quality/ Climate Change	20	50
TOTAL	100	100

SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for Guidance and Examples for responding to this section.

SECTION B: DEVELOPMENT OF MANUFACTURING / INDUSTRIAL CENTERS

28 Points STBG, 13 Points CMAQ

- Describe how the project will support the existing and planned employment densities in the manufacturing / industrial center.
- Describe how the project will support the development/redevelopment plans and activities of the center.
- 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. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

[Click here for Guidance and Examples for responding to this criterion.](#)

SECTION C: MOBILITY AND ACCESSIBILITY

24 Points STBG, 12 Points CMAQ

- Describe how the project provides and/or enhances opportunities for freight movement, for example by removing a barrier in the freight and goods system.
- Describe how the project improves 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 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.
- Identify the existing disparities or gaps in the transportation system or services for the EFAs identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

[Click here for Guidance and Examples for responding to this criterion.](#)

SECTION D: OUTREACH AND DISPLACEMENT

12 Points STBG, 10 Points CMAQ

Part 1. Addressing outreach

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Part 2. Addressing displacement

Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

[Click here for Guidance and Examples for responding to this criterion.](#)

SECTION E: SAFETY AND SECURITY

16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA's Proven Safety Countermeasures, and specifically address the following;
 - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
 - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

[Click here for Guidance and Examples for responding to this criterion.](#)

SECTION F: AIR QUALITY / CLIMATE CHANGE

20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for Guidance and Examples for responding to this criterion.

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.

- 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.
- Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.

GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

Example Response:

The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.

Below please find a summary of the key findings from the PSRC Project Selection Resource Map:

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

GUIDANCE SECTION B: DEVELOPMENT OF MANUFACTURING / INDUSTRIAL CENTERS

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 policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

Medium: A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

Low: A project will receive a low rating if it:

- supports a limited amount of existing and/or planned employment activity and users in the center
- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center

- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs
- provides limited benefits to different user groups within the center

Manufacturing / industrial centers include concentrations of industrial land use, employment, and freight infrastructure. PSRC and local jurisdictions have prioritized these areas for job growth and regional investments.

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth. Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the manufacturing / industrial center and use this guidance to address the criteria above. For example, a jurisdiction may have a comprehensive plan policy that states that roadways within the manufacturing / industrial center should be redeveloped to support the reliability of freight movement and the safety of all users. Proposed projects that separate modes of traffic may accomplish this objective.

The applicant should review the project area and describe the current and planned densities and activities related to industry and employment. How is the project supporting these specific areas? A project may expand or improve person and goods carrying capacity within the center, improving a facility providing direct connection to employment, services, recreation, etc.

A project proposing increased connectivity to high activity employment areas, or improving travel time for goods delivery, may benefit the retention or establishment of new jobs or businesses. The neighborhood surrounding the project may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or improving street crossings may provide better access for people with disabilities to access higher wage jobs in the area.

GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY

High: A project will receive a high rating if it:

- significantly enhances or provides for opportunities for freight movement
- significantly improves access to major destinations within the center
- significantly enhances opportunities for active transportation
- promotes CTR and other TDM opportunities
- clearly addresses disparities and provides benefits to identified EFAs in the project area

Medium: A project will receive a medium rating if it:

- moderately enhances opportunities for freight movement
- moderately improves access to major destinations within the center
- moderately enhances opportunities for active transportation

- moderately addresses disparities and provides benefits to identified EFAs in the project area

Low: A project will receive a low rating if it:

- has a limited impact on freight movement
- improves access to a limited degree within the center
- provides limited opportunities for active transportation
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

The applicant should describe how the proposed project provides access to destinations within the center such as employment concentrations, government centers, transportation hubs, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements within the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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.

The project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the project area. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within their project area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT

Part 1. Addressing outreach

High: A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the [Equitable Engagement Guidance](#) and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

Medium: A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the [Equitable Engagement Guidance](#) and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

Low: A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42nd St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

Example of a High Scoring Project:

"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.

Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."

Section 2. Addressing displacement (6 points)

- Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

High: A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

Medium: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

Low: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC's Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the "Strengthen Access and Affordability" typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project's location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

Example of a High Scoring Project:

"The project serves areas of high displacement risk / lower opportunity, which falls under the "Improve Access and Affordability" typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction's commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements, incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies."

GUIDANCE SECTION E: SAFETY AND SECURITY

High: A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency's adopted safety policies

Medium: A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA's proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency's adopted safety policies

Low: A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency's adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

Examples of project measures that may result in decreased vehicle speeds could include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc.

In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE

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 2035.

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 2035.

Low: A project will rate low if it results in a limited amount of emission reductions, and the air quality benefits will occur after 2035.

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

WAEHD Area	STBG Points	CMAQ Points
7	2	4
8	3	6
9	4	8
10	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

2024 Regional Project Evaluation Criteria For PSRC's FHWA Funds

PROJECTS IN REGIONAL GROWTH CENTERS

Introduction

As described in the adopted *2024 Policy Framework for PSRC's Federal Funds*, the policy focus for the 2024 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 2050, the Regional Transportation Plan 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 2050 and designated by PSRC.

Project Category

Projects may be located within a regional growth center, within a manufacturing / industrial center, or along a corridor serving centers. Since these categories represent three distinct types of projects that all support existing and new development in centers, sponsors will select which category best fits their project and respond to the corresponding criteria. The highest possible total score a project can receive is 100 points, and projects from all three categories will be ranked together based upon total points received for the final recommendation process.

Evaluation Criteria

A summary of the criteria that will be used to evaluate each project within ***Regional Growth Centers*** is included in the table below and described in greater detail in this document. Each criterion contains specific bullets that are of equal value within that criterion, unless otherwise specified. The questions in the application correspond to each of these bullets. As illustrated below, point values vary depending on the funding source requested – either Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ).

After each section, links are provided to additional guidance and resources to assist sponsors in understanding how projects may score highly under that criterion.

Sponsors will also have the opportunity to provide information that is not addressed in the evaluation criteria for additional consideration in the recommendation process.

SCORING FRAMEWORK REGIONAL GROWTH CENTERS PROJECTS	Points	
	STBG	CMAQ
Section A: Identification of Equity Populations	n/a	n/a
Section B: Development of Regional Growth Centers	28	13
Section C: Mobility and Accessibility	24	12
Section D: Outreach and Displacement	12	10
Section E: Safety and Security	16	15
Section F: Air Quality/ Climate Change	20	50
TOTAL	100	100

SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Using the resources provided in the Call for Projects, sponsors are asked to identify the equity populations (i.e., Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined EFAs are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency (click here for more details).

Sponsors will then identify the most impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations such as areas with low access to opportunity, areas disproportionately impacted by pollution, etc.

Each of the criteria in the following sections will refer to these identified EFAs and ask additional specific questions.

Click here for [Guidance and Examples](#) for responding to this section.

SECTION B: DEVELOPMENT OF REGIONAL GROWTH CENTERS

28 Points STBG, 13 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 of the center.
- 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. In addition, describe how the project supports a diversity of business types and sizes within the community.

- Describe how the project will expand access to high, middle and/or living wage jobs for the identified EFAs.
- Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION C: MOBILITY AND ACCESSIBILITY

24 Points STBG, 12 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 mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.
- Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).
- Identify the existing disparities or gaps in the transportation system or services for the Identified EFAs. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these EFAs by improving their mobility.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION D: OUTREACH AND DISPLACEMENT

12 Points STBG, 10 Points CMAQ

Part 1. Addressing outreach

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the EFAs identified in the previous section, including activities reflective of best practices from PSRC's [Equitable Engagement Guidance](#).

These include, for example:

- Compensating community members for their input
- Effectively addressing language barriers
- Partnering and co-creating with community-based organizations

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Part 2. Addressing displacement

Using PSRC's [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION E: SAFETY AND SECURITY

16 Points STBG, 15 Points CMAQ

- Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following;
 - How the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.
 - How the project reduces reliance on enforcement and/or designs for decreased speeds.
- Specific to the Identified EFAs, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.
- Does your agency have an adopted safety policy? How did these policies inform the development of the project?

(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach, to reduce fatalities and serious injuries?

- Please describe in greater detail your agency's current and future plans as they relate to this commitment. This could include plans to develop your own safety plan under a Safe System Approach, for example utilizing Safe Streets and Roads For All grant funding; a commitment to utilizing and planning under PSRC's upcoming Regional Safety Action Plan; planned updates as part of your agency's upcoming comprehensive plan; or other activities.

Click here for [Guidance and Examples](#) for responding to this criterion.

SECTION F: AIR QUALITY / CLIMATE CHANGE

20 Points STBG, 50 Points CMAQ

Projects will be evaluated for their potential to reduce emissions, particularly of greenhouse gases and 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.

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

For CMAQ projects only: What is the anticipated useful life of the project?

Projects will also receive points based on their location within an area identified as a 7 or higher for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map, for a maximum of 5 of the 20 points for STBG, and 10 of the 50 points for CMAQ.

Click here for [Guidance and Examples](#) for responding to this criterion.

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.

- 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.
- Describe the jurisdiction's Apprenticeship Utilization Program / Ordinance in place for projects over \$1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.

GUIDANCE SECTION A: IDENTIFICATION OF EQUITY POPULATIONS

Equity Focus Areas (EFAs) refer to areas that have concentrations of underserved communities above the regional average. Project sponsors should use PSRCs [Project Selection Resource Map](#) or [Transportation System Visualization Tool](#) to identify the Equity Focus Areas (EFAs) within their project's location. Both tools allow sponsors to zoom to the area in which their project is located and identify EFAs in the area. When applicable, sponsors are also encouraged to identify areas of intersectionality across equity populations or areas with multiple EFAs (e.g., areas with a higher percentage of both people of color and people with low incomes). Five pairs of areas of intersection between different EFAs are provided as layers in the [Project Selection Resource Map](#).

Example Response:

The proposed project area is located within a diverse community of equity focus areas (EFAs), including People of Color, People with Low Incomes, People with Disabilities, Youth, and People with Limited English Proficiency.

Below please find a summary of the key findings from the PSRC Project Selection Resource Map:

- *Equity Focus Areas (EFAs) above the regional average:*
- *People of Color: 56% of the total population; above the regional average of 35.9%*
- *People with Low Incomes: 33% of total population; above the regional average 20.7%*
- *People with Disabilities: 18% of total population; above regional average of 11%*
- *Youth: 17% of total population; above regional average of 15.4%*
- *People with Limited English Proficiency: 24% of total population; above regional average of 8.5%*

GUIDANCE SECTION B: DEVELOPMENT OF REGIONAL GROWTH CENTERS

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
- implements specific policies or projects identified for the center in an adopted plan
- supports a diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a broad variety of user groups within the center

Medium: A project will receive a medium rating if it:

- supports a moderate amount of existing and/or planned population/employment activity and users in the center, including employment within the industry clusters identified in the Regional Economic Strategy
- implements adopted general or programmatic policies for the center
- supports a limited diversity of business types and sizes within the center
- expands access to high, middle and/or living wage jobs for the identified EFAs
- provides benefits to a variety of user groups within the center

Low: A project will receive a low rating if it:

- supports a limited amount of existing and/or planned population/employment activity and users in the center
- is consistent with the development goals for the center
- does not demonstrate support for a diversity of business types and sizes within the center
- does not demonstrate expanded access to high, middle and/or living wage jobs for the identified EFAs

- provides limited benefits to different user groups within the center

Regional growth centers are areas of compact, pedestrian-oriented development with a mix of uses supporting existing and future population and employment. PSRC and local jurisdictions have prioritized these areas for housing and job growth and regional investments.

Transportation projects are a fundamental part of implementing these plans by supporting land use decisions that accommodate this growth. Applicants should look to their jurisdiction's comprehensive plan or applicable subarea plan to develop an understanding of how their jurisdiction envisions the future of the regional growth center and use this guidance to address the criteria above.

A jurisdiction may have a comprehensive plan policy that states that roadways within the regional growth center 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, traffic calming, 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 with multimodal facilities for more direct access to center services, where none previously existed, may meet this goal.

The applicant should review the project area and describe the current and planned densities and activities related to housing and employment. How is the project supporting these specific areas? A project proposing increased connectivity through a new pedestrian route could provide a new customer base for businesses within a center by providing a new mode of connection. A project may expand or improve person and goods carrying capacity within the center, improving a facility providing direct connection to employment, services, recreation, etc.

A project may improve travel time for goods delivery benefiting the retention or establishment of new jobs or businesses. The neighborhood surrounding the project may offer a diverse range of businesses and job opportunities, including grocery stores, restaurants, corporate offices, government offices, etc., and the project will improve access to these locations.

A project may be improving the ability of a business to draw its workforce and customer base from an identified EFA in the project area. For example, completing a gap in the sidewalk network or improving street crossings may provide better access for people with disabilities to access higher wage jobs in the area.

GUIDANCE SECTION C: MOBILITY AND ACCESSIBILITY

High: A project will receive a high rating if it:

- significantly improves safe and convenient access to major destinations within the regional growth center for a variety of modes
- significantly improves mobility within the center and enhances opportunities for active transportation
- remedies a clearly demonstrated existing or anticipated problem
- clearly addresses disparities and provides benefits to identified EFAs in the project area

Medium: A project will receive a medium rating if it:

- moderately improves access to major destinations within the center
- moderately improves mobility within the center, including opportunities for active transportation
- addresses an existing or anticipated problem
- moderately addresses disparities and provides benefits to identified EFAs in the project area

Low: A project will receive a low rating if it:

- improves access to a limited degree within the center
- provides limited mobility benefits and limited opportunities for active transportation
- does not clearly demonstrate resolution of an existing or anticipated problem
- does not clearly address disparities and provide clear benefits to identified EFAs in the project area

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, freight facilities, etc. Multimodal projects that consider the needs not just of automobiles but of pedestrians, public transit, and bicycles 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. Transit-related improvements should address all types and durations of service not just commuter routes.

Projects may provide mobility and accessibility improvements within the center by, for example, providing a missing link or mode, transportation demand management (TDM) programs or improving travel through the use of 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.

The project should clearly identify the problem being remedied, and its impact on the center and the populations being served. For example, is there a physical barrier in the network that is being eliminated? Is there a gap that limits mobility that is being filled? Are there existing conflicts between modes, or are there missing modes now being provided? Will the project provide resilience to users when other aspects of the system break down, or improve the user experience?

The project should also have the potential to improve access and mobility of the disproportionately impacted equity populations in the project area. Additional resources are provided in the Call for Projects to assist sponsors in determining the location of these equity populations within their project area. Sponsors should also clearly describe how the project reduces disparities or gaps currently experienced by the most marginalized communities, rather than simply providing data on the location of any given group. Disparities are considered imbalances in access, condition, experience, etc., while needs or gaps are considered missing links in the transportation system. Additional resources, including an [interactive web map](#) and the [Transportation System Visualization Tool](#), are also provided in the Call for Projects to

assist sponsors in determining disparities and gaps experienced by equity populations within their project area. Further, sponsors should be specific to equity population groups within the project area and the relationship to the center, rather than at the jurisdiction level. Sponsors are also encouraged to include data highlighting disparities experienced by these unique populations.

GUIDANCE SECTION D: OUTREACH AND DISPLACEMENT

Part 1. Addressing outreach

High: A project will receive a high rating if it's shaped by feedback gathered using outreach strategies included in the Equitable Engagement Guidance and clearly addresses a demonstrated problem or need specifically identified by community members from the identified EFAs, either from general or project specific outreach.

Medium: A project will receive a medium rating if it's shaped by feedback gathered using outreach strategies **NOT** included in the Equitable Engagement Guidance and addresses a demonstrated problem or need identified through feedback provided by the wider community, either from general or project specific outreach.

Low: A project will receive a low rating if there is no clear connection demonstrated between the development of the project and outreach heard from members of the community.

Sponsors should clearly describe the feedback received from members of the EFAs within the project area during the general or project specific outreach process and highlight how it influenced the project, illustrating that this is a project these population groups want in their community. Pathways for outreach are different for different projects, so whether the outreach was at the planning or project level will not influence the score. For example, a sponsor for complete streets may reference a comment from members of an EFA for a plan that may state, "Please address the different needs of people using modes including but not limited to walking, wheelchairs, running, biking, e-scooters, strollers, etc." Or the sponsor may reference a comment from members of an EFA specific to the project that may state, "Please add sidewalks and bike lanes to Dakota St. so people with different needs can get from the bus stop on 42nd St. to Gramercy Park." Responses will be scored based on how well feedback from members of relevant EFAs were taken into consideration and how well best practices from PSRCs [Equitable Engagement Guidance](#) were implemented in this outreach.

Example of a High Scoring Project:

"The outreach process included creating an ad hoc committee comprised of older adults and people with disabilities (i.e., the EFAs for this project) that met several times to identify project needs and goals, review improvement options, and select recommended improvements. The agency engaged in meaningful conversations with the committee to better understand their needs and center the project on issues they shared with staff. Committee members were compensated for their time and expertise.

Committee members were interested in street designs that would address access and safety issues for older adults and people with disabilities who currently wait for the bus along the edge of the road. More specifically, they cited a need for improved lighting, sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Many of the concerns raised by the committee would be addressed by this project."

Section 2. Addressing displacement (6 points)

- Using PSRC’s [Housing Opportunities by Place \(HOP\)](#) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.

High: A project will receive a high rating if the sponsor identifies the [Housing Opportunities by Place \(HOP\)](#) typology (i.e., Promote Investment & Opportunity, Improve Access & Housing Choices, Improve Access & Affordability, Increase Access to Single Family Neighborhoods, Transform & Diversify, and Strengthen Access & Affordability) associated with the location of the project and demonstrates that it is located in a jurisdiction with at least one policy within each category in the typology (Supply, Stability, and Subsidy).

Medium: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **OR** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

Low: A project will receive a medium rating if the sponsor fails to identify the [Housing Opportunities by Place \(HOP\)](#) typology associated with the location of the project, **AND** the policies are **NOT** aligned with their assigned typology in the Housing Opportunities by Place (HOP) tool.

The focus of this criterion is to evaluate the likelihood that populations vulnerable to displacement currently living in the surrounding community will enjoy the benefits of the project in the future. PSRC’s Housing Opportunities by Place (HOP) tool provides information on locations where residents are most at risk for displacement and tailored strategies to reduce that risk. Sponsors should determine where their project is located on the HOP map and identify the typology and anti-displacement strategies associated with that location. They should then contact their Community Development or Planning Departments to learn more about their local comprehensive plans and the broader jurisdiction wide mitigation strategies that are currently in place to deter displacement that are aligned with their assigned typology within the Supply, Stability, and Subsidy categories. For example, a jurisdiction that falls under the “Strengthen Access and Affordability” typology could highlight that their comprehensive plan includes policies that eliminate unnecessary large minimum lot size requirements for development (Supply), mandate inclusionary zoning (Stability), fund affordable housing through commercial linkage fees (Subsidy), etc. Sponsors that accurately identify the HOP typology associated with their project’s location and clearly note the broader mitigation strategies in place that are aligned with this typology will score higher than those that do not.

Example of a High Scoring Project:

“The project serves areas of high displacement risk / lower opportunity, which falls under the “Improve Access and Affordability” typology. The Comprehensive Plan includes strategies that align with this typology and reflect the jurisdiction’s commitment to reduce the risk of displacement. Examples of these strategies include: no minimum parking requirements,

incentive / inclusionary zoning, and financial assistance programs. Attachment A includes language from the comprehensive plan that provides additional details on these strategies.”

GUIDANCE SECTION E: SAFETY AND SECURITY

High: A project will receive a high rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures, in particular those that address vulnerable users of the system, reduce reliance on enforcement and/or design for decreased speeds
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- specifically implements the agency’s adopted safety policies

Medium: A project will receive a medium rating if it:

- identifies and addresses a clearly demonstrated existing or future safety or security issue
- incorporates one or more of FHWA’s proven safety countermeasures
- improves safety and/or addresses a specific safety issue being experienced by the identified EFAs in the project area
- is consistent with the agency’s adopted safety policies

Low: A project will receive a low rating if it:

- does not clearly demonstrate how it addresses an existing or potential future safety and security issue
- does not incorporate an FHWA proven safety countermeasure
- does not clearly address safety for the identified EFAs in the project area
- has no clear connection to the agency’s adopted safety policies, or policies were not identified

Applicants should clearly describe the safety or security related issue being addressed by the project, and how the project will improve safety conditions, including for the identified EFAs in the project area.

Consistent with a Safe System Approach, FHWA has identified a collection of 28 safety countermeasures that have been proven to be effective in reducing roadway fatalities and serious injuries. These measures address a variety of road users and locations and address the key focus areas of speed management, intersections, roadway departures, pedestrians / bicyclists, and cross-cutting strategies. Applicants should identify how their project utilizes one or more of these safety countermeasures. *Projects that are not roadway projects or do not fit within these categories should still clearly identify how their project is addressing and improving safety.*

Particular focus should be paid to those measures that improve conditions for the most vulnerable users of the system. For example, projects that separate modes, improve lighting and other security conditions, improve steep grade conditions, etc. may improve conditions for pedestrians, bicyclists and/or wheelchair users. Older adults face disproportionate risks while walking and rolling; high visibility crosswalks and leading pedestrian intervals (LPI) are two examples of countermeasures that reduce the likelihood and severity of collisions and may address disparities for this EFA population.

Examples of project measures that may result in decreased vehicle speeds could include decreasing the number of vehicle travel lanes and/or travel lane widths, adding a pedestrian crossing median, implementing a more restrictive intersection geometry, etc. Features that may support a reduced reliance on enforcement could include improved signage and technologies such as radar speed signs, variable message signs, red light cameras, etc.

In terms of policy, there is a spectrum of safety policies adopted by jurisdictions across the region, from broad safety-supportive statements to more precise calls for improvements in specific locations. Policies are found in a range of documents from comprehensive plans to sub-area plans to standalone safety plans. Applicants should identify what their agency's policies on safety are and discuss how the project implements or was informed by these policies. Specific factors to consider include the project location, the scope of the project and the specific safety issue being addressed.

Safety Commitment

Safety is one of the key policy focus areas of the Regional Transportation Plan, and the 2024 project selection process has further emphasized the importance of safety in the evaluation and recommendation of project funding. More information on the Safe System Approach and FHWA's Proven Safety Countermeasures may be found in the [Safety Guidance](#) contained in the Call for Projects.

The adopted *2024 Policy Framework for PSRC's Federal Funds* further called for each sponsor in the 2024 project selection process to make a commitment to continued planning and implementation in alignment with a Safe System Approach. There is not a requirement for each agency to have developed a safety plan for the 2024 process; however, a commitment is asked to follow federal, state and regional guidance and requirements as they are developed. To support this commitment, each sponsor will be asked to provide a brief statement on their current and future plans related to safety and following the Safe System Approach. For example, some agencies have received, or are applying for, funding from the Safe Streets and Roads For All grant program to support this work. Other agencies have already developed aligned safety plans and are implementing actions consistent with FHWA's proven safety countermeasures. Still others may be in the process of updating their comprehensive plans with policies and actions that align with a Safe System Approach.

GUIDANCE SECTION F: AIR QUALITY / CLIMATE CHANGE

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 2035.

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 2035.

Low: A project will rate low if it results in a limited amount of emission reductions, and the air quality benefits will occur after 2035.

Projects will receive additional points if they are located in an area identified in the Washington Environmental Health Disparities map as a 7 or above for diesel pollution and disproportionate impacts, as long as some estimated emission reduction is estimated to occur. Scores will be tiered based on location:

WAEHD Area	STBG Points	CMAQ Points
7	2	4
8	3	6
9	4	8
10	5	10

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.

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.

The [Air Quality Guidance](#) document in the Call for Projects provides additional resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, information on the technical tool PSRC uses to estimate emissions reductions, and a link to the [Washington Environmental Health Disparities map](#).

**ATTACHMENT 3A: PSRC 2024 FHWA REGIONAL COMPETITION
REGIONAL PROJECT EVALUATION COMMITTEE RECOMMENDATION**

PROJECTS RECOMMENDED FOR FUNDING

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ) / Carbon Reduction Program (CRP)							
Sound Transit	Graham Street Station - Design	Preliminary Engineering / Design	75	\$8,200,000	\$8,200,000	CMAQ	Construct a new infill light rail station including landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements.
King County Metro	RapidRide K Line Project	Preliminary Engineering / Design	64	\$8,200,000	\$8,200,000	CMAQ	Construct infrastructure for RapidRide K Line, which will operate between the Kirkland Totem Lake Regional Growth Center and the Bellevue Eastgate Park & Ride. Project elements include construction of bus lanes, queue jumps, turning restrictions, bus bulbs, signal timing optimization, bus stop spacing management, transit signal priority, turn lanes, traffic channelization improvements, new RapidRide stations, and layover improvements to enhance bus operations.
Sound Transit	Boeing Access Rd Station - Vehicles	OTH	60	\$8,200,000	\$8,200,000	CMAQ	Purchase two light rail vehicles needed to accommodate expanded service that will result from opening of the new station.
King County Metro	Regional Campaigns & Partner/Community TDM Capacity Building	OTH	57	\$5,000,000	\$5,000,000	CMAQ	Implement Transportation Demand Management programs utilizing a mix of tools including marketing, outreach, education, data, incentives, and partnerships.
Seattle	Harrison & Mercer Transit Access Project	Construction	53	\$8,200,000	\$8,200,000	CMAQ	Construct a new transit corridor within and between the Uptown and South Lake Union Regional Growth Centers, providing direct transit access to the future SLU Light Rail Station. Improvements may include trolley wire infrastructure, bus lanes, lane markings, pavement restoration, signal optimization for transit, bus stops and bus stop amenities, and improvements to the public realm that will facilitate a transit- and pedestrian prioritized street.
Community Transit	Zero Emissions Bus Purchase	Other	42	\$8,200,000	\$8,200,000	CMAQ & CRP	Purchase about seven Battery Electric buses and associated charging equipment to replace existing diesel fuel buses that have exceeded their useful life and begin Community Transit's journey toward a full fleet transition to Zero Emissions.
TOTAL:					\$46,000,000		

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Surface Transportation Block Grant Program (STBG) / Carbon Reduction Program (CRP)							
Bellevue	NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion	Preliminary Engineering / Design	75	\$3,500,000	\$3,500,000	STBG	Construct a new two-lane road connection to complete a gap in the Bel-Red area. The project will include two vehicle lanes, sidewalks and protected bike lanes on both sides, safety elements including illumination, signals and pavement marking, a fish-passable stream crossing, stormwater facilities, and underground utilities.
Tacoma	Puyallup Avenue Corridor Improvements with Pedestrian Access to Fife	Construction	73	\$5,465,000	\$5,465,000	STBG	Reconstruct roadway with complete street elements including sidewalks/curb ramps, curb bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards. Bike lanes/active transportation facilities will also be constructed with other State funds, connecting to WSDOT's regional trail improvements along SR 167.
Seattle	West Seattle Link Extension (WSLE) Station Access	Preliminary Engineering / Design	72	\$5,465,000	\$5,465,000	CRP	Construct non-motorized access improvements to four new Link light rail stations, as planned by Sound Transit's West Seattle Link Extension (WSLE) project. Station access improvements include new sidewalks (including new ADA ramps where needed), protected bike lanes and neighborhood greenways (including required pavement repair and replacement), enhanced crossings, pedestrian plazas, multi-use trail enhancements, and other safety measures and amenities. Potential rechannelization along a segment of Alaska Street (minor arterial) to provide bus-only lanes will be evaluated.
Kent	Meet Me on Meeker: Interurban Trail to 6th Avenue S Connection	Construction	70	\$2,500,000	\$2,500,000	STBG	Construct a multimodal promenade along the south side of West Meeker Street that includes a two-way, separated bikeway and sidewalk with buffer zones, reducing four vehicle lanes to two. The project includes curb bulb-outs, pedestrian amenities, and curb extensions at the corner of 6th Avenue S and W Meeker Street.
Pierce County	112th Street E	Right-of-Way	68	\$5,465,000	\$5,465,000	STBG	Add a center turn lane, paved shoulders, cement concrete curb, gutter, sidewalk, and bike lanes. Improvements will include street lighting, fiber optic interconnect, an enclosed storm drainage conveyance system, storm drainage treatment facilities, fish-passable culvert underpasses, and reconstruction of the existing traffic signal systems at Golden Given Rd E and 18th Ave E

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Renton	Rainier Ave Corridor Improvements - Phase 5	Preliminary Engineering / Design	67	\$3,196,076	\$3,196,076	CRP	Reduce the vehicle lanes between NW 3rd Place to the northern city limits and provide bike facilities, sidewalk widening, pedestrian scale illumination, and a multiuse trail that will extend the Lake Washington Loop trail to the northern city limits Design will consider access management and a center median where feasible to provide traffic calming. Phase 5 of the Rainier Avenue Corridor Improvements is the final phase of the planned corridor improvement.
WSDOT	SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvement	Preliminary Engineering / Design	66	\$4,275,122	\$4,275,122	STBG	Provide Business Access Transit (BAT) lanes on SR 99 between 148th Street SW and Airport Way in unincorporated Snohomish County. The project includes the building or rebuilding of roadway shoulders as managed BAT lanes, ADA improvements, bicycle and pedestrian facilities separated from travel lanes, new and improved signalized pedestrian crossings, and other safety improvements, transit speed and reliability improvements, and improved lighting.
Kitsap County	Ridgetop - Mickelberry to Myhre Phase 1	Construction	65	\$5,460,000	\$5,460,000	STBG	The multimodal corridor project will add a travel lane and bike lane in each direction, widen sidewalks, improve Mickelberry and Myhre intersections, add a midblock intersection, lighting, and ITS. Phase 1 will construct the Ridgetop & Myhre intersection, signals, lighting, ITS system, a second eastbound lane and uphill bike lane to the vicinity of Sid Uhinck Drive, and stormwater facilities to the vicinity of Mickelberry Road.
Kirkland	NE 128th Street Bike-Ped Improvements	Construction	63	\$986,000	\$986,000	CRP	Install bicycle safety improvements between 116th Ave NE and Totem Lake Boulevard NE. Project includes addition of 2-foot buffers with pylons to existing bike lanes, complemented by green conflict pavement markings, relocation of the eastbound bike lane to the south curb at NE 128th Street/Totem Lake Blvd NE, new bike boxes at NE 128th Street/116th Avenue NE intersection, and signal phasing improvements including protected bike phases at both intersections.
Auburn	East Valley Highway Widening	Construction	61	\$5,465,000	\$5,465,000	STBG	Provide multimodal improvements from south of the East Valley Access Road to Lakeland Hills Way. The project scope includes intersection improvements, the addition of a separated non-motorized trail, addition of one northbound and one southbound through lane, center turn lane, illumination, stormwater improvements, utility relocation, and installation of a dynamic message sign.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Amount Recommended	Source	Description
Fife	I-5/Port of Tacoma Road Interchange Improvement Project	Construction	59	\$2,439,606	\$2,439,606	STBG	Retain the existing Port of Tacoma Road overcrossing of I-5 and construct a new overcrossing of I-5 at 34th Avenue E. The interchange will be reconstructed to create a split diamond couplet interchange with Port of Tacoma Road (southbound) and 34th Avenue E (northbound) paired as one-way couplets between 20th Street E and 12th Street E. Funding is requested for Phase 2a conversion of Port of Tacoma Road to a one-way southbound road.
Lynnwood	Poplar Way Extension Bridge	Construction	62	\$5,465,000	\$5,465,000	STBG	Construct a new multimodal six-lane bridge over I-5 between 196th St SW (SR 524)/Poplar Way and 33rd Ave W/Alderwood Mall Blvd. The bridge will include a sidewalk (west side) and shared use path (east side). The intersecting streets will be modified to meet the profile and width of the new bridge, and a tunnel (three-sided concrete box structure) will be constructed to allow the Interurban Trail to pass beneath the new bridge.

TOTAL: \$49,681,804

RECOMMENDED PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
Congestion Mitigation and Air Quality Improvement Program Funding (CMAQ)						
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	Construction	28	\$3,500,000		Construct an approximately 100-ft non-motorized bridge across SR 169 near SE 258th Street. At the east end of the bridge, the project will include an elevator and/or an ADA ramp. At the west end, the project will include an elevator to the Legacy Site near the farmer's market. The bridge will include pedestrian-scale illumination and may include a digital message board on the bridge span to provide intelligent transportation system (ITS) updates to drivers on SR 169.
Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
Surface Transportation Block Grant Program (STBG)						
Seattle	Aurora Ave Transit Corridor and Safety Upgrades	Preliminary Engineering / Design	59	\$5,465,000		The overall corridor project will reconfigure the existing roadway between the city's downtown commercial center and its northern city limits. Primary improvements include new sidewalks and controlled pedestrian crossings, new curb ramps, new and upgraded signals, street trees, access management, transit-focused re-channelization, and transit facility upgrades. Funding request is for the first segment, from approximately N 90th St to N 105th St.
Marysville	156th St NE Connector	Construction	54	\$5,465,000		Construct a 5-lane section of 156th between the Marysville Corporate Center development and 152nd Street NE, and a 3-lane section of 47th Ave NE between 152nd St NE and the MCC property to the north. The project includes curb and gutter, landscape strip, stormwater facilities, a roundabout, illumination, signage and pavement markings, a shared used path on the north/east side and sidewalk on the south/west side.
Kirkland	116th Avenue NE/NE 87th St Intersection Improvements	Construction	51	\$1,378,400		Install a mini-roundabout at the intersection, which includes the driveway access to the future pick-up and drop-off area for the Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th St. This project includes striping, signage, curbs, stormwater improvements, landscape restoration, sidewalks, and ADA ramps, and fill gaps in the existing sidewalk

Sponsoring Agency	Project Title	Phase	Score	Amount Requested		Description
Snohomish County	Poplar Way: Larch Way to Lynnwood City Limits	Preliminary Engineering / Design	47	\$2,000,000		Construct two travel lanes and a center turn lane, integrating bike facilities, curbs, planters, and sidewalks on both sides. Modifications to two existing signalized intersections and/or considering a roundabout to enhance safety and operations will be explored. This project has been developed to accommodate additional pedestrian, bicycle, and vehicle traffic expected to result from the City of Lynnwood's Poplar Way Overcrossing project.
Arlington	180th Street Connector	Construction	46	\$5,000,000		Construct a new multimodal road that will provide access to the west side of the Arlington Airport in the Cascade Industrial Center. It will connect to Airport Blvd on the east with a roundabout, and to Smokey Point Blvd on the west with a stop-controlled intersection (planned to be a roundabout in the future). The road will have one vehicle lane in each direction, with a sidewalk on one side and a multiuse path on the other, pedestrian amenities, and new water and sewer utilities.
Port of Seattle	Air Cargo Road Reconstruction & Non-motorized Improvements	Construction	45	\$5,000,000		Rehabilitate existing pavement and install pedestrian and bicycle facilities between S 154th St and S 166th St. The project scope includes illumination, pedestrian and bicycle facilities, transit improvements, signage, storm drainage, and landscaping.
Sumner	166th St Widening and Intersection Improvements	Right-of-Way	45	\$2,249,000		Widen from a two/three lane section to four lanes, and construct roundabouts at the SR 410 westbound ramps and at 64th Street E. The project will include ADA-compliant pedestrian facilities to provide new north-south sidewalk access through the interchange. An existing culvert carrying Salmon Creek will be upgraded as needed.
Snohomish County	North Creek Trail Phase 2: Waxen Road to 183 St SE	Construction	43	\$5,000,000		Extend the existing North Creek Regional Trail from Waxen Road to 183rd St SE (North Creek Park). Project elements include construction of a paved section of the trail to separate it from the road.
WSDOT	SR 167/SR 512 to Ellingson Rd Vicinity - SB Congestion Management	Preliminary Engineering / Design	43	\$5,465,000		Extend the SR 167 express toll lanes in the southbound direction to the SR 410/SR 512 interchange. Eight fish passage barriers will be replaced with fish passable structures. This project is a segment of the 50-mile managed lanes system on I-405/SR167 and connects to the SR 167 Gateway Extension Project.

Sponsoring Agency	Project Title	Phase	Score	Amount Requested	Description
Northwest Seaport Alliance	Port Community System	Other	39	\$1,500,000	Implement improvements to the Port Community System that serves the international cargo terminals at the Ports of Seattle and Tacoma to make the appointment system more user-friendly and accessible to small trucking operations or independent operators. Improvements will include 1) a web and mobile application, 2) a terminal-agnostic appointment booking, merging, and management system, 3) check-in functionality, and 4) location-based tracking.
Port of Bremerton	Airport Way Phase 2.2	Construction	39	\$3,196,084	Construct of Phase 2.2 of Airport Way from Old Clifton Road to the south end of the Bremerton National Airport with future connection planned to Lake Flora Rd and the SR-3 Freight Corridor. The roadway includes two vehicle lanes, pervious concrete bicycle lanes and shoulders, a separated pervious asphalt pedestrian path, grass lined stormwater swales, and installation of a wildlife fence.

ATTACHMENT 3B: COUNTYWIDE RECOMMENDATIONS FOR PSRC'S FFY 2025-2028 FHWA FUNDS

PROJECTS RECOMMENDED FOR FUNDING

KING COUNTY PROJECTS RECOMMENDED FOR FUNDING

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
Tukwila	Tukwila and South King County TDM	CMAQ	\$550,000	48/69	Other	Implement a TDM program to encourage sustainable transportation and address congestion, to include outreach and education, incentives and rewards, partnerships with non-profits and community-based organizations, information on transit fares, employer consultations on transportation benefits and telecommute programs, purchase and installation of bike racks and wayfinding signage, language translation, interpretation, and transcreation of materials, engagement with transportation service providers, and support for policy and institutional reforms that advance TDM priorities.
Issaquah	Newport Way NW Improvements – Maple Street to West Sunset Way	STBG	\$5,460,000	71/NA	ROW	Construct roundabouts at the NW Juniper Street, NW Holly Street, and NW Dogwood Street intersections; signal modifications at the Sunset Way and Maple Street intersections with Newport Way NW; an additional southbound lane from NW Maple Street to the vicinity of Holly Street; sidewalk on both sides of Newport Way NW and protected bike lanes, both with a landscaped buffer. Work also includes ADA improvements, rectangular rapid flashing beacons, signage, channelization, illumination, wetland mitigation, stormwater detention and treatment, and underground utility maintenance.
Seattle	Aurora Ave Transit Corridor and Safety Upgrades	STBG	\$5,460,000	66/57	PE	Construct improvements that may include new sidewalks and controlled pedestrian crossings, new curb ramps, new and upgraded signals, street trees, access management, transit-focused rechannelization, and transit facility upgrades from N 90th Street to N 105th Street.
Shoreline	N 175th Street, Stone Avenue N to I-5	STBG	\$5,460,000	66/NA	ROW	Reconstruct roadway with two lanes in each direction and add raised center medians, new pedestrian beacons, turn pockets, a combination of shared use paths and buffered bike lanes, curb, gutter, sidewalk extensions, planter strips, illumination, and retaining walls.
Federal Way	BPA Trail - City Center Extension	CMAQ	\$1,600,000	63/66	ROW	Construct paved shared use path along the north side of S 234th Street and the west side of 23rd Avenue S with pedestrian scale lighting, crossing improvements, landscape/hardscape buffer, and associated storm drainage. Work also includes roadway restriping, relocation of curb and sidewalk, and removal of on-street bike lanes.
Seattle	Graham St Station Access & Complete Street	CMAQ & CRP	\$3,752,835	61/61	PE	Construct improvements that may include new bus stops and bus stop amenities, upgraded sidewalks, protected bicycle lanes, new and upgraded pedestrian crossings, pavement restoration, lane markings, signal improvements including transit signal priority and leading pedestrian intervals, channelization improvements to increase visibility and safety for non-motorized travelers, storm water drainage improvements, pedestrian lighting, street trees, and landscaping

Seattle	N 130th St - Bitter Lake to Haller Lake Mobility Improvements	CMAQ	\$5,460,000	61/56	PE	Construct improvements that may include new bus stops and bus stop amenities, upgraded sidewalks, protected bicycle lanes, new and upgraded pedestrian crossings, pavement restoration, signal improvements including transit signal priority and leading pedestrian intervals, channelization improvements to increase visibility and safety for non-motorized travelers, storm water drainage improvements, pedestrian lighting, street trees, and landscaping.
Bellevue	120th Avenue NE (Stage 4), North Segment	STBG	\$5,460,000	61/NA	CN	Construct three lane roadway with two travel lanes and a center turn lane, protected bike lanes and wide sidewalks on both sides of the roadway, illumination, and signage. Work also includes signal enhancements, ITS, installation of stormwater drainage, flow control and water quality facilities, and replacement of a fish barrier with a wildlife and fish passable structure.
SeaTac	34th Avenue S Phase 2	CMAQ	\$2,956,293	58/60	ROW	Construct roundabout with access to the future Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th Street, install roadway striping, sidewalks, ADA ramps signage, curbs, stormwater improvements, and landscape restoration.
SeaTac	S 204th Street Improvements Project	STBG	\$2,000,000	57/NA	CN	Widen the roadway, adding a parking lane, a bike lane, sidewalks, and crosswalk and ADA enhancements on S 204th Street and 32nd Avenue S.
Auburn	Lea Hill Road/104th Avenue SE Roundabout	STBG	\$2,138,000	54/45	CN	Construct single-lane roundabout, replacing the existing span-wire signal.
Kirkland	116th Avenue NE/NE 87th St Intersection Improvements	STBG	\$1,378,400	51/36	CN	Construct roundabout with access to the future Sound Transit STRIDE bus rapid transit station on I-405 at NE 85th Street, install roadway striping, sidewalks, ADA ramps signage, curbs, stormwater improvements, and landscape restoration.
Covington	SR 516 and Covington Way Intersection Improvements	STBG	\$1,924,552	50/48	ROW	Construct roundabout with additional turn lanes, replacing the existing signal. Work also includes construction of a shared use path, protected crossings, transit access, and ITS improvements.
Seattle	80th St and 85th St ITS Corridors	CMAQ & STBG	\$3,000,000	50/47	CN	Upgrade and install communications systems to interconnect traffic signals, add leading pedestrian intervals, optimize corridor signal timing, construct new curb ramps, sidewalks, and accessible pedestrian signal upgrades.
King County Roads	Issaquah-Hobart Road SE and SE May Valley Road Intersection Improvement	STBG	\$545,000	45/41	PE	Construct a two-lane roundabout, reconstruct the roadway. Install cement concrete curb, gutter, sidewalks, and ADA ramps; marked crosswalks; drainage network improvements, water quality facility, structural walls, landscaping, illumination, and erosion control.
Subtotal:			\$47,145,080			

RURAL PROGRAM						
Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
King County Roads	2027 NE Big Rock Road Overlay	STBG	\$792,340	32/NA	CN	Grind and overlay the roadway from City of Duval limits to Batten Road NE and from NE 117th Street to Kelly Road NE.
Subtotal:			\$792,340			
ALL OTHERS PROGRAM						
Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
King County Metro	King County Metro Zero Emission Ferry Replacement Project	CRP	\$1,730,000	70/57	PE	Electrify the West Seattle Downtown Seattle passenger-only ferry route by replacing one 278 passenger diesel-fueled ferry with two new 150 passenger battery electric vessels, constructing shoreside vessel charging and other electrical infrastructure and vessel moorage at Pier 50.
WSDOT	SR 167/SR 512 to Ellingson Rd Vicinity – SB Congestion Management	CRP	\$1,500,000	48/60	PE	Widen the roadway, adding express toll lanes on SR 167 southbound to the SR 410/SR 512 interchange, completing the managed lane system on I-405/SR 167.
Subtotal:			\$3,230,000			
NONMOTORIZED PROGRAM						
Sponsor	Title	Funding Source	Amount	STBG/CMAQ Score (out of 100)	Phase	Description
Renton	Sunset Trail	STBG	\$2,500,000	76/73	CN	Construct shared use path with planted buffer on the north side of NE Sunset Boulevard between Edmonds Avenue NE and NE 10th Street with street lighting, retaining walls, and ADA upgrades.
Bellevue	Eastgate Way Sidewalk	STBG	\$1,068,500	72/65	PE	Construct sidewalk with new curb and gutter, stormwater drainage, and pavement replacement where affected by construction.
Federal Way	Pacific Hwy Non-Motorized Trail - 288th to N City Limits	CRP	\$600,000	69/74	CN	Construct shared use path and bike boulevard improvement along 16th Avenue S and 15th Avenue S, respectively.
Bothell	102nd Ave NE Shared-Use Path	CRP	\$1,600,000	63/62	PE	Construct paved shared use path with planter strip, concrete curb and gutter, retaining walls, and illumination between Main Street and East Riverside Drive, excluding the 102 Avenue NE Bridge.
Issaquah	NW Juniper Street Improvements	CMAQ	\$1,621,875	61/61	CN	Construct shared use path along one side of the street from Newport Way NW and 7th Ave NW. Work also includes irrigation, drainage, ADA compliant curb ramps, illumination, crosswalks, and signage.
Redmond	156th Ave Shared Use Path	CMAQ & STBG	\$2,000,000	59/58	CN	Construct shared use path from the 4300 Block to NE 51st Street with enhanced
Kent	Earthworks Park to Downtown Connection	STBG	\$375,000	51/NA	PLN	Planning for a protected bicycle connection between Earthworks Park and Downtown Kent. Planning activities include project development, equitable community engagement, agency coordination, and feasibility and alternatives analysis.
Shoreline	Trail Along the Rail Master Plan	STBG	\$432,500	52/NA	PLN	Planning for a shared use path alongside the Lynnwood Link light rail alignment from 5th Avenue in Seattle to 195th Street in Shoreline. Planning activities include final feasibility alignment, assessment of property acquisition requirements, development of cost estimates and phasing and scheduling, a public engagement process that mixes outreach methods that includes surveys, workshops, and public meetings.
Subtotal:			\$10,197,875			
PRESERVATION PROGRAM						
Sponsor	Title	Funding Source	Amount	Score (out of 100)	Phase	Description
Kent	South 212th Street Preservation (59th Pl S to 72nd Ave South)	STBG	\$1,500,000	92	CN	Grind and overlay the roadway, replace failing pavement sections, and install curb ramps and traffic signals.

Federal Way	S 320th Street Preservation (SR-99 to I-5)	STBG	\$1,150,000	91	CN	Grind and overlay the roadway and construct ADA sidewalk and signal upgrades.
Kirkland	NE 132nd Street Preservation	STBG	\$653,000	90	CN	Resurface and overlay the pavement, and adjusting lane widths. Construct ADA ramp upgrades, install pedestrian push-buttons.
Auburn	A Street SE Preservation	STBG	\$965,000	87	CN	Grind and overlay the roadway, make upgrades to ADA curb ramps, and signal detection.
Bellevue	South Downtown Bellevue Arterial Overlay	STBG	\$1,500,000	87	CN	Grind and overlay portions of roadway, retrofit ADA curb ramps, replace bike lanes, modify traffic signals, and make sidewalk repairs on sections of 112th Avenue NE, 110th Avenue NE, NE 2nd Street, and Main Street.
Kent	S 196th Street Preservation	STBG	\$1,500,000	84	CN	Grind and overlay the roadway, replace failing pavement sections, and install curb ramps and pedestrian push buttons between the vicinity of 68th Avenue and 84th Avenue S.
Newcastle	Coal Creek Parkway Pavement Preservation	STBG	\$1,205,000	84	CN	Grind and overlay the pavement, retrofit deficient curb ramps, update pedestrian traffic signals.
Shoreline	15th Ave NE Pavement Preservation	STBG	\$850,000	84	CN	Overlay the roadway and install ADA curb ramps between the vicinity of NE 165th St and vicinity 17202 15th Avenue NE.
King County Roads	Avondale Rd NE Pavement Preservation	STBG	\$1,407,355	79	CN	Repair pavement and repave the roadway, upgrade existing curb ramps and pedestrian pushbuttons, replace traffic signal detector loops, and make utility improvements.
Shoreline	Dayton Ave N (Carlyle Hall Rd to Westminster Way) Pavement Preservation	STBG	\$1,100,000	78	CN	Conduct spot repairs, asphalt overlay, and re-striping.
Bothell	Juanita-Woodinville Way NE Overlay: NE 160th St to 121st Ave NE	STBG	\$800,000	77	CN	Grind and overlay the roadway, including bike lanes and pedestrian ramps and crossings.
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405) (contingency project replacing Shoreline's 15th Ave NE project which was withdrawn by the sponsor)	STBG	\$800,000	41	CN	This project will overlay East Riverside Drive from 111th Ave NE to I-405. The project consists of milling, spot repairs, pavement overlay, and striping work.
Subtotal:			\$12,630,355			
KING COUNTY RECOMMENDED PROJECTS TOTAL:			\$73,995,650			

KITSAP COUNTY PROJECTS RECOMMENDED FOR FUNDING						
Sponsoring Agency	Project Title	Funding Source	Amount	Ranking*	Phase	Description
Kitsap County	Lund - Chase to Jackson 1	STBG	\$3,761,392	1	CN	Construct sidewalks, bike lane, buffer/stormwater, access management, and illumination.
Port Orchard	Bethel Lund Intersection Improvements	STBG	\$648,750	3	PE	Construct a two-lane roundabout at the intersection that includes stormwater drainage and utility relocations.
Bremerton	11th Street Roadway Preservation	STBG	\$1,271,550	4	PE	Provide safety, multimodal, and preservation improvements on three segments of the 11th Street Corridor from Kitsap Way to Pacific Avenue. that includes combinations of resurfacing existing roadway, installing ADA upgrades at curb ramps and traffic signs, landscaping, and street lighting. A road diet will be used in one segment to extend bike lanes and provide wider sidewalks.
Kitsap Transit	Bremerton Transit Center Security Upgrades	STBG	\$550,000	5	CN	Purchase and install approximately 20 security cameras, monitors, security lighting and pedestrian safety signage at the Bremerton Transportation Center (BTC).
Bainbridge Island	Lynwood Center Road Non-Motorized Improvements Project	STBG	\$1,000,000	6	PE	Construct non-motorized improvements on Lynwood Center Road between Fletcher Bay Road and Baker Hill Road.
Poulsbo	Third Avenue Improvements	STBG	\$2,062,000	8	CN	Reconstruct roadway to include new roadway surface, new sidewalk installation, new curb and gutter, defined parking, new bike lane and storm drainage and treatment improvements.
Port of Bremerton	Airport Way Phase 2.2	STBG	\$2,149,308	11	CN	Construct Airport Way from Old Clifton Road to the south end of the Bremerton National Airport with future connection planned to Lake Flora Rd and the SR 3 Freight Corridor. The roadway includes two vehicle lanes, pervious concrete bicycle lanes and shoulders, a separated pervious asphalt pedestrian path, grass lined stormwater swales, and installation of a wildlife fence.
Kitsap County	Lake Flora - City Limits to JM Dickinson	STBG	\$997,000	13	CN	Repave travel lanes.
Subtotal:			\$ 12,440,000			
KITSAP COUNTY RECOMMENDED PROJECTS TOTAL:			\$ 12,440,000			
* Kitsap County uses an alternate scoring methodology with ranking based on High, Medium and Low summaries per each evaluation criterion, 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	Description
Sumner	166th St Widening and Intersection Improvements	STBG	\$2,249,000	48	ROW	Widen from two/three lanes to four lanes, and construct roundabouts at the SR 410 westbound ramps and at 64th Street E. The project will include ADA-compliant pedestrian facilities to provide new north-south sidewalk access through the interchange. An existing culvert carrying Salmon Creek will be upgraded as needed.
University Place	Chambers Creek Road Roundabout	STBG	\$800,000	42	CN	Construct a roundabout at the intersection of Chambers Creek Road and 64th Street West that includes sidewalks, street lighting, landscaping/pedestrian buffers, and connections to existing pedestrian and bicycle improvements.
Subtotal:			\$3,049,000			
NONMOTORIZED						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description

University Place	67th Avenue Improvements Phase 3	STBG	\$1,972,907	62	CN	Construct curb, gutters, landscaped pedestrian buffers, sidewalks, bicycle lanes, and streetlights. The signal at 67th and 44th will be upgraded with audible pedestrian signals. Contrasting pavement markings, pedestrian/bicycle amenities, and speed feedback signs will also be provided. Existing median islands will be expanded/enhanced to reduce vehicle speeds. Pedestrian accessibility ramps and landings will be constructed at all intersections to conform to the current WSDOT design standards.
Fircrest	44th Street W Sidewalk Extension Improvements	CMAQ	\$2,578,050	61	CN	Installation of curb, gutter, sidewalk, landscaped buffers, bike lanes, street lighting, a new pedestrian crossing with RRFB signalization, contrasting pavement markings, and pedestrian/bicycle amenities. The signal at 67th Ave and 44th will be upgraded with audible pedestrian signals. The storm system will be replaced or modified as necessary and retaining walls will be built where needed to accommodate pedestrian improvements.
Puyallup	Meeker Pedestrian Improvements	CMAQ	\$2,500,000	57	CN	Enhance pedestrian facilities on E. Meeker between Meridian and 3rd Street SE that will widen sidewalks, implement curb extensions, and improve pedestrian crossings.
Edgewood	Meridian & 12th/13th Intersection Improvements	STBG	\$350,000	52	PE	Construct active transportation and safety improvements that are expected to include a roundabout at one intersection and access controls at the other intersection. Intersection improvements will also include pedestrian crossings with beacons and refuge islands, and striped bike lanes.
University Place	Chambers Creek Road Pedestrian and Bicycle Improvements	STBG	\$297,500	52	PE	Improve Chambers Creek Road west between Bridgeport Way and Chambers Lane West with new sidewalks, bike lanes, pedestrian oriented street lighting, landscaped pedestrian buffers, pedestrian amenities, and stormwater improvements. Additional safety features will include speed radar feedback signs, pedestrian warning beacons, and contrasting pavements.
Sumner	Rivergrove Community Pedestrian Bridge	STBG	\$5,000,000	51	CN	Construct a non-motorized bridge over SR 410 that will include approach ramps, shared-use path, sidewalk connections, and minor utility work.
Pierce County	Safe Routes to School - B St E	STBG	\$2,350,000	50	CN	Construct shared-use paved shoulders, curb, gutter, and sidewalks.
Pierce County	138th Street South Improvements	STBG	\$1,118,600	48	ROW	Construct paved shoulders and add sidewalks with ADA-compliant curb ramps. Bike lanes will be provided on both roadway shoulder edges. Improvements will also include new concrete curb and gutter, the replacement of worn pavement, new street illumination, upgrades to the stormwater drainage system, and the reconstruction of a flashing red beacon.
Sumner	Elm St. & Wood Ave. Sidewalks	CMAQ	\$346,000	44	PE	Construct curb, gutter, curb ramps and sidewalks. Other improvements include minor roadway widening to accommodate curb and gutter construction, utility relocates and stormwater improvements.
Subtotal:			\$16,513,057			

RURAL						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
Pierce County	Lackey Rd. NW / Jackson Lk. Rd. NW / Key Peninsula Hwy. NW	STBG	\$1,000,000	38	CN	Construct a single lane roundabout with non-mountable center, truck aprons, and raised splitter islands, and includes chicanes, crosswalks, curb, gutter, sidewalks, rectangular rapid flashing beacons, street lighting, and storm drainage conveyance and treatment.
Subtotal:			\$1,000,000			
OTHER						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase	Description
Pierce County	Community, Multi-Family Housing, Employer and Youth Transportation Demand Management Programs	CMAQ	\$1,470,500	61	PL	The project will continue, enhance or develop foundational services such as an emergency ride home program, business leadership program, educational materials, employer and commuter support, advertising, campaigns, motivation and incentives, and website and online tools. Funds could be used to purchase bike racks, create resident packets, hire travel ambassadors for personalized assistance, create marketing material, advertisements, train and pay community organization to educate their members, ask retailers and event venues to offer discounts and/or allow event tickets to be a free bus ticket, and deploy a TDM Tool kit for multi-family development.
Tacoma	Tacoma Mall Neighborhood Loop Road - Active Transportation Plan	STBG	\$284,000	47	PL	Create a corridor plan for the Loop Road concept and active transportation connections to the Loop Road in the Tacoma Mall Regional Growth Center. The planning effort will result in design concepts for each segment of the corridor.
Subtotal:			\$1,754,500			
TRANSIT						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Pierce Transit	New Inductive BEB Charging Infrastructure at Tacoma Community College Transit Center	CMAQ	\$2,273,440	53	OTH	Install inductive Battery Electric Bus (BEB) Charging System Infrastructure for four BEBs.
Subtotal:			\$2,273,440			
PRESERVATION						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
University Place	Bridgeport Overlay	STBG	\$763,235	59	CN	Overlay roadway between 35th St W and 27th St W and upgrade ramps to current ADA standards.
Puyallup	Valley Ave NW Overlay - Phase 3	STBG	\$792,406	57	CN	Grind and overlay roadway and improve ADA sidewalk ramps.
Auburn	Lake Tapps Parkway SE Preservation (Sumner Tapps Hwy E to 182nd Ave E)	STBG	\$792,406	55	CN	Grind and overlay roadway, upgrade curb ramps to meet ADA requirements, rechannelization for buffered on-street bike lanes, install median island, and add signal detection at the Sumner Tapps Hwy and 182nd Ave E signals. The project will also install a section of median island and conduits to accommodate the installation of street lighting as part of a future project.
Pierce County	Sunrise Blvd. E.	STBG	\$792,406	53	CN	Grind and overlay roadway including replacement of non-compliant ADA ramps and pedestrian pushbuttons and sewer adjustments necessary for the overlay.
Tacoma	6th Avenue & Tacoma Avenue Pavement Preservation	STBG	\$792,406	52	CN	Grind and overlay roadway with pedestrian accessibility to be improved at pedestrian crossings within the scope of the project to meet ADA compliance and existing bikeways will be refreshed/revised.
Lakewood	100th - Lakewood Drive to Lakeview Avenue Overlay	STBG	\$752,500	30	CN	Reconstruct roadway that includes pavement repair, grinding, two-inch overlay, updating ramps to ADA standards, channelization, and signage.
Sumner	Valley Ave Overlay	STBG	\$454,644	24	PE	Grind and overlay Valley Avenue from Meade McCumber Rd E to Elm St and repair failing pavement/subgrade.
Subtotal:			\$5,140,003			
PIERCE COUNTY RECOMMENDED PROJECTS TOTAL:			\$29,730,000			

SNOHOMISH COUNTY PROJECTS RECOMMENDED FOR FUNDING						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Monroe	154th Street Sidewalk Project	CMAQ	\$607,500	61	CN	Construct sidewalks to fill gap in sidewalk network and will also include upgraded stormwater infiltration galleries with Storm filter Catch basins, curb and gutter, compliant ADA curb ramps, updated driveway entrances, shoulder paving, and property restoration.
Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements project	CMAQ	\$2,798,000	61	ROW	Add left turn lanes, widen sidewalks, and complete missing bike lane within proximity to the intersection. Project also includes a new traffic signal system, lighting, signage, pavement, pavement striping, stormwater improvements to treat and convey stormwater, and the potential to convert existing overhead utilities to underground.
Bothell	9th Ave SE Multimodal Phase One: Crystal Springs Elementary to SR 524	CMAQ & STBG	\$3,074,750	63	PE	Improve roadway to include left turn lanes where necessary, protected bicycle facilities and filling in sidewalk gaps, curb ramps, crosswalks, pedestrian push buttons, illumination, curb and gutter, HMA pavement, roadway striping, retaining walls, pedestrian railings, fish passage culverts, storm drainage infrastructure, critical area mitigation and signage.
Snohomish County	Alderwood Mall Parkway - SR525 to 168th St SW	STBG	\$2,967,500	79	CN	Widen existing two lane roadway section to a five-lane configuration with shared use paths, curb and gutter, ADA compliant curb ramps, stormwater improvements, retaining walls, and culvert upgrades.
Lynnwood	42nd Way Improvements - Segment 1	STBG	\$2,967,500	75	ROW	Construct a new grid street, 42nd Avenue W, from Alderwood Mall Boulevard to 196th Street SW, within the Lynnwood Regional Growth Center that includes two travel lanes, bicycle sharrows, on-street parking on both sides of the street, wide sidewalks, lighting, with streetscaping and urban design features. Infrastructure improvements include sidewalk, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls, utility improvements, channelization and signing.
Marysville	156th St NE Connector	STBG	\$2,967,500	65	CN	Construct a 5-lane section of 156th between the Marysville Corporate Center development and 152nd Street NE, and a 3-lane section of 47th Ave NE between 152nd St NE and the MCC property to the north. The project includes curb and gutter, landscape strip, stormwater facilities, a roundabout, illumination, signage and pavement markings, a shared used path on the north/east side and sidewalk on the south/west side.
Arlington	174th Street Roundabout	STBG	\$2,967,500	61	CN	Construct a new roundabout at the intersection of Smokey Point Blvd and 174th Street that includes the installation of sidewalks, multiuse trail, site drainage, water/sewer/communication utilities, lighting, transit stops local artwork and landscaping.
Community Transit	Zero Emissions Bus Purchase	CRP	\$2,930,000	63	Other	Purchase two Zero Emission buses and associated charging equipment.
Bothell	240th St SE & 35th Ave SE Intersection Improvements	STBG	\$1,069,750	69	PE	Construct a new roundabout that will include curbs, gutters, sidewalks, protected bike facilities, illumination, drainage improvements, and landscaping.
Subtotal:			\$22,350,000			

PRESERVATION Funding						
Sponsoring Agency	Project Title	Funding Source	Amount	Score (of 100)	Phase(s)	Description
Lynnwood	188th Preservation Project	STBG	\$750,000	96	CN	Pavement overlay from 33rd Ave W to 44th Ave W.
Marysville	State Ave Preservation (116th to Spur Track)	STBG	\$745,654	87	CN	Pavement repair, grinding, overlay and ADA ramp upgrades.
Arlington	67th Ave-Ph2 Pavement Preservation	STBG	\$139,773	82	PE	Resurface roadway and upgrade curb ramps to current ADA standards.
Monroe	Main Street Preservation	STBG	\$714,573	79	CN	Grind and overlay roadway between Kelsey Street and US 2 and will also include updating existing curb ramps to meet current ADA requirements.
Bothell	228th St SW/SE Pavement Preservation - Phase 1	STBG	\$750,000	75	CN	Overlay roadway from Meridian Ave S to 2nd Ave SE that will include milling, spot repairs, pavement overlay, replacement of signal loops and striping work.
Edmonds	76th Ave. W Overlay from Highway 99 to 220th St. SW	STBG	\$750,000	56	CN	Grind and overlay roadway.
Snohomish County	Jordan Road Overlay	STBG	\$820,000	47	CN	Construct an asphalt overlay from Bridge #87 (mile post 1.060) to the northernmost intersection of Chappel Road (mile post 2.860).
Subtotal:			\$4,670,000			
SNOHOMISH COUNTY RECOMMENDED PROJECTS TOTAL:			\$27,020,000			

RECOMMENDED CONTINGENCY PROJECTS

KING COUNTY PRIORITIZED CONTINGENCY LIST

LARGE JURISDICTION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 2	STBG	\$5,460,000	65/53	CN
King County Roads	S 360th Street at Military Road S Intersection Improvement	STBG	\$4,584,500	48/42	CN
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	CMAQ	\$3,500,000	43/32	CN
King County Roads	SE Kent-Kangley Rd at Landsburg Rd SE Intersection Improvement	STBG	\$1,297,000	38/29	PE

ALL OTHERS PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Port of Seattle	Air Cargo Road Reconstruction & Non-motorized Improvements	STBG	\$4,000,000	48/NA	CN
WSDOT	SR 167 Implementation Plan King County	STBG	\$2,000,000	34/NA	PLN

PRESERVATION PROGRAM

Sponsor	Title	Funding Source	Contingency Amount	STP/CMAQ Score (out of 100)	Phase(s)
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405)	STBG	\$800,000	41	CN

KITSAP COUNTY PRIORITIZED CONTINGENCY LIST

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Ranking*	Phase(s)
Kitsap Transit	Kitsap Transit Bus Stop Upgrades	STBG	\$500,000	7	CN
Kitsap County	Newberry Hill & Dickey/Eldorado	STBG	\$3,500,000	9	CN
Bainbridge Island	Winslow Way West Street Restoration and Sidewalk Infill	STBG	\$500,000	10	PE
Poulsbo	Finn Hill Overlay	STBG	\$830,000	12	CN

* Kitsap County uses an alternate scoring methodology with ranking based on High, Medium and Low summaries per each evaluation criterion, rather than numeric scores out of 100.

PIERCE COUNTY PRIORITIZED CONTINGENCY LIST

ROADWAY

Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Tacoma	Portland Avenue Freight and Access Improvements	STBG	\$4,935,000	47	CN
Lakewood	100th ST SW - Lakeview Ave SW to South Tacoma Way	STBG	\$3,718,000	46	CN
Puyallup	9th ST. SW; 15th to 31st - Road Improvements	STBG	\$2,200,000	46	PE

Sumner	Tacoma Ave Overlay and Intersection	STBG	\$2,049,912	43	CN
Lakewood	Military Road SW - Edgewood to 112th	STBG	\$1,038,000	34	ROW
OTHER					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
WSDOT	SR 167 Implementation Plan Pierce County	STBG	\$756,875	40	PLN
TRANSIT					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Sumner	Stewart Road ITS Corridor Improvements	CMAQ	\$2,595,000	38	CN
SNOHOMISH COUNTY PRIORITIZED CONTINGENCY LIST					
Sponsoring Agency	Project Title	Funding Source	Contingency Amount	Score (of 100)	Phase(s)
Snohomish County	Poplar Way: Larch Way to Lynnwood City Limits	STBG	\$ 2,000,000	69	PE
Marysville	67th Ave NE & 52nd St NE Intersection Improvements	STBG	\$ 1,765,461	51	CN
Edmonds	84th Ave. Walkway from 238th to 234th	STBG	\$ 2,515,000	49	CN
Snohomish County	Richardson Creek Bridge #300 Replacement	STBG	\$ 1,631,100	44	CN
Monroe	Chain Lake Road Widening	STBG	\$ 403,143	34	PE

Attachment 3C: TOC RECOMMENDATION FOR PSRC's FFY 2027-2028 FTA EARNED SHARE FUNDING

Bremerton UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$360,426	2027	5337 HIFG	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See STE UZA rows below.
		\$360,426	2028	5337 HIFG	
	Subtotal	\$720,852			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$4,794,733	2027	5307	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See STE UZA rows below.
		\$4,794,733	2028	5307	
		\$332,698	2027	5339	
		\$332,698	2028	5339	
	Subtotal	\$10,254,862			
Bremerton UZA Total		\$10,975,714			

Marysville UZA

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Marysville UZA Transit Operations 2027-28	\$1,456,973	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 FTA funds for transit bus service benefiting the Marysville UZA. The amount of federal funding available will provide approximately 23,312 hours of Fixed Route bus service.
		\$1,456,973	2028	5307	
	Subtotal	\$2,913,946			
Community Transit	Preventive Maintenance 2027-2028	\$1,000,000	2027	5307	This is a TIP bucket project which contains Community Transit's 2027 & 2028 FTA funds for Preventive Maintenance operating grants. Preventive Maintenance covers a range of possible work types to preserve and maintain vehicle and non vehicle assets including servicing, repairs, inspection and administration. The cumulative number of hours of preventive maintenance provided by this project is estimated to be 12,500.
		\$1,000,000	2028	5307	
	Subtotal	\$2,000,000			
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$279,070	2027	5339	Purchase approximately 21 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See STE UZA rows below.
		\$279,070	2028	5339	
	Subtotal	\$558,140			
Marysville UZA Total		\$5,472,086			

Seattle-Tacoma-Everett Urbanized Area (UZA)

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$8,279,597	2027	5307	Purchase approximately 21 Zero Emissions Transit Revenue Vehicles and associated charging equipment/infrastructure for Replacement of buses that have exceeded their useful life or for Expansion of service. About 14 vehicles with 5307 earned share funds; 2 vehicles with 5339 funds and 5 with 5337 funds that will operate on HOV lanes. See MAR UZA rows above.
		\$8,279,597	2028	5307	
		\$3,370,853	2027	5337 HIMB	
		\$3,370,853	2028	5337 HIMB	
		\$807,714	2027	5339	
		\$807,714	2028	5339	
	Subtotal	\$24,916,328			
Everett Transit	Transit Maintenance Facility Design	\$868,762	2027	5307	Additional PE/Design funding for a new transit maintenance facility. This facility will primarily service electric vehicles as Everett Transit works toward having an all-electric fixed route fleet. The paratransit fleet and service vehicle fleet are planned for conversion to electric vehicles as well. The existing maintenance shop is nearing the end of its life and is not designed to service a large fleet of electric vehicles.
		\$868,762	2028	5307	
	Subtotal	\$1,737,524			
Everett Transit	2027-2028 Passenger Amenities: Public Address System for Everett Station	\$84,750	2027	5339	This project will fund the purchase and installation of a stand-alone public address (PA) system for Everett Station. The PA system will be used by transit staff to provide customer alerts.
		\$84,750	2028	5339	
	Subtotal	\$169,500			
Intercity Transit	Not yet programmed*	\$2,106,440	2027	5307	TBD
		\$2,106,440	2028	5307	
		\$205,502	2027	5339	
		\$205,502	2028	5339	
	Subtotal	\$4,623,884			
King County Metro	Broad Street Traction Power Substation Switchgear	\$595,902	2027	5337 HIFG	The Broad Street Traction Power Substation project will include the replacement of the DC switchgear of Broad St Traction Power Substation, including (13) DC Breakers and Tie, DC Relay and Controls, SAS Cabinet and HMI, Demolition of existing systems. Scope refinement may occur upon completion of a Targeted Condition Assessment anticipated to be completed by 2023 under Metro's Condition Assessment Program.
	Subtotal	\$595,902			
King County Metro	Bus Acquisitions 2027-2028	\$25,841,625	2027	5307	Replacement of King County Metro's existing fleet of 40-ft. and 60-ft diesel electric hybrid coaches with battery electric or other zero emission technology buses. Approximately 300 buses will be purchased.
		\$37,017,934	2028	5307	
		\$9,699,110	2027	5337 HIMB	
		\$9,699,110	2028	5337 HIMB	
		\$3,431,551	2027	5339	
		\$3,431,551	2028	5339	
	Subtotal	\$89,120,881			
King County Metro	Marine Vessel Maintenance 2027-2028	\$1,200,000	2027	5337 HIFG	This is a TIP bucket project that contains the Ferry District's tasks over time to provide for facility and vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, contract replacement vessels, and contract repair service. The federal funding represents 80 percent of the total budget for this activity during the time period.
		\$1,200,000	2028		
	Subtotal	\$2,400,000			
King County Metro	Trolley Bus Acquisition 2027-2028	\$11,176,309	2027	5307	This project funds the expansion of King County Metro's existing fleet of trolley buses. Approximately 20 trolley buses will be purchased.

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
	Subtotal	\$11,176,309			
King County Metro	Trolley Overhead Switches 2027-2028	\$500,000	2028	5337 HIFG	This program supports the maintenance, repair, and replacement of the trolley switches infrastructure. Approximately 5 to 15 overhead switches and ancillary hardware will be replaced.
	Subtotal	\$500,000			
King County Metro	Trolley Poles 2027-2028	\$804,000	2028	5337 HIFG	This program supports the maintenance and repair of the trolley bus system by replacing trolley poles. Approximately 80-100 poles will be replaced annually.
	Subtotal	\$804,000			
King County Metro	Trolley System Transit Asset Maintenance 2027-2028	\$5,000,000	2027	5337 HIFG	This project provides for Metro's trolley system asset management program in order to achieve and maintain the transit network in a state of good repair (SGR). Depending on the number and complexity of projects utilizing this funding, the federal amount could represent a range from 20 to 80 percent of the overall budget for this activity.
		\$5,000,000	2028	5337 HIFG	
	Subtotal	\$10,000,000			
King County Metro	Trolley Vehicle Maintenance 2027-2028	\$2,480,764	2027	5337 HIFG	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventive maintenance of transit-related electric trolley vehicles, equipment and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 174 electric trolley buses and infrastructure at Metro's Atlantic operating base and other facilities that are necessary for the maintenance and operations of Metro trolley service. The primary use of the funds is for staff costs for Preventive Maintenance activities on electric trolley buses. Depending on the amount of federal funds programmed, the federal amount could represent from 50 to 70 percent of the annual budget for this activity.
		\$2,441,764	2028	5337 HIFG	
	Subtotal	\$4,922,528			
King County Metro	Vehicle, Equipment and Facilities Maintenance 2027-2028	\$8,000,000	2027	5307	This is a TIP bucket project that contains King County Metro Transit's FTA funded preventative maintenance of transit-related vehicles, equipment, and facilities. The project contains the annual program of maintenance work on Metro's fleet of approximately 1,400 buses, vanpool fleet, and seven operating bases and other facilities that are necessary for the maintenance and operations of Metro service. The primary use of the funds is for staff costs for Preventive Maintenance activities on buses. Depending on the amount of federal funds programmed, the federal amount could represent from 20-50 percent of the annual budget for this activity.
		\$8,000,000	2028	5307	
	Subtotal	\$16,000,000			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
King County Metro	Not yet programmed*	\$22,238,102	2027	5337 HIFG	TBD
		\$21,569,004	2028	5337 HIFG	
	Subtotal	\$43,807,106			
Kitsap Transit	Fast Ferry Docking Facility - Seattle	\$1,298,221	2027	5307	Additional design funding for a new fast ferry docking facility in downtown Seattle. Facility will have a minimum of 4 berths, passenger facility uplands, bicycle storage and electric vessel infrastructure. The concept is to locate the facility in a place that has room to grow into a regional facility once other jurisdictions embrace fast ferry services. ROW acquisition is expected to begin within the next three years. See BRE UZA rows above.
		\$1,298,221	2028	5307	
		\$30,026	2027	5337 HIFG	
		\$30,026	2028	5337 HIFG	
	Subtotal	\$2,656,494			
Kitsap Transit	West Bremerton Transit Center & Hydrogen Fueling Facility	\$30,935	2027	5339	Construction funding to develop the Transit Center presently operated by Kitsap Transit near the SR3 Corridor located at the intersection of Bruenn Avenue and Burwell Street in Bremerton, Washington. Once developed the West Bremerton Transit Center/Hydrogen Fueling Station/Park & Ride will include approximately five (5) bus berths, pedestrian canopies, a comfort station, a hydrogen fueling facility, and a park & ride accommodating at least 210 vehicles. Additional pedestrian features will include sidewalks/crosswalks, lights, cameras, and bicycle storage to enhance safety and security. See BRE UZA rows above.
		\$30,935	2028	5339	
	Subtotal	\$61,870			
Pierce Transit	ADA Operating Services 2027-2028	\$1,323,449	2027	5307	This project will utilize FTA Section 5307 Earned Share funding to support Pierce Transit's ADA Paratransit services in Pierce County and will provide approximately 74,395 revenue service hours for 2027-2028.
		\$1,323,449	2028	5307	
	Subtotal	\$2,646,898			
Pierce Transit	Clean Fuels Bus Replacement 2027-2028	\$5,022,064	2027	5307	Pierce Transit will purchase and replace approximately eleven (11) 40-foot transit revenue buses that have exceeded their useful life or nearing the end of their useful life. Using FY2027 and FY2028 Earned Share funds, 9 buses will be procured with 5307 funds, 1 bus with 5337 HIMB funds, and 1 bus with 5339 funds.
		\$4,428,668	2028	5307	
		\$174,406	2027	5337 HIMB	
		\$174,406	2028	5337 HIMB	
		\$598,150	2027	5339	
		\$598,150	2028	5339	
	Subtotal	\$10,995,844			
Pierce Transit	Preventative Maintenance 2027-2028	\$1,109,472	2027	5307	This is a TIP bucket project that contains Pierce Transit's FTA-funded ongoing preventative maintenance activities for its vehicle fleet and facilities. Preventative Maintenance covers a range of work to cost-effectively preserve and extend an asset. Typical work includes performance of inspections and maintenance for facilities and associated equipment, appliances, and furnishings; performance of vehicle inspections and routine maintenance, including associated maintenance labor, parts, and supplies. The federal funds represent 4% of the overall maintenance and operations budget for this work.
		\$1,702,868	2028	5307	
	Subtotal	\$2,812,340			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
Seattle	Monorail System Maintenance 2027-2028	\$209,983	2027	5307	This is a TIP bucket project which contains the Seattle Center Monorail's FTA funded major maintenance grants to support the system which began service in 1962. The Monorail System includes two monorail trains (a total of 8 vehicles), two stations, maintenance facility, and the elevated fixed guideway and supports. The work is part of the ongoing Transit Asset Management Plan (TAMP)/Capital and Major Maintenance Plan (CMMP) for the Seattle Center Monorail. The 2027-2028 funds will be used primarily to fund refurbishment and major maintenance projects related to the trains, train-related wayside systems, stations, and elevated guideway. Federal funds represent 80% of the total budget.
		\$209,983	2028	5307	
		\$561,724	2027	5337 HIFG	
		\$561,724	2028	5337 HIFG	
	Subtotal	\$1,543,414			
Skagit Transit	<i>Not yet programmed</i>	\$371,256	2027	5307	TBD
		\$371,256	2028	5307	
		\$36,219	2027	5339	
		\$36,219	2028	5339	
	Subtotal	\$814,950			
Sound Transit	Operations and Maintenance Facility South	\$27,347,691	2027	5307	This project will construct and operate a light rail operations and maintenance facility in its South Corridor (OMF South). The facility would meet agency needs for an expanded fleet of light rail vehicles (LRVs). OMF South would be used to store, maintain, and deploy a minimum of 144 LRVs for daily service. OMF South would include three primary buildings: the Operations and Maintenance Facility (OMF) building, Maintenance of Way (MOW) building, and the Link System-Wide Storage building.
		\$27,347,691	2028		
	Subtotal	\$54,695,382			
Sound Transit	Regional Express Bus Program (2027-2028)	\$9,470,946	2027	5337 HIMB	This bucket project will include the purchase of replacement buses and the performance of preventive maintenance services - including possible midlife overhauls - for ST's express bus program serving Snohomish, King, and Pierce Counties. The funds will be used to maintain a fleet of approximately 319 buses in a state of good repair and upkeep of bus related facilities to preserve and extend functionality and serviceability of these assets. The 2027-2028 FTA 5337 HIMB funds will pay for preventive maintenance work. The 2027-2028 FTA 5339 funds will procure approximately two buses to replace buses that have reached the end of their useful life.
		\$9,470,946	2028	5337 HIMB	
		\$1,257,576	2027	5339	
		\$1,257,576	2028	5339	
	Subtotal	\$21,457,044			
Sound Transit	Sounder and Link State of Good Repair 2027-2028	\$24,998,492	2027	5337 HIFG	This is a TIP bucket project providing state of good repair/preventative maintenance for Sounder commuter rail and Link light rail rolling stock to extend the life and ensure continued performance of these assets. Sounder includes a current active fleet of 81 locomotives and cab/coach cars and Link light rail active fleet currently includes 65 vehicles. The project includes FTA 5337 HIFG funds (approximately 8% of the overall combined annual budget within the TIP timeframe) to be expended over the span of FFY's 2027-2028 and will provide for labor and fringe costs incurred for engineering maintenance of vehicles, transit way, related structures and supporting maintenance facilities, as well as administrative support of these activities.
		\$24,998,492	2028	5337 HIFG	
	Subtotal	\$49,996,984			
Washington State Ferries	Vessel Preventive Maintenance (2027-2028)	\$12,403,630	2027	5307	This is a TIP bucket project that contains tasks over time to allow WSF vessels to perform to the end of their useful life including vessel maintenance costs, labor, annual inspection/dry dock, routine maintenance repair/parts, and contract repair service.
		\$2,483,233	2028	5307	
		\$12,403,630	2027	5337 HIFG	
		\$4,860,299	2028	5337 HIFG	
	Subtotal	\$32,150,792			
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$2,377,066	2027	5307	This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. Please refer to Attachment B for more project details.
	Subtotal	\$2,377,066			
STE UZA Earned Share Total		\$392,983,040			
Grand Total, All UZAs		\$409,430,840			

Sponsor	Project Title	Amount Requested	Year	FTA Source	Description
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* Funds not yet programmed will be identified to projects by these agencies in the future and presented to the board for action.

ATTACHMENT 3D: TOC RECOMMENDATION FOR PSRC's 2027-2028 FTA EQUITY FORMULA FUNDING

Sponsor	Project Title	Amount Requested	Year	Description
Community Transit	Equity Focused Bus Stop Rehabilitation 2027-2028	\$4,798,049	2027	Rehabilitate and improve up to 100 Community Transit bus stops in Snohomish County's Equity Focus Areas (EFAs) and/or benefiting Equity Populations as selected utilizing a process that specifically prioritizes those stops with the greatest benefit to EFAs. Project will specifically improve equitable outcomes by investing in bus stop renovations that will enhance accessibility, comfort, safety and service reliability at bus stops used most frequently by Equity Populations. These improvements will include amenities, sidewalk access upgrades and other stop site improvements including speed and reliability enhancements. Work could include adding shelters or seating, enhancing accessible boarding/alighting surfaces, adding or upgrading accessible sidewalks and bulb-outs within 150 feet of the stop and adding or enhancing lighting and other safety and security improvements.
		\$4,798,049	2028	
Subtotal		\$9,596,098		
Everett Transit	2027-2028 Vehicle Preventive Maintenance	\$1,151,532	2027	<p>This project is for preventive maintenance work on the agency's fleet of fixed route and paratransit vehicles. In addition to routine maintenance, preventive maintenance is critical for checking safety components such as brakes, ADA securements, stop annunciators, HVAC filtering, and more. This work also includes service on electric vehicles as it is expected that the majority of Everett Transit's fixed-route fleet will be electric by 2025. Everett Transit has a significant quantity of older vehicles that are still in service, with some dating as far back as 2002. Our remaining diesel buses are an average of 17 years old, which is well past FTA's 12-year useful life benchmark. Based on 2023 data, there were 243 road calls for system failures on Everett Transit's fixed-route and paratransit buses. Of the total failures, 191 were considered major that took the buses completely out of service. In 2023, a total of 26 buses were down for over 30 days while awaiting repairs. All 32 census tracts served by Everett Transit's fixed-route service are considered to contain at least one of PSRC's equity demographic groups. This project supports approximately 9,000 labor hours annually.</p> <p>In addition, the bus manufacturer Proterra filed for bankruptcy in 2023. Everett Transit owns 9 Proterra electric buses, and 10 cabinet chargers. With the legal hold-ups of this bankruptcy, ET has come to an impasse regarding parts and support for these buses and corresponding chargers. Despite these buses only being 4-6 years old, they are unable to be repaired for the foreseeable future. As such, 3 of ET's 9 Proterra buses have been completely out of service since December 2023, and the cabinet chargers have no technical support from the company who purchased Proterra's charging line. In turn, this loss reduces the dependability of our diesel and diesel-hybrid fleet, which now has an even higher demand for preventive maintenance and requires more frequent repairs. Without these equity funds, Everett Transit would not be able to maintain its older diesel and diesel-hybrid vehicles which would result in reduced service. Without the ability to maintain and repair the fleet with this funding, our equity populations would not be served.</p>
		\$1,151,532	2028	
Subtotal		\$2,303,064		
King County Metro	RapidRide R Line	\$13,786,393	2027	<p>King County Metro will design and construct a new bus rapid transit (BRT)/RapidRide corridor along Rainier Ave S. The project will include a number of elements which may include business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, transit signal priority (TSP), supporting bicycle and pedestrian infrastructure, enhanced stations and stops, real-time arrival information, lighting, and wayfinding. This scope includes design of the entire corridor and construction of the corridor from 4th Ave & Jackson to Rainier Avenue & Bayview.</p> <p>The project supports EFA populations above the regional average living and working along the corridor, similar to Metro's "Priority Populations" which is used to establish and evaluate route target service levels. The project reduces disparities in access to transit, safety and levels of service. Per PSRC's adopted policies, this project is adding Equity funds to a previously awarded phase: The opportunity to use the PSRC's Equity Grant program funding has enabled Metro to not seek funding from the FTA's Small Starts program. The use of the Equity Grant program funding for the RapidRide R Line allows Metro to more efficiently and at lower cost than using the FTA Small Starts program implement the project. Based on Metro's experience not using the FTA's Small Starts funding can provide cost savings of between \$8 and \$9 million dollars and allow us to implement the project up to two years earlier. The RapidRide R Line is currently in early design and as the projects moves forward it is anticipated that cost will change. To implement the project Metro anticipates using the exception policy to requesting additional Equity funding be allocated to the project as the implementation costs become better defined in the later stages of the projects design. This action is similar to what would have occurred if Small Starts funding has been requested as the Small Starts program allows the sponsoring agency the ability to request a funding increase as costs are more defined prior to construction.</p>
		\$13,786,393	2028	
Subtotal		\$27,572,786		

Sponsor	Project Title	Amount Requested	Year	Description
Pierce Transit	Shuttle Revenue Vehicle Replacement 2027-2028	\$4,606,127	2027	Pierce Transit will purchase approximately 36 shuttle revenue vehicles to replace rolling stock at the end or reaching the end of its useful life for Pierce Transit's ADA Paratransit service. ADA shuttles increase mobility and accessibility for people with disabilities and serve as connecting points to other public transportation systems around the region. Without reliable door-to-door transportation service, the mobility challenges experienced by our passengers with disabilities would be nearly impossible to overcome. Moreover, the rides are critical to ensuring that no barriers prevent our ADA clients from getting to and from medical appointments, work, or accessing banking services and supermarkets with affordable/good-quality fresh food.
		\$4,606,127	2028	The Equity funds are needed as currently there are no other identified funds that will be used for the shuttle vehicle replacements. If Pierce Transit moves other resources to cover the cost of this project, other projects will also experience significant delays due to being underfunded. If Pierce Transit would not perform its ADA services optimally with new shuttle vehicles, then Pierce Transit will experience a loss in income from its ridership.
Subtotal		\$9,212,254		
Seattle	Maintenance for the First Hill Streetcar Line (2027-2028)	\$1,023,584	2027	This project includes 5307 funds for vehicle and facility preventive maintenance, corrective maintenance, expected vehicle overhauls and other defects as may occur in the 2027-2028 timeframe for the First Hill Streetcar line, which serves PSRC's defined Equity Focus Area communities. Typical work includes routine inspections and maintenance of track, landscaping, overhead contact system, power substations, platform and maintenance facilities, and streetcars. In addition to the typical maintenance work required, the First Hill Streetcar line is ageing and will need more intensive maintenance in future years such as core vehicle and track component repairs in order to keep service reliable. For instance, First Hill Streetcar has seen deteriorating levels of service due to ongoing battery failures and will be conducting an overhaul of the streetcar batteries in 2027-2028 to retrofit an improved cooling system that is critical to the reliability of the unit and streetcar's ability to provide consistent service. The overhaul of 16 batteries will involve the removal and rebuild of each unit separately to preserve service while the overhaul is performed and to ensure long term service reliability once the project is completed. Additionally, enhanced lighting at shelters has been added to First Hill Streetcar shelters in the past five years as part of implementing Seattle's Transportation Equity Framework that requires additional maintenance, repairs, and replacements. Federal funds represent 19% of the total budget.
		\$1,023,584	2028	The Equity funds are needed as there are no other funding sources available to complete these intensive maintenance needs and budget challenges are projected to continue as the city experiences revenue losses from multiple sources. Without this work being completed, the First Hill Streetcar will have fewer vehicles available to provide service for EFA neighborhoods and frequency could be degraded. The Equity funding will directly prevent a loss in service reliability.
Subtotal		\$2,047,168		
Sound Transit	Regional Express Bus Program (2027-2028)	\$5,309,841	2027	This project will include the purchase of replacement buses for ST's express bus program serving Snohomish, King, and Pierce Counties. The 2027-2028 FTA 5307 equity funds will be used to purchase approximately nine high-capacity transit buses. ST needs to replace 40-ft buses that have exceeded their useful life with new, high capacity double decker buses that have 45 more seats per bus. Double decker buses are needed to relieve over-crowding on some of ST Express's busiest routes such as Route 594 which serves higher percentages of minority and low-income populations.
		\$5,309,841	2028	
Subtotal		\$10,619,682		

Sponsor	Project Title	Amount Requested	Year	Description
Washington State Ferries	System-wide ADA Preservation and Improvements (2027-28)	\$1,311,467	2027	Washington State Ferries is required to preserve and improve its infrastructure which includes assets that assist our passengers with disabilities. It is estimated that our total ADA needs to accomplish this exceed \$50 million. This overall project with funding totaling \$25 million is expected to make progress in preserving and improving the ADA community's ability to travel on the Washington State Ferry System and is expected to be provided in \$5 million increments (state biennia) and will make complete projects that work toward addressing the total ADA needs. One of the initial steps will be for WSF to assess the ADA needs. The result of this assessment will be a list of prioritized deficiencies, including location specific details. This information will be used to generate projects to address the deficiencies within the available funding levels. Washington State Ferries has several projects that can be accomplished to address some deficiencies concurrent with the assessment. These deficiencies were identified from various sources such as complaints from our passengers, WSF Directors, WSF employees operating the ferry system and others. These projects include but are not limited to:
		\$1,311,467	2028	<ul style="list-style-type: none"> •ADA-compliant electronic signage •Updated physical signage •Technologies to support Accessible Wayfinding •Detectable Warning Elements & Pathfinding •Hearing Loop Systems •Improved ADA Accessible galley seating •Improved ADA Accessible waiting areas •Powered Wheelchairs and Charging Stations •Non-powered wheelchairs •Improvements at Ticketing booths •Curb Cuts •Benches along walkways •Tactile maps/markings. <p>Projects will be deployed at terminals and on vessels within the Seattle-Tacoma-Everett UZA and consistent with the PSRC Project Selection Resource Map which identifies broad swaths of Persons with Disabilities above the regional average in locations served by WSF Terminals and routes including in King, Snohomish, Pierce and Kitsap counties. The Equity funds will be applied to this project in increments for new investments per the overall project budget.</p>
Subtotal		\$2,622,934		
Equity Total		\$63,973,986		

Attachment 4: EMISSIONS SUMMARY FROM PROJECTS AWARDED FHWA FUNDS IN PSRC'S 2024 PROJECT SELECTION PROCESS

The following calculations are based on PSRC's project-level emissions tool or sponsor-provided data where applicable.

CMAQ Awards

Regional Competitive Projects

Estimate of Emissions Reductions - kg/day

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Community Transit	Zero Emissions Bus Purchase	\$ 4,800,000	1.57	0.08	2.12	<0.01	1419.08
King County Metro	RapidRide K Line Project	\$ 8,200,000	8.37	0.10	0.45	0.21	1647.75
King County Metro	Regional Campaigns & Partner/Community TDM Capacity Building	\$ 5,000,000	194.11	2.42	10.33	0.21	38195.10
Seattle	Harrison & Mercer Transit Access Project	\$ 8,200,000	4.16	0.07	0.32	<0.01	692.79
Sound Transit	Graham Street Station - Design	\$ 8,200,000	19.39	0.24	0.98	0.02	3887.09
Sound Transit	Boeing Access Rd Station - Vehicles	\$ 8,200,000	4.97	0.06	0.25	0.01	996.69
Total:		\$ 42,600,000					

Countywide Competitive Projects

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Bothell	9th Ave SE Multimodal Phase One: Crystal Springs Elementary to SR 524	\$ 1,954,500	1.29	0.02	0.05	<0.01	279.63
Edmonds	76th Ave. W @ 220th St. SW Intersection Improvements project	\$ 2,798,000	1.30	0.02	0.17	<0.01	340.13
Federal Way	BPA Trail - City Center Extension	\$ 1,600,000	2.71	0.03	0.14	<0.01	533.30
Fircrest	44th Street W Sidewalk Extension Improvements	\$ 2,578,050	2.23	0.03	0.14	<0.01	411.97
Issaquah	NW Juniper Street Improvements	\$ 1,621,875	1.20	0.02	0.08	<0.01	222.67
Monroe	154th Street Sidewalk Project	\$ 607,500	2.04	0.03	0.14	<0.01	358.04
Pierce County	Community, Multi-Family Housing, Employer and Youth Transportation Demand Management Programs	\$ 1,470,500	85.23	1.03	3.36	0.09	18540.94
Pierce Transit	New Inductive BEB Charging Infrastructure at Tacoma Community College Transit Center	\$ 2,273,440	1.27	0.13	2.73	0.01	1047.09
Puyallup	Meeker Pedestrian Improvements	\$ 2,500,000	1.14	0.02	0.09	<0.01	189.95
Redmond	156th Ave Shared Use Path	\$ 843,375	1.89	0.03	0.13	<0.01	330.50
SeaTac	34th Ave S Phase 2	\$ 2,956,293	3.39	0.04	0.18	<0.01	668.02
Seattle	80th St and 85th St ITS Corridors	\$ 1,558,457	0.41	0.02	0.18	<0.01	144.82
Seattle	N 130th St - Bitter Lake to Haller Lake Mobility Improvements	\$ 5,460,000	4.91	0.06	0.26	0.01	966.69
Sumner	Elm St. & Wood Ave. Sidewalks	\$ 346,000	0.01	0.00	<0.01	<0.01	2.61
Tukwila	Tukwila and South King County TDM	\$ 550,000	55.58	0.69	2.96	0.06	10936.87
Total:		\$ 27,163,490					

Shaded rows denote those CMAQ-funded projects that are expected to reduce emissions of fine particulates in the Tacoma-Pierce County PM_{2.5} Maintenance Area.

CRP Awards

Regional Competitive Projects

Estimate of Emissions Reductions - kg/day

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Community Transit	Zero Emissions Bus Purchase	\$ 3,400,000	1.57	0.08	2.12	<0.01	1419.08
Kirkland	NE 128th Street Bike-Ped Improvements	\$ 986,000	0.23	0.00	0.02	<0.01	40.52
Renton	Rainier Ave Corridor Improvements - Phase 5	\$ 3,196,076	1.48	0.02	0.06	<0.01	315.31
Seattle	West Seattle Link Extension (WSLE) Station Access	\$ 5,465,000	6.20	0.08	0.33	0.01	1220.70
Total:		\$ 13,047,076					

Countywide Competitive Projects

Estimate of Emissions Reductions - kg/day

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Bothell	102nd Ave NE Shared-Use Path	\$ 1,600,000	1.94	0.02	0.08	<0.01	412.06
Community Transit	Zero Emissions Bus Purchase	\$ 2,930,000	0.45	0.02	0.61	<0.01	405.45
Federal Way	Pacific Hwy Non-Motorized Trail - 288th to N City Limits	\$ 600,000	2.49	0.03	0.11	<0.01	519.09
King County Metro	King County Metro Zero Emission Ferry Replacement Project	\$ 1,730,000	Not Calculated	Not Calculated	10.74	0.14	2752.41
Seattle	Graham St Station Access & Complete Street	\$ 2,560,000	5.99	0.07	0.32	0.01	1178.55
WSDOT	SR 167/SR 512 to Ellingson Rd Vicinity - SB Congestion Management	\$ 1,500,000	8.56	0.14	3.30	0.03	741.62
Total:		\$ 10,920,000					

STBG Awards

Regional Competitive Projects

Estimate of Emissions Reductions - kg/day

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Auburn	East Valley Highway Widening	\$ 5,465,000	-2.02	<0.01	-0.14	<0.01	-150.89
Bellevue	NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion	\$ 3,500,000	2.01	0.03	0.21	<0.01	424.69
Fife	I-5/Port of Tacoma Road Interchange Improvement Project	\$ 2,439,606	1.25	0.15	2.89	0.04	525.26
Kent	Meet Me on Meeker: Interurban Trail to 6th Avenue S Connection	\$ 2,500,000	0.19	<0.01	0.01	<0.01	33.61
Kitsap County	Ridgetop - Mickelberry to Myhre Phase 1	\$ 5,460,000	0.57	0.01	0.04	<0.01	105.18
Lynnwood	Poplar Way Extension Bridge	\$ 5,465,000	1.62	0.03	0.20	<0.01	423.96
Pierce County	112th St E	\$ 5,465,000	1.98	0.02	0.09	<0.01	413.14
Tacoma	Puyallup Avenue Corridor Improvements with Pedestrian Access to Fife	\$ 5,465,000	1.57	0.02	0.10	<0.01	289.79
WSDOT	SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvement	\$ 4,275,122	0.18	<0.01	0.01	<0.01	42.15
Total:		\$ 40,034,728					

Countywide Competitive Projects

Estimate of Emissions Reductions - kg/day

Sponsor	Project Title	Award Amount	Carbon Monoxide	Volatile Organic Compounds	Nitrogen Oxides	Fine Particulate Matter	Carbon Dioxide Equivalent
Arlington	174th Street Roundabout	\$ 2,967,500	1.28	0.02	0.11	<0.01	244.60
Arlington	67th Ave-Ph2 Pavement Preservation	\$ 139,773	N/A	N/A	N/A	N/A	N/A
Auburn	Lea Hill Road/104th Avenue SE Roundabout	\$ 2,138,000	0.46	0.03	0.24	0.01	271.59
Auburn	A Street SE Preservation	\$ 965,000	N/A	N/A	N/A	N/A	N/A
Auburn	Lake Tapps Parkway SE Preservation (Summer Tapps Hwy E to 182nd Ave E)	\$ 792,406	2.02	0.03	0.16	<0.01	336.65
Bainbridge Island	Lynnwood Center Rd Non-Motorized Improvement Project	\$ 1,000,000	0.54	0.01	0.04	<0.01	90.75
Bellevue	120th Avenue NE (Stage 4), North Segment	\$ 5,460,000	1.29	0.02	0.09	<0.01	258.70
Bellevue	Eastgate Way Sidewalk	\$ 1,068,500	<0.01	<0.01	<0.01	<0.01	0.98
Bellevue	South Downtown Bellevue Arterial Overlay	\$ 1,500,000	N/A	N/A	N/A	N/A	N/A
Bothell	228TH St SW/SE Pavement Preservation -Phase 1	\$ 750,000	N/A	N/A	N/A	N/A	N/A
Bothell	240th St SE & 35th Ave SE Intersection Improvements	\$ 1,069,750	0.55	0.01	0.03	<0.01	129.26
Bothell	9th Ave SE Multimodal Phase One: Crystal Springs Elementary to SR 524	\$ 1,120,250	1.29	0.02	0.05	<0.01	279.63
Bothell	Juanita-Woodinville Way NE Overlay; NE 160th St to 121st Ave NE	\$ 800,000	N/A	N/A	N/A	N/A	N/A
Bothell	East Riverside Drive Overlay (111th Ave NE to I-405)	\$ 800,000	N/A	N/A	N/A	N/A	N/A
Bremerton	11th Street Preservation	\$ 1,271,550	N/A	N/A	N/A	N/A	N/A
Covington	SR 516 and Covington Way Intersection Improvements	\$ 1,924,552	0.92	0.01	0.04	<0.01	188.79
Edgewood	Meridian & 12th/13th Intersection Improvements	\$ 350,000	1.16	0.02	0.07	<0.01	242.42
Edmonds	76th Ave. W Overlay from Highway 99 to 220th St. SW	\$ 750,000	N/A	N/A	N/A	N/A	N/A
Federal Way	S 320th Street Preservation (SR-99 to I-5)	\$ 1,150,000	N/A	N/A	N/A	N/A	N/A
Issaquah	Newport Way NW Improvements – Maple Street to West Sunset Way	\$ 5,460,000	1.70	0.05	0.72	0.01	976.33
Kent	Earthworks Park to Downtown Connection	\$ 375,000	2.78	0.05	0.22	<0.01	463.57
Kent	South 212th Street Preservation (59th Pl S to 72nd Ave South)	\$ 1,500,000	N/A	N/A	N/A	N/A	N/A
Kent	S 196th Street Preservation	\$ 1,500,000	N/A	N/A	N/A	N/A	N/A
King County Roads	Issaquah-Hobart Road SE and SE May Valley Road Intersection Improvement	\$ 545,000	0.06	<0.01	0.03	<0.01	40.01
King County Roads	2027 NE Big Rock Road Overlay	\$ 792,340	N/A	N/A	N/A	N/A	N/A
King County Roads	Avondale Rd NE Pavement Preservation	\$ 1,407,355	N/A	N/A	N/A	N/A	N/A
Kirkland	116th Avenue NE/NE 87th St Intersection Improvements	\$ 1,378,400	0.02	<0.01	<0.01	<0.01	3.88
Kirkland	NE 132nd Street Preservation	\$ 653,000	N/A	N/A	N/A	N/A	N/A
Kitsap County	Lund - Chase to Jackson 1	\$ 3,761,392	1.95	0.03	0.14	0.00	340.81
Kitsap County	Lake Flora - City Limits to JM Dickinson	\$ 997,000	N/A	N/A	N/A	N/A	N/A
Kitsap Transit	Bremerton Transit Center Security Upgrades	\$ 550,000	0.37	0.01	0.03	<0.01	62.12
Lakewood	100th - Lakewood Drive to Lakeview Avenue Overlay	\$ 752,500	N/A	N/A	N/A	N/A	N/A
Lynnwood	42nd Way Improvements - Segment 1	\$ 2,967,500	1.66	0.02	0.09	<0.01	326.73
Lynnwood	188th Preservation Project	\$ 750,000	N/A	N/A	N/A	N/A	N/A
Marysville	156th St NE Connector	\$ 2,967,500	0.81	0.01	0.05	<0.01	149.29
Marysville	State Ave Preservation (116th to Spur Track)	\$ 745,654	N/A	N/A	N/A	N/A	N/A
Monroe	Main Street Preservation	\$ 714,573	N/A	N/A	N/A	N/A	N/A
Newcastle	Coal Creek Parkway Pavement Preservation	\$ 1,205,000	N/A	N/A	N/A	N/A	N/A
Pierce County	Safe Routes to School - B St E	\$ 2,350,000	1.41	0.02	0.09	<0.01	261.34
Pierce County	138th Street South Improvements	\$ 1,118,600	1.39	0.02	0.07	<0.01	273.08
Pierce County	Lackey Rd. NW / Jackson Lk. Rd. NW / Key Peninsula Hwy. NW	\$ 1,000,000	<0.01	<0.01	<0.01	<0.01	0.25
Pierce County	Sunrise Blvd. E.	\$ 792,406	N/A	N/A	N/A	N/A	N/A
Port of Bremerton	Airport Way Phase 2.2	\$ 2,149,308	<0.01	<0.01	<0.01	<0.01	0.03
Port Orchard	Bethel Lund Intersection Improvement	\$ 648,750	16.01	0.27	1.24	0.02	2669.28
Poulsbo	Third Ave Improvements	\$ 2,062,000	0.82	0.01	0.06	<0.01	143.35
Puyallup	Valley Ave NW Overlay - Phase 3	\$ 792,406	N/A	N/A	N/A	N/A	N/A
Redmond	156th Ave Shared Use Path	\$ 1,156,625	1.89	0.03	0.13	<0.01	330.50
Renton	Sunset Trail	\$ 2,500,000	3.01	0.04	0.16	<0.01	592.33
SeaTac	South 204th Street Improvements Project	\$ 2,000,000	0.04	<0.01	0.00	<0.01	7.89
Seattle	80th St and 85th St ITS Corridors	\$ 1,411,543	0.41	0.02	0.18	<0.01	144.82
Seattle	Aurora Ave Transit Corridor and Safety Upgrades	\$ 5,460,000	0.93	0.01	0.05	<0.01	186.00
Seattle	Graham St Station Access & Complete Street	\$ 1,192,835	5.99	0.07	0.32	0.01	1178.55
Shoreline	N 175th Street, Stone Avenue N to I-5	\$ 5,460,000	2.47	0.03	0.12	<0.01	504.82
Shoreline	Trail Along the Rail Master Plan	\$ 432,500	N/A	N/A	N/A	N/A	N/A
Shoreline	Dayton Ave N (Carlyle Hall Rd to Westminster Way) Pavement Preservation	\$ 1,100,000	N/A	N/A	N/A	N/A	N/A
Snohomish County	Alderwood Mall Parkway - SR525 to 168th St SW	\$ 2,967,500	3.39	0.06	0.49	0.01	723.91
Snohomish County	Jordan Road Overlay	\$ 820,000	N/A	N/A	N/A	N/A	N/A
Sumner	166th St Widening and Intersection Improvements	\$ 2,249,000	0.80	0.03	0.60	0.01	440.32
Sumner	Rivergrove Community Pedestrian Bridge	\$ 5,000,000	1.14	0.02	0.07	<0.01	210.91
Sumner	Valley Ave Overlay	\$ 454,644	N/A	N/A	N/A	N/A	N/A
Tacoma	Tacoma Mall Neighborhood Loop Road - Active Transportation Plan	\$ 284,000	N/A	N/A	N/A	N/A	N/A
Tacoma	6th Avenue & Tacoma Avenue Pavement Preservation	\$ 792,406	N/A	N/A	N/A	N/A	N/A
University Place	Chambers Creek Road Roundabout	\$ 800,000	0.01	<0.01	<0.01	<0.01	4.01
University Place	67th Avenue Improvements Phase 3	\$ 1,972,907	1.72	0.02	0.11	<0.01	319.03
University Place	Chambers Creek Road Pedestrian and Bicycle Improvements	\$ 297,500	1.47	0.02	0.07	<0.01	295.06
University Place	Bridgeport Overlay	\$ 763,235	N/A	N/A	N/A	N/A	N/A

Total: \$ 103,067,660.00