2020 Project Selection Recommendations

Executive Board
July 23, 2020
Overview of PSRC Funds

PSRC receives ~$260 Million annually in federal transportation funds:

**Federal Highway Administration (FHWA) ~$80m**
- Two funding programs, specific eligibility requirements for each

**Federal Transit Administration (FTA) ~$180m**
- Four funding programs, specific eligibility requirements for each

2020 process distributes FFY 2023-2024 funds, to meet federal/state requirements
Project Selection Process Overview

• Project Selection Task Force
  - *Representation from PSRC’s four boards*
  - *Met September to December 2019*
  - *Recommendation on Policy Framework*

• Policy Framework adopted in January 2020
  - *Based on VISION policies*
  - *Provides Board direction for project selection*
  - *Detailed policies and procedures for conducting the process*
## Project Selection Process

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**A total of $549 million available**

- 259 projects submitted across all competitions
- Total request of $800 million
- 128 projects recommended
Project Selection – Policy Review

• Policy Framework and evaluation criteria based on VISION policies and Regional Transportation Plan regional outcomes

• Addresses:
  • Support for regional and local centers
  • Mobility and accessibility for all modes
  • Safety
  • Equity
  • Climate and air quality
Project Highlights - Supporting Centers

- Overarching policy focus = support for centers and the corridors that serve them
- Project evaluation criteria address how the transportation investment supports the development of the center(s) – jobs, housing, center plans and activities
- The Regional FHWA competition is focused solely on supporting Regional Growth and Manufacturing/Industrial Centers
- The Countywide FHWA and Regional FTA competitions are broadened to also support locally designated centers
Example: Bothell Way NE Improvement Project Phase 1

- Provides a 5-lane roadway with signal improvements, protected bicycle lanes, sidewalks, transit improvements to support SWIFT Green Line BRT
- Supports the Canyon Park Regional Growth Center and the expected 20,000+ jobs in the Life Sciences/Global Health industry cluster and the expected 5400+ residents by 2035
- Bothell Way NE is a designated T3 freight corridor and the main arterial connection between SR 522 and Canyon Park
Example: Tacoma’s Water Ditch Trail IIIA

- Multi-use trail with accessibility and safety features
- Connects to completed segments of an overall 6.5 mile trail, future connection to Prairie Line Trail
- Supports the Tacoma Downtown Regional Growth Center and Tacoma Mall Regional Growth Center
Project Highlights - Mobility and Accessibility

- Project evaluation criteria address how the transportation investment achieves the following:
  - Completes a gap in the system
  - Improves circulation
  - Provides active transportation opportunities
  - Improves access for multiple modes
  - *Addresses both freight and personal movement*
Example: Lynnwood’s 42nd Avenue West Improvements

- Completes a new grid street in the Lynnwood Regional Growth Center
- Includes two travel lanes, bicycle sharrows, wide sidewalks, signals, etc.
- Connects City Center to Interurban Trail and Lynnwood Transit Center
Example: Sumner’s Stewart Road Corridor / White River Bridge

- Eliminates bottleneck on corridor within the Sumner-Pacific MIC
- Provides a separated trail crossing, sidewalk and shared use path
- Addresses flow restrictions on the White River and flooding
Project Highlights - Safety

• Project evaluation criteria address how the transportation investment addresses safety and security:
  • Improves an existing known safety issue or accident location, or
  • Prevents future safety issues

Example: Kitsap County’s Fairgrounds Road

• Sidewalks and bicycle lanes connecting to schools, fairgrounds, local community destinations
• Separates pedestrians from roadway, improves intersection definition
Project Highlights - Safety

Example: North Bend’s SR 202/Mt. Si Roundabout

• Current intersection not ADA compliant
• Replaces signalized intersection with a multimodal roundabout, rapid flashing beacons and audible pedestrian crossings
• Lowers speeds, one-way travel to reduce collisions, improved pedestrian and bicyclist safety
Project Highlights - Equity

• Project evaluation criteria address how the transportation investment benefits:
  • People of color
  • People with low income
  • Seniors
  • People with disabilities
  • Populations located in highly impacted communities for air quality
  • Areas experiencing high levels of unemployment or chronic underemployment
**Project Highlights - Equity**

*Example: King County Metro’s South King County Corridor Speed and Reliability Improvements*

- Improvements on congested segments of two transit routes
- Serves communities with “areas of unmet need” as defined by Metro’s 2019 Mobility Framework
- Area includes 51% people of color, 12% seniors, 15% of households in poverty, 12% disability, 8% without access to a vehicle
**Project Highlights - Equity**

**Example: Pierce County’s Canyon Road Freight Corridor Improvements**

- Area includes higher percentage of elderly and disabled, Low / Very Low Opportunity Index – enhanced connections to emergency services, businesses and employment
- Improved connection for residents of Puyallup Tribal Nation to Chief Leschi Tribal School
- Improves and extends corridor, sidewalk and shared use path, replaces a functionally obsolete bridge
- In addition to freight, serves local bus routes, recreational access to the Puyallup River, commuter trips
Project Highlights - Climate and Air Quality

- Project evaluation criteria estimate the potential to reduce air pollutants, including greenhouse gas emissions, by:
  - Reducing vehicle miles traveled
  - Reducing trips
  - Improving traffic flow
  - Converting to alternative fuels, equipment

**Example: Sound Transit’s I-405 STRIDE BRT project**

- New service connecting Lynnwood to Burien
- Significant ridership, mode shift
- Average trip length of 10 miles
Project Highlights - Climate and Air Quality

Example: Community Transit’s Swift BRT TDM Expansion

- Transportation Demand Management program expansion on Swift BRT Orange and Blue lines
- Outreach, incentives, targeted programs
- Reaching 10,000 potential users, average trip length of 5.7 miles

Example: Kitsap Transit’s Southworth Terminal Redevelopment

- Includes shore-side electrification, additional berthing facility, upgraded passenger facilities
- Supports electric and hybrid electric ferries
Almost 70% of recommended projects include construction / implementation phases
Project Highlights – Active Transportation

- While the bicycle/pedestrian set-aside is 10% of the FHWA funds, **75%** of all FHWA recommended projects include bicycle and/or pedestrian facilities.

- These are incorporated into projects containing **81%** of the total available funding.
Next Steps

July 2020 – Board action on project recommendations

September 2020 – Public comment on Draft 2021-2024 Regional Transportation Improvement Program (TIP)

October 2020 – Board adoption of 2021-2024 Regional TIP

January 2021 – Federal approval of TIP

- Early 2021 – begin early engagement on 2022 Policy Framework
Recommended Action

The Executive Board is asked to:

Approve the projects recommended for PSRC’s federal funds as identified in Attachments A through D, including the prioritized contingency lists of projects should additional funds become available prior to the next project selection process.