Regional FTA Caucus
February 13, 2018 • 10:30 a.m. – 12:00 p.m.
PSRC Conference Room • 1011 Western Avenue, Suite 500 • Seattle, WA 98104

10:30 1. Welcome and Introductions – Melissa Cauley, Chair

10:35 2. Public Comment

10:40 3. Action: Approve Meeting Summary*

Approve summary for the Regional FTA Caucus meeting held January 16, 2018.

10:45 4. Action: FTA Caucus Officer Elections

PSRC staff will review nominations received since the January meeting for the Caucus Chair and Vice-Chair positions and ask for any additional nominations. The Caucus will then vote on both positions.

11:00 5. Action: Adoption of Operating Procedures*

Per the discussion at the January meeting, Sarah Gutschow, PSRC, will review the revised draft of the Caucus Operating Procedures for discussion and approval.

11:10 6. Discussion: 2018 Project Selection Update*

Kelly McGourty, PSRC, will provide an update on the 2018 Policy Framework and the schedule for the upcoming 2018 project selection process.

11:30 7. Discussion: FTA Transit Asset Management Rule Update*

Gil Cerise, PSRC, will provide an update on the implementation of FTA’s Transit Asset Management (TAM) rule, including how its implementation is linked with 2018 project selection, amendments/updates to the TIP, and reporting on attainment of agency targets that will feed into regional target monitoring.

11:50 8. Other Business

• VISION 2050 scoping

11:55 9. Next Meeting:

March 13, 2018, 10:30 a.m.-12:00 p.m.

12:00 10. Adjourn

*Supporting materials attached

For more information, contact Sarah Gutschow at (206) 587-4822 or sgutschow@psrc.org or Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711. 中文 | Chinese, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese call 206-587-4819.
Members and Alternates Represented at the Table:

Melissa Cauley - Community Transit & Chair; Peter Heffernan - King County & Vice-Chair; Melinda Adams - Everett Transit; Dawn Erickson - Everett Transit; Matthew Graves - Pierce County; Dave Morrison - King County; Krishan Aggerwal - WSDOT – Ferries; John Bernhard - WSDOT – Ferries; Monica Overby - Sound Transit; Sara Walton - City of Seattle; Katherine Rassmussen - Community Transit

Via Phone:

Barb Hunter - Pierce Transit; Jeff Davidson - Kitsap Transit; Lisa Wolterink - Sound Transit; Leslie Rifkin - WSDOT – Ferries; Gabrielle Sivage - City of Seattle

Other Guests (for all or part of the meeting):

Eric Irelan - King County; Mitzie McMahon – Sound Transit (via phone)

PSRC Staff: Sarah Gutschow, Kelly McGourty, Monica Adkins

Welcome, Introductions, Public Comment

Public comment was provided by Alex Tsimmerman.

Approval of Meeting Summary

The summary for the December 12, 2017 meeting was approved.

Discussion: Upcoming Caucus Officer Elections

Sarah Gutschow, PSRC, discussed elections procedures and opened nominations for the Caucus Chair and Vice-Chair positions. Elections will be held at the next Caucus meeting on February 13th.

For more information, contact Sarah Gutschow at (206) 587-4822

Discussion: Operating Procedures and Technical Addendum Update

Sarah provided an overview of the current Caucus Operating Procedures and Technical Addendum, both last updated in 2013. The Caucus provided feedback for the final version of the Operating Procedures, which will be presented for approval at the February Caucus meeting. As the Technical Addendum contained outdated and redundant information, Kelly McGourty, PSRC, proposed replacing it with an expanded FTA-funding section in the 2018 Policy Framework, or adding an FTA-funding addendum to the Framework if necessary. The Caucus agreed with this proposal for the Technical Addendum.

For more information, contact Sarah Gutschow at (206) 587-4822

Discussion: 2018 Project Selection Update

Kelly provided an update on the final 2018 Project Selection Task Force recommendations, including proposed updates to the FTA Regional Competition funding criteria. The Caucus provided feedback on the updated Project Readiness criteria and asked for further clarification on whether different phases of the same project could be submitted to both the FHWA and FTA funding competitions. Kelly said that this feedback would be incorporated into the final draft criteria following further deliberation. She then proposed that external transit agencies in the PSRC region would be able to program their FY2021 and FY2022 projects as part of the 2018 project selection process. The Caucus agreed with this proposal.
Kelly reviewed the draft 2018 project selection calendar, including the options to either recommend FTA Regional Competition projects in May or June 2018. The Caucus generally agreed that they preferred the option of recommending regional projects in June.

For more information, contact Kelly McGourty at (206) 971-3601

Other Business

Sarah provided a brief overview of the information available on the PSRC’s Transit Agencies Triennial Review Information webpage.

Melissa Cauley, Community Transit, asked the Caucus if any transit agencies had been successful in moving forward with executing their FTA Capital Investment Grants (CIGs). No agencies had been able to move their CIGs forward.

For more information, contact Sarah Gutschow at (206) 587-4822

Next Meeting – February 13, 2018, 10:30 a.m. - 12:00 p.m., PSRC Conference Room
PSRC’s REGIONAL FTA CAUCUS OPERATING PROCEDURES

Purpose
As a standing subcommittee of the Transportation Operators Committee (TOC), PSRC’s Regional Federal Transit Administration (FTA) Caucus (hereafter referred to as the Caucus) will serve as the forum for addressing all issues associated with FTA funding programs and compliance issues in the central Puget Sound region.

Primary responsibilities of the Caucus shall include:

- Developing recommendations to the TOC on the distribution of FTA formula funding apportioned to the Puget Sound region, except for PSRC’s Section 5310 funds, which are recommended by the Special Needs Transportation Committee.

- Technical and compliance issues required in, or resulting from, the approved federal transportation authorization act (currently the Fixing America’s Surface Transportation Act or FAST Act).

The TOC may also identify additional specific issue areas that they would like the Caucus to consider and provide input. Issues of interest identified by the Caucus will be forwarded to the TOC for possible incorporation into the Caucus annual work plan.

Actions approved by the Caucus will be forwarded as recommendations to the TOC for its consideration.

Membership
The Caucus voting membership will be comprised of PSRC member agencies providing public transportation service in PSRC’s four-county region. Those current agencies are identified below:

- Community Transit
- Everett Transit
- King County Metro
- Kitsap Transit
- Pierce County (Pierce County Ferry)
- Pierce Transit
- City of Seattle
- Sound Transit
- WSDOT (Washington State Ferries)
Agencies providing public transportation services in PSRC’s four-county region which are not PSRC members (and/or agencies located outside of the PSRC region) are invited to participate as non-voting Caucus members.

Each member may have a designated alternate. Please note, only designated members and alternates may participate at the table; all other representatives are welcome to attend as guests only.

Appointments for each member and alternate are to be provided in writing to PSRC from the appropriate department head or elected official. For transit agencies, this should be the Executive Director or other responsible official. For the cities, this could be the Mayor, Public Works Director, Transportation Department Manager or other responsible official.

Attendance
All members or their designated alternate are expected to regularly attend Caucus meetings.

Chair and Vice-Chair Elections, Terms and Responsibilities
A Chair and Vice-Chair will be elected via an open nomination process and voting by the Committee. Terms will be for a maximum of two years. The role of the chairs will be to facilitate discussions and actions by the Caucus, and to ensure equal opportunity for participation by members present. As mentioned above, the Chair will also report to the TOC on Caucus recommendations.

Meeting Schedule and Agendas
The Caucus typically meets on the second Tuesday of every month, from 10:30 a.m.-Noon. Scheduled meetings may be cancelled or additional meetings may be scheduled as needed, in consultation between PSRC staff and the Chair and Vice-Chair. A calendar of regularly scheduled advisory forum meetings for the year is posted on PSRC’s website and provided to each forum.

Action Items will be clearly noted on Caucus agendas, which will be distributed approximately one week prior to each meeting. In general, if an item is not on the agenda, no action will be taken. However, under some circumstances, notification may be provided to the Caucus via email, either to add an item to an upcoming agenda, or to ask for action via email vote. No actions will be voted upon without adequate advance notice to all members of the Caucus.

Recommendations

General

Formal recommendations to be forwarded to the TOC will be by vote, although the Caucus will strive for consensus among its members. Voting procedures will follow Robert’s Rules of Order for motions, amendments and discussion. A recommendation may be proposed by any voting member of the Caucus, but motions may not be seconded by a representative from the same agency. Voting is not weighted, and each represented agency is allowed one vote. A quorum is not required. Other recommendations pertaining solely to Caucus activities, and which will not be forwarded to the TOC for action, may be achieved either by vote or by consensus. Alternates do not participate in recommendations if the representative is present. Minority positions may be forwarded along with the majority recommendation to the TOC.
Funding Distributions

PSRC has project selection authority for FTA formula funds within three urbanized areas (UZA) in the region: Seattle-Tacoma-Everett, Bremerton and Marysville. When preparing a funding recommendation to the TOC, only those Caucus voting members providing service within a UZA – and the service is reported within that UZA to FTA’s National Transit Database - may participate in the vote for that UZA.

Subcommittees

Working subcommittees are created as needed by the Caucus. Subcommittees are assigned specific tasks and dissolved when the work is completed. Other staff in the region may be asked to serve on subcommittees to provide specific expertise or viewpoints.
PSRC’s DRAFT 2018 Regional FTA Competition
Project Evaluation Criteria

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

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

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

The air quality/climate change criterion evaluates projects for their potential to eliminate single occupant vehicle trips and reduce vehicle miles traveled (VMT), as well as for the promotion of alternative fuels and the reduction of idling. These elements not only have the capability to reduce traditional air pollutants, which are harmful to human and environmental health, but also

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2. The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”
3. Highly impacted communities are geographic locations characterized by degraded air quality, whose residents face economic or historic barriers to participation in clean air decisions and solutions. For more information, see: [http://www.pscleanair.org/priorities/Pages/equityej.aspx](http://www.pscleanair.org/priorities/Pages/equityej.aspx).
to reduce emissions of the greenhouse gases which lead to climate change, both of which are called for in VISION 2040 and Transportation 2040. The Washington State Department of Ecology has identified diesel exhaust as the air pollutant most harmful to public health in Washington State, and according to the Puget Sound Clean Air Agency, the reduction of particulate matter – particularly diesel particulates – is the most important air quality challenge in the Puget Sound.

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

INSTRUCTIONS

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

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<tr>
<th>Part 1: Category Specific Questions</th>
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<td>A. Corridors Serving Centers</td>
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<tr>
<td>Benefit to Regional Growth, Manufacturing/Industrial and/or Locally Identified Center</td>
<td>40</td>
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<td>System Continuity/ Long Term Benefit-Sustainability</td>
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<th>Part 2: Technical Criteria</th>
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<td>B. Air Quality and Climate Change</td>
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<td>C. Project Readiness/Financial Plan</td>
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<td>D. Other Considerations</td>
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After all projects have been scored by PSRC staff, the Regional FTA Caucus will use the scores as a tool to help determine which projects to recommend for funding to the Transportation Operators Committee (TOC). The TOC will review and make recommendations for funding to the Transportation Policy Board (TPB), which will make the final recommendation to the Executive Board.
Part 1: Policy Criteria

A. Corridors Serving Centers = 75 Points

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

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

Guidance

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

High: A high scoring project would demonstrate the following characteristics:
- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s);
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals);
- Improves access to the center(s) for multiple modes including nonmotorized and transit, providing opportunities for increased public health benefits;
- Serves multiple user groups, including those without full-time access to cars, those identified in the President’s Order for Environmental Justice, seniors, people with disabilities,
those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment;
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project;
- Supports the expansion or retention of employment in the center, including those within the industry clusters identified in the adopted Regional Economic Strategy;
- Promotes CTR opportunities.

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

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

System Continuity/ Long Term Benefit-Sustainability = 35 Points

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

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

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

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

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

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**Part 2: Technical Criteria**

**B. Air Quality and Climate Change = 20 Points**

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

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

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

**Low:** A project will rate low if:
- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2030.

**Guidance**

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

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

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

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

PSRC has developed an “Air Quality and Climate Change Evaluation Guidance” document that provides additional background and resources regarding the estimation of emissions reductions from a variety of types and scales of transportation projects, and information on the technical tool PSRC uses to estimate emissions reductions. This guidance document is provided in the Call for Projects on PSRC’s website.
C. Project Readiness/Financial Plan = 5 Points

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

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

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

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

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

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

D. Other Considerations (no points)

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

- Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
- Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
## DRAFT Schedule for PSRC’s 2018 Project Selection Process

| Call for Projects | February 22  
| Workshops | February 26 - March 9 |

### FHWA Regional Process
- **Regional FHWA Screening Forms Due**: March 12
- **Target date for PSRC review of FHWA regional screening forms**: March 23
- **Regional FHWA Applications Due**: April 19
- **Sponsor presentations**: April 26-27
- **RPEC Recommendation meetings**: May 24-25

### FHWA Countywide Processes
- **Countywide Screening Forms Due**: No later than May 4
  - (will be responsive to CW schedules)
- **Target date for PSRC review of countywide screening forms**: No later than May 31
- **Countywide Funding Recommendations to PSRC**: No later than June 21st

### FTA Earned Share Process
- **Earned Share Screening Forms Due**: March 16
- **Target date for PSRC review of earned share screening forms**: April 6
- **Earned Share Projects Due**: May 4

### FTA Regional Process
- **Regional FTA Screening Forms Due**: March 30
- **Target date for PSRC review of regional FTA screening forms**: April 13
- **Regional FTA Applications Due**: April 30
- **Sponsor presentations**: May 8-9
- **Caucus Recommendation meeting**: June 12
- **TOC Recommendation meeting**: June 27

### PSRC Board Process
- **All project recommendations to the Transportation Policy Board**: July 12
- **Development of 2019-2022 Regional TIP**: August
- **Public comment period**: September 6 - October 11
- **Approval of 2019-2022 Regional TIP and submittal to state**: October 25

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Agenda Item 6B-Page 1
MEMORANDUM

February 13, 2018

TO: Regional FTA Caucus

FROM: Gil Cerise, PSRC

SUBJECT: Implementing the Federal Transit Asset Management (TAM) Rule at the Regional Level

IN BRIEF

PSRC set initial regional Transit Asset Management (TAM) performance targets in June 2017 and incorporated TAM and the initial performance targets into the draft Regional Transportation Plan. In 2018, PSRC will continue implementation of the TAM rule which will have implications with upcoming 2018 FTA project selection process and development of the next TIP in fall 2018.

DISCUSSION

PSRC is continuing implementation of the FTA TAM rule in 2018. Although some transit agency activities, such as submittal of TAM-related transit data to the National Transit Database (NTD) is optional in 2018, PSRC is planning to continue implementation in the following ways:

1. Collecting data from transit agencies to assess progress towards achieving 2017 targets that were set in June 2017;
2. Collecting transit agency 2018 performance targets;
3. Collecting agency TAM plans as they are completed by the October 1, 2018 deadline established by FTA.

Items number 1 and 2 are follow-up actions based upon PSRC establishing the initial regional TAM performance targets in 2017. As part of implementing performance-based planning, the PSRC boards are interested in hearing how performance targets are used and implemented.

Agencies involved in developing the initial TAM performance targets in 2017 recognized that they were learning in the process of developing those performance targets. Therefore, in the process of developing 2018 targets and reporting progress on 2017 targets, there may be some caveats incorporated to address adjustments needed to the 2017 targets.

Transit agencies are required to have FTA-compliant TAM Plans in place by October 1, 2018. Agency TAM plans must be submitted to PSRC, as this region’s MPO, and plans must cover FFY 2019-2022 time frame. As agencies develop their TAM plans and grants for FFY 2021-2022 FTA funding, there should be coordination to ensure that PSRC is able to connect the investment prioritization in the TAM plans with the preservation and other capital asset investments identified in grant awards from the 2018 FTA competition.
NEXT STEPS

PSRC plans to reconvene the Transit Asset Management Advisory Committee in March to coordinate collection of TAM performance target information and to receive an update on TAM plan development. PSRC will be asking to receive copies of each agency’s TAM plan as it is completed and approved by each agency.

We will also continue to work with stakeholders on how the next regional TIP will be updated to reflect the performance-based planning process for TAM.

For more information, please contact Gil Cerise at (206) 971-3053 or gcerise@psrc.org.