2020 Project Selection
Policy Framework Topics

Regional Project Evaluation Committee
July 26, 2019
Overview

- Policy Framework key topics:
  - Funding estimates
  - Funding limits / caps
  - Set-asides: preservation, bicycle/pedestrian, Kitsap County distribution
  - Number of regional applications
  - Criteria
- Other administrative / logistics details
Draft Schedule

- September - December
  - Project Selection Task Force
  - Policy Framework Adoption
- January
- February
  - Call for Projects
- July
  - Project Recommendations to PSRC Boards
- August - October
  - Development of 2021-2024 TIP & Public Comment
  - TIP Adoption / Federal, State Approval
- October – January 2021
Funding Estimates

- Funding estimates:
  - Attachment 1: historic data on estimates at time of programming compared to final allocations
    - Reasonably close estimates to allocations until 2019
  - FAST Act expires in 2020
  - 2018 process programmed 2021-2022 funds – new act
  - 2020 process will program 2023-2024 funds – new act
  - PSRC will work with FHWA, FTA and WSDOT over the next few months for additional guidance
Limits on Funding Requests

- Funding limits / caps:
  - Attachment 2: data on minimum, average and maximum awards over time
  - Limits established in 2018 for 2021-2022 projects
  - Not affecting current delivery – no clear indication to date that funding is a significant reason for delays
  - Dual issue for delivery:
    - Larger projects can help with delivery, or
    - Delay of larger projects can harm delivery
Preservation Set-Aside

- Preservation set-aside
  - Attachment 3: background information on Regional Transportation Plan, set-aside guiding principles
  - Received presentations from two agencies in March
  - Additional background data:
    - 159 projects funded by preservation set-aside from 2012-2018
    - ~ $107m in preservation set-aside funds awarded from 2012-2018
    - Average award equals $675,982
    - Additional 34 preservation projects awarded $48.3m, above set-aside from 2012-2018
Bicycle / Pedestrian Set-Aside

- Bicycle / Pedestrian set-aside
  - Set-aside since 1993; 10% of combined STP/CMAQ total
  - Significant investment in bike/ped improvements, above and beyond set-aside
  - Since 2012:
    - 91 projects funded by bike/ped set-aside
    - $82.2m in bike/ped set-aside funding awarded
    - Average award equals $903,061
    - Additional 32 standalone bike/ped projects awarded $28.9m, above and beyond set-aside
    - Additional 196 projects awarded PSRC funds had bike/ped elements included in project scope
Bicycle / Pedestrian Set-Aside

Bike/Ped Set-Aside Funds Awarded by Primary Improvement Type from 2012-2018

- Bike Lane: 22%
- Sidewalk: 20%
- Trail: 49%
- Other: 9%
Bicycle / Pedestrian Set-Aside

Bike/Ped Set-Aside Funds by Primary Improvement Type from 2012-2018

- Bike Lane
- Sidewalk
- Trail
- Other

2012: 4.2% Bike Lane, 12.3% Sidewalk, 65.2% Trail, 26.3% Other
2014: 11.6% Bike Lane, 11.0% Sidewalk, 51.1% Trail, 26.3% Other
2016: 18.3% Bike Lane, 18.3% Sidewalk, 30.7% Trail, 20.4% Other
2018: 20.4% Bike Lane, 20.4% Sidewalk, 38.1% Trail, 35.7% Other

Yearly Funds:
- $2,000,000
- $4,000,000
- $6,000,000
- $8,000,000
- $10,000,000
- $12,000,000
- $14,000,000
Kitsap County Set-Aside

• Kitsap County Set-aside
  • Attachment 4: background information on issue, distribution methodology
  • Provides a modest increase in funding available for the Kitsap Countywide process, given that they are only eligible for one of the two FHWA funding sources
September – October Discussions

• Project evaluation criteria
  • Delivery and project tracking policies
• Number of regional applications
• Administrative details