Under the FAST Act, PSRC is expected to receive ~$260 Million annually in federal transportation funds:

- **Federal Highway Administration (FHWA) ~$80m**
  - Several funding programs, specific eligibility requirements for each
  - In general, can fund roadway, transit, bicycle/pedestrian, ITS, equipment, etc.

- **Federal Transit Administration (FTA) ~$180m**
  - Several funding programs, specific eligibility requirements for each
  - Must be transit-related
PSRC Funds

Other PSRC funds distributed under separate selection processes:

**Special Needs Transportation Funding**
- ~$2 million per year
- Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities
- Distributed through the Special Needs Coordinated Grant Program

**Transportation Alternatives Program**
- ~$4.5 million per year
- Non-traditional, community-based transportation projects
- Selection process currently being concluded
Policy Framework for PSRC’s Federal Funds

• Adopted prior to each funding cycle
• Funds distributed approximately every 2 years
  • Program funds into the future
  • 2018 process will distribute FFY 2021-2022 funds
• Based on VISION 2040 policies
  • support for centers and the corridors that serve them
• Provides board direction for project selection
• Detailed policies and procedures for conducting the process
### Project Selection Background

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<thead>
<tr>
<th>Federal Highway Administration Funds</th>
<th>Federal Transit Administration Funds</th>
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<td>Regional Competition</td>
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<tr>
<td>Countywide Competitions</td>
<td>Earned Share Distribution</td>
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All processes will:

- Follow policy direction from Board, as adopted in the *Policy Framework for PSRC’s Federal Funds*
- Follow regional policies and procedures
  - Consistent with VISION 2040, Transportation 2040, project tracking policies
  - Consistent with local comprehensive plans
Committees recommend to PSRC’s Transportation Policy Board; Executive Board makes final decision

**FHWA processes:**

Regional – Regional Project Evaluation Committee

Countywide forums –

- King County Project Evaluation Committee
- Kitsap Regional Coordinating Council
- Pierce County Transportation Coordinating Committee
- Snohomish County Infrastructure Coordination Committee

**FTA process:**

Regional FTA Caucus, Transportation Operators Committee
Project Selection Task Force

- Project Selection Task Force representation
  - Volunteers solicited from PSRC’s four Boards
    - Transportation Policy Board
    - Growth Management Policy Board
    - Economic Development Board
    - Executive Board

- Purpose:
  - Review key policy issues and administrative procedures for PSRC’s project selection processes
  - Recommend the 2018 Policy Framework for PSRC’s Federal Funds to the Transportation Policy Board
<table>
<thead>
<tr>
<th>Policy Issues</th>
<th>Administrative Issues</th>
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<tr>
<td>• Policy Focus (<em>support for centers and the corridors that serve them</em>)</td>
<td>• Estimated Funding Amounts</td>
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<td>• Set-Asides</td>
<td>• Funding Splits by Competitions</td>
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<td>• Project Tracking and Delivery Provisions</td>
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<td>• Project Evaluation Criteria</td>
<td>• Contingency List Procedures</td>
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</table>
Centers Focus

• Policy focus continues to be support for centers and the corridors that serve them:
  • FHWA regional competition = centers defined as regional growth and manufacturing/industrial centers
  • For all other processes = expanded to include locally identified centers
    • Military facilities included as a locally identified center for countywide competitions
FHWA Project Selection:

- Shared regional and countywide process
- Several set-asides historically taken “off the top”
  - Bicycle / Pedestrian
  - Rural Town Centers and Corridors Program
  - Preservation
  - Kitsap County adjustment
  - PSRC work program
- After set-asides, 50 / 50% split between regional and countywide competitions
  - set-asides distributed through countywide processes = 33% regional / 67% countywide
- Prioritized list of contingency projects created for each process
FHWA Regional Competition:

- Limited number of submittals
  - 6 each from Kitsap, Pierce and Snohomish Counties
  - 12 from King County
  - 2 each from Sound Transit, WSDOT, Puget Sound Clean Air Agency
- Focus on *regional growth and manufacturing/industrial centers* and the corridors that serve them
- PSRC staff scores projects based on regional project evaluation criteria
- Regional Project Evaluation Committee (RPEC) reviews and recommends projects to the Transportation Policy Board
FHWA Countywide Competitions:

- Follows Policy Framework
- Centers policy focus expanded to include both *regional and locally designated centers* and the corridors that serve them
- Each countywide organization conducts competitive process
  - Based on regional policies and criteria, with local tailoring
- Countywide processes distribute bicycle/pedestrian and preservation set-asides, and minimum required funds to the federally designated rural areas
- Recommendations from these staff committees presented to their policy forums, who in turn recommend projects to PSRC’s Transportation Policy Board
FTA Project Selection:

- There are three federally designated urbanized areas (UZAs) in the region
  - Seattle-Tacoma-Everett UZA - 8 transit providers
  - Bremerton UZA = Kitsap Transit
  - Marysville UZA = Community Transit
- Seattle-Tacoma-Everett UZA contains the majority of the FTA funds in the region
- Shared regional and “earned share” process
Project Selection Background

Seattle-Tacoma-Everett (STE) UZA

- 86% of FTA funds in come to the region based on the transit agencies’ service and operating characteristics = *earned share distribution*

- 14% of the funds come to the region based on regional attributes such as population density = *regional competition*

Bremerton, Marysville UZAs

- One transit agency within each

- Earned share distribution
Project Selection Background

FTA Regional Competition:

- Follows Policy Framework
- Centers policy focus expanded to include both regional and locally designated centers and the corridors that serve them
- Several set-asides historically taken “off the top”
  - Minimum floor agencies
  - Preservation
  - PSRC work program
- PSRC staff scores projects based on regional project evaluation criteria
- Prioritized list of contingency projects created
- Transportation Operators Committee reviews and recommends projects to the Transportation Policy Board
PSRC Project Tracking Program

Project Tracking System in place since 2003

**Goal = Efficient use of PSRC funds**

- Projects are delivered in a timely manner, cost of delays are minimized
- Policies updated over time
- Current policies address annual delivery target for FHWA funds
  - Firm obligation deadlines
  - “Use it or Lose it”
- 2017 – new element of balancing use of funds by year
  - No more older funds on the books
  - Delivery = annual allocation
  - Each project award tied to a specific fiscal year
Criteria

Project evaluation criteria include:

• Support for centers
• Safety, mobility and accessibility
• Populations served, including health and equity considerations
• Emissions reduction
  • *CMAQ includes cost-effectiveness*
• Project readiness and financial plans
• Non-scored elements include innovations and cost-benefit / practical design in project considerations
2016 Project Selection Highlights

2016 Project Selection Process: FHWA
Funding by Project Type

- Preservation: 23.73%
- Multimodal Capacity: 21.67%
- Transit Capital & Expansion: 20.61%
- Safety & Efficiency: 16.11%
- Bicycle & Pedestrian: 12.45%
- Vehicles & Equipment: 5.04%
- Planning: 0.40%

2016 Project Selection Process: FTA
Funding by Project Type

- Vehicles & Equipment: 62%
- Transit Capital & Expansion: 14%
- Preservation: 12%
- Other: 12%
- Safety & Efficiency: 16.11%
- Bicycle & Pedestrian: 12.45%
- Transit Capital & Expansion: 20.61%
- Planning: 0.40%
- Vehicles & Equipment: 5.04%
- Preservation: 23.73%
2018 Draft Schedule

- **September – December 2017:** Task Force reviews key issues and procedures; prepares final recommendation on *2018 Policy Framework for PSRC’s Federal Funds*

- **January 2018:** 2018 Policy Framework adopted by PSRC Boards

- **February to July 2018:** Project selection process conducted; project recommendations to PSRC Boards

- **September 2018:** Public comment period on Draft 2019-2022 Regional Transportation Improvement Program (TIP)

- **October 2018:** PSRC Board adoption of 2019-2022 Regional TIP

- **January 2019:** Federal approval of TIP