



Puget Sound Regional Council

Overview of the 2019-2022 Regional Transportation Improvement Program

As of September 11, 2018

Who is PSRC?

The Puget Sound Regional Council (PSRC) is the metropolitan planning organization for the four-county central Puget Sound region of Washington State. PSRC's mission is to ensure a thriving region now and into the future through planning for regional transportation, growth management and economic development. PSRC maintains a common vision for the region's future, expressed through three connected major activities: VISION 2040, the region's strategy for growth over the coming decades while enhancing the environment and overall quality of life; the Regional Transportation Plan, which provides a long-term strategy for improving mobility for people and goods; and the Regional Economic Strategy, *Amazing Place*, which identifies goals and strategies to sustain economic development throughout the region. PSRC also distributes about \$260 million a year to priority transportation projects and provides regional data for planning and decision making.

PSRC is designated under federal law as the Metropolitan Planning Organization and under state law as the Regional Transportation Planning Organization for King, Kitsap, Pierce and Snohomish counties. PSRC also supports the work of the region's federally designated Economic Development District (EDD). PSRC operates under numerous federal and state laws, including the federal transportation act, Fixing America's Surface Transportation (FAST) Act, federal and state Clean Air Acts, and the Washington State Growth Management Act.

As the MPO, 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:

Federal Highway Administration (FHWA) Funds

- Surface Transportation Block Grant Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program

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)
- Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

The project selection process conducted for the majority of these funding programs is described later in this document; the Transportation Alternatives and Section 5310 grant

programs are conducted under separate processes than the other funding programs listed above.

What is the Regional TIP?

The Regional TIP lists 377 projects with \$6.4 billion of investment within King, Kitsap, Pierce and Snohomish Counties that support planning for growth throughout the region. These projects are funded with federal, state and local funds, including the most recent federal grants awarded through PSRC as part of the 2018 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. A new TIP is created after each project selection process for PSRC's federal funds, which occurs usually every two years. The Regional TIP must contain all projects utilizing federal transportation funds, as well as any regionally significant projects in the region, regardless of funding source. The Draft 2019–2022 Regional TIP therefore includes:

- 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 analysis and conformity determination of the Regional TIP; and
- Projects from the previous 2017–2020 Regional TIP that have not yet utilized their funds.

While PSRC has primary responsibility for selecting projects to receive funds from the FHWA and FTA funding programs described previously, 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 federal funds from programs such as the National Highway Performance Program and the Highway Safety Improvement Program. 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 Better Utilizing Investments to Leverage Development, or "BUILD," grant programs, and others.

- Local funds: Cities, counties, ports, transit agencies, etc., have primary responsibility for selecting projects to receive their respective local funds.

While a new TIP is developed approximately every two years, the TIP is amended on a monthly basis, to keep current with project changes and new or revised funds. As such, the project list (Appendix A) is a living document and project information is updated on a regular basis as approved by PSRC's Executive Board. More information on PSRC's routine TIP amendment process may be found at <https://www.psrc.org/our-work/funding/transportation-improvement-program/amendments>.

TIP Project Requirements

As part of the development of the Regional TIP, PSRC reviews all projects submitted to ensure the following:

- Consistency with VISION 2040 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.

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.¹ The Regional TIP application contains 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>.

The TIP is closely coordinated with, and implements, the investments in the Regional Transportation Plan. The Regional Transportation Plan includes a wide range of transportation needs throughout the region, incorporating various types of investments that preserve and maintain the transportation system, improve the system's efficiency, and expand the system with strategic capacity. Most of these investments are described in the plan and included programmatically in the plan's financial strategy. These programmatic investments include, among other things, preservation, maintenance and operations and capacity investments on local roadways. Projects that will add capacity

¹ 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.

to the regional system are required to be explicitly identified on the Regional Transportation Plan Regional Capacity Projects List and are subject to further review and approval by PSRC's Executive Board prior to implementation. Every project in the TIP is reviewed for consistency with the Regional Transportation Plan prior to funds for that project being programmed into the TIP.

Details on every project in the TIP, including information on the project description and location, current funds, estimated total project cost and other data is included in Appendix A.

2018 Project Selection Process

A competitive project selection process is conducted approximately every two years for the distribution of PSRC's federal funds. FHWA funds are programmed using a shared regional/countywide process that has been utilized since 1995. FTA funds are programmed using a coordinated process with FTA and the region's public transit agencies that includes a regional competitive process for a portion of the funds, with the remaining funds distributed based on the earnings of each transit agency. Prior to each process, a Policy Framework is adopted, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. The *2018 Policy Framework for PSRC's Federal Funds* was adopted by PSRC's Executive Board on February 22, 2018 and is contained in Appendix B of the Draft 2019-2022 Regional TIP. The Framework includes details on the policy focus of support for centers and the corridors that serve them, describes the competitive processes for both FHWA and FTA funds, and contains other details of the project selection process. Appendix B also contains the regional project evaluation criteria used in the 2018 project selection process.

The 2018 project selection process distributed PSRC's federal fiscal year (FFY) 2021 and 2022 FHWA and FTA funds. Under consultation with FHWA and FTA, the estimated amounts by funding source are shown in the table below, based on FFY 2017 allocation amounts.

Estimated FFY 2021-2022 PSRC Funds (in millions)

| | |
|--------------------|----------------|
| STP | \$103.5 |
| CMAQ | \$51.8 |
| FHWA Total | \$155.3 |
| Section 5307 | \$215.4 |
| Section 5337 HIFG | \$99.8 |
| Section 5337 HIMB | \$36.3 |
| Section 5339 | \$17.4 |
| FTA Total | \$368.9 |
| Grand Total | \$524.2 |

In addition to the \$524 million of FFY 2021-2022 funds, the 2018 Congressional omnibus spending bill provided an additional \$34.1 million of FHWA funds to the State of Washington; PSRC's share of these dollars is \$9.5 million. A list of the 124 projects awarded PSRC's federal funds as part of the 2018 project selection process is included in Appendix B.

Project Tracking Program

PSRC's project tracking program was created 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 have been revised over time to meet new challenges, such as the strict annual project delivery requirements for FHWA funds, 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. More information on the project tracking program may be found on PSRC's website at <https://www.psrc.org/our-work/funding/tracking-and-delivery>.

Details of the CMAQ Program

CMAQ funds are allocated to regions based on their air quality status, and must be used in specific geographic areas for the purpose of improving air quality (refer to Appendix B for a map of these eligible areas). Projects adding capacity for single occupant vehicles are ineligible to receive CMAQ funds. Under the FAST Act, greater emphasis is placed on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard. Further, 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 region.

Per federal guidance, a quantitative analysis of emission reductions should be conducted for all projects awarded CMAQ funds. In some cases, a qualitative analysis may be appropriate. In addition, an annual report of estimated emissions reductions is required for all projects obligating CMAQ funds in a given year; this report is submitted by PSRC to WSDOT every January.

The regional project evaluation criteria used in the 2018 project selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. The criteria for CMAQ projects also includes an evaluation of cost-effectiveness, and the air quality criterion is weighted more heavily. A guidance document was included in the Call for Projects and is included, along with the regional project evaluation criteria, in Appendix B. In addition, PSRC's current project-level emissions estimation tool was made available to project sponsors during the process.

Twenty-six projects were awarded PSRC's FFY 2021-2022 CMAQ funds – seven from the regional competition, and 19 from the countywide competitions. The regional projects include expansion and improvements of commuter rail and bus rapid transit, transportation demand management, and hybrid electric ferry conversion. Examples of projects awarded CMAQ funds through the countywide competitions include bus rapid transit; sidewalks, bicycle lanes and trails; signalization and traffic control; and transportation demand management. A summary of the emission reductions estimated from the projects awarded PSRC's FFY 2021-2022 CMAQ funds is included in Appendix B.

The FAST Act also calls for a portion of the CMAQ funds to be spent on projects that reduce emissions of fine particulates. In particular, the legislation directs that 25% of the funds attributable to the weighted population of fine particulate nonattainment or maintenance areas within each state must be used for projects targeting reductions of that pollutant in those nonattainment and maintenance areas. Appendix B provides additional information on the amount of FFY 2021-2022 CMAQ funds expected to result in a reduction of fine particulate emissions within the region's maintenance area for this pollutant.

Interagency Coordination and Public Involvement

The development of the Draft 2019-2022 Regional TIP, including the 2018 Project selection process for PSRC's federal funds, was undertaken with extensive collaboration between PSRC, cities, counties, ports, transit agencies, WSDOT and

other interested parties. Opportunity for public participation was provided throughout the process. All PSRC board meetings are open to the public, with a public comment opportunity at the start of every meeting. The Draft 2019-2022 Regional TIP is scheduled to be released for public comment on September 13, 2018, and all comments received will be included in Appendix C of this document. In addition to the public comment period, specific opportunities and outreach were provided throughout the process:

- Up-to-date information was available on PSRC’s website throughout the project selection and TIP development process, including instructions for making public comments;
- PSRC’s Policy Boards At Work series featured several items regarding the process, including the development of the 2018 Policy Framework and the recommendation of PSRC funds to projects in July 2018. At Work is sent to more than 2,300 committee members, legislators, and interested parties.
- Between February and June 2018, meetings were held at PSRC and at each of the four countywide forums regarding the project selection process. The committees responsible for project selection within each county are:
 - 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.
- A news release will be sent to media outlets announcing the release of the Draft 2019-2022 Regional TIP for public review and comment. Comments will be requested in writing by mail, e-mail, or by use of the comment form on PSRC’s website. Public comments may also be made in person at the Transportation Policy Board meetings on September 13 and October 11, and at the Executive Board meeting on October 25, 2018. Projects will also be displayed on PSRC’s website in an interactive map, enabling visitors to view transportation projects in proximity to their neighborhoods or individual commutes.

Financial Plan

As mentioned previously, each project submitted into the Draft 2019-2022 Regional TIP has been reviewed for financial feasibility. All funds programmed to projects in the TIP have been determined to be available or reasonably expected to be available within the timeframe identified. A detailed application is submitted to PSRC for each project that

includes a full project budget with information on the estimated costs and sources of funds for each phase of the project. Also provided is information on the project's estimated total cost and schedule for completion. Per 23 CFR 450.324(i), it has been determined that full funding can reasonably be anticipated to be available for all projects in the Draft 2019-2022 Regional TIP within the time period contemplated for completion of the projects.

The TIP implements the Regional Transportation Plan. The Regional Transportation Plan contains a financial strategy for the investments in projects and programs through the year 2040, including an identification of current law revenues available and the development of new funding over that timeframe. The Regional Transportation Plan's detailed financial strategy may be found on PSRC's website at <https://www.psrc.org/our-work/rtp>.

Appendix D contains information on the review conducted by PSRC regarding financial constraint of the projects in the Draft 2019-2022 Regional TIP. Appendix D also contains information on the financial plan for the Draft 2019-2022 Regional TIP, including an identification of the funding amounts and sources in the TIP, and the relationship between the TIP and the financial strategy of the Regional Transportation Plan.

Air Quality Conformity Determination

Transportation conformity is a mechanism for ensuring that transportation activities -- plans, programs and projects -- are reviewed and evaluated for their impacts on air quality prior to funding or approval. The intent of transportation conformity is to ensure that new projects, programs and plans do not impede an area from meeting and maintaining air quality standards. Specifically, regional transportation plans, improvement programs and projects may not cause or contribute to new violations, exacerbate existing violations, or interfere with the timely attainment of air quality standards or the required interim emissions reductions towards attainment.

A nonattainment area is an area that does not meet the National Ambient Air Quality Standard (NAAQS) for a given pollutant. A maintenance area is an area that was previously nonattainment, but has since attained the standard, as demonstrated through continued air quality monitoring. There are six pollutants for which NAAQS have been established: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (less than 10 microns in diameter [PM₁₀] and less than 2.5 microns in diameter PM_{2.5}) and lead. Portions of the central Puget Sound region are currently designated a maintenance area for PM₁₀ and PM_{2.5}; the region is in attainment for all other pollutants.

The Washington State Implementation Plan for Air Quality, or SIP, provides a blueprint for how maintenance and nonattainment areas will meet the NAAQS. The Draft 2019-2022 Regional TIP has been found to conform to the current SIP. Appendix E contains the full documentation of the air quality conformity determination of the Draft 2019-2022 Regional TIP.

Title VI Environmental Justice

The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898, issued in 1994. It directs "each federal agency to 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." In response, FHWA and FTA have renewed their commitments to assure that environmental justice is carried out in the programs and strategies they fund, including the activities of MPOs such as PSRC.

PSRC has developed a demographic profile, including key demographic data describing the central Puget Sound region and identifying population groups and communities to be considered for environmental justice - or equity - analyses and activities. Consideration of minority and low-income populations has been included in the regional project evaluation criteria used in PSRC's project selection processes since 2004; additional populations have since been incorporated including seniors and people with disabilities. In addition, to further integrate equity considerations into the development of the TIP, an analysis was conducted to consider the distribution of both PSRC's federal funds as well as all other project funding in the Draft 2019-2022 Regional TIP in relation to those populations identified in the demographic profile. This analysis has been conducted as part of every Regional TIP since 2004. Documentation of the equity analysis conducted on the Draft 2019-2022 Regional TIP is included in Appendix F.

Other Requirements

Additional elements required for inclusion in the Regional TIP include a listing of projects that have obligated federal funds in the past year, as well as those projects that were completed in the last year. Pending data to be provided by WSDOT and FTA, these listings will be included in Appendix G later in 2018.

Information on PSRC's 2018 MPO certification will be included in Appendix H, and the anticipated state and federal approvals of the 2019-2022 Regional TIP will be contained in Appendix I.

Responding to Federal Performance Measures

Per the federal performance based planning provisions of the FAST Act, states and MPOs such as PSRC are required to adopt performance targets for a variety of measures. States were required to adopt targets by May 2018, and MPOs are required to adopt by November 2018.

To date, PSRC has adopted two of the targets, for transit asset management and safety. In October, PSRC is expected to adopt all but one of the remaining targets: pavement condition, bridge condition, system performance, freight movement, traffic congestion, and on-road mobile emissions as part of the CMAQ program; the remaining target related to transit safety is pending release of further guidance by FTA.

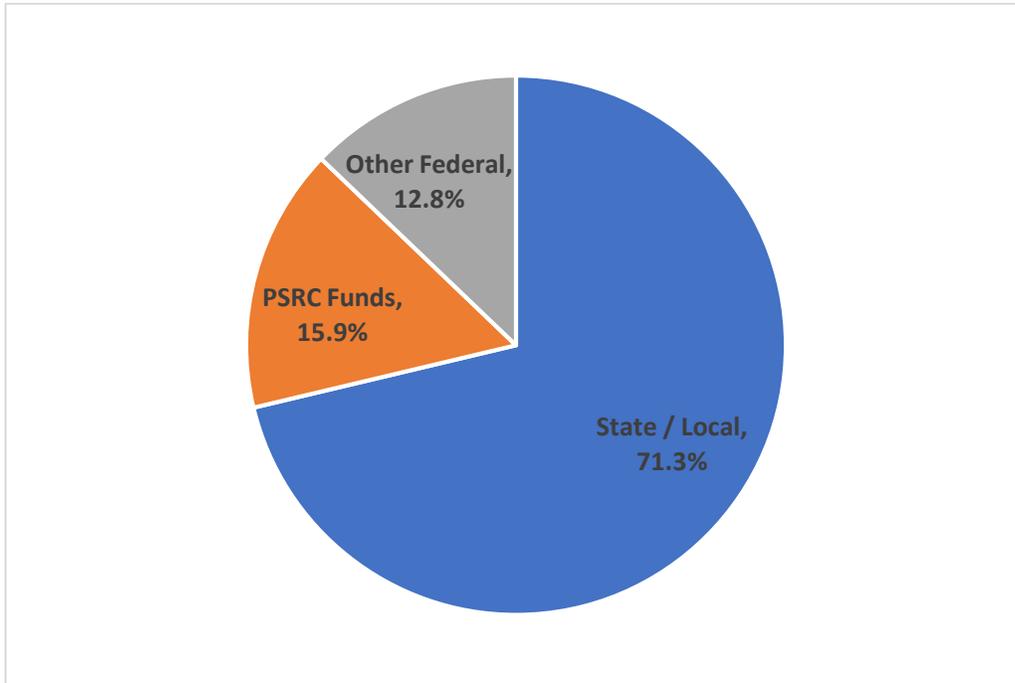
MPOs are also required to describe how plans and TIPs are addressing and advancing the established targets. While PSRC has not yet adopted the full suite of performance targets, the next section in this document describes the types of investments contained in the Draft 2019-2022 Regional TIP and how they support the performance categories identified above.

HIGHLIGHTS OF THE DRAFT 2019-2022 REGIONAL TIP

The Draft 2019-2022 Regional TIP includes projects with PSRC's FFY 2021-2022 federal funds awarded as part of the 2018 project selection process. The TIP also includes PSRC funds awarded in prior years that have not yet been utilized and are therefore carried forward from the previous TIP. In addition to PSRC's federal funds, the Draft 2019-2022 Regional TIP also contains local funds, state funds, and other federal funds managed by WSDOT or other entities.

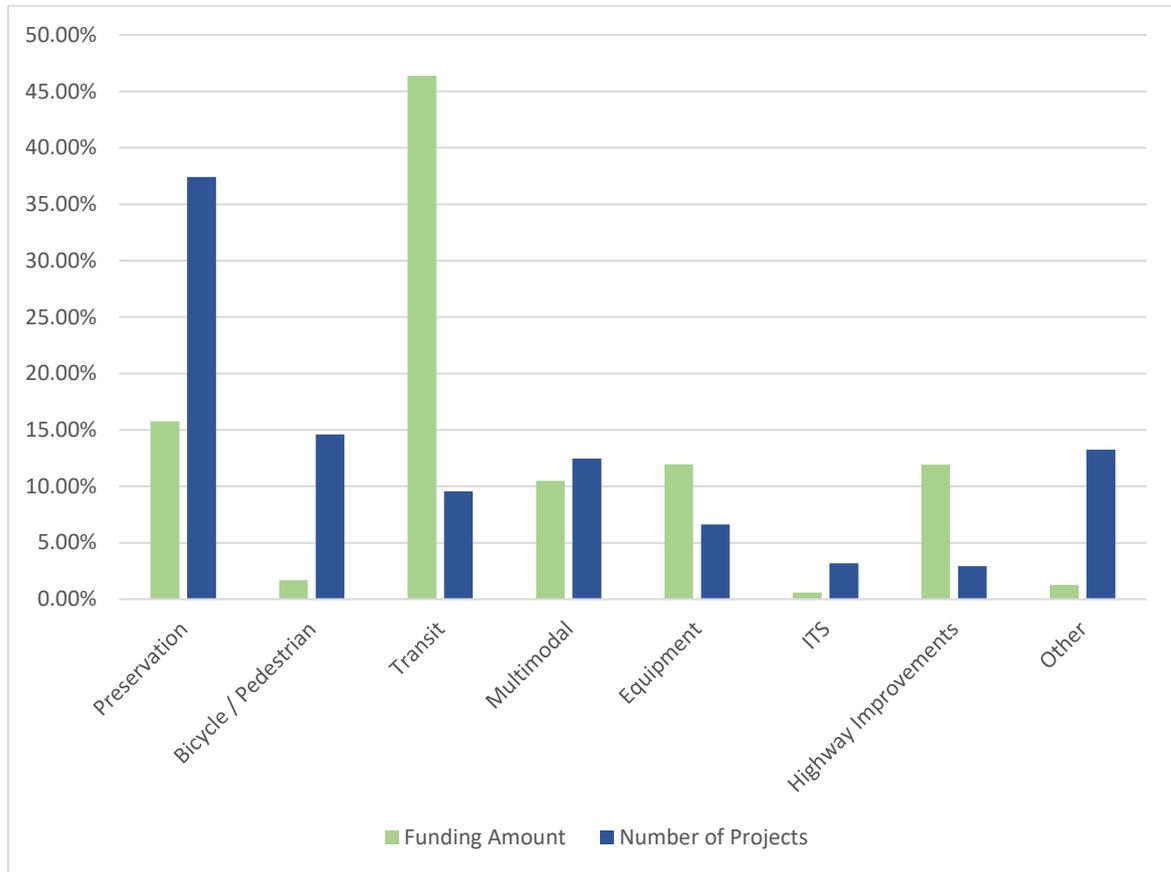
The Draft 2019-2022 Regional TIP contains a total of \$6.4 billion of project funding from these various sources, representing \$25.6 billion in total project investments. This figure is as of August 30, 2018 and will be revised for the final TIP to incorporate adjustments to funding through October 2018. These adjustments may include additional funding to projects in September and October, funding not utilized by October and therefore advanced into 2019, and/or other funding revisions. Figure 1 illustrates the amounts by funding source of all funds in the TIP.

Figure 1: Funds by Source in the Draft 2019-2022 Regional TIP



As mentioned earlier in this document, the TIP implements the Regional Transportation Plan. The Regional Transportation Plan includes a diversity of project investments, from preservation and maintenance to expansion of the regional system. The figure below illustrates the types of projects in the Draft 2019-2022 Regional TIP as a percentage of both number of projects and funding.

Figure 1: Project Types in the Draft 2019-2022 Regional TIP



The “multimodal” category above attempts to capture the fact that many projects contain multiple elements in their scopes. For example, projects providing roadway improvements often also contain additional elements such as sidewalks and bicycle lanes, signalization, or transit amenities. The other categories in the chart above represent projects that are more singular in scope. The “preservation” category includes both roadway preservation as well as transit asset preservation; the “equipment” category generally includes new or replacement transit vehicles, and the “ITS” – i.e., Intelligent Transportation Systems – category includes projects such as signalization and other traffic management features. The “other” category includes items such as planning studies, as well as miscellaneous investments such as environmental improvements (e.g., removal of fish passage barriers) and safety improvements (e.g., guardrails, cable barriers and curb ramps).

The highest priority in the Regional Transportation Plan is to maintain, preserve and operate the region's transportation system, and as the chart indicates, preservation represents the largest percentage of projects in the Draft TIP. As mentioned earlier, many of the investments in the Regional Transportation Plan are considered programmatic; however, projects adding capacity to the regional system – including all modes of transportation - are required to be explicitly identified on the Regional Transportation Plan Regional Capacity Projects List, and these projects tend to cost more than programmatic types of investments.

- *There are 377 projects in the Draft 2019-2022 Regional TIP, of which 24% are regional capacity projects. In terms of overall funding programmed, however, regional capacity projects represent 67% of the funding in the Draft 2019-2022 Regional TIP.*

Federal performance measures

Figure 2 also helps to describe how the Draft 2019-2022 Regional TIP is helping the region meet the soon-to-be-adopted regional performance targets. The targets will cover the following categories:

- Safety
- Pavement Condition
- Bridge Condition
- System Performance
- Freight Movement
- Traffic Congestion
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Transit Asset Management
- Transit Safety

As Figure 2 illustrates, 37% of all projects in the Draft TIP are for preservation and maintenance activities, including pavement, bridges and transit assets. In addition, the equipment category is primarily representing the purchase of buses and other transit vehicles, at 7% of all projects in the Draft TIP. Regarding system performance, freight movement and traffic congestion, project investments in the multimodal, highway improvement, transit, ITS and bicycle / pedestrian categories – a combined total of 42.8% of all projects – are all intended to provide mobility improvements to the region, providing benefits to traffic flow for people and goods, and shifting modes away from single occupancy vehicles.

Regarding safety, many of the projects in the Draft TIP include specific elements aimed at addressing safety – such as cable barriers, guardrails, etc.; however, many projects

provide safety benefits without explicitly identifying them as such. For example, projects that provide separation of modes, or provide improvements at intersections such as turning lanes or signalization, or even those that provide amenities such as improved lighting all provide safety benefits that are difficult to categorize and quantify.

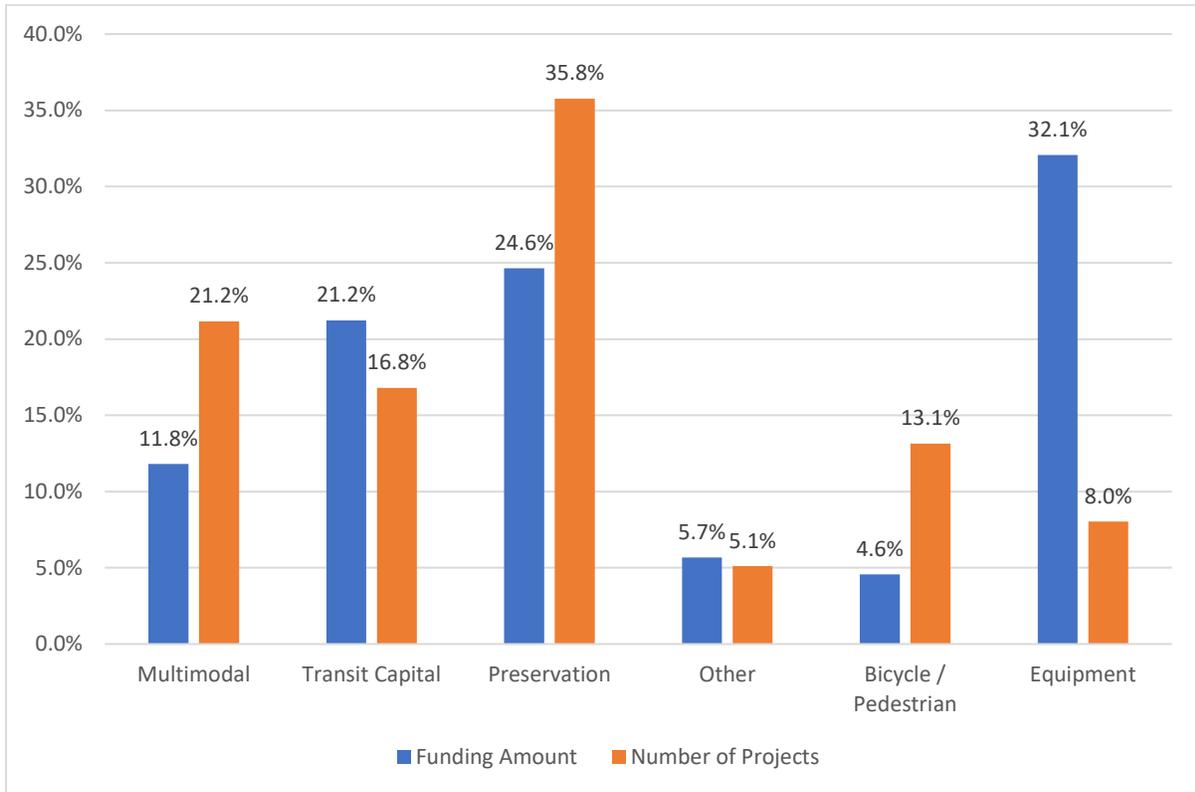
Regarding the CMAQ emissions target, Appendix B provides information on the estimated emissions reduction from the projects selected for PSRC's 2021-2022 CMAQ funds; the previous 2017-2020 TIP provided information on the emissions benefits for prior years' funds. As described earlier in this document, PSRC places a high value on air quality benefit for all projects, regardless of funding source, but places more weight on the potential to reduce emissions for projects competing for CMAQ funds. The projects selected for 2021-2022 CMAQ funds are consistent with the targets and estimated emissions reductions for the period 2017-2020.

As described earlier, projects in the Draft TIP implement the policies and investments in the Regional Transportation Plan. The quantitative analysis of the benefits of the plan investments are described in greater detail in the plan's System Performance Report, located on PSRC's website at <https://www.psrc.org/sites/default/files/rtp-appendixk-systemperformancereport.pdf>.

2018 Project Selection Process

Similar to the project type data for the full Draft TIP, the projects selected for PSRC's federal funds as part of the 2018 project selection process also represent a variety of project types – preservation and maintenance, capital expansion, bicycle/pedestrian and other types of transportation investments. Figure 3 illustrates the 124 projects receiving new PSRC funds, by project type both as a percentage of awarded funding and as a percentage of total number of projects.

Figure 2: 2018 Project Selection Process for PSRC Funds: All Awards by Project Type



A key difference between the PSRC funding awards illustrated in Figure 3, and the full Draft TIP in Figure 2, is that Figure 3 includes all other funds contained in these projects. For example, the transit category is much higher in terms of the percentage of total funding in the Draft TIP, given the addition of additional FTA and local funds (e.g., Sound Transit funding) in those projects. The equipment category is higher in Figure 2, given the specific FTA funding sources PSRC manages which are awarded to investments such as bus purchases.

As mentioned above, many of these projects are multifaceted and provide numerous benefits that are hard to characterize into a single project type. Information is provided below to elaborate on a few of these additional benefits.

Freight

There are a variety of projects that may provide freight benefits – either directly or indirectly. Examples of direct freight-related projects would be those sponsored by one of the region’s ports, grade separations between roadways and railroads, or other projects that are specifically designed to address the needs of freight. Examples of projects that may provide indirect benefits to freight movement would be those that are

physically located on designated freight routes but are designed to provide more general corridor or facility benefits, such as safety, congestion relief, preservation, etc.

As part of the 2018 project selection process, 61 awarded projects are located on a designated freight route. These projects represent a variety of types of investments, including Intelligent Transportation Systems (ITS), roadway capacity, system efficiency such as turning lanes and other safety or operational improvements, pavement resurfacing and even bicycle and pedestrian or transit projects. These projects are intended to reduce congestion and improve travel time and safety along these facilities, and freight traffic along these routes will therefore share those benefits.

In addition, examples of specific freight-related projects awarded funds include the following:

- WSDOT, Port of Tacoma SR 509 Spur
- Fife, I-5 / Port of Tacoma Road Interchange Improvements
- Sumner, SR 410 / Traffic Avenue Bottleneck Improvements
- Kent, Veterans Drive: West Corridor Completion / I-5 Underpass

Rural

PSRC is required to spend a minimum amount of its FHWA funds in the federally designated rural area each year. The current map of the federally designated rural area is contained in the *2018 Policy Framework* in Appendix B. The majority of PSRC's 2021-2022 FHWA rural funding was distributed to preservation or reconstruction of rural roadways.

In addition to this minimum federal requirement, a set-aside was created by PSRC in 2004 for a Rural Town Centers and Corridors Program, which was increased to \$5 million for the 2018 Project selection process. The competition for these funds will occur in 2019, and includes eligible communities beyond the federally designated rural boundary.

Air Quality Projects

As described in the CMAQ section on page 4, the regional project evaluation criteria used in the 2018 project selection process included an evaluation of the air quality and climate change benefits of every project submitted, regardless of funding source requested. In addition, federal legislation places greater emphasis on the reduction of diesel particulates for projects receiving CMAQ funds, particularly within nonattainment or maintenance areas for the national fine particulate standard. As stated above, 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 region.

While many of the projects awarded funding as part of PSRC's 2018 project selection process are expected to provide air quality benefits, certain of these projects specifically address air quality as their primary focus. A key example of this is the Washington State Ferries project to convert two Jumbo Mark II ferry vessels from diesel to hybrid electric propulsion. In addition, many of the transit capital projects that are advancing bus rapid transit in the region are planning on utilizing electric transit buses.

Other Project Information

In addition to the variety of types of projects awarded PSRC funds, awards also span a variety of project sizes and phases, from planning through to implementation. Eighty percent of the awarded projects have been awarded funds for construction or implementation. In terms of size, projects awarded PSRC funds in the 2018 project selection process range from a total project cost of just under \$160,000 – for preservation and maintenance of specific elements at a transit station – to a total project cost of \$1.4 billion – for a new light rail extension.

Additional details on the 2018 project selection process, all projects in the Draft 2019-2022 Regional TIP and other analyses and background information may be found in the following appendices (located on the PSRC website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>):

- Appendix A – Projects in the Draft 2019-2022 Regional TIP
- Appendix B – 2018 Project Selection Process
- Appendix C - Public Comments
- Appendix D – Financial Plan
- Appendix E – Air Quality Conformity Analysis
- Appendix F – Environmental Justice and Social Equity Analysis
- Appendix G – Annual Obligations and Completions
- Appendix H – Certifications
- Appendix I - Approvals