

2018 Project Selection Process



Workshop Agenda

- PSRC Funds
- Federal Requirements
- Overall Schedule
- Overview of Process
- Eligibility Requirements
- Policy Focus
- Project Selection Details
- Project Evaluation Criteria
- Project Tracking and Delivery Requirements
- Online Resources



PSRC Funds

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

Federal Highway Administration (FHWA) ~\$80m

- Two funding programs, specific eligibility requirements for each
 - Surface Transportation Block Grant Program [STP]
 - Congestion Mitigation and Air Quality Improvement Program [CMAQ]

Federal Transit Administration (FTA) ~\$180m

- Four funding programs, specific eligibility requirements for each
- Projects must be transit-related



Federal Requirements

- Regional Transportation Improvement Program (TIP) updated at least every 4 years
 - Currently funded transportation projects – federal, state, local funds
- Public comment and review opportunities
- Competitive project selection process of PSRC's federal funds required



Policy Framework

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



Overall Schedule

- February 2018: Policy Framework adopted
- February 26, 2018: Call for Projects released
- March - June 2018: Project competitions
- July 2018: Project recommendations to PSRC Boards
- September 2018: Public comment on Draft 2019-2022 Regional Transportation Improvement Program (TIP)
- October 2018: Board adoption of 2019-2022 Regional TIP
- January 2019: Federal approval, funds available to projects



Overview of Process

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

Federal Highway Administration Funds	Federal Transit Administration Funds
Regional Competition - \$47.57 m	Regional Competition - \$23.96 m
Countywide Competitions - \$100.70 m	Earned Share Distribution - \$330.33 m



Eligibility Requirements

For all processes:

- Follow policy direction from Board, as adopted in Policy Framework
- Follow regional policies and procedures
 - Consistent with VISION 2040, Regional Transportation Plan
 - Consistent with local comprehensive plans certified / conditionally certified by PSRC
- Follow federal requirements:
 - Process must be competitive (no sub allocation of funds)
 - Project eligibility for each funding source
 - Matching fund requirements
 - Phases must be fully funded with grant request



Eligibility Requirements

FHWA Funds

- Surface Transportation Program (STP):
 - most flexible
 - can fund roadway, transit, bicycle/pedestrian, freight projects, etc.
 - minimum amount required to be spent in rural area
- Congestion Mitigation & Air Quality Improvement Program (CMAQ):
 - projects must provide an air quality benefit
 - general purpose capacity projects ineligible

FTA Funds

- projects must be transit-related
- local agencies eligible to apply with concurrence from a transit agency
- four specific funding programs



Policy 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



Key Policy Framework Decisions for 2018

Amounts by Source in FHWA Competitions:

- Retained existing process of pre-determining amount of FHWA funds by source, by competition

Funding Limits:

- Recommended limit on FHWA regional applications at 50% of available annual funding by source; no limit recommended on FTA regional applications

Preservation Set-Asides:

- Retained FHWA preservation set-aside at 20%, with 5% added back to countywide processes; retained FTA preservation set-aside at 45% of regional pot



Key Policy Framework Decisions for 2018

Bicycle/Pedestrian Set-Aside:

- Retained bicycle/pedestrian set-aside at 10% of FHWA funds

Rural Town Centers & Corridors Program:

- Recommended increase of program from \$3 million to \$5 million

Kitsap County Methodology:

- Retained existing distribution methodology

FTA Minimum Floor Adjustment:

- Recommended retention of existing minimum floor adjustment, capped at 2015 levels, with consideration of “purchased services”



Key Policy Framework Decisions for 2018

PSRC Work Program:

- Retained set-aside of \$1 million of FHWA STP funds, and \$1.25 million of FTA funds per year

Project Evaluation Criteria:

- Retained the improvements made in 2016 to the FHWA CMAQ funds:
 - higher weighting of air quality criterion, inclusion of cost-effectiveness, higher amount of CMAQ in the regional competition
- Safety and equity are included, but make more explicit in the criteria
- Strengthen the integration of transit projects to state, local and transit agency plans
- Retain project readiness criterion but reduce points and convert to a risk analysis – *due to new strict accounting by year, and programming 2021-2022 funds*



Project Selection - FTA

FTA: Shared Regional / Earned Share Processes

- Three urbanized areas (UZAs) in the region:
 - Bremerton
 - Marysville
 - Seattle-Tacoma-Everett
- FTA funds come to the region from operating characteristics, service of each transit agency
 - “Earned Share” distribution
- Also from regional attributes such as population density
 - Regional competition
 - 45% set-aside for preservation
 - Adjustment for “minimum floor”



Project Selection - FHWA

Shared Regional / Countywide Processes

- Four set-asides taken off the top
- Then funds are split 50/50%
 - regional competition
 - four countywide competitions
 - *Rural Town Centers and Corridors Program set-aside comes from regional funds*
 - *to be conducted in 2019*
- Each competition follows regional policy and federal requirements
- Prioritized contingency lists created



Project Selection – FHWA Regional Competition

- Limited Number of Applications = 36
 - 6 each from Kitsap, Pierce and Snohomish Counties
 - 12 from King County
 - 2 each from Sound Transit, WSDOT, Puget Sound Clean Air Agency
- Policy Focus = support for regional centers and the corridors that serve them
- Three categories of projects
 - Regional Growth Centers
 - Manufacturing/Industrial Centers
 - Corridors Serving Centers



Project Selection – FHWA Regional Competition

- Maximum amount to be requested by each application
 - 50% of available funds by year, by source
 - \$14.27 million of CMAQ available per year
 - *\$7.14 million maximum CMAQ request*
 - \$9.51 million of STP available per year
 - *\$4.76 million maximum STP request*
- Reminder: single phase requests, or PE + 1



Project Selection – FHWA Countywide Competitions

Countywide processes distribute set-asides

- Bicycle/Pedestrian
- Preservation
- Also rural area minimum requirement

Each forum will release a Countywide Call for Projects

- Criteria based on regional, but customized to local context
- Policy focus = regional plus local centers (including military facilities)
- Must submit eligibility screening form to PSRC
- Each will have their own deadlines
- Each will make their own decision on caps, but PE + 1 rule applies
- Online countywide application forms



Project Selection – FHWA Countywide Competitions

- **King County** – King County Project Evaluation Committee reports to the King County members of the Transportation Policy Board
- **Kitsap County** – Transportation Technical Advisory Committee and Transportation Policy Committee reports to the Kitsap Regional Coordinating Council Executive Board
- **Pierce County** – Transportation Coordinating Committee reports to the Pierce County Regional Council
- **Snohomish County** – Infrastructure Coordination Committee reports to Snohomish County Tomorrow



FHWA Regional Project Evaluation Criteria - Summary

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



FHWA Regional Project Evaluation Criteria

Policy Criteria:

- Varies slightly depending on category – Regional Growth Center, Manufacturing / Industrial Center, Corridor Serving Centers
- Focused on:
 - Center development, user benefits
 - Circulation, mobility, safety, accessibility
 - System continuity

Technical Criteria:

- Applies to all projects, regardless of category
- Focused on:
 - Air quality / climate change
 - Project readiness / financial plan



FHWA Regional Project Evaluation Criteria

Highlights of Regional Growth Center policy criteria:

Supporting centers development

- How the project supports housing/employment densities in the center
- How the project supports the plans and activities for the center
- How the project supports new or existing jobs in the center

Benefits to the center

- Does the project address a problem
- Does the project benefit a variety of user groups

Circulation

- Does the project provide access, complete a gap, etc.
- Does the project improve circulation, address safety, provide active transportation opportunities, etc.



FHWA Regional Project Evaluation Criteria

Highlights of Manufacturing / Industrial Center policy criteria:

Center development and user benefit

- How the project supports the plans and activities for the center
- How the project supports new or existing jobs in the center
- How the project benefits a variety of user groups

Mobility and accessibility

- Does the project improve opportunities for freight movement
- Does the project complete a gap, removes a barrier, etc.
- Does the project address safety, reduce conflicts
- Does the project improve access for multiple modes
- Does the project provide active transportation opportunities that provide health benefits, promote CTR, etc.



FHWA Regional Project Evaluation Criteria

Highlights of Corridors policy criteria:

Supporting centers development

- How the project supports housing/employment densities in a center
- How the project benefits a range of modes
- How the project benefits a variety of user groups
- How the project supports new or existing jobs in the center

System continuity

- Does the project support a long-term strategy for efficiency of the corridor
- Does the project provide a logical segment linking to a center, fills a gap, etc.
- Does the project relieve pressure on the system, address safety, reduce conflicts, etc.



FHWA Regional Project Evaluation Criteria

Highlights of Technical criteria:

Air Quality / Climate Change

- The project reduces emissions from:
 - Reducing trips
 - Reducing vehicle miles traveled
 - Improving travel flow / reducing vehicle idling
 - Converting vehicles to cleaner fuels
- CMAQ projects only:
 - Air quality score based on cost effectiveness
 - $(\text{CMAQ \$ requested} / \text{Useful life}) / \text{Emissions reduced}$



FHWA Regional Project Evaluation Criteria

Highlights of Technical criteria:

Project Readiness / Financial Plan

- Will the project be ready to use PSRC funds by the requested date?
 - What is the schedule of the prerequisites for obligation, project milestones
 - What is the project budget and financial plan

Key rules for regional and countywide competitions:

- Single phase, or PE + 1
- Phase requested must be fully funded with request
 - *Based on reasonable financial plan and schedule*
- June 1st delivery deadline



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



Key Deadlines

Four Workshops, one in each county: March 5 - 9

Screening Form Deadlines:

- Regional FHWA – March 13
- Countywide FHWA – *set by each countywide process*
- FTA Earned Share – March 16
- FTA Regional – March 30

Grant Application Deadlines:

- Regional FHWA – April 19
- Countywide FHWA – *set by each countywide process*
- FTA Regional – April 30



Online Resources

Key resources on PSRC website:

<https://www.psrc.org/our-work/funding/project-selection/fhwa-and-fta-regional-funding>

Policy Framework

- Eligibility
- Maps
- Funding amounts available
- Guidance
 - screening form & applications checklists
 - financial constraint
 - air quality
 - populations served



Online Resources

- Online system for screening forms, applications
- Key Features:
 - Use regular TIP Application username and password
 - Save and return later
 - Questions based on which category selected
 - System will prompt if errors or blanks
- Key Tips:
 - Complete answers
 - Refer to criteria and guidance
 - Upload pertinent attachments



Questions?

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