



TAP Recommendation Committee - January 27 and 28, 2022 Project Recommendation Meeting Summary

The following summarizes the discussions at the Thursday, January 27 and Friday, January 28, 2022 Transportation Alternatives Program (TAP) Recommendation Committee meetings to develop a recommendation for funding to the Transportation Policy Board through PSRC's 2021 TAP competition. The committee reviewed the projects and PSRC staff scores, and after a full discussion recommended projects for funding, including a prioritized contingency list.

Sarah Gutschow, PSRC, and Kelly McGourty, PSRC, served as the facilitators for the meetings. At the January 27th meeting, Sarah provided an overview of the process to be followed for the meeting and described the materials provided, including the projects in rank order by scores and by funding source. A total of 27 projects requesting approximately \$37 million were competing for \$13.5 million available. Sarah briefly reviewed the scoring process and reminded the committee that scores are final. A few key observations were noted, including the mix of project types competing. Before the committee discussion began, Kelly provided a few final reminders, including the requirements for sponsors accepting funding cuts and how scaling of projects will be applied as it relates to funding recommendations and the contingency list.

The committee then held a discussion to determine the other factors to be considered in the recommendation process, in addition to the scores. Sarah provided a summary of factors used in previous processes to begin the discussion. In addition to the project scores, the committee also took other factors into consideration in preparing the recommendation, including the following: county equity; agency equity; having a balance among project phases; and any information submitted under the non-scored "Other Considerations" section of the criteria.

The committee first considered the amount of funding available against the project scores in rank order and decided to fully fund the five top ranked projects. The committee then chose to consider projects above a cut-off line of 70 points for further consideration, with the primary lens of county and agency equity. Significant debate occurred around county equity in particular, made more challenging due to the modest amount of funding available.

After the first meeting, PSRC staff reached out to the sponsors of projects under consideration about their ability and willingness to accept a lower funding amount, should that become necessary. If they accepted a lower award, the project would either need to be scalable such that some portion of the scope would be funded, or the sponsor would backfill the reduction with local funds to ensure full funding of the phase. These responses were presented to the committee at the January 28th meeting.

Based on that consultation, the committee recommended to fund the next two projects on the list by score with the following adjustments: funding the Preliminary Engineering / Design phase of the City of Kent's "Kent Meeker Street Multimodal, Kent Elementary School" project but moving the construction phase to the contingency list, and recommending a reduced amount of funding to the City of Lynnwood's "Scriber Creek Trail (Phase 3)" project as the sponsor

indicated they would be able to fully fund the remaining part of their requested amount using other funding sources.

The committee then continued the discussion of the remaining balance of funding and the remaining projects below the line for consideration. In further consideration of county and agency equity, the committee recommended partial funding for the City of Bremerton's "Naval Avenue: 1st Street -15th Street Pedestrian and Bicycle Enhancements" project in Kitsap County and the City of Bothell's "North Creek Trail Section 4 Phase 3" project in Snohomish County. The City of Bremerton indicated they could accept a lower funding amount by breaking the project into two phases, with the recommended funding being used to secure all necessary right-of-way for the first phase of the project and the remaining funding going on the contingency list. The City of Bothell specified that they would be able to accept a lower funding amount by using other sources to fully fund the requested project phase.

With these changes, the committee voted in a split decision on the recommended list of projects, with eight committee members voting yes and three members voting no. The committee members who voted no did so primarily due to concerns about the share of funding to Kitsap County exceeding their proportionate population, and their wish to fund a lower ranked and lower cost Bainbridge Island project to offset this.

The committee unanimously voted to recommend the contingency list of projects in rank order by score.