REGIONAL TRANSPORTATION PLAN

2026–2050

ADMINISTRATIVE PROCEDURES

May 2026

Puget Sound Regional Council

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Contents

Introduction

This document summarizes PSRC's administrative procedures for the regional planning, funding, and programming of transportation projects within the region, including:

- Overview of planned investments in the Regional Transportation Plan (RTP).
- Developing and amending the list of Regional Capacity Projects included in the RTP, ensuring that all regionally significant transportation investments meet the objectives of VISION 2050 and are consistent with all PSRC policies, as well as state and federal rules.
- Developing and amending the Regional Transportation Improvement Program (TIP).
- Overview of the Project Selection Process for PSRC-administered federal funds
- Project Monitoring of projects included in the RTP and TIP
- Regional Policy and Plan Review

Each of these elements of PSRC's transportation planning work program is described in the following sections.

Regional Transportation Plan

The Regional Transportation Plan (RTP) implements the transportation element of PSRC's VISION 2050. Per federal and state requirements, development of the RTP occurs every four years. By the time the next RTP is due, the regional transportation system and the region's transportation needs could be substantially different than today. Each new plan is developed to respond to ever evolving challenges and opportunities, including continued regional growth, the expansion of the high-capacity transit system, roadway safety, climate considerations, and changes in federal and state funding and policy environments.

The RTP contains a variety of investments — to preserve and maintain the transportation system, to improve the system's efficiency, and to expand the system with strategic capacity across all modes of travel. . Most of these investments are considered "programmatic" in nature and are not called out as individual investments. These programmatic investments include both preservation, maintenance and operations as well as more localized system improvements that do not change the capacity of the regional system. These include improvements on local roadways, sidewalks, bicycle lanes, traffic management infrastructure, safety improvements and others.

Projects that seek to modify capacity on the regional system are required to be explicitly identified on the Regional Capacity Projects List and are subject to additional review and approval by PSRC's boards. More detail is described in the following section.

Regional Capacity Projects

Regional Capacity Projects are a subset of the total investments in the RTP and are subject to specific thresholds and procedures. Projects that seek to modify capacity on the regional system are required to be explicitly identified on the Regional Capacity Projects List. These projects:

- are reflected in the RTP analysis of future conditions
- are included in the RTP's regional emissions analysis to meet federal and state requirements for air quality conformity
- are subject to additional review and approval by PSRC's Boards before implementation

Definitions

Table 1 summarizes the thresholds that determine which RTP investments are required to be on the Regional Capacity Projects List. Table 2 describes the investments in the RTP that are below these thresholds, considered programmatic in nature, and are not required to be on the list.

Table 1: Projects Required to be on the Regional Capacity Projects List

Please note there may be some overlap in the categories below

Roadway Projects:

- Located on principal arterial, state route, or interstate
- Includes vehicle lane capacity change
  - Adding vehicle lane(s)
  - Removing vehicle lane(s)
  - Changing the configuration or usage of vehicle lane(s)
  - Other multimodal improvements that may affect vehicle usage or capacity such as Business Access Transit or High Occupancy Vehicle lanes
- Street realignment or relocation
- Continuous left-turn lane that extends between two principal arterials or state routes
- New interchange
- Reconstruction of existing interchange that adds new fly-over ramps or new turning movements
- Grade separation
- Areawide multimodal improvements around a transit station

Intelligent Transportation System (ITS) Projects:

- Total cost over $100 million

Bicycle and/or Pedestrian Projects:

- Total cost over $25 million
- Located on separated pathway on dedicated right-of-way

Transit Projects:

- Park & ride lot resulting in more than 250 stalls
- New or relocated transit center or station
- New dedicated transit right-of-way, such as new alignment or tracks/infrastructure
- Bus flyer stop in the interstate right-of-way

Ferry Projects:

- New route
- New or relocated ferry terminal

Table 2: Projects NOT Required to be on the Regional Capacity Projects List

Please note there may be some overlap in the categories below

Planning Study

Roadway Projects:

- Any investment on a minor arterial or below (with the exception of state routes)
- The following work on any facility (including principal arterial and above):
  - Rehabilitation and maintenance
  - Safety
  - Operations (i.e., management of roadways, weigh stations, rest areas, studies, etc.)
  - New shoulders or changes to shoulder usage
- Reconstruction of existing interchange using the same alignment (additional lanes permitted, but not new turning movements)
- Left turn lanes not continuous, or other intersection improvements

Intelligent Transportation System (ITS) Projects:

- Total cost under $100 million

Bicycle and/or Pedestrian Projects:

- Facilities adjacent to and within roadway right-of-way (e.g., bike lane, sidewalk, pedestrian over/under-crossing, etc.)
- Total cost under $25 million, if located on separated pathway on dedicated right-of-way

Transit Projects:

- New bus route
- New bus, change(s) to bus service
- Transit amenities such as shelter, bus stop improvements, etc.
- Transit Maintenance & Operations base
- Park & ride lot resulting in fewer than 250 stalls
- Transportation Demand Management (TDM) program (e.g., ridesharing, vanpooling, commute trip reduction program)

Ferry Projects:

- Changes to existing ferry service
- New ferries on existing routes

Regional Capacity Project Submission Process

Project sponsors seeking to add a new Regional Capacity Project to the plan must submit an application that includes a basic project description, schedule and cost information. In addition, each project is subject to a series of yes/no questions to evaluate consistency with VISION 2050 and the RTP in nine policy areas. The nine plan consistency measures are nested into four broader categories: Economic Vitality, Environment and Resilience, Mobility and Accessibility, and Safety and Opportunity. The plan consistency measures, including questions and point values, are described in detail in the *Regional Transportation Plan Consistency Framework for Regional Capacity Projects*, provided in Attachment A.

A project must meet the following basic requirements prior to admission into the RTP:

- The proposed investment meets one or more of the Regional Capacity Projects List thresholds (as defined in Table 1).
- The proposed investment has been developed through a comprehensive planning process. Examples include:
    - An approved local comprehensive plan developed under the state Growth Management Act;
    - An approved public transit short- or long-range capital improvement plan;
    - Washington State Department of Transportation's (WSDOT) approved *Highway System Plan*, *Freight System Plan*, or similar;
    - An approved capital improvement plan or program of a port or special purpose transportation agency.
- The proposed investment has the concurrence of all affected parties (for example, locally-proposed investments on state-owned facilities would need to have WSDOT concurrence).
- The sponsor of the proposed investment provides information addressing the RTP Plan Consistency Framework, as described above.

The Regional Capacity Projects list is adopted as part of the RTP and provides detailed information on each project. This includes a brief scope description, the sponsoring agency, total estimated project cost (in 2026 dollars), location details, completion year, project status (described in the following section) and plan consistency grades. These projects are also mapped in PSRC's Future Transportation System Visualization Tool, which illustrates data and analyses developed as part of the plan, in context with other regional information such as demographics, regional centers, and other land use data. All Regional Capacity Projects are included in the regional travel forecast model and the RTP's air quality conformity analysis.

Project Status

Projects enter the plan as Candidate investments and must receive approval by PSRC's boards prior to implementation. **Table 3** describes the plan statuses and their corresponding requirements.

Table 3: Regional Capacity Project Status Definitions

	Approval Status	Description	TIP Actions
Ready to Go	Approved	PSRC Executive Board has approved the project to proceed toward implementation.	Can program and obligate funds for any phase.
	Conditionally Approved	Approved by the Executive Board, pending satisfaction of certain conditions such as completion of environmental documentation **-OR-** approved only for early right-of-way purchase.	Can program funds for any phase but may not obligate construction or right-of-way funds unless the conditions set by PSRC's Executive Board explicitly state otherwise.
Less Ready to Go	Candidate	Project is not yet approved; financial and other analyses remain to be done and the Executive Board needs to take action.	Can program funds for any phase but may not obligate construction or right-of-way funds.

PSRC's Approval Process

In order for a project to receive Approval, the following must be met:

- Confirmation of consistency with VISION 2050 policies
- Benefit–Cost Analysis (BCA) for investments greater than $100 million
- Completion of federal and/or state environmental documentation
- Confirmation of planning requirements, such as Memoranda of Agreements with partner agencies, utility agreements, zoning updates, etc.
- Documentation of financial feasibility, demonstrating that the proposed project has a reasonable expectation of full funding

- Consistency of scope as defined in the RTP – if substantial departure is indicated, new analysis could be required to meet state and federal requirements.

More information on the Approval requirements is available on the Projects and Approvals page on PSRC's website. If a project changes such that the conditions under which Approval status was granted are significantly altered, the Board may revisit the Approval status.

Amending the Plan and Regional Capacity Projects List

When the new RTP is developed every four years, this provides a formal opportunity for new projects to be entered into the plan, or existing projects updated. Amendments to the Regional Capacity Projects List between plan updates are made infrequently. Typically, a call for amendments is made at about the 2–year midpoint of each plan cycle for a limited set of project updates or new project admissions. Refinements to existing projects may be submitted, but new projects should only be submitted if work on the project is expected to begin prior to development of the next plan . For any other update to the Regional Capacity List outside of these opportunities, a request would need to be made directly to PSRC's boards.

All mid-cycle amendment requests are evaluated on a case-by-case basis to determine consistency with the plan's financial strategy and regional policy. The following sections describe how these plan amendments will be considered.

Adding New Regional Capacity Projects

To request amendment of the RTP to add a new project, an application must be submitted that demonstrates the basic requirements described above in "*Regional Capacity Project Submission Process.*" New Regional Capacity Projects require an update to the regional model and a new determination of air quality conformity. As such, these requests are considered on a case-by-case basis based on timing and other factors.

Amendments that demonstrably have no negative impact on the regional air quality conformity determination and do not require additional plan-level environmental review under the State Environmental Policy Act (SEPA) will be processed by action of the Executive Board. These amendments may be considered on an ad hoc basis. However, amendments that require additional plan-level SEPA review or potentially have a noticeable impact on the regional air quality conformity determination must be approved by the General Assembly. These amendments will preferably be conducted during the mid-cycle update opportunity.

Amending Existing Regional Capacity Projects

Revisions to Regional Capacity Projects already included in the adopted plan are subject to the same requirements identified for new investments – the revision must be identified through an appropriate planning process, all affected parties must be in agreement, and the RTP Plan Consistency Framework must be addressed. A determination will be made as to whether or not the revision is of a scale to require new regional modeling and a new air

quality conformity determination. Changes in both scope and completion timeframe may affect the regional model. Requests will be reviewed on a case-by-case basis and information provided to PSRC's Boards for their consideration.

Maintaining the RTP Financial Strategy

Requests to amend existing projects or add new projects into the plan require additional information regarding the impact to the RTP financial strategy. No additional investments or increased costs may be included without a reasonable expectation of funding, so that the RTP remains financially constrained. This applies both to new projects requesting entry into the plan or amendments to existing projects that would significantly increase their cost. These projects therefore must have a reasonable funding source identified, and/or other investments must be moved out of the plan to maintain the financial constraint requirements.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (TIP) is a rolling four-year programming document reflecting the implementation of the investments in the RTP. It contains projects awarded PSRC's federal funds, all other federally funded projects, state funded projects, and all other regionally significant projects regardless of funding source that are required to be included in the region's air quality conformity determination.

Regionally significant projects must be explicitly listed on the Regional Capacity Projects List before they can be programmed in the TIP and proceed to implementation. Regional significance is defined as those projects adding capacity to the regional system, as defined by meeting the thresholds presented in Table 1.

The TIP is updated on a monthly basis. All projects submitted to PSRC's TIP undergo a thorough and comprehensive review, including an evaluation of consistency with VISION 2050 and the RTP, financial constraint, air quality conformity and other federal and state requirements.

The current TIP and detailed guidance on adding new projects or amending existing projects is provided on the Transportation Improvement Program (TIP) page of PSRC's website.

Project Selection Process for PSRC's Federal Funds

PSRC has responsibility for selecting projects to receive funds from specific FHWA and FTA funding programs. Prior to each project selection process, a *Policy Framework for PSRC's Federal Funds* is updated and adopted by the PSRC Executive Board, outlining the policy guidance for the distribution of funds and other details on how the process will be conducted. The *Policy Framework* is developed in alignment with federal and state requirements as well as regional guidance from VISION 2050 and the RTP. The project

selection process is predicated on VISION 2050 policies that call for priority to be given to projects that serve regional growth and manufacturing/industrial centers, as well as locally identified centers. Project evaluation criteria are designed to support federal, state and regional policies and priorities and are reviewed and refined as part of the Policy Framework process.

Prior to each project selection cycle PSRC conducts an analysis of the historic distribution of funds it manages by mode and county. This information helps the board to ensure that while certain transportation modes or parts of the region may receive a larger share of funds in an individual competition, funds are awarded equitably across the region and implement a variety of needed investments over time. More information on the project selection process may be found on the Project Selection page of PSRC's website.

Regional Guidelines and Principles

State law requires regional guidelines and principles to be established for regional and local transportation planning purposes (RCW 47.80.026). Among the factors these guidelines and principles are to address: concentration of economic activity, residential density, development and urban design that supports high-capacity transit, joint- and mixed-use development, freight movement and port access, development patterns that promote walking and biking, transportation demand management, effective and efficient transportation, access to regional systems, and intermodal connections. The region's multicounty planning policies adopted in VISION 2050 serve as the region's guidelines and principles.

Project Monitoring

PSRC has procedures to monitor and track the implementation of projects and programs in the RTP. Through the Regional TIP process, tracking of projects with PSRC's federal funds ensures the funds are being used efficiently and on a timely basis. PSRC's Project Tracking Policies have successfully resulted in PSRC funds being utilized more efficiently and with fewer delays, ensuring the region continues to be successful and no funds are lost. Policies are in place for both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds managed by PSRC, and are provided on the Project Tracking Program page of PSRC's website.

Additional monitoring of project implementation occurs through both the Regional TIP process and the RTP's project approval process, as described in the previous section.

Regional Policy and Plan Review

Long-range plans and policies are developed by the region's local jurisdictions, countywide planning groups, and transit agencies to help shape communities and plan for growth. Regional review of local, countywide, and transit agency plans provides the opportunity for coordination and collaboration and helps in understanding how individual plans are working

collectively to support the region's objectives.

PSRC's process for the review of countywide, local, and transit agency plans is established by the consistency requirements of the Growth Management Act, as well as state-required guidelines for evaluating comprehensive plans and directives in PSRC's Interlocal Agreement. State law requires regional "guidelines and principles" for regional transportation planning (RCW 47.80.026). The multicounty planning policies in VISION 2050 serve as the region's guidelines and principles.

With the adoption of VISION 2050, PSRC updated the Plan Review Manual to reflect updated regional policies and provide details on how plans and policies are reviewed and certified. The manual provides guidance and VISION Consistency Tools for aligning plans and policies with VISION 2050 and requirements in state law. Summarized in the following sections, more detailed information and guidance is provided on the Plan Review page of PSRC's website.

Review of Local Comprehensive Plans and Certification of Transportation-Related Provisions

PSRC works with local governments and agencies to ensure that planning is coordinated and meets regional and state requirements consistent with PSRC's adopted Policy and Plan Review Process. PSRC reviews and certifies the transportation-related provisions of local comprehensive plans based on three things:

1. Established regional guidelines and principles
2. The adopted long-range Regional Transportation Plan
3. Transportation planning requirements in the Growth Management Act

PSRC's Plan Review Manual provides details on the plan review and certification process, including guidance and checklists for aligning plans and policies with VISION 2050 and Growth Management Act requirements. Certification of comprehensive plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program.

Review of Subarea Plans for Regional Growth Centers and Manufacturing/Industrial Centers

Jurisdictions that have regionally designated centers – either regional growth centers or regional manufacturing/industrial centers – are required by PSRC to prepare a subarea plan for each center. Subarea plans should satisfy the Growth Management Act (RCW 36.70A.080) and regional requirements for subarea plans. Regional requirements are documented in the Regional Centers Framework, Designation Procedures for New Centers, and consistency tools for regional center plans found in the Plan Review Manual. For new regional centers, PSRC's designation procedures require that the jurisdiction adopt a subarea plan prior to designation. The process to certify a subarea plan is similar to the process for certifying

comprehensive plans.

Review of Countywide Planning Policies

Countywide planning policies provide a county-level framework for guiding local planning. Countywide planning policies are adopted by each county and its cities through countywide planning councils and local ratification processes. PSRC, as the Regional Transportation Planning Organization, must certify the countywide planning policies for consistency with the Regional Transportation Plan and regional guidelines and principles (RCW 47.80).

PSRC provides early consultation, data and technical assistance, and early review of draft countywide planning policies prior to adoption. Once adopted, PSRC reviews countywide planning policies for certification.

Consistency Review of Transit Agency Plans

To coordinate transit planning with local and regional growth management planning efforts, PSRC encourages transit agencies to coordinate with PSRC as local long-range transit plans are developed. Transit agency long-range plans should demonstrate consistency with the Regional Transportation Plan, be compatible with multicounty planning policies and the countywide planning policies for the county or counties in which the agency provides service, and facilitate coordination with local governments within the agency's service area.

Certification of Plans Prepared by the Regional Transit Authority

Washington state law requires PSRC to formally certify that the regional transit system plan prepared by the Central Puget Sound Regional Transit Authority — known as Sound Transit — conforms with the Regional Transportation Plan (RCW 81.104). The regional transit system plan must also implement the region's transit-oriented development strategy, which is designated as VISION 2050 (RCW 81.112.350). On June 23, 2016, the Sound Transit Board adopted the Sound Transit 3 Regional Transit System Plan and placed it on the November 8, 2016 ballot. PSRC staff, together with Sound Transit staff, prepared a conformity report evaluating the Sound Transit 3 Regional Transit System Plan. On September 22, 2016, the PSRC Executive Board took action and found that the Sound Transit 3 System Plan conformed to the region's long-range plans at the time, VISION 2040 and Transportation 2040. VISION 2050 now serves as the region's equitable development strategy. PSRC will review and certify any updates to Sound Transit's regional transit system plan for conformity with VISION 2050 and the Regional Transportation Plan.

Puget Sound Regional Council

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Guidance for Responding to the Regional Transportation Plan Consistency Framework for Regional Capacity Projects

Introduction

The purpose of this document is to give project sponsors guidance that will assist them in providing the most accurate answers to the Regional Transportation Plan Consistency Framework for Regional Capacity Projects. These questions are required of projects submitted into the plan, and/or requested revisions to existing projects.

Specifically, this document provides clarification of the intent behind questions, gives more thorough definitions of certain terms and concepts, and includes links to online resources that help sponsors respond to the questions. Project sponsors are required to provide answers to all relevant questions on the application.

Plan consistency measures appear under four categories in this document: Economic Vitality, Environment and Resilience, Mobility and Accessibility, and Safety and Opportunity. Nine measures nest into the four categories and appear along with their purpose statement, their intent, and additional clarifications or definitions as necessary. This framing addresses key regional policies and goals expressed in *Vision 2050*, the Regional Transportation Plan (RTP) and the Regional Economic Strategy. The PSRC Regional Capacity Projects Resource Map is available to provide geographic context for relevant questions. Once the map is open, users may choose among various data layers related to the measures and zoom in to the geographic area in which the project is located to view data specific to that location.

The final plan consistency score for a project will be calculated upon submittal of the project application; the scores per question in this document are for reference only.

Economic Vitality

VISION 2050 includes a goal that "*The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life."* The transportation system plays a role in achieving economic vitality by supporting freight and goods movement and supporting access to employment.

Supporting Freight Movement

This measure addresses the extent to which projects provide benefits to *freight users* of the transportation system. Such benefits can include improving goods movement travel time and/or reliability, reducing freight movement conflicts with other modes of travel, improving goods movement accessibility to freight-related areas, and improving key freight-related facilities.

Purpose: System performance benefits for freight. How well does the project provide benefits to freight-related system users by improving travel time, reliability, and/or efficiency for freight haulers (all freight modes), and how well does the project reduce conflicts?			
F1	3		The project improves a facility identified as a frequent point of freight congestion or delay through a federal, state, regional or locally adopted plan or other document.
F2	2		The project reduces conflict between freight and one or more passenger modes — e.g., through a separation of modes such as a pedestrian overpass or road/rail grade separation.
Purpose: Access to freight-intensive areas. How well does the project support planned development in regionally designated Manufacturing and Industrial Centers (MICs) and other "freight-intensive areas?"			
F3a	Choose one	2	The project improves access within, or to, more than one MIC.
F3b		1	The project improves access within or to one MIC
F4	1		The project improves access to an area outside an MIC identified as a freight generator. This could include intermodal facilities and distribution centers.
Purpose: Improves key freight facilities. How well does the project serve designated regional Freight and Goods Transportation System routes?			
F5	2		The project is on a designated T-1 or T-2 freight truck route.
10 points maximum score			

Clarification of Questions

Question F1: What is meant by "locally adopted plan or other document?"

Projects may be located on a corridor that is identified in a local planning document (e.g., a comprehensive plan, transportation system plan, or similar) as having a known freight-related congestion or reliability issue.

Questions F3a through F4: How can MIC and freight-intensive areas be identified? What does "improved access" to these locations mean?

The PSRC Regional Capacity Projects Resource Map has a layer showing the regionally designated Manufacturing/Industrial Centers and a layer showing freight-intensive areas in general. Projects can support these locations by improving goods movement and access to, from or within them, or by reducing modal conflicts that impede goods movement to, from, or within these areas. Access improvements can also capture the last mile related to freight activities. This could include investments in freight facility connections or intermodal transfer hubs not currently designated as T-1 or T-2.

Question F5: How can T-1 or T-2 freight truck routes be identified?

The web map (PSRC Regional Capacity Projects Resource Map) contains layers for both T1 and T2 routes in the region.

Supporting Employment

This measure addresses the extent to which projects support *people's* (i.e., passenger travelers) access to locations with existing and potential new businesses. Such investments would support job creation and retention.

Purpose: Access to areas of high job concentration. How well does the project support job retention or expansion by improving access?			
J1a	Choose one	4	The area served by this project has an existing or planned employment density of at least 40 jobs per acre.
J1b		2	The area served by this project has an existing or planned employment density of at least 15 jobs per acre.
Purpose: Access to economic foundations. How well does the project provide access to job-related training or educational opportunities (vocational schools, community colleges, universities) and/or strategic industry clusters identified in the Regional Economic Strategy? [1]			
J2	3		The project supports access to vocational schools, community colleges, universities or other job-related training or educational opportunities.
J3	3		The project supports access to jobs related to strategic industry clusters.
10 points maximum score			

[1] Industry clusters (Aerospace, Information & Communication Technology, Maritime, Military and Defense, Life Sciences & Global Health, Clean Technology, Tourism, Transportation & Logistics, and Business Services) are identified in PSRC's Regional Economic Strategy (Regional Economic Strategy | Puget Sound Regional Council) and VISION 2050 (VISION 2050 | Puget Sound Regional Council).

Clarification of Questions

Questions J1a and J1b: How are employment densities determined? What data would be used to answer this question?

The thresholds are based on nationwide data related to areas of high and moderate employment density. These areas are available in the PSRC Regional Capacity Projects Resource Map. The "area served" may be determined by whether the project is within or intersects with the identified employment density locations.

Question J2 and J3: What data would be used to answer these questions?

Project sponsors should refer to local knowledge of the area in which the project is located to identify educational or training institutions and businesses and jobs within the industry clusters identified in the Regional Economic Strategy. Other helpful resources may include comprehensive plans, economic development plans, centers or subarea plans, and/or data from the Washington Employment Security Department.

Environment and Resilience

VISION 2050's environmental goals include protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. VISION 2050 also calls for improving resilience of communities, infrastructure and the natural environment. Transportation investments can have positive or negative impacts depending on their location and scope.

Emissions

This measure addresses the reduction of air pollutants, including greenhouse gas emissions, from transportation sources and their impacts to health, the environment, and climate.

<table>
<tr><td colspan="4">Purpose: Reduce air quality related impacts to people and the environment. How well does the project reduce air pollutants including greenhouse gas emissions? How well does the project avoid impacts to sensitive populations? For the following questions, the reduction comparison is relative to a project no-build scenario.</td></tr>
<tr><td>A1a</td><td rowspan="2">Choose one</td><td>5</td><td>The project will reduce vehicle miles of travel and eliminate vehicle trips by providing an alternative to single occupancy vehicles.</td></tr>
<tr><td>A1b</td><td>4</td><td>The project will reduce vehicle miles of travel, but does not eliminate vehicle trips—e.g. shortening auto trips through the use of a park and ride facility or creating a more direct route.</td></tr>
<tr><td>A2</td><td colspan="2">2</td><td>The project will improve the flow of freight vehicles and reduce truck idling.</td></tr>
<tr><td>A3</td><td colspan="2">1</td><td>The project will avoid or mitigate emissions within ¼ mile of sensitive land uses (daycare facilities, schools, and retirement homes).</td></tr>
<tr><td colspan="4">Purpose: Increase the use of clean technologies. How well does the project promote the use of alternative energy, cleaner fuels, or less energy?</td></tr>
<tr><td>A4</td><td colspan="2">2</td><td>The project explicitly relies on a proven alternative energy technology or strategy.</td></tr>
<tr><td colspan="4">10 points maximum score</td></tr>
</table>

Clarification of Questions

Questions A1a and A1b: What's the difference?

Question A1a is intended to capture projects that both reduce vehicle miles traveled and eliminate vehicle trips. This could be accomplished by shifting travel modes from a single occupancy vehicle to a bicycle/pedestrian, transit, or other shared ride mode. Question A1b, on the other hand, is intended to capture projects that have the potential to reduce vehicle miles traveled without also eliminating vehicle trips. This could be accomplished by shortening the length of vehicle trips, for example, by providing access to transit for a portion of a trip through the use of a park and ride facility or by providing a more direct route for vehicles than currently exists.

Projects should score either in Question A1a or A1b, but not both.

Question A2: How would a project improve the flow of freight vehicles and reduce truck idling?

Heavy-duty freight trucks generally are operated with diesel fuel and the idling of these trucks, for example while sitting in traffic, results in a higher proportion of emissions than when the vehicles are operating at speed. A project may improve these conditions by improving the flow of traffic on designated freight routes, eliminating known bottlenecks for freight vehicles, or separating trucks from passenger vehicles, as a few examples.

Question A3: How would a project avoid or mitigate emissions near sensitive land uses?

The intent of this question is to identify projects that are in the vicinity of areas with populations of people who are most prone to respiratory issues that may be aggravated by air pollution. These could include daycare facilities, schools, hospitals, senior centers, and retirement homes. The PSRC Regional Capacity Projects Resource Map includes a layer of K- 12 schools, but does not contain coverage for many of the other facility types. Sponsors are encouraged to use local knowledge of the area in which the project is located to determine the location of these facilities.

The question is designed for sponsors to be able to answer yes if either they are not located within ¼ mile of these sensitive populations, or if they are located within such an area but they include elements to mitigate potential air emissions. Examples of mitigation could be the promotion of alternative technologies such as hybrid electric vehicles, improving the flow of traffic and reducing the idling of diesel vehicles, improvement or expansion of transit and active transportation modes, etc.

Question A4: What is a proven alternative energy technology or strategy?

Alternative energy technologies generally encompass the use of an energy source other than gasoline or diesel fuel and have successfully demonstrated the ability to reduce emissions and reliance on these traditional fuels. Projects responding to this question may include those that specifically include new alternative fueled vehicles and infrastructure within their scope, such as the use of electric or hydrogen fueled transit vehicles, inclusion of charging infrastructure, etc.

Puget Sound Land and Water

This measure broadly addresses land and water related environmental issues, including stormwater, hydrological function, critical areas and habitats, and the construction practices and materials in projects.

Purpose: Protect critical areas. How well does the project minimize critical area and habitat loss, alteration, and fragmentation in designated lands?			
W1a	Choose one	4	The project does not affect critical areas or habitats on designated lands.
W1b		3	If the project affects critical areas, it makes significant efforts above legally mandated mitigation to restore the critical areas or habitats.
W1c		1	If the project affects critical areas, it includes no more than legally mandated mitigation for its effects.
Purpose: Protect resource lands. How well does the project minimize impact to designated forest and agricultural lands?			
W2	2		The project does not impact designated agricultural lands
W3	2		The project does not impact designated forest lands
Purpose: Improve water quality. How well does the project improve water quality by improving hydrological functions and/or reducing stormwater runoff?			
W4a	Choose One	2	The project uses practices for improving hydrological functions that go beyond established stormwater standards, or the project improves stormwater runoff.
W4b		1	The project is designed to reduce stormwater runoff.
10 points maximum score			

Clarification of Questions

Questions W1a, W1b, and W1c: What is meant by designated lands in critical areas, what is meant by "mitigate," and what is the difference between "restores" and "mitigates?"

Designated lands include those areas designated for protection through zoning or another mechanism by a government agency. The designated lands include critical areas under the Growth Management Act,[1] Threatened and Endangered species habitat under federal designation, priority habitat and species (PHS)[2] habitat areas through the state's department of Fish and Wildlife, and Biodiversity Habitats on Department of Defense lands.

The National Research Council (NRC) defined restoration as the "return of an ecosystem to a close approximation of its condition prior to disturbance."[3] For a project to receive points related to restoring critical areas or habitats, they would need to return these areas or habitats to a close approximation of its condition prior to the project being built. "Legally mandated mitigation" refers to projects that provide mitigation to these areas (per legal requirements and existing standards), but do not return it to a close approximation of its condition prior to disturbance.

Questions W2 and W3: Where are the region's agricultural and forest lands?

The PSRC Regional Capacity Projects Resource Map provides data layers for designated agricultural and forest lands in the region to assist project sponsors when answering this question.

Questions W4a and W4b: How do the Department of Ecology's stormwater requirements affect this question?

The state Department of Ecology issued stormwater requirements for counties in the region, indicating that projects in these areas must "go beyond established stormwater standards" and that therefore projects in these areas will improve stormwater runoff. Sponsors may refer to Ecology's website for more information about standards and requirements. General information is available at Stormwater & residential pollution - Washington State Department of Ecology and more detailed permitting guidance at Stormwater permittee guidance & resources - Washington State Department of Ecology. Specific municipal permitting guidance is at http://www.ecy.wa.gov/programs/wq/stormwater/municipal/index.html.

[1] https://www.commerce.wa.gov/growth-management/ecosystem-planning/critical-areas/
[2] https://wdfw.wa.gov/species-habitats/at-risk/phs/list#:~:text=The%20Priority%20Habitats%20and%20Species%20(PHS)%20List%20includes%20species%20and,links%20to%20PHS%20management%20recommendations.
[3] See: Definitions & Distinctions | Restoration | US EPA

Mobility and Accessibility

VISION 2050 and the Regional Transportation Plan include a goal that *"the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health."* The following measures assess projects for their ability to improve mobility and accessibility through providing multimodal transportation options, improving travel reliability, and supporting designated centers.

Transportation Alternatives

This measure addresses the extent to which projects provide alternatives to driving alone. The measure also addresses the extent to which projects incentivize or facilitate an individual's use of those alternatives.

Purpose: Improve alternatives to driving alone. How well does the project improve mobility and accessibility by providing multimodal options?		
M1	3	The project expands or improves the regional transit network.
M2	2	The project expands or improves the regional network for bicycles and micromobility modes such as scooters.
M3	2	The project expands or improves the regional pedestrian network.
Purpose: Improve connections between transit and nonmotorized modes. How well does the project improve connections between bicyclists and pedestrians accessing transit?		
M4	3	The project improves bicycle and pedestrian access within ¼ mile of a transit stop.
10 points maximum score		

Clarification of Questions

Questions M1 through M3: What does "expands or improves" mean?

"Expands" means adding new transit, bicycle, or pedestrian facilities or services to locations not now served by those amenities. "Improves" means major enhancements to existing transit, bicycle, or pedestrian services or facilities. Examples include improving the speed and reliability for existing transit services, major safety and usability improvements for existing bicycle facilities (e.g., changing existing bike lanes to a physically protected bikeway), and improving current narrow sidewalks or removing barriers to increase pedestrian safety and comfort.

Question M4: What does "improves bicycle and pedestrian access within ¼ mile of a transit stop" mean?

Projects may fill gaps in the bicycle and pedestrian network directly connecting to a transit stop. Other examples may include removing barriers to connectivity, improving safety and/or other investments that encourage access to transit via these modes.

Travel Reliability

This measure addresses the extent to which projects reduce congestion and delay, improve travel flow, and increase transportation system reliability. Reliability is generally defined as reducing the day-to-day variability of travel time (independent of affecting travel time itself) over the same route or service and applies to passenger vehicle, freight and transit modes.

Purpose: Reduce existing congestion issues. How well does the project alleviate existing congestion or unreliability? How large is the scale of the problem the project addresses?		
T1	4	The project will alleviate congestion in a corridor or location identified as currently experiencing severe or heavy congestion by PSRC's data or a state or local agency plan.
Purpose: Reduce potential future congestion issues. How well does the project alleviate anticipated future congestion or unreliability?		
T2	4	The project will alleviate congestion on a facility anticipated to have a severe or heavy future congestion issue, identified through an adopted plan, corridor study, etc.
Purpose: Improve system efficiency. How well does the project improve throughput and minimize unreliability?		
T3	2	The project employs Transportation System Management, Intelligent Transportation Systems, Tolling, High Occupancy Vehicle lanes, and/or improves transit reliability to maximize network efficiency and reliability.
10 points maximum score		

Clarification of Questions

Question T1: How would this question be answered?

Project sponsors may utilize the PSRC Regional Capacity Projects Resource Map, WSDOT planning documents, or local plans that identify areas of severe or heavy congestion. The sponsor should be able to clearly identify the location that has the congestion issues.

Question T2: How should a sponsor determine if a facility is likely to have future congestion issues?

Transportation facility and service owner/operators (e.g., WSDOT, cities, counties, and transit providers) conduct long-range transportation planning under state and federal law. Most of those planning efforts include some means of forecasting future system performance in the relevant jurisdiction. Such long-range plans and their supporting forecasts can be used to identify potential future congestion issues.

Question T3: What is meant by improving or maximizing reliability?

Improvements to network reliability – for all modes - can be made through a variety of investments such as signal coordination along a corridor, transit signal priority treatments, bus rapid transit lanes, emergency vehicle signal priority, etc. Other facility investments such as separating modes, filling network gaps, or improving connections can also support reliability of the system.

Support for Centers

This measure addresses the extent to which projects support existing and new population and employment in designated centers. In addition, the measure addresses the extent to which projects support transit-oriented development (TOD), development of housing in centers, accessibility to/from/within centers, and compatibility with the character of the community in which a project is located.

Purpose: Access to Regional Growth Centers. How well does the project provide increased mobility and accessibility to, from and within a regional growth center(s)?			
C1a	Choose One	5	Provides increased mobility and accessibility within a regional growth center.
C1b		3	Provides increased mobility and accessibility by connecting two or more regional growth centers (or connects to a regional manufacturing/industrial center).
C1c		2	Provides increased mobility and accessibility to and from a regional growth center.
Purpose: Access to transit-supportive land use. How well is the project supported by the following land use and planning characteristics?			
C2a	Choose One	3	The project is in an area with existing or planned activity units (population plus jobs) of 45 or more units per acre.
C2b		2	The project is in an area with existing or planned activity units (population plus jobs) of 18 or more units per acre.
C3	2		The project area is designated as a high-capacity transit station area (including light rail, commuter rail, bus rapid transit, intermodal stations, or a ferry terminal).
10 points maximum score			

Clarification of Questions

Questions C1a, C1b, and C1c: How can a sponsor find more information on the regionally designated centers?

The PSRC Regional Capacity Projects Resource Map identifies the designated Regional Growth Centers and Manufacturing/Industrial Centers. More information on the centers designation process and locations can also be found on PSRC's website.

Questions C2a, C2b: Where does the Activity Unit density information come from?

Activity units are identified in PSRC's "Designation Procedures for New Regional Centers." The PSRC Regional Capacity Projects Resource Map contains layers to help sponsors with these questions.

Question C3: How are high-capacity transit station areas identified?

Designated high-capacity transit station areas are identified in VISION 2050. The PSRC Regional Capacity Projects Resource Map contains layers to help sponsors with this question.

Safety & Opportunity

VISION 2050 seeks to ensure that the region's transportation system connects all residents optimally to opportunities. These include family wage jobs, resources for daily life such as retail and health care, and recreational outlets. Transportation's role in realizing these goals includes providing safe facilities and services and securing and making infrastructure resilient enough to withstand natural and other hazards or events.

Safety & System Security

This measure addresses the extent to which projects provide safer travel for all transportation system users, a likely reduction in fatalities or serious injury, improved system security, and greater resiliency.

Purpose: Reduce the number of fatalities and serious injuries. How well does the project support safer travel by all modes?			
S1a	Choose One	8	The project improves safety on a regional facility identified on the regional high injury network in PSRC's Regional Safety Action Plan.[4]
S1b		8	The project improves safety on a regional facility identified on a high injury network identified in a state or local Safety Action Plan or other planning document.
S1c		4	The project improves safety on a regional facility not identified on an adopted high injury network and/or improves safety on a transit, bicycle or pedestrian facility.
Purpose: Improve system security and resiliency. Does the project "harden" or "strengthen" a facility or service against human and/or natural hazards?			
S2	2		The project improves the security and/or resilience of facilities identified in the *Puget Sound Transportation Recovery Annex*[5] and/or the *Washington Comprehensive Emergency Management Plan.*[6]
10 points maximum score			

[4] Regional Safety Action Plan | Puget Sound Regional Council
[5] https://mil.wa.gov/asset/5ba42131717a5 (updated to 2014)
[6] https://mil.wa.gov/plans; https://mil.wa.gov/asset/6298d552415ef (Catastrophic Incident Annex, Tab A: Critical Transportation)

Clarification of Questions

Questions S1a, S1b and S1c: Where can more information be found on these plans and networks?

A project sponsor should address whether their project improves safety on a regional facility on a designated high injury network, either at the state, regional or local level. The regional high injury network may be found here, as well as on the PSRC Regional Capacity Projects Resource Map. High injury networks also have been developed by WSDOT and by local agencies, and projects on these designated facilities may respond to question S1b.

Projects improving safety on a regional facility that is not on a designated high injury network may still receive points under question S1c. For added support in answering this question, collision data is available from WSDOT at https://www.wsdot.wa.gov/mapsdata/crash/crashdata.htm. Note that all modes and travelers can be addressed by safety improvements (auto passengers, bicyclists, pedestrians, and transit passengers) and projects can affect any type of facility (e.g., roads, buses, rail, bicycle/pedestrian facilities such as sidewalks or a parallel separated pathway, etc.).

Question S2: What does it mean to "improve the security and/or resilience" of facilities?

Security and resiliency investments strengthen or "harden" transportation infrastructure and services against failure in the case of human or natural hazard events, such as an earthquake or flooding. Resiliency planning generally assesses the criticality of transportation assets based on the amount of travel plus key locations to which they support access in normal circumstances. The more critical (and unique) an asset, the more important it is to increase its chance of surviving a hazard event.

The *Puget Sound Transportation Recovery Annex* provides recommended guidelines for coordinating multi-jurisdictional regional transportation disaster response and system recovery in the Puget Sound region after a catastrophic event. Information about the *Puget Sound Transportation Recovery Annex* can be found here: https://mil.wa.gov/asset/5ba42131717a5. The *Washington State Comprehensive Emergency Management Plan* similarly identifies critical transportation routes and facilities in its "Tab A" section, available at: WA_CIA_Tab-A_CT.

To address the "facilities" part of this question sponsors can assume that eligible projects are those that harden or strengthen an asset *and* address a facility explicitly listed in the *Annex* in its Table B-2 of critical facilities for which emergency detour planning is essential (see page B-2) *or* address a facility lying on a critical transportation asset or route identified in Tab A of the state *Emergency Management Plan*, which includes both state and local priority routes.

Community Benefits

This measure addresses the improvement of mobility, accessibility and environmental health for six equity focus areas (EFAs): people of color, people with low income, older adults, youth, people with disabilities and people with limited English proficiency. These areas are included in the PSRC Regional Capacity Projects Resource Map.

Purpose: Improve mobility and accessibility for EFA populations.			
E1a	Choose one	5	The project improves mobility and accessibility for at least one area identified as an intersection of both people of color and people with low income EFAs.
E1b		3	The project improves mobility and accessibility for at least two EFAs.
E1c		2	The project improves mobility and accessibility for at least one EFA.
Purpose: Improve environmental health for EFA populations.			
E2a	Choose one	5	The project improves environmental health or avoids creating new negative environmental health impacts for at least one area identified as an intersection of both people of color and people with low income EFAs.
E2b		3	The project improves environmental health or avoids creating new negative environmental health impacts for at least two EFAs.
E2c		2	The project improves environmental health or avoids creating new negative environmental health impacts for at least one EFA.
10 points maximum score			

Clarification of Questions

Questions E1a through E1c: Where are EFAs located and what is meant by "an area identified as an intersection of both people of color and people with low income EFAs?"

Equity focus areas are Census tracts throughout the region that contain a higher proportion – above the regional average – of six population groups: people of color, people with low incomes, older adults, youth, people with disabilities and people with limited English proficiency. Refer to the *Central Puget Sound Demographic Profile* for more information. The PSRC Regional Capacity Projects Resource Map includes layers for each EFA.

The questions give more points to projects that improve mobility and accessibility for more than one of these population groups. In addition, question S1a looks at those areas of intersection between people of color and people with low income EFAs. These areas of intersection are also shown in the PSRC Regional Capacity Projects Resource Map.

Improving mobility and accessibility in this instance is consistent with other measures within this framework that provide additional transportation options, remove barriers or improve safety, as examples. However, projects should consider for this section the particular disparities and gaps facing the specific EFA populations and how the project will address those issues.

Questions E2a through E2c: What is meant by "environmental health"?

Within this context, environmental health – avoiding new impacts or improving current conditions – could include reducing exposure to air pollutants, for example from diesel vehicles; providing opportunities for cleaner transportation options; encouraging healthy community design and increased active transportation, as just a few examples.

The *Washington Environmental Health Disparities Map* identifies areas with high existing negative *environmental exposures* and/or *environmental effects*, which may help sponsors to respond to this question. Projects that are improving conditions for areas ranked highly in terms of exposure, for exposure, may score higher.