



Puget Sound Regional Council

## Transportation Policy Board

Thursday, September 8, 2022 • 9:30 AM – 11:30 AM

**Hybrid Meeting - PSRC Board Room – 1011 Western Avenue, Seattle, 98104**

### Attend, watch or listen

- The public can attend meetings at PSRC's offices
- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 878 6268 1077, Passcode: 840998

### Provide public comment

- **In-person**  
Public comment may be made in person at PSRC's office. You will have 2 minutes to speak.
- **Comment during the meeting by Zoom or phone:** [Register here](#)  
You will have 2 minutes to address the board. To allow staff time to process requests, registration is required and closes at 8:00 am the day of the meeting. Late registrations will not be accepted.
- **Written comments**  
Comments may be submitted via email to [cmoreau@psrc.org](mailto:cmoreau@psrc.org) by 8:00 am the day of the meeting. Comments will be shared with board members. Comments received after the deadline will be provided to board members after the meeting.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

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1. **Call to Order (9:30) - Mayor Dana Ralph, Chair**
2. **Communications and Public Comment**
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda (9:45)**
  - a. Approve Minutes of Transportation Policy Board Meeting held July 14, 2022
  - b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
6. **Action Item (9:50)**
  - a. Release Draft 2023-2026 Regional TIP for Public Comment -- *Jennifer Barnes and Doug Cox, PSRC*
7. **Discussion Item (10:20)**
  - a. PSRC's Transportation Work Program -- *Kelly McGourty and Ben Bakkenta, PSRC*
8. **Information Items**
  - a. TPB FTA Funding Working Group
  - b. Public Communications

- c. Save the Date - Wednesday, November 30, 10:00 - 11:30 AM - Joint Board Session on Institutional and Structural Racism

**9. Next Meeting: October 13, 2022, 9:30 - 11:30 AM**

Major Topics for October:

-- Adoption of 2023-2026 Regional TIP

**10. Adjourn (11:30)**

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Casey Moreau, e-mail [cmoreau@psrc.org](mailto:cmoreau@psrc.org); fax (206) 587-4825; or mail.

Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



## Puget Sound Regional Council

### MINUTES OF THE TRANSPORTATION POLICY BOARD

**July 14, 2022**

To watch a video of the meeting and hear the full discussion, please go to:  
<https://www.psrc.org/watch-meetings>.

#### **CALL TO ORDER**

The meeting was called to order at 9:30 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that today's Transportation Policy Board meeting would be hybrid, allowing for remote and in-person attendance. Chair Ralph shared that the meeting was live streamed, and a call-in number provided for members of the public to listen.

Chair Ralph shared TPB membership updates:

- Mike Cotten, WSDOT, retired. Bryan Nielsen has been appointed as an additional alternate
- Jon Morrison Winders, alternate for Seattle Aging & Disability has accepted a new position and has departed the board

A quorum was established by roll call.

#### **COMMUNICATIONS AND PUBLIC COMMENT**

The board heard public comment from the following individuals:

- Laura Svancarek, Downtown On The Go
- Larry Leveen, ForeverGreen Trails
- Will Knedlik, Washington State Good Roads & Transportation Association

#### **REPORT OF THE CHAIR**

Chair Ralph shared that the board would continue discussing the transportation work program. She also shared that an Executive Steering Committee has been formed to discuss this work, comprised of PSRC's Executive Committee. TPB's feedback will be provided to that group in July and more information will be shared with the board in September.

## DIRECTOR'S REPORT

Kelly McGourty, PSRC, provided background information on item c. of the consent agenda. It fulfills a federal requirement to designate the number of miles on the Critical Urban Freight Corridor and Critical Rural Freight Corridor in the region.

Ms. McGourty also shared that Dave Ramsay, representing the Transportation Improvement Board recently retired. His membership and participation was greatly appreciated.

PSRC is currently going through its federal certification process. This is completed every four years. There is an opportunity to obtain feedback via a survey. This has been shared via email.

PSRC will host a webinar on July 29<sup>th</sup> regarding the Bipartisan Infrastructure Law. The link to attend is available on PSRC's website.

At its June meeting, the board discussed creating a working group to discuss PSRC's Federal Transit Administration funds. A solicitation will be sent in the next few weeks to start the working group.

The board discussed the freight consent agenda item. Jennifer Barnes, PSRC, shared further background on the coordination for the recommendation.

## CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held June 9, 2022
- b. Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)
- c. Recommend Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC) Designations for the PSRC Region

**ACTION: The motion was made by Councilmember Kate Kruller and seconded by Mayor Rob Putaansuu to adopt the Consent Agenda. The motion passed unanimously.**

## 2022 ANNUAL FTA ADJUSTMENTS

Sarah Gutschow provided an overview of PSRC's FTA funding process, including background information on the FTA funding formulas. Ms. Gutschow provided an overview of how PSRC's 2022 FTA funds were originally programmed to projects as part of the 2018 project selection process.

In April of 2022, PSRC was notified of the final allocation of funding which was higher than the estimates originally used. Ms. Gutschow noted that the final allocation is made under the new Infrastructure Investment and Jobs Act, while the original estimate was based on the previous federal transportation act. The final allocation provides an increase of approximately \$93.7 million to the region.

Ms. Gutschow informed the board of the recommended distribution of funds which follows existing adopted methodology, including 2022 project adjustments by agency, and a recommended distribution of freed up future funding to the projects on the regional contingency list.

Councilmember Mello introduced an amendment to approve the 2022 distribution of funding but hold a decision on future years' funding to the four projects on the contingency list. Board members discussed the purpose and consequences of the amendment. Some members felt the adopted policies and procedures should be followed, and other members noted that the amendment would only impact future years' funding. It was also acknowledged that an FTA Working Group is being created to evaluate PSRC's future FTA funding processes.

**ACTION:** The motion was made by Councilmember Ryan Mello and seconded by Councilmember Kristina Walker to recommend the Executive Board approve the distribution of the distribution of \$93.7 million in additional FFY 2022 FTA funds to the project adjustments identified in Attachment B, but put on hold the distribution of \$12.9 million of freed up 2023-2024 funds to projects on the approved contingency list identified in Attachment C. The motion failed with a vote of 19 to 4.

**ACTION:** The motion was made by Councilmember Ryan Mello and seconded by Councilmember Kim Daughtry that the Transportation Policy Board should recommend the Executive Board approve the distribution of \$93.7 million in additional FFY 2022 FTA funds to the project adjustments identified in Attachment B and the regional contingency distribution as identified in Attachment C. The motion passed unanimously.

## **RECOMMEND APPROVAL OF PROJECTS PROPOSED FOR PSRC'S 2025-2026 FEDERAL HIGHWAY ADMINISTRATION FUNDS**

Ms. McGourty provided background on the 2022 project selection process. She shared the process conducted to develop the Policy Framework adopted in January and noted that it provides board direction for conducting the project selection process. Ms. McGourty reviewed the project evaluation criteria and noted that criteria for safety and equity were strengthened during this cycle. She also noted the creation of a set-aside for a future Equity Pilot Program. Ms. McGourty briefed the board on the process for both the regional competition and the four countywide competitions.

Ms. McGourty described the project outcomes and highlights of the 83 recommended projects, including information on outcomes related to safety and active transportation.

Dr. Charles Patton briefed the board on how the equity criterion was strengthened and point values increased. Dr. Patton provided highlights of how the projects were evaluated under the new criterion and noted both improvements and challenges. He then provided further information on the future Equity Pilot Program.

Following TPB's recommendation to the Executive Board, the Draft 2023-2026 Regional Transportation Improvement Program (TIP) will be released for public comment in September, with board adoption scheduled for October 2022. Federal approval of the TIP is scheduled for January 2023.

**ACTION: The motion was made by Councilmember Kim Daughtry and seconded by Councilmember Ben Zarlingo to recommend Executive Board approval of the projects recommended for PSRC's FHWA funds as identified in Attachments A and B, including the prioritized contingency lists of projects should additional funds become available prior to the next project selection process. The motion passed unanimously.**

## **PSRC TRANSPORTATION WORK PROGRAM**

Ms. McGourty, PSRC, noted that the board was continuing its discussions related to the Regional Transportation Plan (RTP) Work Program from the June meeting. Ms. McGourty reminded the board of the categorization of the various work program elements and the previous feedback provided. The board was to continue discussions on the remaining items not yet covered, including the RTP Prioritization Framework and developing the road map and timeline for the next RTP.

Ms. McGourty provided background information on the RTP Prioritization Framework and reviewed the nine measures included. She reviewed some of the challenges of the existing process and key questions for the board in consideration of updating the framework. Board member comments included the challenge and lack of consensus related to the weighting of measures, but there was consensus in pursuing an update.

Ben Bakkenta, PSRC, discussed the action to convene a board working group to develop a road map and timeline for the next RTP. Board members suggested a focus on how the RTP is performing and how it is actualizing VISION 2050.

Ms. McGourty provided reminders on the work program topics discussed by the board, including the ongoing and mandated items, timelines already determined, and the need for feedback on priority and timelines for the remaining elements. Board members were asked to identify their top three priorities for these work program items via a Zoom poll. The results indicated safety as the top ranked priority; tied for second was continued refinement of data, analysis and performance metrics along with action items for the

RTP financial strategy; and the third ranked priority was a convening on the future of high-capacity transit.

Chair Ralph noted that the list of priorities from the poll as well as the board feedback from the previous two meetings would be shared with the Executive Steering Committee. All feedback will be incorporated into the development of the next biennial budget and work program which will begin in the fall.

## **ADJOURN**

The meeting adjourned at 11:32 a.m.

## **TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

## **GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Ben Bakkenta, PSRC  
Gil Cerise, PSRC  
Carolyn Downs, PSRC  
Sarah Gutschow, PSRC  
Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Kelly McGourty, PSRC  
Casey Moreau, PSRC  
Dr. Charles Patton, PSRC

Attachments:

TPB July 14, 2022 Attendance Roster

Transportation Policy Board - July 2022				5.a.a	
Voting Members		✓	Non-voting Members		
<b>King County</b>	2	CM Girmay Zahilay	1	<b>Associate Members</b>	
		CM Dave Upthegrove	1	Island County	1
		Vacant Alt			1
		Vacant Alt		Thurston Regional Planning Council	1
Seattle	2	CM Dan Strauss	1		1
		CM Alex Pedersen	1	<b>Public Agency Members</b>	
		CP Debora Juarez Alt		Puget Sound Clean Air Agency	1
Bellevue	1	CM Jennifer Robertson			1
		CM Janice Zahn Alt	1	Freight Mobility Strategic Investment Board	1
Cities/Towns	3	CM Kate Kruller, Tukwila	1		1
		MYR Dana Ralph, Kent, <b>Chair</b>	1	WA Transportation Improvement Board	1
		MYR Mary Lou Pauly, Issaquah	1		1
		CM Peter Kwon, SeaTac Alt	1	<b>PSRC Committees</b>	
		CM Wendy Weiker Mercer Isl Alt		Regional Staff Cmte.	1
		DEP MYR Jay Arnold, Kirkland Alt	1		1
Local Transit	1	CM Rod Dembowski	1	Regional Project Evaluation Cmte.	1
		Vacant Alt			1
<b>Kitsap County</b>	1	COM Robert Gelder		Transportation Operators Cmte.	1
		COM Charlotte Garrido Alt			1
Bremerton	1	MYR Greg Wheeler	1	<b>Private/Civic Members-Business/Labor</b>	
		CP Michael Goodnow Alt		Laborers Local Union 242 exp. 12/31/22	1
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	1		1
		CM Leslie Schneider, Bainbridge Isl Alt		WA Roundtable exp. 12/31/22	1
Local Transit	1	MYR Becky Erickson, Poulsbo	1		1
		CM John Clauson, Port Orchard Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/22	1
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	1	Master Builders of Pierce County exp. 12/31/23	1
		CM Dave Morell Alt			1
Tacoma	1	CM Kristina Walker	1	<b>Private/Civic Members-Community/Environment</b>	
		CM Conor McCarthy Alt		Seattle Aging & Disability Services exp. 12/31/23	1
Cities & Towns	1	CM Bryan Yambe, Fife	1		1
		MYR Josh Penner, Orting Alt		League of Women Voters of WA exp. 12/31/22	1
Local Transit	1	CM Marty Campbell, Pierce County	1		1
		DEP MYR John Palmer, Puyallup Alt		Public Health Seattle/ King County exp.12/31/23	1
<b>Snohomish County</b>	1	CM Jared Mead	1		1
		CM Sam Low Alt		Transportation Choices Coalition exp. 12/31/23	1
Everett	1	CM Ben Zarlingo	1		1
		MYR Cassie Franklin Alt		Non-voting	16
Cities/Towns	1	CM Jan Schuette, Arlington	1		Non-voting members present
		CM Jeffrey Beeler, Sultan Alt 1		<b>Ex-Officio Non-Voting Members</b>	12
		CM Michael Stevens, Marysville Alt 2		State Legislators	87
Local Transit	1	CM Kim Daughtry, Lake Stevens	1		Districts within PSRC's boundary
		CM Jan Schuette, Arlington Alt			
<b>Regional Transit</b>	1	MYR Kim Roscoe, Fife	1		
		Vacant Alt			
<b>Federally Recognized Tribes</b>					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Andrew Strobel	1		
		Robert Barandon Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman Alt			
<b>Statutory Members</b>					
Ports	1	COM Toshiko Hasegawa, Seattle	1		
		COM Cary Bozeman, Bremerton Alt			
WA Trans. Commission	1	COM Jerry Litt	1		
		COM Hester Serebrin Alt			
WSDOT	1	SEC Roger Millar			
		ASST SEC Julie Meredith Alt 1	1		
		Brian Nielsen Alt 2			
		Steve Roark Alt 3			
		Robin Mayhew Alt 4			
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>					
House Transportation Cmte.	2	REP Emily Wicks, D			
		REP Jake Fey, D Alt			
		REP Dan Griffey, R			
		REP Andrew Barkis, R Alt			
Senate Transportation Cmte.	2	Vacant, D			
		SEN Mark Mullet, D Alt			
		Vacant, R			
		Vacant, R Alt			
Voting	32	(Quorum = 14) Quorum Total	25		
		Total Voting members present	28		
				Abbreviations	
				CHRMN Chairman	
				CM Councilmember	
				CP Council President	
				COM Commissioner	
				MYR Mayor	
				DEP MYR Mayor	
				SEC Secretary	
				ASST SEC Assistant Secretary	
				REP Representative	
				SEN Senator	





## Puget Sound Regional Council

### CONSENT AGENDA

September 1, 2022

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director, Transportation Planning

**Subject:** **Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP)**

### IN BRIEF

Four agencies submitted seven projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Connecting Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2021-2024 Regional TIP to include the projects as shown in Exhibit A.

### DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), Bus and Bus Facilities Formula (5339), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310).

While PSRC does not have project selection authority for other types of federal, state, or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan, and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity, and the funding basis for approving the request is further described below.

### **Consistency with VISION 2050 and the Regional Transportation Plan**

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

### **Air Quality Conformity**

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

### **Funding Reasonably Expected to be Available**

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

### **PSRC's Project Tracking Policies**

This month's amendment includes no project tracking actions.

### **Federal Fund Source Descriptions**

The following federal and state funding sources are referenced in Exhibit A.

BR	The Local Bridge Program provides funding for eligible bridges on public roads.
CWA	State Connecting Washington Account.

CSRF	State Coronavirus State Fiscal Recovery Fund for all federal moneys from the American Rescue Plan.
MVA	State funds from the Motor Vehicle Account
NHPP	Provides support for the condition and performance of the National Highway System (NHS).

For more information, please contact Jennifer Barnes at 206-389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).

Attachments:  
Exhibit A

Month: September

Year: 2022

# Project(s) Proposed for Routine Amendment to 2021-2024 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
1. Seattle	<b>Jose Rizal Bridge (North Segment)</b> New project programming a preliminary engineering and a construction phase repainting and conducting lead abatement on the Jose Rizal Bridge.	\$5,000,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,303,793 Local				
		\$9,303,793 Total				
2. Snohomish County	<b>Pilchuck Creek Bridge 626 Replacement</b> New project programming preliminary engineering, right-of-way, and construction phases to replace the existing bridge with a single span structure with two travel lanes and a protected walkway.	\$8,220,000 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$8,220,000 Total				
3. Sound Transit	<b>Sumner Station Access Improvements</b> New project programming preliminary engineering, right-of-way, construction, and other phases constructing a new garage with 500 new parking spaces, a pedestrian/bicycle path on the Traffic Avenue/SR 410 interchange, and other pedestrian/bicycle enhancements. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$3,688,000 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,688,000 Total				
4. Sound Transit	<b>Downtown Seattle Transit Tunnel</b> New project programming preliminary engineering, construction, and other phases improving to the Downtown Seattle Transit Tunnel; work includes enhanced station lighting, additional CCTV, track improvements, and other safety improvements. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$17,899,377 Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$17,899,377 Total				

Attachment: Exhibit A (3506 : Routine Amendment to the 2021-2024 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
5. WSDOT Northwest Region	<b>I-5/Ravenna Blvd. Bridges - Seismic Retrofit</b> New project programming a preliminary engineering phase seismically retrofitting the I-5/ Ravenna Boulevard bridges. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$5,111,080	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$505,492				
		\$5,616,572				
		Federal NHPP Local Total				
6. WSDOT Northwest Region	<b>I-5/Southcenter Pkwy Vicinity - Seismic Retrofit</b> New project programming a preliminary engineering phase seismically retrofitting the I-5/ Southcenter Parkway vicinity bridges. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$23,296	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,304				
		\$25,600				
		Federal NHPP Local Total				
7. WSDOT Olympic Region	<b>SR 3/SR 104/SR 303/SR 307/SR 308 Kitsap Co - Remove Fish Barriers</b> Existing project adding funds to preliminary engineering and programming new right-of-way and construction phases removing fish passage barriers in the SR 3/SR 104/SR 303/SR 308 vicinity. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$166,279,072	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,168,000				
		\$132,000				
		\$169,579,072				
		Connecting Washington CSRF MVA Total				



## Puget Sound Regional Council

### **ACTION ITEM**

September 1, 2022

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director, Transportation Planning

**Subject:** Release Draft 2023-2026 Regional TIP for Public Comment

### **IN BRIEF**

The Draft 2023-2026 Regional Transportation Improvement Program (TIP) has been prepared and is ready to be released for public review and comment. The draft TIP includes the projects approved by the Executive Board in July to receive PSRC's 2025-2026 Federal Highway Administration funds, as well as projects with local, state and other federal funds expected to be utilized between 2023 and 2026. The draft TIP document also includes a positive air quality conformity finding, background on the project selection process, an equity analysis, and additional information.

The public comment period for the draft TIP is scheduled for September 8 through October 27, 2022. A summary of comments received to date will be provided at the October 13 Transportation Policy Board meeting, when the final 2023-2026 Regional TIP is scheduled to be recommended for Executive Board approval.

### **RECOMMENDED ACTION**

The Transportation Policy Board should authorize the release and distribution of the Draft 2023-2026 Regional Transportation Improvement Program (TIP) for public review and comment from September 8 through October 27, 2022. As noted in July, this action includes the addition of several projects recommended for funding that were on the approved contingency lists.

### **DISCUSSION**

The Regional 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. The TIP is a four-year program of projects that must be updated at least every four years. In the central Puget Sound region, 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.

Documentation on the 2022 project selection process and the development of the Draft 2023-2026 Regional TIP has been available on PSRC's website throughout the year. In addition, major action items taken by the boards, such as approval of the *2022 Policy Framework for PSRC's Federal Funds* in January and approval of the recommended projects in July, have been featured in PSRC's At Work publication, which is sent to board and committee members, legislators, and interested parties. As noted in July, there was an amount of funding that had not yet been distributed by three of the countywide forums when project recommendations were presented at that time. That recommended distribution has now occurred to projects on the prioritized contingency lists approved in July; these projects are identified in attachment 1.

Consistent with PSRC's Public Participation Plan, the Draft 2023-2026 Regional TIP is scheduled to be released for a public comment period prior to adoption by the Executive Board. In addition to detailed project information, the draft TIP includes documentation on the project selection process for PSRC's federal funds, the positive air quality conformity finding, an equity analysis, the financial plan, and other data. Full documentation is available on PSRC's website at <https://www.psrc.org/our-work/funding/transportation-improvement-program>.

Upon action by the Transportation Policy Board, a news release will be sent to local newspapers, and notice of the draft TIP will be provided to major libraries in the region. In addition, an interactive web map is available on PSRC's website with information on each project, and the ability to view the projects geographically within the context of other data such as the location of regional centers, designated freight routes, equity focus areas and other information. Comments may be made via a comment form on PSRC's website, by mail, email or fax, or in person at the September 8 and October 13 Transportation Policy Board meetings, and at the Executive Board meeting on October 27, 2022.

For more information on the Draft 2023-2026 Regional TIP, please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Attachments:

1 - Additional 2022 Project Recommendations

## Attachment 1 – Additional 2022 Project Recommendations

Forum	Sponsor	Project Title	Phase	Recommended Amount
King Countywide	SeaTac	Airport Station Area Pedestrian Improvements	Construction	\$3,995,000
	Seattle	Beacon Avenue Nonmotorized Access Phase 3	Construction	\$1,090,000
	Redmond	Pavements Management Project – 154 <sup>th</sup> Avenue, Redmond Way to 85 <sup>th</sup> Street	PE / Design and Construction	\$1,445,000
Pierce Countywide  (pending PCRC approval)	Lakewood	100 <sup>th</sup> St SW, Lakeview Ave SW to S Tacoma Way	PE / Design and Right of Way	\$671,000
	Fife	58 <sup>th</sup> Avenue E and Valley Avenue E Roundabout	PE / Design and Right of Way	\$692,500
	University Place	40 <sup>th</sup> Street Phase 3	PE / Design and Construction	\$707,665
	Puyallup	Shaw Road Widening, Phase 4a (25 <sup>th</sup> to 20 <sup>th</sup> Ave Ct SE)	PE / Design	\$580,000
Snohomish Countywide	Bothell / Snohomish County	228 <sup>th</sup> St SE (35 <sup>th</sup> Ave SE to 39 <sup>th</sup> Ave SE) Widening	Right of Way	\$1,000,000
	Monroe	Kelsey St (US 2 to Chain Lake Rd) Preservation	PE / Design and Construction	\$696,481
	Everett	Broadway (California to 18 <sup>th</sup> Ave) Preservation	Construction	\$696,480





## Puget Sound Regional Council

### DISCUSSION ITEM

September 1, 2022

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director, Transportation Planning

**Subject:** **PSRC's Transportation Work Program**

### IN BRIEF

Over the last several months the Transportation Policy Board has reviewed and discussed the implementation action items identified in the recently adopted Regional Transportation Plan. Preliminary feedback was provided on priority areas and details of various work program items. At their meeting on September 8 additional information will be provided to the board for review, including feedback from the Executive Steering Committee.

### DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all of the major plan elements and policy focus areas. These implementation items call for new and continued work to be done by PSRC, local agencies and other regional and state partners.

Over the last several months the Transportation Policy Board has reviewed a summary of these various work program items and provided preliminary feedback on priority timelines, as well as additional details on key scoping elements. Staff has incorporated that feedback and developed a more detailed draft timeline and summary document for review and consideration. These materials also reflect input from the Executive Steering Committee that was created to review these work program items. A particular focus of the Steering Committee discussions has been aligning key work items with the next project selection process to be conducted in 2024.

At the September 8 meeting, the board will be asked to review the information contained in Attachments 1-3 for further discussion and feedback, including the draft priorities and timelines.

It is anticipated that the Transportation Policy Board will ultimately develop a recommendation of the transportation work program priorities and timelines to the Executive Board, for incorporation into PSRC's upcoming fiscal year 2024-2025 biennial budget and work program.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

Attachments:

- 1 – PSRC 2022-2024 Transportation Work Program Draft Schedule
- 2 – PSRC 2022-2024 Draft Transportation Work Program Summary
- 3 – Regional Transportation Plan Excerpts for Work Program

PSRC Transportation Work Program: JULY 2022 - JUNE 2024

DRAFT

Pre-Existing

2022 RTP/New Work

2024 Funding Framework Begins

Beginning of 2026 RTP Development

Board Action

PROJECT	2022						2023												2024					
	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
<b>Regional Transportation Plan</b> <i>Alignment of RTP and Funding Cycles^</i> <i>Update RTP Project Prioritization Framework^</i> <i>Board work group to determine 2026 RTP scope of work^</i> TPB direction on scope of work for 2026 RTP RTP development Financial Strategy Refinement <i>^timeline pending further board discussions</i>																								
<b>PSRC Funding</b> <i>RPEC / TOC / Regional FTA Caucus Work Program*</i> Policy Framework for PSRC's Federal Funds FHWA Project Selection: Board Action <i>FTA Funding Methodology Process Discussion</i> FTA Project Selection Annual FTA Adjustments Process Rural Town Centers and Corridors Project Selection Transportation Alternatives Project Selection <i>Equity Pilot Program Development</i> <i>Equity Pilot Program Project Selection</i> Consolidated Grant Program Regional Rankings																								
<b>2023-2026 TIP</b> <i>RPEC / TOC / Regional FTA Caucus Work Program*</i> TIP Development Conduct Equity Analysis of draft TIP Relase of TIP for Public Comment Board Action on 2023-2026 TIP Monthly TIP Amendments Project Tracking/Rebalancing																								
<b>Climate: GHG Analysis and Planning</b> <i>2030 Transit Networks and Service</i> <i>PSRC 2030 Network Modeling and Analysis</i> Puget Sound Regional Emissions Analysis Project Regional Electric Vehicle Collaboration Clearinghouse Regional Electric Vehicle Collaboration Outreach <i>Develop Climate Implementation Strategy with Partners</i> <i>PSRC Board Progress Briefings</i>																								
<b>Regional Safety Plan</b> <i>Work with Established Staff Committees*</i> <i>Explore Grant/Funding Opportunities</i> <i>Apply for Safe Streets for All Grant</i> <i>Convene Stakeholders</i> <i>Develop Scope of Regional Safety Plan</i> <i>Develop Regional Safety Plan</i>																								
<b>Performance Measures and Dashboard</b> <i>Align with Equity Tracker, other related monitoring efforts</i> <i>Identify Measures</i> PSRC 8/31/2022																								

Attachment: 1 – PSRC 2022-2024 Transportation Work Program Draft Schedule (3504 : PSRC's Transportation Work Program)

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Develop Dashboard Outline for Board Feedback Assemble Data Publish Draft Dashboard Refinement and Updates Annual Board Briefings	<div></div> <div></div> <div></div> <div></div>					
Active Transportation Plan Repackaging BPAC Work Program*	<div></div>					
ADA Transition Plan Technical Assistance BPAC / SNTC Work Program* Research current plans, roles and responsibilities Board Briefing and Discussion		<div></div> <div>proposed</div>				
Annual Transit Integration Report TOC / SNTC Work Program* Report Development Publish Report	<div></div> <div></div>		<div></div> <div></div>			
Future of High Capacity Transit TOC / Regional TOD Committee Work Program* Regional Convening^ ^timeline pending further board discussions				<div></div> <div>proposed</div>		
Data Collection, Analysis, Performance Metrics Work with Established Staff Committees Data collection, maintenance of viz tool, improvements Equity, EJ analysis methodology improvements			<div></div>			
RTP Financial Strategy Collaborate with Partners on Implementation Steps		<div></div> <div>tentative</div>				
Board and Committee Support						
<p><b>Transportation Policy Board:</b> Direction on all Work Plans; Quarterly Progress Reports</p> <p><b>*Staff Committees:</b> Data Collection, Technical Assistance, Best Practices, Input and Guidance</p> <p><i>Regional Project Evaluation Committee (RPEC):</i> Project Selection, Project Delivery, TIP</p> <p><i>Transportation Operators Committee (TOC):</i> Annual Transit Integration Report, Project Selection, TIP</p> <p><i>Bicycle Pedestrian Advisory Committee (BPAC):</i> Active Transportation Plan Repackaging, ADA Transition Plan</p> <p><i>Special Needs Transportation Committee (SNTC):</i> ADA Transition Plan</p> <p><i>Transportation Demand Management Committee (TDM):</i> TDM Expansion</p> <p><i>Regional FTA Caucus:</i> Project Selection, Project Delivery, TIP</p> <p><i>Freight Advisory Committee</i></p> <p><i>Regional Traffic Operations Committee</i></p> <p><i>Regional Staff Committee:</i> Integration with VISION 2050</p> <p><i>Note: other external collaborations / committees not reflected here</i></p>						

PSRC Upcoming Transportation Work Program  
Specific RTP Action Items and Other Key Emerging Items

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
9	Alignment of RTP and Funding Cycles	<p><u>Overview of Topic</u></p> <p>Convene a board working group to develop a road map and timeline for the next RTP, including scope of update, alternatives analysis, environmental review. Consider importance of aligning the RTP with state and federal funding cycles</p> <p><u>TPB Preliminary Feedback</u></p> <p>Focus on performance feedback for the next RTP, and actualizing VISION 2050</p> <p><u>Proposed Phasing</u></p> <p>Specific timeline tbd; after immediate and short-term priorities but prior to 2024</p>	<p>Deadline: tbd pending further board discussions;</p> <ul style="list-style-type: none"><li>Next required RTP update – May 2026 adoption, 2024 launch</li><li>Project selection cycles - 2024, 2026</li></ul> <p>Deliverables:</p> <p>Convene board working group</p>	<p>Primary Working Board: Transportation Policy Board</p> <p>Decision Maker: Executive Board</p> <p>Committees: Regional Project Evaluation Committee, Transportation Operators Committee</p> <p>Additional Partnership: Countywide transportation staff forums</p>
8	Update RTP Prioritization Framework	<p><u>Overview of Topic</u></p> <p>Update RTP Prioritization Measures and guidance for how projects are evaluated at point of submission into the RTP. Include consideration of all ages and abilities and a Safe Systems approach</p> <p><u>Preliminary TPB Feedback</u></p> <ul style="list-style-type: none"><li>Acknowledged length of time and difficulty in development of current prioritization framework, particularly the lack of consensus on weighting of measures</li><li>Concurrence to reconsider framework and measures, but concerns noted on weighting of criteria</li></ul> <p><u>Proposed Phasing</u></p>	<p>Deadline: tbd pending further board discussions;</p> <ul style="list-style-type: none"><li>Next major call for projects for the 2026 RTP - early 2025</li><li>Mid-cycle call for project updates in current RTP – 2024</li></ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Decision Maker: Executive Board</p> <p>Committees: Regional Project Evaluation Committee,</p>

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
		Specific timeline tbd; after immediate and short-term priorities but prior to next RTP development	Deliverables: <ul style="list-style-type: none"> <li>Updated RTP Prioritization Framework</li> <li>Implementation for next RTP call for projects</li> </ul>	Transportation Operators Committee  Additional Partnership: Countywide transportation staff forums
10	FTA Funding Methodology Process Discussion	<u>Overview of Topic</u> TPB to develop a recommendation to the Executive Board on potential revisions to the methodology for distributing PSRC's FTA funds  <u>Progress to Date</u> <ul style="list-style-type: none"> <li>Overview provided to TPB of FTA earned share and regional competition processes, data on transit agency operations and populations served</li> <li>TPB concurrence to create a working group to discuss the established FTA earned share funding methodology, in coordination with the region's transit agencies               <ul style="list-style-type: none"> <li>Working group under development, anticipated schedule August – October 2022</li> </ul> </li> </ul> <u>Upcoming Work</u> Scheduling of first working group meeting, engaging a facilitator	Deadline Goal: December 2022  Deliverables: <ul style="list-style-type: none"> <li>Board adopted funding methodology</li> <li>Grant competition and distribution of 2025-2026 funds</li> </ul>	Primary Working Board: Transportation Policy Board  Decision Maker: Executive Board  Committees: Regional FTA Caucus, Transportation Operators Committee  Additional Partnership: Transit executives
10	Policy Framework for PSRC's Federal Funds	<u>Overview of Topic</u> Evaluation of the 2022 project selection process and development of the Policy Framework guiding the 2024 project selection process, informed by the GHG, safety and active transportation planning efforts	Deadline Goal: January 2024  Deliverables: <ul style="list-style-type: none"> <li>Updated Policy Framework for process to be conducted in 2024 for 2027-2028 funds</li> </ul>	Primary Working Board: Transportation Policy Board <ul style="list-style-type: none"> <li>Project Selection Task Force</li> </ul> Decision Maker: Executive Board

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
				Committees: Regional FTA Caucus, Transportation Operators Committee, Regional Project Evaluation Committee  Additional Partnership: Countywide transportation staff forums
4	<b>Climate: GHG Analysis and Planning</b>  <b>2030 GHG Analysis and Climate Implementation Strategy</b>	<u>Overview of Topic</u> <ul style="list-style-type: none"><li>Develop a 2030 transportation network and inputs and conduct a 2030 analysis in alignment with the adopted Four-Part Greenhouse Gas Strategy</li><li>Continue to work with partner agencies including the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving the climate goals and to monitor progress</li></ul> <u>Progress to Date</u> <ul style="list-style-type: none"><li>Transit agencies working to provide detailed 2030 networks by mid-September 2022</li><li>Puget Sound Regional Emissions Analysis Project underway, final product due in December but draft inventory and wedge analyses available late summer</li><li>Regional EV Collaborative underway, development of web-based clearinghouse expected by early September</li><li>Coordination with PSCAA on their updated Strategic Plan underway; anticipated adoption late 2022</li></ul> <u>Upcoming Work</u> <ul style="list-style-type: none"><li>Modeling and analysis September / October 2022</li><li>Compilation of implementation information from partnership projects, other research anticipated October / November 2022</li><li>Proposed board touchpoints beginning in October</li></ul>	Deadline: Dec 31, 2022 (included in RTP)  Deliverables: <ul style="list-style-type: none"><li>2030 network and analysis</li><li>Identification of gap to 2030 goal (on-road transportation only)</li><li>Development of implementation strategy that meets adopted climate goals in VISION 2050 and RTP</li><li>GHG analysis and Implementation strategy will inform decision making in future project selection processes</li></ul>	Primary Working Board: Transportation Policy Board  Additional Engagement: Growth Management Policy Board  Decision Maker: Executive Board  Additional Partnership: PSCAA, Ecology, Puget Sound Regional Emissions Analysis Partners

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
<b>3</b>	<b>Regional Safety Convening / Regional Safety Plan</b>	<p><u>Overview of Topic</u></p> <ul style="list-style-type: none"> <li>Convene PSRC's membership and stakeholders to discuss the challenges and solutions to continue to make progress towards meeting safety goals. This will include addressing the full spectrum of safety elements and a Safe Systems Approach.</li> <li>Develop a Regional Safety Plan, including actions, targets and performance indicators. Provide updates and track progress through an annual safety report.</li> <li>Seek resources for regional and local planning and projects.</li> </ul> <p><u>Preliminary TPB Feedback</u></p> <ul style="list-style-type: none"> <li>The regional convening and the safety plan should be tied together</li> <li>Intersect safety data with bicycle and pedestrian users</li> <li>Include transit and emphasize personal safety and security, not just crashes</li> <li>The plan should provide guidance to member jurisdictions and help obtain additional funding for improvements</li> <li>Potentially conduct a public survey of safety, particularly the perception of safety from transit riders</li> <li><i>First ranked priority by TPB members for upcoming work program</i></li> </ul> <p><u>Progress to Date</u></p> <ul style="list-style-type: none"> <li>Review of potential BIL funding programs for applicability to PSRC</li> <li>Continued discussion at advisory committees of safety elements and features, best practices</li> </ul> <p><i>Preliminary staff suggestion to hold first convening in Fall 2022</i></p>	<p>Deadline: tbd</p> <p>Deliverables:</p> <ul style="list-style-type: none"> <li>Pursue Safe Streets for All grant September 2022</li> <li>Regional safety convening</li> <li>Regional safety plan</li> <li>Annual reporting</li> <li>Safety Plan will inform decision making in future project selection processes</li> </ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Decision Maker: Executive Board</p> <p>Committees: All transportation committees</p> <p>Additional Partnership: Countywide transportation staff forums, WSDOT, FHWA, FTA</p>
<b>5</b>	<b>Performance Measures and Dashboard</b>	<p><u>Overview of Topic</u></p> <ul style="list-style-type: none"> <li>Identify performance measures &amp; targets for meeting key aspects of VISION 2050 and the RTP, including but not limited to greenhouse gas emissions, safety, reduction of gaps in active transportation system, implementation of plan's financial strategy, vehicle miles traveled trends and transit ridership.</li> <li>Track progress on these measures through an online dashboard.</li> </ul> <p><u>TPB Preliminary Feedback</u></p> <ul style="list-style-type: none"> <li>Track progress over time towards specific goals</li> <li>Break out measures by both total and per capita data</li> </ul>	<p>Deadline: Dec 31, 2022 (included in RTP)</p> <p>Deliverables:</p> <ul style="list-style-type: none"> <li>Online dashboard</li> <li>Regular reporting</li> </ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Decision Maker: Executive Board</p> <p>Committees: All transportation committees</p>



RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
		<ul style="list-style-type: none"> <li>Identify how the data and dashboard will be used over time, and how it can leverage funding opportunities</li> <li>Align with the equity dashboard under development</li> <li>Consider different scales of data, e.g., by city</li> <li>Consider how the data will be updated</li> <li>Track the impacts of COVID on transit ridership</li> </ul> <u>Progress to Date</u> <ul style="list-style-type: none"> <li>Preliminary drafting of dashboard outline, and coordination with other concurrent dashboard / monitoring efforts – i.e., housing, growth, equity tracker, etc.</li> <li>Existing data trends, analysis metrics available by region, county, regional geography, and equity focus areas</li> </ul> <u>Upcoming Work</u> <ul style="list-style-type: none"> <li>Development of draft outline to share with board and steering committee, including key measures for initial beta dashboard – anticipated September / October timeframe</li> </ul>		Additional Partnership: Countywide transportation staff forums, WSDOT, other PSRC dashboards and tracking work
2	Active Transportation Plan Repackaging	<u>Overview of Topic</u> <ul style="list-style-type: none"> <li>Format existing RTP active transportation elements and data into stand-alone Active Transportation Plan document</li> </ul> <u>Upcoming Work</u> <ul style="list-style-type: none"> <li>Within existing work program of PSRC’s Bicycle Pedestrian Advisory Committee; anticipate late 2022 / early 2023 completion</li> </ul>	Deadline Goal: Spring 2023  Deliverables: <ul style="list-style-type: none"> <li>Development of stand-alone document, posting on PSRC’s website</li> <li>Consider in future project selection processes</li> </ul>	Primary Working Board: Transportation Policy Board  Decision Maker: Executive Board  Committees: Bicycle Pedestrian Advisory Committee
1	ADA Transition Plan Technical Assistance	<u>Overview of Topic</u> <ul style="list-style-type: none"> <li>Elevate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans</li> </ul> <u>Preliminary TPB Feedback</u> <ul style="list-style-type: none"> <li>Track the progress of plans</li> <li>Potentially tie to future project selection processes</li> </ul>	Deadline: tbd  Deliverables: <ul style="list-style-type: none"> <li>Initial research on status of ADA transition plans,</li> </ul>	Primary Working Board: Transportation Policy Board  Decision Maker: Executive Board

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
		<ul style="list-style-type: none"><li>PSRC should work with WSDOT</li><li>Community outreach could be conducted</li></ul> <u>Upcoming Work</u> <ul style="list-style-type: none"><li>Staff will gather further information on the status of ADA transition plans in the region and report back to the board for further direction and next steps</li></ul>	<p>roles and responsibilities</p> <ul style="list-style-type: none"><li>Further work program pending board review and discussion</li></ul>	<p>Committees: Special Needs Transportation Committee, Bicycle Pedestrian Advisory Committee, Regional Project Evaluation Committee</p> <p>Additional Partnership: Countywide transportation staff forums, WSDOT, FHWA, FTA</p>
7	Future High-Capacity Transit	<u>Overview of Topic</u> <ul style="list-style-type: none"><li>Convene members and stakeholders to discuss the vision for future high-capacity transit in the region</li></ul> <u>Preliminary TPB Feedback</u> <ul style="list-style-type: none"><li>Consider the relationship of this work to the I-5 master plan</li><li>Noted issues of right of way</li><li>Identify areas of the region that are currently underserved</li><li>Be proactive in planning to save costs</li><li>Noted the state’s transit baseline study</li><li>Tie this work to housing and equity</li><li>Consider conditions post-COVID and shifts in employment patterns</li><li>Track new technologies and systems in other parts of the world</li><li><i>Third ranked priority by TPB members for upcoming work program</i></li></ul> <u>Upcoming Work</u> <p>Track buildout of planned HCT system and access to transit as part of performance dashboard</p> <p><u>Proposed Phasing</u></p>	<p>Deadline: tbd pending further board discussions;</p> <ul style="list-style-type: none"><li>Next required RTP update – May 2026 adoption, 2024 launch</li></ul> <p>Deliverables:</p> <ul style="list-style-type: none"><li>Hold convening</li><li>Identify next steps</li></ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Additional Engagement: Growth Management Policy Board</p> <p>Decision Maker: Executive Board</p> <p>Committees: Transportation Operators Committee</p> <p>Additional Partnership: Transit executives</p>

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
		Specific timeline tbd; after immediate and short-term priorities but prior to next RTP		
n/a – in all sections	Data Collection, Analysis and Performance Metrics	<p><u>Overview of Topic</u></p> <ul style="list-style-type: none"><li>Continued efforts to expand data collection, improve analysis tools and refine performance metrics on a variety of topics including: active transportation, transit, emerging technologies, safety, maintenance and preservation, freight, health and the transportation system conditions visualization tool. This includes improvements and refinements to models and analysis techniques, including equity.</li></ul> <p><u>Preliminary TPB Feedback</u></p> <ul style="list-style-type: none"><li><i>Tied for second ranked priority by TPB members for upcoming work program</i></li></ul> <p><u>Upcoming Work</u></p> <p>Work with PSRC staff advisory committees on data collection update process, feasible timeframes</p>	<p>Deadline: ongoing</p> <p>Deliverables:</p> <ul style="list-style-type: none"><li>Identification of update schedule</li><li>Data collection</li><li>Maintenance and update of visualization tool</li></ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Committees: All transportation committees</p> <p>Additional Partnership: Countywide transportation staff forums, WSDOT</p>
6	RTP Financial Strategy	<p><u>Overview of Topic</u></p> <ul style="list-style-type: none"><li>Identify the action steps necessary to implement the new revenue sources component of the financial strategy – including the Road Usage Charge – and identify roles and responsibilities</li></ul> <p><u>Preliminary TPB Feedback</u></p> <p><i>Tied for second ranked priority by TPB members for upcoming work program</i></p> <p><u>Proposed Phasing</u></p> <p>Specific timeline tbd; after immediate and short-term priorities but prior to next RTP</p>	<p>Deadline: tbd pending further board discussions;</p> <ul style="list-style-type: none"><li>Next required RTP update – May 2026 adoption, 2024 launch</li></ul> <p>Deliverables:</p> <ul style="list-style-type: none"><li>Identification of action steps, roles and responsibilities for the new revenue sources element of</li></ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Committees: Regional Project Evaluation Committee, Transportation Operators Committee</p> <p>Additional Partnership: WSDOT, WSTC</p>

RTP Excerpt Reference #	Topic Area	Description, Feedback and Progress to Date	Deadline and Deliverables	Board Oversight, Committees / Partnerships
			the RTP financial strategy	
n/a	<b>Bipartisan Infrastructure Law Analysis and Support</b>	<u>Overview of Topic</u> <ul style="list-style-type: none"><li>• Monitor and track BIL requirements and regulations, including funding opportunities as they emerge</li><li>• Provide member support and technical assistance</li></ul> <u>Progress to Date</u> <ul style="list-style-type: none"><li>• Engagement with staff advisory committees on needs, PSRC assistance</li><li>• Webinar hosted on July 29</li><li>• Materials posted to PSRC’s website</li></ul> <u>Upcoming Work</u> <ul style="list-style-type: none"><li>• Monitoring of grant programs and deadlines</li><li>• Support for member agencies as needed</li></ul>	<p>Deadline: ongoing</p> <p>Deliverables:</p> <ul style="list-style-type: none"><li>• Webinar and other communications supporting member agencies</li></ul>	<p>Primary Working Board: Transportation Policy Board</p> <p>Committees: All transportation committees</p> <p>Additional Partnership: Countywide transportation staff forums, WSDOT, FHWA, FTA</p>

The following excerpts from the adopted Regional Transportation Plan are provided as reference points to the transportation work program summary materials.

Specifically:

- the “What’s Ahead” section beginning on page 194 of the RTP document, and
- the “Administrative Procedures and Processes” section beginning on page 188 of the document

More details and specific language on each topic area may be found in the RTP main document, within each chapter area.

## What's Ahead?

The following actions are drawn from “What’s Ahead?” sections throughout this document, and also reflect ongoing projects and commitments. These highlight shared responsibilities of PSRC, its members, and other stakeholders to successfully implement the strategies, projects, and programs identified in the Regional Transportation Plan.

PSRC is working on many of the following implementation steps with its staff committees and other state and regional partners. PSRC will be working with the boards to review the priorities and timelines for the action items and future work as described in this section as they relate to PSRC’s work program. This planning for future work, both in the near term and for the next biennial budget and work program, will begin shortly after plan adoption. Key implementation actions, described in more detail below, include developing a climate implementation strategy and a regional safety plan.

## Chapter 1: An Integrated Multimodal Transportation System

### Transit

- Support full build-out of the planned transit system.
- Identify new sources of revenue to address funding gaps.
- Prioritize access to transit, considering equity and safety; local context; transit supportive land use; affordable housing in proximity to transit; partnerships.
- Maintain and update transit agency long range plans.
- Improve regional coordination on mobility for people with specialized transportation needs. See the Coordinated Mobility Plan (Appendix B) for prioritized strategies and actions.
- Elevate the work and needs of ADA transition planning, including monitoring the progress and supporting the development and analysis of local plans. The board will discuss the future PSRC work program on this topic.
- Coordinate with public transit agencies and others on collecting data and analyzing performance of Mobility on Demand in the region.

1

### Ferries

- Stabilize the aging ferry fleet.
- Identify new sources of revenue to address timely vessel replacement.
- Invest in new, greener vessels through electrification.
- Ensure pipeline of qualified ferry workforce.
- Maintain and update transit agency and WSDOT long range ferry plans.
- Continue collaborative efforts identify new passenger-only ferry routes.

## Bicycle and Pedestrian

2

- Compile the information from this section into a stand-alone Active Transportation Plan. This stand-alone document will include the data and analysis included in the plan related to the current and future bicycle and pedestrian network, and highlight the needs and priorities as identified for future work. Going forward, the Active Transportation Plan and Regional Safety Plan will be used to help inform future regional and local planning, including both the criteria used to evaluate which projects are approved to be on the Regional Project Capacity List, and which projects are funded through the project selection process.
- Work with the Bicycle Pedestrian Advisory Committee to develop qualitative and quantitative active transportation performance measures and objectives, including analysis of “all ages and abilities” facilities.
- Improve bicycle and pedestrian network connectivity, particularly for accessibility to the transit system.
- Include equity in the evaluation of needs and priorities.
- Emphasize safety improvements for bicyclists and pedestrians.
- Continue to refine active transportation metrics.

## Streets & Highways

- Complete strategic streets and highway projects such as the Puget Sound Gateway Program.
- Complete HOV and highway Express Toll Lane networks.
- Address seismic retrofit of aging highways and bridges.
- Identify new revenue sources to address gaps for local jurisdictions.
- Support implementation of the projects in the plan through local agency comprehensive plans.
- PSRC will continue to engage with stakeholders on the needs of the system and continued data collection and monitoring.
- PSRC will continue to participate in the development of state plans and programs.

## Freight

- Consider freight needs in roadway design and pavement standards of local jurisdictions.
- Develop curbside management strategies and policies to accommodate commercial and residential deliveries, in addition to people traveling by walking, biking, or by vehicle.

- Local jurisdictions should actively engage with efforts being led by the State of Washington on truck parking. Support completion and implementation of the state's truck parking action plan.
- Consider freight issues on local comprehensive plan updates.
- Eliminate conflicts between freight movement and other modes of transportation.
- Continue to support collaborative freight groups, such as the PSRC Freight Advisory Committee and state-led freight efforts.
- PSRC will work with member agencies to compile best practices for design, management, and operation of freight transportation, and serve as a clearinghouse to help partner agencies share this information.

### **Aviation**

- Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities.
- Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones.
- Support the state-led Commercial Aviation Coordinating Commission process of development of a new commercial aviation facility in Washington state.

### **TDM (Transportation Demand Management)**

- Improve TDM integration in planning.
- Measure TDM program effectiveness and efficiency.
- Evaluate and address equity in TDM.
- Modernize the State of Washington Commute Trip Reduction law.

### **Technology**

- Support member jurisdictions in monitoring emerging ITS activities, highlighting best practices, sharing technical assistance, and providing information on ITS assets and benefits.
- Support efforts to develop, evaluate, and implement emerging transportation technology.
- Jurisdictions should consider a multi-pronged approach to better highlight the benefits of ITS, including exploring more cost-effective options for retrieving data, developing and building more performance measures into ITS projects, and educating different groups on the benefits of ITS.



## Safety

- Collect data and monitor state and regional safety trends, considering context such as population and employment growth, travel mode changes, and equity. Use this information to publish an annual regional safety report and report to the board on an annual basis.
- Continue prioritization of safe infrastructure and separation of modes in project development.
- Evaluate the safety revisions included in PSRC's project selection process for any further changes needed in subsequent funding competitions.
- PSRC will work with partners to develop guidance and compile best practices on effective safety measures and programs.
- PSRC will convene regional partners and stakeholders to discuss the challenges and solutions to continue to make progress towards meeting safety goals. This will include addressing the full spectrum of safety elements and a Safe Systems Approach.
- Develop a Regional Safety Plan, including actions, targets, and performance indicators, with updates provided and progress tracked through an annual regional safety report. Seek resources for regional and local planning and projects. Going forward, the Active Transportation Plan and Regional Safety Plan will be used to help inform future regional and local planning, including both the criteria used to evaluate which projects are approved to be on the Regional Project Capacity List, and which projects are funded through the project selection process.

3

## Maintenance & Preservation

- Continue to prioritize maintenance and preservation.
- Identify and secure new revenues to adequately address maintenance and preservation.
- Refine methodologies and analysis tools to better assess maintenance and preservation needs.
- Monitor overall investment levels in maintenance and preservation.
- Consider future work programs to evaluate the impact to the system if it is not fully maintained and preserved into the future. This could potentially include alternative scenarios reflective of current trends in the levels of investment.

## Chapter 2: Performing for People, the Environment, and Mobility

### People

- Conduct extensive and effective public outreach as part of local jurisdiction and agency planning processes.

- Pay particular attention to understanding the needs and views of historically marginalized groups.
- Use data and tools to inform equitable public engagement processes.
- As part of the PSRC Regional Equity Strategy, support the Equity Advisory Committee, and develop additional resources and guidance to support local planning, including refinements to methodologies and scope of equity analyses. Develop approaches to evaluating displacement risk as part of equity analyses
- PSRC will continue to engage with members and the community to highlight the goals of the region's plans and to connect this work to local planning efforts.
- PSRC will continue to expand on equity in all aspects of regional transportation planning. PSRC will continue to improve and refine how equity is integrated into the policy framework for the distribution of the federal funds managed by PSRC.
- PSRC will continue to collaborate with its members and community partners to advance equity to meet the region's equity goals.

## Climate

- Update local comprehensive plans with planned land uses consistent with the VISION 2050 Regional Growth Strategy, and adopt supportive policies, regulations, and incentives.
  - Implement the transit projects, programs, and service levels identified in the Regional Transportation Plan.
  - Identify new revenues and funding sources for the unmet local transit need.
  - Pursue implementation of a statewide Road Usage Charge (RUC) to begin replacement of transportation fuel taxes by 2030. Ensure that a RUC system has flexibility in the central Puget Sound to fund transit, bicycle, and pedestrian projects, and to incorporate demand management.
  - Advance the transition to zero emission vehicles and cleaner fuels, particularly electric vehicles (EVs). PSRC will continue collaboration with the Puget Sound Clean Air Agency in the development of a web-based clearinghouse and a Regional EV Plan. Coordination will continue with other partner agencies and groups such as the Washington State Department of Commerce and the West Coast Collaborative Alternative Fuel Infrastructure Corridor Coalition.
- 4** • Because of the urgency of the climate crisis, it is imperative that the region achieve VISION 2050's 2030 greenhouse gas reduction goal of 50% below 1990 levels. To track progress toward this 2030 goal, in addition to the 2050 analysis year, PSRC will develop a 2030 transportation network and inputs corresponding to the Four-Part Greenhouse Gas Strategy, to conduct a 2030 analysis in alignment with the region's 2030 and 2050 climate goals. PSRC will continue to work with partner agencies including the Puget Sound Clean Air Agency on developing a climate implementation

strategy for achieving the climate goals and to monitor progress. However, based on initial analysis of the steps needed to meet the region's greenhouse gas reduction goals, if implementation of a road usage charge and significant decarbonization of the transportation fleet do not occur until the 2030s, it seems unlikely that the strategies outlined in this plan would enable the region to meet the adopted VISION 2050 greenhouse gas reduction goal for 2030. Achieving this goal will require modeling analysis to be completed no later than December 31, 2022, as well as the implementation of additional strategies and analysis by PSRC via additional work plan items included in the RTP.

### **Air Quality**

- Continue to monitor pollutants of concern such as diesel particulates.
- Continue coordination and collaboration with the Puget Sound Clean Air Agency and other partners to ensure that the region meets federal and state transportation conformity requirements and air quality standards.

### **Resilience**

- Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinating planning for system recovery.
- Advance resilience planning through the 2024 comprehensive planning process.
- In coordination with the Puget Sound Climate Preparedness Collaborative, PSRC will work to prepare more detailed guidance on planning for resilience for the 2024 comprehensive plan update process, including guidance for incorporating resilience into broader transportation planning efforts.
- Continue efforts to improve the analysis of resilience and environmental justice.

### **Water Quality**

- As transportation projects are planned and developed, project implementers should consider how to minimize impacts and improve hydrological function.
- PSRC will continue to coordinate on water quality issues with the Puget Sound Partnership and other regional, state, and federal stakeholders.
- Remove, replace, and restore culverts to recover salmon passage.

### **Health**

- PSRC will continue to work with health agency partners on best practices, data collection and inclusion of available relevant tools in planning processes and project selection – e.g., the [Washington State Environmental Health Disparities Map](#) as an additional layer along with the many other resources provided in PSRC's web based mapping resources.

- Continue to refine and develop health measures and evaluation methodologies as part of regional planning.

## Mobility

- PSRC will maintain state-of-the-practice analysis and data.
- PSRC will continue to refine its modeling and analyses methods, tools, and data, paying particular attention to historically underserved and marginalized populations.
- PSRC will continue to work to make its data and analysis available to its members and the public.
- 5 • PSRC will identify performance measures and targets for meeting key aspects of VISION 2050 and this RTP, including but not limited to greenhouse gas emissions, safety, reduction of gaps in active transportation system, implementation of the plan's financial strategy, vehicle miles traveled trends, and transit ridership by December 31, 2022, and will track progress on these measures through an online dashboard.

## Chapter 3: Paying for the Plan

- In order to fully implement the plan, cities, counties, transit agencies, and the state should take steps to pursue the new funding mechanisms identified in the plan to fill any revenue gaps in the future.
- 6 • Continue laying groundwork for deployment of a Road Usage Charge (RUC), with early implementation beginning in 2030. PSRC will identify action steps necessary to implement this transition, as well as roles and responsibilities at the state, regional, and local levels.
- Make policy decisions on collection and distribution of user fees. PSRC members should advocate for flexibility in the application of RUC in the central Puget Sound area, as described in the region's 4-Part Greenhouse Gas Strategy and the RTP's Financial Strategy.
- The State of Washington should consider convening an inclusive group of local and state leaders, agency staff, and other stakeholders to have RUC policy discussions prior to adopting enabling legislation.
- PSRC will continue to refine methodologies and analysis tools, particularly to reflect needs and impacts related to maintenance and preservation.
- Given the significant preservation needs on I-5, more complete and current data should be routinely gathered to inform decision makers and identify actionable steps moving forward.

## Chapter 4: Big Ideas and Implementation

### A Comprehensive Active Transportation Network

- PSRC will continue to advance the work of the Active Transportation Plan and bicycle and pedestrian planning throughout the region.

### Interregional High-Speed Rail

- PSRC will participate on a Policy Committee in support of the Washington, Oregon, and British Columbia Memorandum of Understanding to continue to advance work on a High Speed Rail Corridor.

### Future High-Capacity Transit

- The region should continue conversations about the transit system it will need in the latter half of the 21st century. This will include expansion of modes such as commuter rail, light rail, bus rapid transit, and multimodal and passenger-only ferries.
- PSRC will convene its members to have conversations about these longer-transit questions and continue its historic tradition as a forum for articulating a vision for transit service in the region.

7

### Reimagining and Repurposing Infrastructure

- As WSDOT and other partners work to maintain preserve and potentially replace aging infrastructure, PSRC should provide information about innovative national and international projects as models for the conversation.

### Aviation

- Through its seat on the State of Washington's Commercial Aviation Coordination Commission, PSRC will continue to represent the region's priorities and interests.
- PSRC should act as a forum for its members to coordinate on regional aviation issues, including the need for any future studies or analyses, as appropriate to its role.

### Administrative Actions

#### Amending the Regional Transportation Plan

- PSRC will maintain and update a Regional Transportation Plan, fully compliant with applicable federal and state regulations.
- PSRC will provide opportunities for members to amend the Regional Capacity Projects List between plan updates, as determined necessary on a case-by-case basis.
- PSRC will work with its members to update the RTP Prioritization Measures and how projects are evaluated at point of submission into the RTP. This will include consideration of all ages and abilities and a Safe Systems Approach.

8

**Regional Transportation Improvement Program**

- PSRC will maintain a regional Transportation Improvement Program fully compliant with federal and state regulations.

**Policy Framework for PSRC Federal Funds**

- PSRC will maintain a competitive selection process for PSRC-managed federal funds reflecting policy direction from VISION 2050 and in support of the Regional Transportation Plan.
- PSRC will update the Policy Framework for PSRC Federal Funds prior to each funding competition, usually on a two-year cycle. The Policy Framework will reflect any funding or implementation priorities identified by PSRC's governing board.

**Policy and Plan Review**

- PSRC will review and certify local plans for consistency with VISION 2050 and the Regional Transportation Plan.
- PSRC will review and certify Countywide Planning Policies for consistency with multicounty planning policies and the Regional Transportation Plan.
- PSRC will work with local transit agencies as they develop reports evaluating how their long-range strategic plans conform with state planning requirements, consistency with the Regional Transportation Plan and applicable multicounty planning policies. The reports should be considered and approved by the governing authority of the transit agency, and then transmitted to PSRC boards for review and comment.
- 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).

## Administrative Procedures and Processes

The following sections identify PSRC administrative procedures and processes related to implementation of the Regional Transportation Plan, as well as how PSRC coordinates with other agencies and members.

### Updating the Regional Transportation Plan

Per federal and state requirements, development of the RTP occurs every four years. By the time the next Regional Transportation Plan is due, the regional transportation system and the region's transportation needs will be significantly different than today. Specifically, the expansion of the high-capacity transit system, the changes in regional travel patterns due to the pandemic and the increase in remote work, continued regional growth, the climate crisis, and the significant changes in the federal and state funding environment mean that the next RTP will need to respond to a different set of challenges and opportunities. To do that, the next RTP should be prepared as a major update that includes environmental analysis. To prepare for the effort of preparing a major update, a Board work group should be convened following the adoption of this RTP, to develop a roadmap and timeline for the next RTP. In doing so, the Board work group should consider innovative approaches to regional planning, including surveying other national or international regional planning agencies. This roadmap and timeline should also consider the importance of aligning the RTP with state and federal funding cycles.

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### Amending the Regional Transportation Plan

The Regional Transportation Plan contains administrative procedures for amending new or revised project investments into the plan. The plan 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. These investments incorporate various modes of travel on a wide range of facilities, from local roads to major interstates. Most of these investments are considered "programmatic" in nature and are not called out as individual investments. These programmatic investments include, among other things, preservation, maintenance and operations, and capacity investments on local roadways.

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. These projects have been mapped on PSRC's [Transportation System Visualization Tool](#), which has been a valuable and useful tool for the update of the Regional Transportation Plan. PSRC intends to regularly update this tool with relevant data in support of future RTP updates. Appendix D contains information on those investments in the plan that are required to be on the Regional Capacity Project List, and which are subject to PSRC's Approval process and the administrative procedures for the plan.

The Regional Transportation Plan is formally updated every four years. This generally



provides a formal opportunity for new or revised projects to be amended into the plan. Amendments to the Regional Capacity Projects List between plan updates are made infrequently and are determined on a case-by-case basis. Projects must meet certain basic requirements prior to admission into the regional plan:

- The proposed investment meets the threshold of the Regional Capacity Projects List.
- The proposed investment has been derived from a comprehensive planning process.
- 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 Regional Prioritization Framework, based on key VISION 2050 policy areas.

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Per federal and state requirements, development of the RTP occurs every four years. The policies and goals in the RTP play a vital role in guiding the allocation of federal funding to regional transportation projects. To ensure alignment between the RTP and federal funding processes, a Board work group should be convened following the adoption of this RTP to make recommendations for aligning the schedules between the development of the next RTP and future project selection processes.

### **PSRC's Approval Process**

Projects enter the plan as Candidate investments and must receive approval by PSRC's boards prior to implementation. In order for a project to receive Approval, the following must be met:

- Consistency with VISION 2050 Policies.
- Benefit–Cost Analysis (BCA) for investments greater than \$100 million.
- Final environmental documentation from a NEPA or SEPA process.
- Planning requirements, such as Memoranda of Agreements, zoning changes, etc.
- Financial feasibility, demonstrating that the proposed project has a reasonable expectation of full funding.
- Air quality, to determine if the project as submitted for Approval is consistent with the regional air quality conformity determination.

Project sponsors seeking to add new Regional Capacity Project to the plan must submit an application that includes questions related to nine prioritization measures that evaluate response to and consistency with VISION 2050 policy areas. These include emissions, freight movement, jobs, multimodal alternatives (i.e., transit and bicycle pedestrian modes), Puget Sound land and water, safety and security, equity and access to opportunity, designated growth centers, and travel/congestion. PSRC commits to updating and refining these



measures prior to the next plan update, including consideration of addressing “all ages and abilities” and a Safe Systems Approach for evaluating projects. See Appendix D.

## Regional Transportation Improvement Program

The Regional Transportation Plan coordinates state, regional, and local planning efforts for transportation in the central Puget Sound region and fosters the development and operation of a highly efficient, multimodal system that supports the regional growth strategy. That includes using regional resources for regionally significant investments and promoting coordination among transportation providers and local governments as they make transportation investments.

The [Regional Transportation Improvement Program \(TIP\)](#) reflects the implementation of the investments in the Regional Transportation Plan. Regionally significant projects must be explicitly listed in the plan and are subject to further review before they can proceed to implementation.

Regional significance is currently defined as those projects adding capacity to the regional system, as defined by specific thresholds for all modes including roadway, transit, nonmotorized, and ferry. Projects and investments below these thresholds are also subject to the policies in VISION 2050 and are contained programmatically in the plan’s financial strategy but are not explicitly listed as projects. More information on these thresholds can be found in Appendix D.

The Regional TIP contains projects awarded PSRC’s federal funds, other federally funded or state funded projects, and all other regionally significant projects that are required to be included in the region’s air quality conformity determination. The TIP is a four-year programming document, so only those projects with current funds are shown. The TIP is updated on a monthly basis. All projects submitted are evaluated for consistency with VISION 2050 and the Regional Transportation Plan and are reviewed for financial constraint and air quality conformity requirements.

PSRC has procedures to monitor and track the implementation of projects and programs in the Regional Transportation Plan. 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. Further, monitoring of project implementation occurs through both the Regional TIP process and the Regional Transportation Plan’s approval process.

PSRC completes an Equity Analysis as part of each Transportation Improvement Program (for the most recent example see <https://www.psrc.org/sites/default/files/tip2020-appendixf-equityanalysis.pdf>). The analysis evaluates distribution by project mode (transit, roadway, bicycle/pedestrian, etc.), and proximity to and benefit or burden to different demographic groups.

## Policy Framework for PSRC's Federal Funds

PSRC has an ongoing responsibility to establish and evaluate programming criteria that reflect adopted regional policy. The Policy Framework for [PSRC's Federal Funds](#) is updated and adopted by the PSRC Executive Board prior to each project selection process and 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 these policies and priorities and are reviewed and refined as part of the Policy Framework process.

A Project Selection Task Force is convened prior to each project selection process, to make recommendations on the Policy Framework. Prior to the next process the Task Force will take into consideration the adopted RTP and any guidance or emphasis areas included. To ensure alignment between the RTP and federal funding processes, a Board work group should be convened following the adoption of this RTP to make recommendations for aligning the schedules between the development of the next RTP and future project selection processes.

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 to a variety of project types over time.

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As part of the development of the 2022 Policy Framework for PSRC's Federal funds both the safety and equity criteria were significantly enhanced. In addition, a commitment was made to conduct an evaluation of the recommended projects resulting from that competition, which will include working with PSRC's Equity Advisory Committee to debrief the process and conduct a new Equity Pilot Program, to be conducted in late 2022 or early 2023. Further, PSRC has committed to a board discussion in 2022 of the methodology for equitably distributing PSRC's FTA funds.

Because of the urgency of the climate crisis and the importance of meeting the adopted VISION 2050 greenhouse gas reduction goal of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, beginning with the 2024 Policy Framework for PSRC's Federal funds, the framework will include a greenhouse gas report that will provide targets for how much the region's greenhouse gas levels must be reduced each year to meet the 2030 and 2050 goals. This greenhouse gas report will be considered in future project selection processes.

## 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.

PSRC has established [a process for the review](#) of local, countywide, and transit agency plans. It is guided by: (1) the consistency provisions in the Growth Management Act, (2) state requirements for establishing common regional guidelines and principles for evaluating transportation-related provisions in local comprehensive plans, and (3) directives for coordination in PSRC's Interlocal Agreement and Framework Plan.

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.

### **Review of Local Comprehensive Plans, Certification of Transportation-Related Provisions**

Local jurisdictions are asked to incorporate a brief report in future updates to their comprehensive plans that addresses: (1) conformity with requirements in the Growth Management Act for comprehensive plan elements, (2) consistency with the Regional Transportation Plan (including consistency with established regional guidelines and principles, physical design guidelines for centers, and compliance with federal and state clean air legislation), and (3) consistency with the multicounty planning policies. Information provided in this report will be a primary tool for developing PSRC's certification recommendation regarding the transportation-related provisions for PSRC boards to consider.

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

Current PSRC procedures specify that jurisdictions with regionally designated centers — either regional growth centers or regional manufacturing/industrial centers — are asked to prepare a subarea plan for each center. The subarea plan should be adopted within four years of the designation of the center. The plan should include a brief report (similar to the one prepared for the jurisdiction's comprehensive plan) that outlines how the plan satisfies

### **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.

Growth Management Act requirements for subarea plans, as well as regionally established criteria for center planning. This report will be a primary tool for developing PSRC's certification recommendation for PSRC boards to consider.

### **Review of Countywide Planning Policies and Multicounty Policies, Including Certification of Countywide Policies for Consistency with the Regional Transportation Plan**

Countywide planning bodies are asked to include a report in updates to the countywide planning policies that addresses: (1) consistency of countywide planning policies and multicounty planning policies, and (2) consistency with the Regional Transportation Plan. This report will be a primary tool for the PSRC to develop a certification recommendation for consideration by PSRC boards.

### **Consistency Review of Transit Agency Plans**

To coordinate transit planning with local and regional growth management planning efforts, transit agencies are requested to incorporate a report in their long-term strategic plans that addresses: (1) conformity of the strategic plan with state planning requirements for transit planning, (2) consistency with the Regional Transportation Plan, (3) compatibility of the strategic plan with multicounty planning policies, (4) compatibility of the strategic plan with the countywide planning policies for the county or counties in which the agency provides service, and (5) coordination with local governments within the agency's service area. The report should be considered and approved by the governing authority of the transit agency, and then transmitted to PSRC boards for review and comment.

### **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). 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. These plans have been updated to VISION 2050, which serves as the region's equitable development strategy, and this 2022-2050 Regional Transportation Plan. PSRC will review and certify any updates to Sound Transit's regional transit system plan.



## Puget Sound Regional Council

### INFORMATION ITEM

September 1, 2022

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director, Transportation Planning

**Subject:** **TPB FTA Funding Working Group**

### IN BRIEF

At the June 9, 2022 meeting the Transportation Policy Board authorized development of a working group to discuss the methodology for distributing PSRC's Federal Transit Administration funds. The working group has now been established and the first meeting will be held on September 7, 2022. More information is provided below on their upcoming work program.

### DISCUSSION

There have been ongoing discussions over the last year or more at the Executive Board, the Transportation Policy Board and the Transportation Policy Board's Transit Caucus regarding the distribution of PSRC's Federal Transit Administration (FTA) funds. Details on the current process and the foundational federal funding formulas have been provided, as well as details on the unique characteristics and operating services of each of the region's transit agencies.

At the direction of the Executive Committee, the Transportation Policy Board has been asked to review and propose recommendations to the Executive Board on any revisions to the current process. As a reminder, the distribution of PSRC's 2025-2026 FTA funds is on hold until these deliberations have concluded and a final process is determined.

In June the Transportation Policy Board directed that a small working group of board members and transit agency leadership be developed to discuss the issues in greater detail. The working group would meet through the fall as necessary to develop a recommendation to the full board. After final Executive Board approval of any process

changes, the funding distribution process would commence, with the goal to have that occur by the end of the year.

A solicitation was sent to Transportation Policy Board members in July and outreach was conducted with leadership from each transit agency. The Transportation Policy Board Chair and Vice Chair developed a working group that is a manageable size and reflects a balanced and diverse representation from around the region. The TPB FTA Working Group roster is provided below.

The first meeting of the working group will be held on September 7, 2022 from 1:00-3:00 p.m. A webinar format will be utilized, and information for those wishing to listen in will be provided on the [upcoming meetings](#) page on PSRC's website. The schedule of additional meetings will be determined by the working group at the first meeting.

For more information, please contact Kelly McGourty at (206) 971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

#### **TPB FTA Working Group Membership**

<b>#</b>	<b>Name</b>	<b>Representation</b>
1	Mayor Mary Lou Pauly	King County - Issaquah
2	Councilmember Kate Kruller	King County - Tukwila
3	Michelle Allison	King County Metro Staff
4	Councilmember Ryan Mello	Pierce County - Pierce Transit
5	Councilmember Kim Daughtry	Snohomish County - Community Transit
6	Councilmember Ben Zarlingo	Snohomish County - Everett
7	Councilmember Kristina Walker	Pierce County - Pierce Transit / Sound Transit
8	Kimberly Farley	Sound Transit Staff
9	Patty Rubstello	Washington State Ferries
10	Mayor Becky Erickson	Kitsap Transit / External Transit Agencies
11	Hester Serebrin	Transportation Choices Coalition
	<i>Peter Heffernan</i>	<i>Transportation Operators Committee - technical support</i>

**From:** Hester Serebrin

**Sent:** Wednesday, August 3, 2022 9:43 AM

**To:** Balducci, Claudia <[claudia.balducci@kingcounty.gov](mailto:claudia.balducci@kingcounty.gov)>; [berickson@cityofpoulsbo.com](mailto:berickson@cityofpoulsbo.com); [Mayor@KentWA.gov](mailto:Mayor@KentWA.gov); Ryan Mello <[ryan.mello@piercecounitywa.gov](mailto:ryan.mello@piercecounitywa.gov)>

**Cc:** Alex Hudson <[alex@Transportationchoices.org](mailto:alex@Transportationchoices.org)>; Matthew Sutherland <[Matthew@Transportationchoices.org](mailto:Matthew@Transportationchoices.org)>; Vicky Clarke <[vickyc@cascadebicycleclub.org](mailto:vickyc@cascadebicycleclub.org)>; Larry Leveen <[larryleeven@forevergreentrails.org](mailto:larryleeven@forevergreentrails.org)>

**Subject:** Comments on prioritizing RTP action items

**To:** PSRC leadership, TPB members, and staff

**Re:** Prioritizing RTP action items

**Date:** August 3, 2022

Dear PSRC leadership, Transportation Policy Board members, and staff,

We are excited to see the extensive list of action items coming out of the Regional Transportation Plan (RTP). We know that PSRC may not have capacity to tackle them all at once, so understand the importance of prioritizing the work.

Our organizations engaged deeply with the RTP and provided extensive public comment, and therefore would like to offer our thoughts on the prioritization process and the action items.

On process:

- We encourage PSRC staff to solicit community engagement on action item priorities
- We encourage PSRC to plan for participation from other PSRC Boards on this prioritization and work plan, given the intersectional nature of this work. This will help with transparency, silo-breaking, and accountability
- For criteria used to prioritize, we suggest considering the following:
  - Prioritize things that directly affect funding - it will be critical to get them in place before new funds come in.
  - Focus on things that will have the most systemic impact
  - Use a lens on equity, environment, and safety to prioritize, since those were the top board priorities

On action items

- We have noticed **Climate Justice** is missing from Category 5. This was voted on by the Board to bolster resources and expertise in this area, please ensure it is included and prioritized.
- We have also noticed that the commitment to develop an **analysis of equity of current transportation funding** for all funds and all modes has been omitted. This was voted on to be included by the Board, please ensure it is included and prioritized.
- We need to prioritize measuring how investments meet our goals so that we can accurately understand if we are achieving them. We suggest prioritizing developing **Performance Measures (Category 5)**.
- Given our severe climate catastrophe, we suggest prioritizing **Climate Plan (Category 4)**.
- Given its direct impact on funding and importance in ensuring our investments are helping progress toward goals, we recommend prioritizing **RTP Prioritization (Category 5)**.



5), which will ensure that every project PSRC recommends is in line with our regional priorities.

Thank you.

Sincerely,

Transportation Choices Coalition  
ForeverGreen Trails  
Cascade Bicycle Club

Hester Serebrin (she/her)  
Policy Director

-----  
**Transportation Choices**  
1402 3<sup>rd</sup> Ave #310  
Seattle, WA 98101

Phone: 206.329.2336  
[www.transportationchoices.org](http://www.transportationchoices.org)

Stay up to date with our work. [Sign up for our newsletter here.](#)



**August 15, 2022**

Dear PSRC Transportation Policy Board and staff,

We are writing today to offer feedback on the FTA funding distribution discussion. Our organizations are committed to the equitable distribution of funds through PSRC and ensuring that transit service - and transit dollars - support both areas of high ridership and areas of unmet need. We are excited about the opportunity to think intentionally about whether and how the distribution of federal transit dollars can better achieve equity goals. We also urge you to be just as rigorous in considering the distribution of ALL funding, not just transit. We eagerly anticipate the equity analysis of PSRC funding committed to in the Regional Transportation Plan amendments.

As you develop an FTA funding working group process and policy direction, we would like to offer the following feedback.

#### **Formula/Criteria**

- We support formula/criteria that **balance current service/ ridership with unmet need**.
- We support the TPB transit caucus principles developed in 2021<sup>1</sup>, but think they should be expanded.
- Any new formula or criteria should **explicitly consider and incorporate racial equity and social equity**, using both the definitions of equity in VISION as well as stated policies in VISION and RTP that direct the organization to invest to end disparities.<sup>2</sup>
- PSRC must **explicitly define which populations are included** in terms like “underserved.”
- Given that PSRC aims to modify the distribution to help address disparities, **the working group should consider how we will know agencies are using investments equitably**.

<sup>1</sup> TPB transit caucus principles:

- recognize that each transit agency has different operating characteristics and needs;
- funds should continue to support basic operating needs for existing services; and
- funds should also be used to assist transit agencies to increase frequency and span of service, particularly for communities currently underserved

<sup>2</sup> Relevant policies include, but are not limited to:

- RTP:
  - The needs of transit-dependent communities to access quality transit service should be prioritized in planning and implementation.
  - Transit access improvements should be safe and comfortable for those using the transit system, with particular focus on safety for people of color, disabled users, youth, the elderly, and people of all ages and abilities.
- VISION:
  - MPP-RC-2 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.
  - RC-Action-3; Identifying mechanisms to prioritize access to funding to address inequities.
  - MPP-PS-2 Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

## Process

- Given the intent to root any distribution changes in equity, **PSRC equity staff should be involved** from the beginning.
- Should any changes to the earned share formula be made, **we support a phased approach** to ease the transition and to support and align with transit agency budget cycles and planning.
- For both efficiency and the workgroup's understanding, we urge you to **develop different scenarios** for how equity could be incorporated into funding distribution. Scenarios will offer something more concrete for workgroup members to respond to, rather than open-ended questions or principles.
- Lastly, and most importantly, **we urge you to speak with the community** - specifically transit riders and marginalized populations - about this process and this change. Distribution of funds is one of the highest impact actions PSRC takes, and this is a critical policy issue on which PSRC has not yet engaged those most impacted. A first step would be collecting any existing engagement feedback related to transit service and then identifying gaps in impacted populations who have not been engaged. A summary of feedback should be provided to those most impacted to see if their concerns are adequately covered and understood.

Transportation in Puget Sound is a regional system, and people regularly move across jurisdictions and agencies. Improving baseline service for transit-dependent populations is beneficial for the whole regional economy.

Sincerely,

Downtown on the Go  
ForeverGreen Trails  
Transportation Choices Coalition

# Joint Board Session on Institutional and Structural Racism

Wednesday, November 30

10:00 – 11:30 AM

Hybrid Meeting

The joint board session will examine institutional and structural racism, including what these terms mean and how these forms of racism have created long-lasting racial disparities in the Puget Sound region. The session will feature small group discussions for participants to explore strategies to reduce racial disparities moving forward. All PSRC board members are highly encouraged to attend. RSVP information coming soon.



Puget Sound Regional Council