



Puget Sound Regional Council

## Transportation Policy Board

Thursday, January 12, 2023 • 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 December 8, 2022
  - b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)
  - c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project
6. **Action Item (9:50)**
  - a. Consolidated Grant Competition Regional Rankings -- *Gil Cerise & Jean Kim, PSRC*
7. **Discussion Item (10:10)**
  - a. Climate Change Implementation Strategy -- *Kelly McGourty & Craig Helmann, PSRC*

**8. Discussion Item (10:50)**

- a. Regional Transportation Plan Performance Dashboard -- *Craig Helmann, PSRC*

**9. Discussion Item (11:20)**

- a. Draft FY2024-2025 Biennial Budget and Work Program -- *Andrew Werfelmann, PSRC*

**10. Information Item**

- a. Transportation Policy Board 2023 Meeting Calendar

**11. Next Meeting: February 9, 2023, 9:30 - 11:30 AM**

Major Topics for February:

- Report on FTA Funding Process Discussions
- Transportation Work Program Status

**12. 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**

**December 8, 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 9:31 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. The meeting will be live streamed, and a call-in number provided for members of the public to listen.

A quorum was established by roll call.

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

Written comments were shared with the board via email. The board heard public comment from the following individuals:

- Alex Tsimmerman, SUA
- Robin Briggs

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

Chair Ralph thanked the board for their work over the last year also acknowledged Kelly McGourty and Ben Bakkenta for their dedication and efforts.

#### **DIRECTOR'S REPORT**

Kelly McGourty, PSRC, shared that staff participates in a number of partnership projects and planning activities. In 2023, information on progress and milestones on these efforts and the ongoing transportation work program will be provided on a regular basis. Ms. McGourty noted the upcoming items to be presented to the board in January, including the launch of the Regional Electric Vehicle Collaborative web-based clearinghouse. This is a partnership project with the Puget Sound Clean Air Agency (PSCAA) that has been underway for several years with regular reports to the board.

## CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held November 10, 2022

**ACTION: The motion was made by Deputy Mayor Jay Arnold and seconded by Councilmember Zarlingo to adopt the Consent Agenda. The motion passed unanimously.**

## CLIMATE ANALYSIS PRELIMINARY RESULTS

Ms. McGourty reminded the board that briefings on the 2030 climate analysis work have been provided over the last several months, and today's presentation is to share preliminary results.

Craig Helmann, PSRC, provided an overview of the results from the Regional Transportation Plan (RTP) in 2030, highlighting the expected increases in population and jobs, as well as other metrics such as lane miles, delay and transit ridership. He further described details of the expanded high-capacity transit network by 2030.

Ms. McGourty gave an overview of the greenhouse gas emissions results from the RTP in 2030 compared to the region's 2030 climate goals. She also described the impacts from recent state legislation and programs that will further reduce emissions during this time period. She indicated that overall, the region has a gap of 13% to meet the 2030 goal. She then shared details of the Puget Sound Regional Emissions Analysis Project, a seven-agency partnership who recently updated the regional greenhouse gas emissions inventory and conducted a similar forecast analysis of future impacts and opportunities. Details and analysis of this project supported PSRC's 2030 climate analysis, and Ms. McGourty identified the key assumptions related to the impact of state legislation that were used in the PSRC analysis.

Mr. Helmann reviewed details of PSRC's four-part greenhouse gas strategy and the sensitivity tests conducted under this umbrella. He described the adjustment of various levers and the resulting changes in regional emissions that each sensitivity test produced, covering: different road usage charge rates, transit, working from home, roadway capacity projects, and increased zero emission vehicle (ZEV) sales.

Ms. McGourty noted some levers have a higher impact than others, and PSRC staff will conduct a hybrid scenario combining these levers and present findings at the January board meeting. The board will also receive information on the full suite of impacts from the sensitivity tests, including transportation system metrics, and will begin discussing an implementation strategy in January.

The board provided comments on the various levers, such as: the necessary electric infrastructure capacity to support the volume of new ZEVs; details around the road

usage charge such as the current 18<sup>th</sup> amendment restriction; the tipping point of changing people's behavior; tracking the dollars necessary to implement these changes; and near-term viability and equity.

## **SAFETY WORK PROGRAM**

Ben Bakkenta, PSRC, provided an overview of the Safe Streets for All Action Plan Grant. PSRC has partnered with other local jurisdictions to submit a joint grant application. Grant award announcements are expected at the end of January. If PSRC is awarded the grant, resulting activities will support development of the regional safety plan called for in the RTP.

Ms. McGourty described how the potential safety grant and the regional safety convening also called for in the RTP can support the scoping process and board discussions on the ultimate regional safety plan. Staff is proposing to hold this convening in the spring of 2023, to include a wide variety of stakeholders and addressing an array of relevant transportation safety topics. Ms. McGourty asked the board for feedback on the purpose and desired outcomes of the convening.

The board discussed worker safety, categories and typologies such as transit access and infrastructure safety, and best practices for different types of roadway facilities. Board members also suggested looking at local context and ranges for best practices, noting that some safety improvements work better in differing volumes of traffic and different settings. Other comments included identifying the baseline of what agencies are currently doing to address safety, the use of state route rights of way through cities and developing a vocabulary level-setting for consistent language.

## **EQUITY PROGRAM REPORT**

Mr. Bakkenta shared that VISION 2050 called for the creation of a Regional Equity Strategy and formation of a new Equity Advisory Committee (EAC). The EAC began meeting in 2022 and consists of 19 members made up of community members, elected officials and local organization staff. He shared details of the members' representation and community engagement experience and provided highlights of the committee's work over the past year.

Mr. Bakkenta shared details of the ongoing work to develop PSRC's Regional Equity Strategy. PSRC staff are engaged in a cross-agency effort to support racial equity work. This includes the creation of resources to support local planning, such as an online equity tracker, an interactive report on the legacy of structural racism, a report on anti-displacement organizations in the region, equitable engagement guidance, a racial equity impact assessment, and equity planning guidance.

Mr. Bakkenta shared details of the 2023 equity work program, noting the planned equity pilot program using PSRC's FHWA funds. He also highlighted potential topics for 2023 and future engagement of the EAC in upcoming planning work.

Board members thanked staff for their work on equity and keeping board members informed on the topic. The board discussed how the TPB could best engage with the EAC, noting the full work program and interest of engaging with the EAC on a wide variety of topics. Board members also shared thanks to members of the EAC for their time and investing in PSRC.

## **ADJOURN**

The meeting adjourned at 11:08 AM.

## **TPB MEMBERS & ALTERNATES PRESENT**

See attached attendance roster.

## **GUESTS and PSRC STAFF ATTENDING**

(As determined by staff)

Monica Adkins, PSRC  
Ben Bakkenta, PSRC  
Josh Brown, PSRC  
Craig Helmann, PSRC  
Kathryn Johnson, PSRC  
Piset Khuon, PSRC  
Kelly McGourty, PSRC  
Casey Moreau, PSRC

Attachments:

TPB December 8, 2022 Attendance Roster

Transportation Policy Board - Dec 8, 2022				5.a.a	
Voting Members		✓	Non-voting Members		
<b>King County</b>	2	CM Girmay Zahilay	<b>Associate Members</b>		
		CM Dave Upthegrove	Island County	1	COMM Melanie Bacon
		Vacant Alt			COMM Jill Johnson Alt
		Vacant Alt	Thurston Regional Planning Council	1	CM Dani Madrone, Olympia
Seattle	2	CM Dan Strauss			COMM Carolina Mejia, Thurston Co Alt
		CM Alex Pedersen	<b>Public Agency Members</b>		
		CP Debora Juarez Alt	Puget Sound Clean Air Agency	1	Christine Cooley
Bellevue	1	CM Jennifer Robertson			Kathy Strange Alt
		CM Janice Zahn Alt	Freight Mobility Strategic Investment Board	1	Vacant
Cities/Towns	3	CM Kate Kruller, Tukwila			Brian Ziegler Alt
		MYR Dana Ralph, Kent, <b>Chair</b>	WA Transportation Improvement Board	1	Vacant
		MYR Mary Lou Pauly, Issaquah			CM Sam Low, Snohomish Co. Alt
		CM Peter Kwon, SeaTac Alt	<b>PSRC Committees</b>		
		CM Wendy Weiker Mercer Isl Alt	Regional Staff Cmte.	1	Jesse Hamashima, Pierce Co.
		DEP MYR Jay Arnold, Kirkland Alt			Chip Vincent, Renton Alt
Local Transit	1	CM Rod Dembowski	Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.
		Vacant Alt			Vacant Alt
<b>Kitsap County</b>	1	COM Robert Gelder	Transportation Operators Cmte.	1	Peter Heffernan, King County
		COM Charlotte Garrido Alt			Lindsey Sehmel Alt, Pierce Transit
Bremerton	1	MYR Greg Wheeler	<b>Private/Civic Members-Business/Labor</b>		
		CP Michael Goodnow Alt	Laborers Local Union 242	1	Billy Hetherington
Cities/Towns	1	MYR Rob Putaansuu, Port Orchard	exp. 12/31/22		Dale Bright Alt
		CM Leslie Schneider, Bainbridge Isl Alt	WA Roundtable	1	Neil Strege
Local Transit	1	MYR Becky Erickson, Poulsbo	exp. 12/31/22		Vacant Alt
		CM John Clauson, Port Orchard Alt	Seattle Met. Chamber of Commerce exp. 12/31/22	1	Lorelei Williams, WSP USA
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b>	Master Builders of Pierce County exp. 12/31/23	1	Amy Grotefendt, Enviroissues Alt
		CM Dave Morell Alt			Jessie Gamble
Tacoma	1	CM Kristina Walker			Jeremiah Lafranica Alt
		CM Olgy Diaz Alt	<b>Private/Civic Members-Community/Environment</b>		
Cities & Towns	1	CM Bryan Yambe, Fife	Seattle Aging & Disability Services exp. 12/31/23	1	Dinah Stephens
		MYR Josh Penner, Orting Alt			Vacant Alt
Local Transit	1	CM Marty Campbell, Pierce County	League of Women Voters of WA exp. 12/31/22	1	Cynthia Stewart
		DEP MYR John Palmer, Puyallup Alt			Vacant Alt
<b>Snohomish County</b>	1	CM Jared Mead	Public Health Seattle/ King County exp.12/31/23	1	Darrell Rodgers
		CM Sam Low Alt			Shawn Frederick, SNOHD Alt
Everett	1	CM Ben Zarlingo	Transportation Choices Coalition exp. 12/31/23	1	Hester Serebrin
		MYR Cassie Franklin Alt			Alex Hudson Alt
Cities/Towns	1	CM Jan Schuette, Arlington	Non-voting	16	Non-voting members present
		CM Jeffrey Beeler, Sultan Alt 1	<b>Ex-Officio Non-Voting Members</b>		
		CM Michael Stevens, Marysville Alt 2	State Legislators	87	Districts within PSRC's boundary
Local Transit	1	CM Kim Daughtry, Lake Stevens			
		CM Jan Schuette, Arlington Alt			
<b>Regional Transit</b>	1	MYR Kim Roscoe, Fife			
		Vacant Alt			
<b>Federally Recognized Tribes</b>					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Andrew Strobel			
		Robert Barandon Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman Alt			
<b>Statutory Members</b>					
Ports	1	COM Toshiko Hasegawa, Seattle			
		COM Cary Bozeman, Bremerton Alt			
WA Trans. Commission	1	COM Jerry Litt			
		Vacant Alt			
WSDOT	1	SEC Roger Millar			
		ASST SEC Julie Meredith Alt 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			Abbreviations
		REP Jake Fey, D Alt			CHRMN Chairman
		REP Dan Griffey, R			CM Councilmember
		REP Andrew Barkis, R Alt			CP Council President
Senate Transportation Cmte.	2	Vacant, D			COM Commissioner
		SEN Mark Mullet, D Alt			MYR Mayor
		Vacant, R			DEP MYR Mayor
		Vacant, R Alt			SEC Secretary
Voting	32	(Quorum = 14) Quorum Total	18		ASST SEC Assistant Secretary
		Total Voting members present	21		REP Representative
					SEN Senator



## Puget Sound Regional Council

### CONSENT AGENDA

January 5, 2023

**To:** Transportation Policy Board

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

**Subject:** **Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)**

### IN BRIEF

Five agencies submitted ten 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 2023-2026 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 (STBG) 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**

Detailed below is a request from Community Transit for modifications to PSRC's FTA funds for this amendment. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) after an online vote, completed on December 2, 2022.

Community Transit requests a redistribution of \$3,912,082 in federal fiscal year (FFY) 2022 FTA earned share funds between two current TIP projects. The redistribution is needed because the FTA determined that Community Transit cannot utilize the federal funding in the "RideStore Rehab at Lynnwood Transit Center" project, as the project

had proceeded too far in design prior to completion of environmental approvals. Therefore, Community Transit requests to redistribute funds from its "RideStore Rehab at Lynnwood Transit Center" project to its "Transit Revenue Vehicles 2021-2022 " project. The scope will be expanded to purchase three additional vehicles. After the federal funds are removed, Community Transit will proceed with the "RideStore Rehab at Lynnwood Transit Center" project using local funds.

### **Federal and State Fund Source Descriptions**

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

5337	Federal Transit Administration State of Good Repair Program, distributed through PSRC
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
MAW	Move Ahead Washington funds
MVA	State funds from the Motor Vehicle Account
HSIP	WSDOT-managed Highway Safety Improvement Program
NHFP	Provides funding to improve the efficient movement of freight on US highways that are part of the National Highway Freight Network (NHFN)
NHPP	Provides support for the condition and performance of the National Highway System (NHS)
STBG	Surface Transportation Block Grant Program funds used for state highway system preservation and interstate reconstruction

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

Attachments:  
Exhibit A

Month: January

Year: 2023

# Project(s) Proposed for Routine Amendment to 2023-2026 TIP

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
1. Community Transit	<b>Transit Revenue Vehicles 2021-2022</b> Existing project redistributing funds from <i>CT-73: RideStore Rehab at Lynnwood Transit Center</i> to <i>CT-69: Transit Revenue Vehicles 2021-2022</i> for purchasing replacement and expansion buses.	\$3,912,082	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$978,020				
		\$4,890,102				
		Total				
2. Seattle	<b>15th Ave and Leary Way Bridge</b> New project programming preliminary engineering and construction phases to perform a seismic retrofit of the existing 15th Ave NW and NW Leary Way bridge. Work includes expansion, replacement, and strengthening the existing cap beams; column reinforcement; spread footings; and bridge abutments.	\$4,517,300	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,466,153				
		\$5,983,453				
		Total				
3. Sound Transit	<b>Commuter Rail Project: Seattle to Lakewood</b> Existing project programming a construction phase to expand capacity on the Sounder South line between Seattle and Lakewood. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$10,000,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$27,651,000				
		\$37,651,000				
		Total				
4. Tacoma	<b>Tacoma Tideflats-Port of Tacoma Strategic Emergency Response/ITS Improvements</b> New project programming a preliminary engineering phase to establish an intelligent transportation system network across the Tacoma Tideflats / Port of Tacoma area.	\$1,000,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$250,000				
		\$1,250,000				
		Total				
5. Tacoma	<b>34th Street Deck Repair &amp; Seismic Retrofit</b> New project programming preliminary engineering, right-of-way, and construction phases to complete preventative maintenance on the 34th Street bridge, including replacement of the seismically vulnerable rocker bearings supporting the structure, correction of sidewalk deficiencies, installation column fiber wrapping, and addition a structural steel handrail and a guardrail.	\$7,220,000	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,000,000				
		\$8,220,000				
		Total				

Attachment: Exhibit A (3621 : Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP))

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
6. WSDOT Northwest Region	<b>SR 509/28th/24th Ave S to S 188th St - SR 509 Completion Stage 2</b> Existing project programming a construction phase to widen SR 509 between 24th/28th Ave S and S 88th St and add toll lanes. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$120,981,108	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$191,059,853				
		\$65,366,280				
		\$13,340,057				
		\$390,747,278				
7. WSDOT Northwest Region	<b>SR/524 Scriber Creek to Swamp Creek - Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$539,940	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,711,732				
		\$238,472				
		\$5,490,144				
8. WSDOT Northwest Region	<b>SR 522/Thornton Creek - Fish Passage</b> New project programming preliminary engineering, right-of-way, and construction phases to remove the existing fish passage barriers and replace them with fish passable structures. This is a multi-year design-build project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$356,127	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$18,964,428				
		\$5,514,883				
		\$24,835,438				
9. WSDOT Olympic Region	<b>SR 303/Port Washington Narrows Bridge - Bridge Painting</b> New project programming preliminary engineering and construction phases to clean and paint the SR 303 Port Washington Narrows Bridge.	\$14,180,880	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$367,790				
		\$14,548,670				
10. WSDOT Olympic Region	<b>SR 7/260th St E to SR 507 Intersection - Roundabouts &amp; Paving</b> New project programming preliminary engineering, right-of-way, and construction phases to construct three single-lane roundabouts on SR 7 at the intersections of 260th St E, south of 224th St E, and SR 507. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$3,719,774	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,491,239				
		\$5,470,007				
		\$1,024,266				
		\$14,705,286				



## Puget Sound Regional Council

### CONSENT AGENDA

January 5, 2023

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project**

### IN BRIEF

WSDOT has submitted a request to change the status of the I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project from "Candidate" to "Approved." Per PSRC's adopted procedures, requests to change a project status require Board action.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board authorize a change in project status for WSDOT's I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project from "Candidate" to "Approved."

### DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC's Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental

documentation, but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

The project will add a new lane in each direction on I-405 between SR 522 and the SR 527 interchange to provide dual express toll lanes (ETL). The project will reconfigure and rebuild the SR 522 interchange, providing direct access between SR 522 and I-405. The existing SR 522 westbound to I-405 southbound ramp will remain. The reconfigured interchange will include a High-Occupancy Vehicle (HOV) direct connection in the center. The project will also construct direct access between I-405 and SR 527 in the vicinity of the SR 527 interchange.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change.

**Table 1: Project Details and Review Criteria**

<b>Review Criteria</b>	<b>I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project</b>
<b>Total Project Cost</b>	\$550,382,167
<b>Consistency with Regional Policies</b>	This project is consistent with regional policy.
<b>Benefit-Cost Analysis</b>	Benefit-cost analysis for the project was conducted in June 2022, with a benefit-cost ratio between 6.85 and 9.78.
<b>Environmental Documentation</b>	NEPA Finding of No Significant Impact was issued in July 2021.
<b>Other Planning Requirements</b>	WSDOT has executed Interlocal Agreements with the City of Bothell, City of Kirkland, Community Transit, Parks and Recreation Division of King County, and Sound Transit.
<b>Financial Feasibility</b>	The project is fully funded with State funds from the Transportation Partnership Account, Move Ahead Washington and the 405/167 Express Toll account for a total cost of \$550,382,167 in 2022 year of expenditure dollars.

<b>Review Criteria</b>	<b>I-405 Corridor: SR 522 to SR 527 (SR 522 I/C and HOV/ETL Improvements) Project</b>
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

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



## Puget Sound Regional Council

### **ACTION ITEM**

January 5, 2023

**To:** Transportation Policy Board

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

**Subject:** **Consolidated Grant Competition Regional Rankings**

### **IN BRIEF**

The Washington State Department of Transportation (WSDOT) is conducting its biennial Consolidated Grant Program competition to fund projects providing services to people with special transportation needs. PSRC's role in this process is to provide regional priority rankings for those projects submitted within the PSRC region. At its meeting on January 12, 2023, the Transportation Policy Board will be asked to review and take action on the recommendation developed by PSRC's Transportation Operators Committee.

### **ACTION**

The Transportation Policy Board should recommend Executive Board approval of regional priority rankings for the WSDOT Consolidated Grant competition as found in Attachment A.

### **DISCUSSION**

Every biennium WSDOT conducts a competition under the Consolidated Grant Program to distribute funding from a variety of federal and state sources for projects providing specialized transportation services, rural mobility improvements, and other public transportation programs.

As part of this program, WSDOT requests that Regional Transportation Planning Organizations (RTPOs), like PSRC, provide regional priority rankings for the projects submitted from within their respective areas. Regional priority rankings add points to the overall project score in the statewide competition. PSRC has allocated 21 regional priority rankings to distribute.



WSDOT allows projects to use a ranking for two biennia, rather than only one biennium. The action taken by the board in 2021 for the 2021-23 biennium allowed eight projects to be allocated regional rankings that span into the 2023-25 biennium. Six of the projects used an A, B, or C ranking. More information about the projects already funded can be found in Attachment B.

As such, there are 15 remaining regional priority rankings to be distributed as part of the current competition:

- 5 “A” rankings = For purposes of this competition, WSDOT has indicated that “A” ranked projects will be fully funded. An “A” ranking has traditionally been awarded 50 points added to WSDOT statewide scoring.
- 5 “B” rankings = 25 points added to WSDOT statewide scoring.
- 5 “C” rankings = 12 points added to WSDOT statewide scoring.
- Unlimited “D” rankings = 0 points added to WSDOT statewide scoring.

PSRC provides regional priority rankings for King, Pierce, and Snohomish counties. Kitsap County participates in the Peninsula RTPO’s regional priority ranking process.

Staff worked with PSRC’s Special Needs Transportation Committee (SNTC), other stakeholders, and WSDOT to develop the process for assessing projects for regional priority rankings prior to the notice of funding availability issued in July of 2022. The evaluation process took into consideration four factors, many of which are derived from PSRC’s [Coordinated Mobility Plan](#), adopted in May 2022 as part of the Regional Transportation Plan. These factors included project type (preservation vs. new/expansion), addressing high-priority strategies that address needs and gaps identified in the Coordinated Mobility Plan, uniqueness of service, and financial sustainability. PSRC reviewed the applications submitted based upon these factors and presented the findings to the SNTC for their consideration in developing a recommendation on regional priority rankings.

Sixteen applications were submitted to PSRC and WSDOT by the October 27, 2022 deadline, totaling \$10.9 million in requests for the 2023-25 biennium. In addition, due to the provision to allow regional rankings to extend into the next biennium, these projects also represent \$8.3 million in requests for the 2025-27 biennium. The projects submitted consist of a mix of operating projects serving older adults, people with disabilities, other people with special transportation needs, mobility management programs, and one planning grant. Please see Attachment A for the full recommendation of projects receiving priority rankings.

The SNTC convened on December 6, 2022, to review the submitted projects. The committee reviewed the initial assessment results and discussed additional factors to take into consideration in their deliberation, including the following: geographical distribution of regional priority rankings, (including those already funded for the 2021-23 biennium), project types, agency equity, compelling cases for agencies with limited

resources, strategic application of federal/state funds, coordination, and acknowledgement of the importance of the largest county service providers.

The committee deliberated in a collaborative manner, crafting its recommendation to leverage resources across the region to support existing operating and mobility management programs; providing critical safety net services to priority populations, such as older adults and people with disabilities. The recommendation also incorporates regional priority rankings to expand these services in areas identified as needing mobility improvements and incorporates a key regional priority to develop a regional One-call/One-click program that supports mobility for people with special transportation needs in the region.

The motion to recommend the final package to PSRC's Transportation Operators Committee (TOC) was approved unanimously by the SNTC. The TOC conducted a vote-by-email, completed on December 19, 2022, and is forwarding the recommended regional priority rankings as identified in Attachment A.

For more information, please contact Jean Kim at [jkim@psrc.org](mailto:jkim@psrc.org) or (206) 971-3052.

Attachments:

- A - Recommendation for WSDOT Consolidated Grant Regional Priority Rankings
- B - PSRC Region Projects Already Funded for 2023-25 Biennium

## Attachment A: Recommendation for 2023-2025 WSDOT Consolidated Grant Regional Priority Rankings for PSRC Region

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Requested 2023-25	Amount of Funds Requested 2025-27	2-yr	4-yr	Recommended Priority Ranking
<b>CCSWW - Pierce County</b>	Pierce County Volunteer Transportation Services	VTs provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn't available.	Pierce	Sustaining	Operating	\$ 319,975	\$ 351,972		X	<b>A</b>
<b>Mt. Si Senior Center</b>	Sustain Snoqualmie Valley Transportation	We will provide ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are M-F, 5:00 AM until 9:00 PM.	Multi (King, Snohomish)	Sustaining	Operating	\$ 1,110,971	\$ -	X		<b>A</b>
<b>Pierce County Human Services</b>	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	Pierce	Sustaining	Operating	\$ 1,950,878	\$ 2,072,982		X	<b>A</b>
<b>Puget Sound Educational Service District (PSESD)</b>	Road to Independence	The RTI program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing: Certified Driver License (CDL) training and licensing so low-income individuals may obtain a family wage jobs.	Multi (King and Pierce)	Sustaining	Operating	\$ 676,000	\$ 811,200		X	<b>A</b>
<b>Sound Generations</b>	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Sustaining	Operating	\$ 2,093,007	\$ 2,146,941		X	<b>A</b>
<b>CCSWW - Snohomish County</b>	Disabled Veteran's Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental and other essential appointments five days a week.	Snohomish	Sustaining	Operating	\$ 50,396	\$ -	X		<b>B</b>
<b>Hopelink</b>	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	King	Sustaining	Mobility Management	\$ 965,807	\$ 1,016,318		X	<b>B</b>
<b>King County Metro Transit</b>	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	King	Sustaining	Operating	\$ 609,018	\$ 669,920		X	<b>B</b>
<b>Northshore Senior Center</b>	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	Multi (King, Snohomish)	Sustaining	Operating	\$ 130,370	\$ 137,500		X	<b>B</b>
<b>United Way of Pierce County</b>	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	Pierce	Sustaining	Mobility Management	\$ 309,058	\$ 345,522		X	<b>B</b>
<b>Homage</b>	Deviated Fixed Route from Darrington to Smokey Point	To offer a deviated, fixed-route transportation solution between Arlington and Darrington (which would be fully ADA accessible) to improve public transportation services and connect these communities. The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people.	Snohomish	New	Operating	\$ 605,000	\$ -	X		<b>C</b>
<b>Hopelink</b>	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	Multi (King, Pierce, Snohomish)	Sustaining	Mobility Management	\$ 583,561	\$ 584,539		X	<b>C</b>

Attachment: A - Recommendation for WSDOT Consolidated Grant Regional Priority Rankings (3620 :

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Requested 2023-25	Amount of Funds Requested 2025-27	2-yr	4-yr	Recommended Priority Ranking
Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	Multi (King, Pierce, Snohomish)	Sustaining	Mobility Management	\$ 191,282	\$ 206,141		X	C
Mt. Si Senior Center	SVT - Expansion to Weekend Svc.	To provide weekend ADA accessible demand response services and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and Monroe. Operating hours are Saturday and Sunday, 6:00 AM - 8:00 PM.	King	Expansion	Operating	\$ 677,088	\$ -	X		C
Sound Generations	Hyde Shuttle - Eastside	To provide operating funds to start a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Expansion	Operating	\$ 577,600	\$ -	X		C
Transportation Choices Coalition (TCC)	Regional Mobility Survey for Priority Populations	The Regional Mobility Survey will be a statistically significant survey to understand the mobility gaps of people with disabilities, older adults, youth, low income, people of color, rural communities and other priority populations within Snohomish, King, and Pierce counties that allows comparison across the region and time.	Multi (King, Pierce, Snohomish)	New	Planning	\$ 80,000	\$ -	X		D
TOTAL						\$ 10,930,011	\$ 8,343,035			

## Attachment B: PSRC Region Projects Already Funded for 2023-2025 Biennium in 2021

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Awarded 2023-25	Final Priority Ranking
<b>Catholic Community Services of King County</b>	Continue to Preserve Volunteer Services' (VS) King County Volunteer Transportation Program	Provides a free of charge service to low-income older adults and adults with disabilities who do not qualify for state-paid chore services. Transportation services are provided throughout King County and prioritize special-needs populations and individuals who live in poverty.	King	Sustaining	Operating	\$ 111,576	A
<b>Homage Senior Services</b>	Homage Transportation Assistance Program-Operating	Sustains the demand-response transportation service to bring populations of older individuals, persons with disabilities, and individuals with low income to a myriad of essential service, including, but not limited to medical appointments, congregate dining, and other social services.	Snohomish	Sustaining	Operating	\$ 1,446,188	A
<b>Pierce County Human Services</b>	Mobility Management Pierce County	Sustains staffing of the Pierce County Coordinated Transportation Coalition (PCCTC) which provides Mobility Management (MM) leadership to Pierce County and the region. Their primary focus is to find solutions for special needs riders who are facing transportation challenges.	Pierce	Sustaining	Mobility Management	\$ 184,000	B
<b>Workforce Snohomish</b>	Snohomish County Transportation Coalition (SNOTRAC)	Provides staffing, planning, and operational support for the Snohomish County Transportation Coalition (Snotrac) and support for subregional coalitions; assists in implementing locally prioritized mobility management projects; and conducts outreach to targeted special needs populations.	Snohomish	Sustaining	Mobility Management	\$ 203,280	B
<b>Homage Senior Services</b>	Homage Pay Your Pal Operating	Sustains Homage's existing volunteer transportation program in rural and extreme rural areas of Snohomish County. This program serves seniors and disabled citizens who utilize friends, family, neighbors to transport them to and from work, medical, and educational appointments.	Snohomish	Sustaining	Operating	\$ 83,308	C
<b>Homage Senior Services</b>	Homage Transportation Assistance Program- Operations Expansion	Expands the hours of service and days of service to better meet the demand of the communities served as well as better match the hours of public transportation. TAP also is seeking funding to better serve more rural areas of the county, mostly the eastern side of Snohomish County, including Darrington and Granite Falls.	Snohomish	Expansion	Operating	\$ 372,229	C
<b>Homage Senior Services</b>	Homage TAP Outreach	Sustains the TAP Outreach program, which highlights the transportation service options of those in need in Snohomish County. The services highlighted will include those in PSRC, SNOTRAC, RARET, and the NCTC geographic areas.	Snohomish	Sustaining	Mobility Management	\$ 116,382	D
<b>Pierce Transit</b>	Special Needs Transit Connector	Implements phase II of an on-demand service using a contract-transportation provider to provide transit connections for elders, those with special needs and those with limited mobility in the 2- to 5-mile boundary around Route 1 in the Parkland-Spanaway-Midland area.	Pierce	Expansion	Operating	\$ 294,895	D
<b>TOTAL</b>						<b>\$ 2,811,858</b>	



## Puget Sound Regional Council

### DISCUSSION ITEM

January 5, 2023

**To:** Transportation Policy Board

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

**Subject:** **Climate Change Implementation Strategy**

### IN BRIEF

The Transportation Policy Board has been briefed on the work to develop a 2030 climate analysis as identified in the Regional Transportation Plan as an implementation item due by the end of 2022. In December, the board was briefed on the results of the analysis and various sensitivity tests conducted to evaluate potential additional strategies towards meeting the region's climate goals. At the meeting on January 12, 2023, additional background and documentation on the analysis and performance metrics will be provided, including preliminary results of a hybrid combination of selected levers.

### 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. An analysis of 2030 greenhouse gas emissions comparing the region's climate goals was scheduled for completion by December 2022.

Since 2010, PSRC adopted a Four-Part Greenhouse Gas Strategy (addressing land use, transportation choices, pricing and technology) and conducted a climate analysis for the horizon year of the RTP. The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network, conduct a 2030 analysis, and to continue to work with partner agencies, which includes the Puget Sound Clean Air Agency to develop a climate implementation strategy for achieving climate goals and monitor progress.

Over the last several months, the board has been briefed on the status of this work and provided feedback on proposed sensitivity tests to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers included various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles, and work from home levels. At the December meeting, the board was provided preliminary analysis results of the 2030 plan compared to the 2030 climate goals and an assessment of the various sensitivity tests for further implementation possibilities.

At the meeting on January 12, 2023, staff will provide additional background and performance metrics on the sensitivity tests, as well as preliminary analysis results of a hybrid combination of key levers with the greatest potential to reduce emissions. Discussion of further analyses and next steps towards an implementation strategy will also be held in January.

A more detailed report containing additional information on the analysis is provided as Attachment A.

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

Attachments:

A - 2030 Climate Analysis Background and Performance Metrics



Puget Sound Regional Council

# REGIONAL TRANSPORTATION PLAN

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2022–2050

## 2030 Climate Analysis – Background Documentation and Analysis Results Review Draft

January 2023



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## Introduction

Since 2010 PSRC has had an adopted Four-Part Greenhouse Gas Strategy and conducted a climate analysis for the horizon year of the [Regional Transportation Plan](#) (RTP). The most recent analysis forecasted emissions and applied the strategy to a horizon year of 2050. The plan further calls for PSRC to develop an interim year transportation network and conduct a 2030 analysis, and to 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.

Over the last six months PSRC has worked with the region's transit agencies to develop the necessary inputs for a 2030 transportation network analysis. In addition, staff has received feedback from the Transportation Policy and Executive Boards on various sensitivity tests that can be modeled to analyze potential impacts of additional strategies within the framework of the Four-Part Greenhouse Gas Strategy. These levers include various road usage charge scenarios, acceleration of high-capacity transit expansions, additional transit service, adjustments to roadway capacity expansion, percentages of electric vehicles in the regional auto fleet, and work from home levels.

Preliminary results of the 2030 analysis and sensitivity testing have been shared with the boards, and this document provides additional background and additional performance metrics such as delay, transit ridership and vehicle miles traveled.

### Four-Part Greenhouse Gas Strategy

**Land Use:** VISION 2050 regional growth strategy

**Choices:** Expanded and integrated regional transit network, active transportation and other multimodal investments

**User Fees:** State facility tolls, transition to road usage charge in later years

**Technology:** Shift to zero emission vehicles, Clean Fuels Standard, etc.

## Climate Goals and Regional Inventory

The climate goal adopted in VISION 2050 is for the region to substantially reduce emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency: 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.

The regional greenhouse gas emissions inventory has recently been updated as part of the multi-agency Puget Sound Regional Emissions Analysis (PSREA) project. The project provides a set of consistent, comprehensive, and up to date emissions data and analysis for all four counties in the region. It also provides for innovative tools to advance local climate actions, including a “wedge” planning tool that allows users to explore the various sources of emissions and to customize scenarios to achieve further reductions across each sector into the future – from transportation, buildings, land use, refrigerants, waste, and wastewater.

Results from the project show significant emission reductions in the coming years from new local, state, and federal energy policies and substantial investments from the federal and state governments. However, it also shows the need for additional actions by local governments, industries, businesses, and residents to accelerate further emissions reductions.

Information on each county's updated greenhouse inventory and report may be found below:

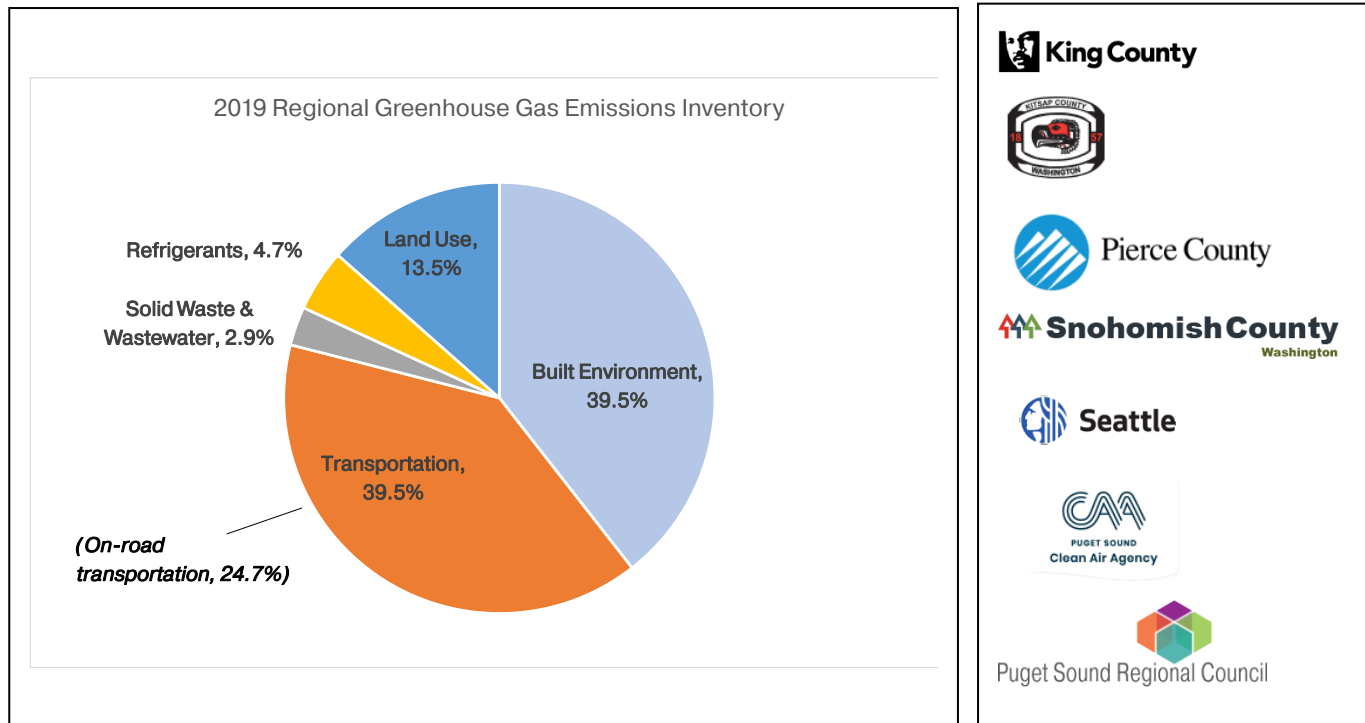
King County: <https://kingcounty.gov/services/environment/climate/actions-strategies/strategic-climate-action-plan/emissions-inventories.aspx>

Kitsap County: [https://www.kitsapgov.com/dcd/Pages/Climate\\_Change\\_Resiliency\\_KC.aspx](https://www.kitsapgov.com/dcd/Pages/Climate_Change_Resiliency_KC.aspx)

Pierce County: <https://www.piercecountywa.gov/2058/Sustainability-2030>

Snohomish County: *pending publication*

## Puget Sound Regional Emissions Analysis Project



Assumptions and calculations used in the PSREA analysis are carried forward into PSRC's 2030 climate analysis. In particular, since PSRC's analysis addresses on-road transportation emissions only – i.e., from cars and trucks – the assumptions from recent state actions such as the clean fuel standard, zero emission vehicles rules, and the cap and invest program are drawn directly from the PSREA calculations for consistency. More details on these assumptions are provided in later sections of this document.

## PSRC Models and Tools

[Appendix I](#) of the Regional Transportation Plan (RTP) provides an overview of the full suite of PSRC forecasting tools used to model the plan and generate the evaluation metrics used to evaluate outcomes.



Figure 1. PSRC Model Suite

In addition, detailed information is available on PSRC's [Data](#) web pages describing the various tools and data products used in PSRC's modeling. For example, there is a wide breadth of information available on PSRC's [SoundCast](#) transportation forecasting model, including a user guide, information on the design and calibration of the model, and various components such as how mode choice is determined.

The full background on the suite of modeling and analysis tools will not be duplicated in this background document, but a few key components pertinent to the 2030 climate sensitivity tests are described further below, within the framework of the Four-Part Greenhouse Gas Strategy.

### Land Use: Regional Macroeconomic Model and Forecast

The Puget Sound Regional Macroeconomic Model was used to produce PSRC's 2018 Regional Macroeconomic Forecast, which establishes long-range regional growth assumptions for population, households, and employment out to the year 2050. The regional forecast values serve as control totals for developing the population and employment growth allocations by county and regional geography that define the Regional Growth Strategy. The regional forecast and subregional growth assumptions then serve as key inputs to the UrbanSim land use model.

- The region is projected to grow by 700,000 people (19%) and 362,000 jobs (23%) between 2018 and 2030.

### Land Use: UrbanSim Model

UrbanSim is a microsimulation model that predicts land development and the location choices of households and jobs over time at the land parcel level. PSRC used its UrbanSim model as a tool for modeling the VISION 2050 Regional Growth Strategy at a sub-jurisdictional level of geography. The UrbanSim output also serves as inputs to the regional travel demand model and other supplemental analyses.

- Jurisdiction-level growth assumptions are derived from the county and regional geography level growth allocations for the Regional Growth Strategy in conjunction with locally developed growth targets.
- Development parameters in the model were established based on local comprehensive plans and zoning regulations circa 2015/2016, with selected updates for major rezones. The model does not yet account for anticipated future plan and zoning updates, such as updates that may be expected at transit station areas to support transit-oriented development or through local comprehensive plan periodic updates, required by December 2024.

### **Transportation Choices and Pricing: SoundCast Travel Demand Model**

PSRC has developed a customized set of software programs and mathematical procedures to simulate current and future travel patterns and conditions within the central Puget Sound region. These programs and procedures are collectively referred to as the SoundCast travel model.

PSRC used its SoundCast travel model to analyze the transportation-related impacts of the RTP. SoundCast is an activity-based model that represents how individual people travel to conduct their daily activities. Modeled performance of the transportation system is the result of complex interactions over time produced by assumptions about the location and nature of development, and the cost and accessibility of transportation choices and infrastructure.

The current SoundCast model operates on a 2018 base year which captures the existing development patterns and transportation infrastructure at that time along with key variables validated against PSRC's most recent Regional Household Travel Survey, described below.

- For the travel demand analysis conducted on the RTP, a distribution of parcel level population, household, and employment in the years 2030 and 2050 from the UrbanSim model representing the VISION 2050 Regional Growth Strategy comprise the key land use assumptions.
- The set of transportation projects and policies listed and described in the RTP provide the future transportation network assumptions used by SoundCast for this analysis.
- The SoundCast model is a state of the practice tool that was thoroughly peer-reviewed by a panel of national travel modeling experts funded through the Travel Model Improvement Program (TMIP) sponsored by the US Department of Transportation.
- SoundCast is an activity based modeling tool that is responsive to changes in both land use and transportation inputs

### **Transportation Choices and Pricing: Household Travel Survey**

PSRC conducts a household travel survey every two years. The survey is designed to collect day-to-day information from households in the central Puget Sound region regarding how, where, and when they travel. The overarching goal of the multiyear program is to maintain an updated source of household travel behavior data that supports the travel and land use modeling and analysis described above and to track trends over time.

The Household Travel Survey is a key input to the SoundCast model described previously. The survey is used to estimate the behavioral responses that people exhibit in their daily travel choices to better

understand how changes in transportation and land use policy will impact their travel behavior in the future. The timing of the Household Travel Survey is intentional and is used to provide the latest observed travel behavior for use in the estimation and validation of the SoundCast model for use in the Regional Transportation Plan analysis every four years.

### **Technology: EPA's Motor Vehicle Emissions Simulator (MOVES)**

The region's air quality model estimates future motor vehicle emissions of criteria pollutants and greenhouse gases. The Federal Clean Air Act requires the Environmental Protection Agency to set National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: particulate matter (fine particulates, PM 2.5, and coarse particulates, PM 10), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NOx), and lead. The analysis combines mobile source emissions factors from the U.S. Environmental Protection Agency's latest Motor Vehicle Emission Simulator (MOVES) and output from the travel demand model, including link-specific vehicle miles traveled and vehicle speed.

PSRC used the most recent version of the MOVES model, MOVES3, to develop emissions factors used to conduct the air quality analysis of the RTP. The MOVES3 model, released in 2021, represents EPA's most up-to-date assessment of on-road mobile source emissions, including incorporation of the most current vehicle, fuel, and emissions standards and new and updated emissions data from a variety of test programs and other resources. Metropolitan Planning Organizations are required to use the most current tool for regional analyses to determine whether emissions from planned transportation investments will conform with federal regulations.

- The most current regional vehicle fleet mix and age distribution data is used.
- The model accounts for the phase-in of current emissions standards, fuel standards, and engine technology, and contains assumptions regarding the rate of vehicle changeout and fleet turnover for each forecast year.
- The model does not predict future changes in regulations or technological advances. PSRC conducts a post-process analysis to address newer regulations and requirements not yet captured in MOVES3, and to address sensitivity testing of future vehicle fleets and technology assumptions.

As indicated earlier, the assumptions and calculations from recent state actions not yet incorporated into MOVES3 are the same as those identified and used as part of the PSREA partnership project. Actions and regulations that will affect emissions from cars and trucks are as follows:

- **Clean Fuel Standard**

The [Clean Fuel Standard](#) was passed by the Washington State Legislature in 2020 and requires fuel suppliers to reduce the carbon intensity of fuel 20% below 2017 levels by 2038. To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the Clean Fuel Standard, the PSREA analysis applied an overall reduction factor of 10% to forecasted 2030 emissions.

- **Zero Emission Vehicles**

Several pieces of legislation have been passed in the last few years related to vehicle emission standards and the sale of zero emission vehicles (ZEVs). In particular, with the most recent [rulemaking](#) by the Washington State Department of Ecology in 2022, all new passenger cars and trucks sold in Washington State must meet zero emission vehicle standards by 2035. Percentages of sales will increase transitionally between now and 2035: approximately 13% of all new vehicles sales in Washington State today are ZEV; beginning with model year 2026, 35% of new passenger vehicle sales will be ZEV, and manufacturers are required to increase ZEV sales by 6-9% each year until they reach 100% by 2035.

To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the ZEV rules, the PSREA analysis assumes that 65% of new vehicle sales will be ZEV by 2030.

- **Climate Commitment Act**

The [Climate Commitment Act](#) was passed by the Washington State Legislature in 2021 and establishes a market-based program to reduce carbon pollution from the state's largest industries and sources of emissions. A limit, or cap, will be set on overall carbon emissions and businesses must either meet the cap through reduction of emissions or obtain allowances through auctions to be hosted by the Department of Ecology. The cap will be reduced over time. Proceeds from the auctions will be invested in projects that focus on clean transportation, climate resilience, and environmental justice. It is assumed that the Climate Commitment Act will result in a 26% reduction in emissions statewide by 2030 (from 2018 levels).

To apply a reasonable assumption of the emission reductions expected in the Puget Sound region by 2030 from the Climate Commitment Act, the PSREA analysis applies a 23% reduction factor to transportation fuel emissions by 2030.



## What's in the RTP in 2030?

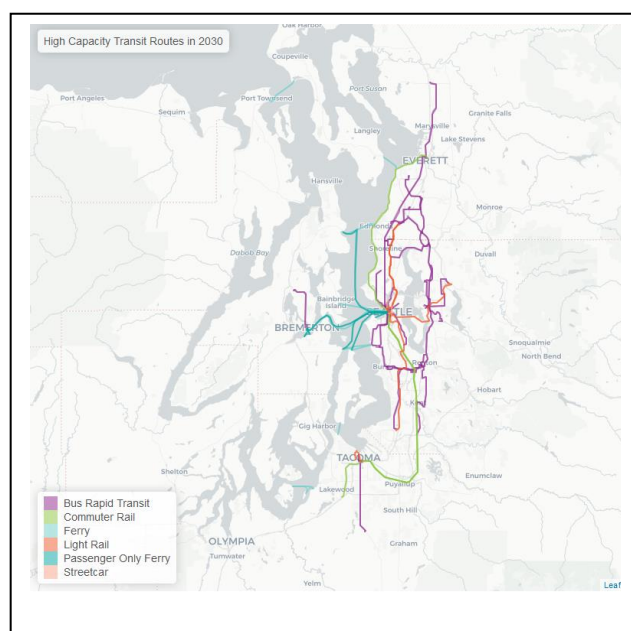
As noted earlier, the RTP incorporates the planned growth in population and employment by 2030 as well as the planned distribution of that growth as adopted in the VISION 2050 Regional Growth Strategy. The region anticipates adding an additional 700,000 people (19%) and 362,000 jobs (23%) between 2018 and 2030.

The goal of the region's transportation system is for a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and public health. Specific investments and policies in the plan that are expected to be implement by 2030 are summarized below.

### High-Capacity Transit

By 2030, expanded High-Capacity Transit options would operate in all four counties:

- 21 bus rapid transit routes
- 7 passenger-only ferry routes connecting Bremerton, Port Orchard, Kingston, Vashon Island and West Seattle with Downtown Seattle
- 50 light rail stations spanning 79 miles connecting Federal Way, Redmond and Lynnwood in addition to Downtown Tacoma



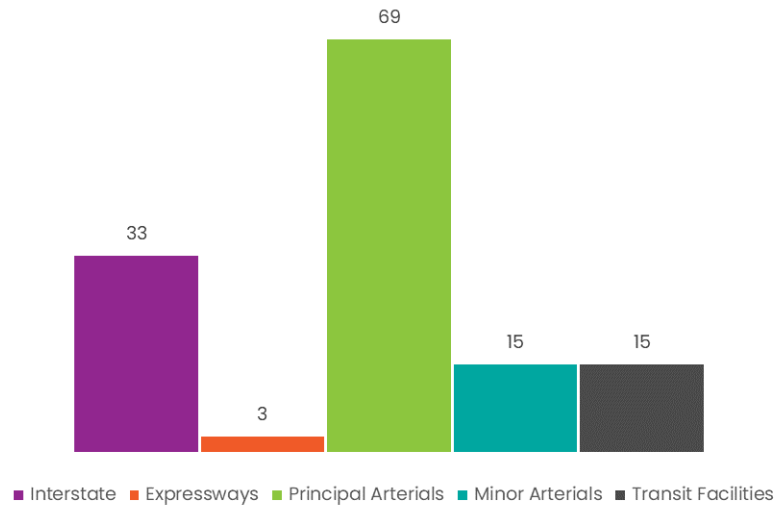
### Roadway, Bicycle/Pedestrian and Other Investments

There are numerous investments planned on the transportation system that are considered programmatic in the RTP and are not explicitly identified on the [Regional Capacity Projects](#) list.

These encompass a variety of modes and facilities, including sidewalks, bicycle lanes, local roadway improvements, safety, operational efficiencies, etc. However, in addition to the high-capacity transit expansions noted above, there are other larger scale projects included in the plan that are expected to be in operation by 2030. These include multimodal investments, regional trails, and improvements to various roadway facilities throughout the region. The investments in this latter category by 2030 are further described below.

There are 135 financially constrained projects between today and 2030 that are adding capacity to the transportation network. 82 of these 135 projects are focused on the State Highway system with the remaining 53 projects focused on the local owned transportation systems across the region. As shown in the further breakdown of project by facility type, 69 (51%) of these capacity projects are on Principal Arterials.





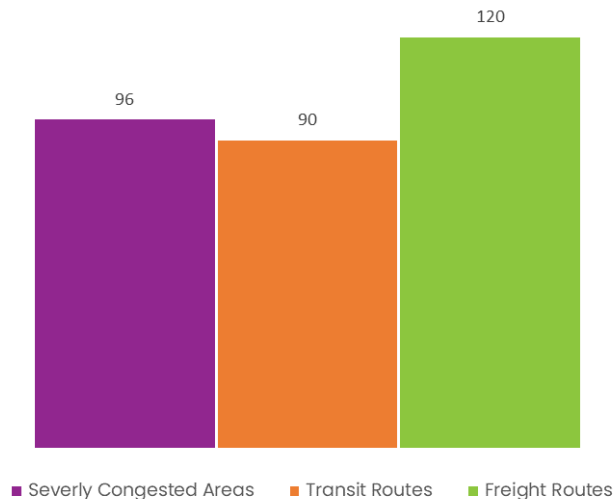
In total, the 135 capacity projects in the 2030 RTP add approximately 530 miles to the regional system, a change of approximately 2%.

Project Type	Number of Projects	Total Centerline Miles	Average Project Length
Multimodal	108	306.5	2.8
Operational/Efficiency	7	150.5	21.5
General Purpose Capacity	20	72.7	3.6

35 of these 135 projects are HOV and/or Express Toll Lane (ETL) investments. These projects account for approximately 340 of the 530 miles added to the regional system by 2030 (64%).

Number of Projects with HOV/ETL investments	Total Centerline Miles	Average Project Length
35	340.1	9.7

Many of the 135 financially constrained projects that are adding capacity to the transportation network are focused on improving freight connections and speed and reliability of transit routes. As shown below, 120 of these projects (89%) are serving routes that move most of the freight in the regional transportation system and more the 90 (67%) improve the speed and reliability for transit routes.



### Pricing Policies

The RTP assumes a transition to a road usage charge (RUC) system by 2030 that will serve as an eventual replacement of the motor fuel tax. Pricing mechanisms such as a RUC are recognized to serve not only as a source of transportation revenue but also as a demand management tool, and pricing is one of the four elements of the region's Four-part Greenhouse Gas Strategy.

The rate assumed in the RTP for the RUC is 10 cents per mile in peak periods and 5 cents a mile in non-peak periods. The plan further assumes flexibility in the use of revenues generated by a RUC to fund a wide variety of transportation improvements beyond roadways, without the restrictions of current motor fuel taxes.

The assumptions of the RUC included in the RTP differ from those currently being considered by the Washington State Transportation Commission, both in terms of the rates (approximately 2.7 cents per mile) and the use of revenues raised. These differences are discussed in greater detail in the RTP, and additional analysis is included in the 2030 sensitivity tests discussed later in this document.

## 2030 Analysis and Sensitivity Tests

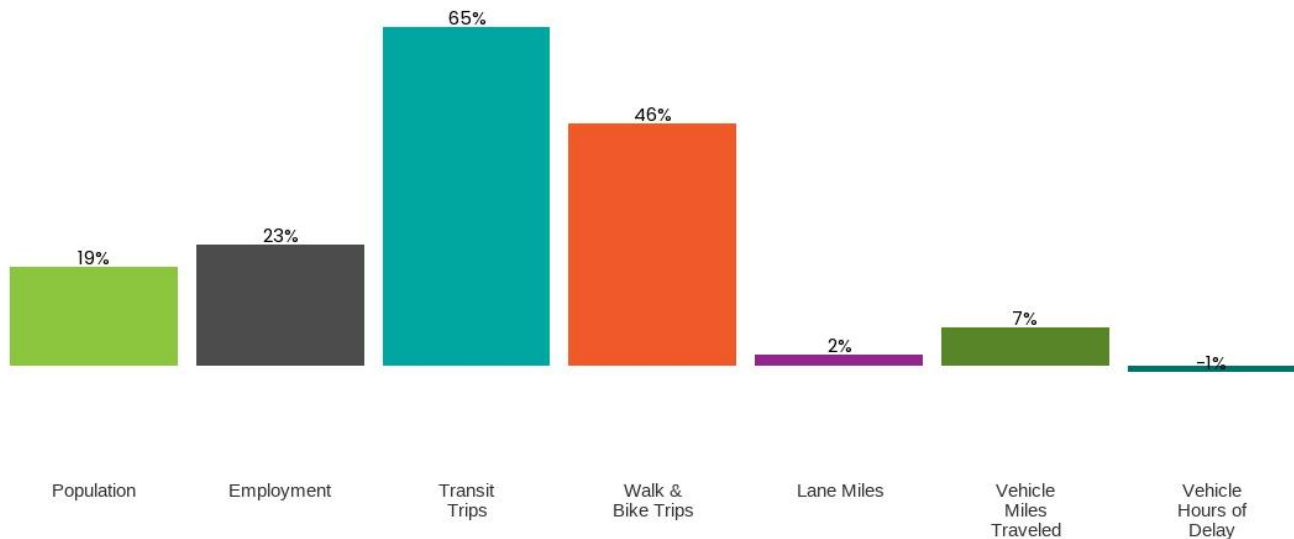
Analysis of 2030 emissions began with identification of anticipated RTP system investments and services in place by 2030. Results using this year 2030 RTP network are provided below. Information is provided for various performance metrics, including the resulting greenhouse gas emissions and a comparison to the region's 2030 climate goals. Also described below are the various sensitivity tests and their corresponding results. The purpose of the sensitivity tests was to isolate individual levers within the framework of the Four-Part Greenhouse Gas Strategy and identify the potential changes in emissions from differing assumptions for each.

### 2030 Transportation System – VISION 2050, the RTP and State Actions by 2030

As noted earlier, the 2030 transportation system includes the Regional Growth Strategy as adopted in VISION 2050, the investments and policies in the RTP, and the region's vehicle fleet under current federal fuel economy standards. In addition, as previously described, additional emission reductions are expected from recent state actions including the clean fuel standard, zero emission vehicles rules and the Climate Commitment Act.

A high-level overview of the impacts of growth and transportation investments by 2030 is illustrated in the chart below.

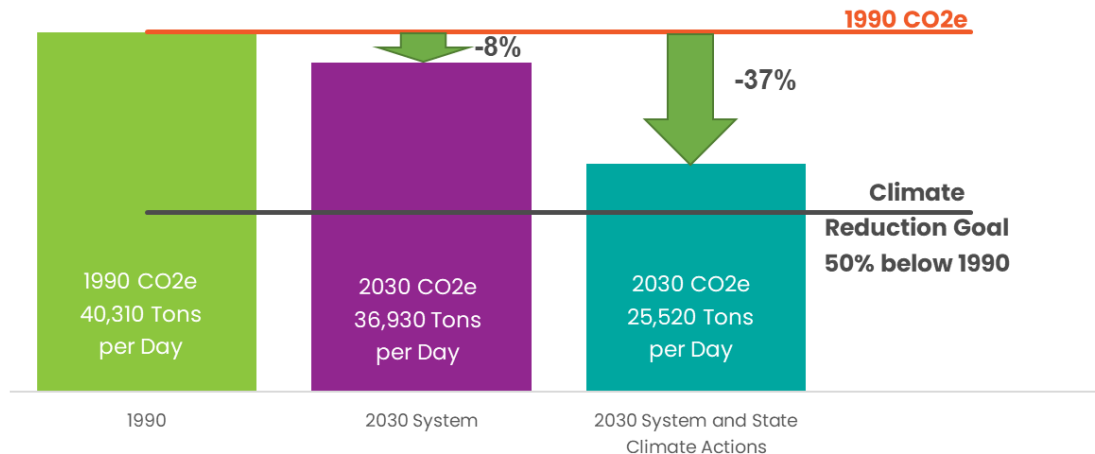
**Percent Change between Base Year and 2030 Plan**



Source: PSRC SoundCast Activity Based Model, Fall 2022 for King, Kitsap, Pierce and Snohomish counties.

The graphic below illustrates the resulting greenhouse gas emissions by 2030 from the combined elements of VISION 2050 land use patterns in 2030, the 2030 RTP network, and recent state actions, as compared to the 2030 climate goal to reduce emissions 50% from 1990 levels. As shown, significant progress is expected to be made but there is a remaining gap of 13% to fully meet the goal.

## 2030 Transportation System Greenhouse Gas Emissions



### Sensitivity Testing – Land Use

The land use assumptions in the RTP are based on the adopted Regional Growth Strategy in VISION 2050. Jurisdictions are actively working to update their comprehensive plans and incorporate their local growth targets, so no new sensitivity tests were conducted within the category of land use for this analysis.

As noted earlier, the region is planning for an additional 700,000 people (19%) and 362,000 jobs (23%) between 2018 and 2030. In VISION 2050, the region committed to a Transit Focused Regional Growth Strategy that plans for 65% of the population growth and 75% of the job growth to occur near planned high-capacity transit investments. There were no set goals for the growth by 2030, however population growth trends between 2010 and 2020 near these facilities has been closer to 50%. The rate of growth near high-capacity transit facilities is planned to increase through time with the greatest growth occurring between 2030 and 2050.

It is important to consider the amount of growth and where it is planned when we consider future performance of the transportation system. Despite adding 20% more people to the region by 2030, investments in the plan along with planned growth limits overall growth of vehicle miles to 7% by 2030. If these same investments from the 2030 RTP were on the ground today, overall VMT in the system is estimated to be almost 5% lower than in is without the projects.

## Sensitivity Testing – Pricing

As noted above, the RTP assumes a RUC rate of 10 cents per mile in peak periods and 5 cents a mile in non-peak periods. The RUC is applied as a per-mile rate for any vehicular travel on a roadway facility.

Several sensitivity tests were conducted to analyze different rates for the RUC. These include:

- No RUC
- State-level RUC of 2.5 cents per mile all day
- High-level RUC of 50 cents per mile all day

For context, the average cost of fuel for a mile of travel using an automobile today that averages 30 miles per gallon was approximately 20 cents per mile in the fall of 2022. This does not include the additional cost for maintenance and operation of the vehicle.

The table below provides model outputs for Vehicle Miles Traveled, Hours of Delay, Transit Boardings and Daily Tons of CO<sub>2</sub>e in 2030 for each sensitivity test analyzed. The % change column compares the 2030 outputs for the sensitivity test to the 2030 System and State Climate actions scenario for comparison.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO <sub>2</sub> e	
	Total	% Change	Total	% Change	Total	% Change	Total	% Change
<b>2030 System and State Climate Actions</b>	<b>94,046,700</b>		<b>398,000</b>		<b>432,000,000</b>		<b>25,521</b>	
No RUC	98,232,700	4.5%	470,200	18.1%	416,970,000	-3.5%	26,977	5.7%
State RUC	95,825,500	19%	432,700	8.7%	424,800,000	-17%	26,149	2.5%
High RUC	81,845,800	-13.0%	256,300	-35.6%	482,610,000	117%	21,491	-15.8%

As highlighted in the sensitivity tests, pricing can lower vehicle miles of travel and delay while also lowering greenhouse gas emissions. As the system is priced at higher levels, demand for transit services is increased and the availability of transportation choices to driving alone are critical to those trying to lower the impact of higher transportation costs on their daily travel patterns. Any reductions in a RUC from the currently planned levels in the RTP result in increases in SOV travel, delay, emissions and a reduction in transit use.

## Sensitivity Testing – Transportation Choices

The transit and roadway investments in the RTP by 2030 are briefly described above. Sensitivity tests were conducted related to the timing and level of transit investments, the implementation of general-purpose roadway capacity investments, and work from home levels. Specifically:

### Transit

- Accelerating the 2050 high-capacity transit (HCT) network to 2030
- Increasing the frequency of all non-HCT transit service
- Increasing access to transit

### Roadway Capacity

- Removing any roadway project that add capacity for travel other than transit, bicycle, pedestrian, or HOV travel modes

### Work from Home

- Increasing work from home levels to 30% (2021 pandemic levels)

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	% Change	Total	% Change	Total	% Change	Total	% Change
<b>2030 System and State</b>	<b>94,046,700</b>		<b>398,000</b>		<b>432,000,000</b>		<b>25,521</b>	
<b>Climate Actions</b>								
Accelerated Transit	93,137,800	- 10%	379,600	- 4.6%	579,168,000	34.1%	25,130	- 15%
Increased Frequencies	93,586,800	- 0.5%	390,700	- 18%	546,144,000	26.4%	25,302	- 0.9%
Increased Access	93,919,000	- 0.1%	395,800	- 0.6%	477,792,000	10.6%	25,469	- 0.2%
No Roadway Capacity	92,957,000	- 12%	448,600	12.7%	432,030,000	0.0%	25,503	- 0.1%
30% Telework	83,090,300	- 116%	225,000	- 43.5%	370,496,000	- 14.2%	21,936	- 14.0%

All the sensitivity tests run centered around transportation choices lower vehicle miles of travel and emissions, but the overall levels of change were small except for the telework test. Telework had a large change on vehicle miles traveled and emissions but have a large impact on the amount of transit usage as well – reflective of large reductions in people commuting to large employment centers.

Acceleration of transit alternatives and frequencies had a noticeable increase in transit boardings by 2030 but had more reduced impacts on VMT and emissions. Analysis in 2050 showed greater impacts of transit access and frequency than witnessed in the 2030 analysis. A key difference between the 2030 and 2050 analysis and these differences is a result of the level of population and job growth near these transit investments. Many of the areas that have the highest levels of current activity unit density are the places that have the greatest HCT level of service by 2030. Ensuring that growth occurs near HCT is critical to further success of these transit sensitivity tests.

## Sensitivity Testing – Technology

As described above, the 2030 transportation system results reflect the inclusion of VISION 2050, the RTP and recent state actions related to transportation vehicles and fuels. This includes the expectation that by 2030 65% of new vehicle sales will be zero emission vehicles.

The sensitivity test conducted related to technology increased this assumption of new vehicles sales by 2030 to 100%.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	% Change	Total	% Change	Total	% Change	Total	% Change
<b>2030 System and State Climate Actions</b>	<b>94,046,700</b>		<b>398,000</b>		<b>432,000,000</b>		<b>25,521</b>	
100% Zero Emission Vehicle sales	94,046,700	0.0%	398,000	0.0%	432,000,000	0.0%	23,811	- 6.7%

Based on the current rate of turnover of the region's vehicle fleet, this achieves an additional 7% reduction of emissions over the base 2030 transportation system results. This sensitivity test does not assume any further acceleration of fleet turnover between now and 2030.

## Sensitivity Testing – Summary of Analysis Results

Based on the results of the sensitivity results run to date, pricing, commute trips alternatives and telework and increased zero-emission vehicle sales can have the greatest impact on overall greenhouse gas emissions. The table below shows the combined results of all the sensitivity results as compared to the 2030 System and State Climate actions.

Sensitivity Test	Vehicle Miles Traveled		Vehicle Hours of Delay		Transit Boardings		Daily Tons of CO2e	
	Total	% Change	Total	% Change	Total	% Change	Total	% Change
<b>2030 System and State Climate Actions</b>	<b>94,046,700</b>		<b>398,000</b>		<b>432,000,000</b>		<b>25,521</b>	
No RUC	98,232,700	4.5%	470,200	18.1%	416,970,000	- 3.5%	26,977	5.7%
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Accelerated Transit	93,137,800	- 10%	379,600	- 4.6%	579,168,000	34.1%	25,130	- 15%
Increased Frequencies	93,586,800	- 0.5%	390,700	- 18%	546,144,000	26.4%	25,302	- 0.9%
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No Roadway Capacity	92,957,000	- 12%	448,600	12.7%	432,030,000	0.0%	25,503	- 0.1%
30% Telework	83,090,300	- 11.6%	225,000	- 43.5%	370,496,000	- 14.2%	21,936	- 14.0%
100% Zero Emission Vehicle sales	94,046,700	0.0%	398,000	0.0%	432,000,000	0.0%	23,811	- 6.7%

## Next Steps

PSRC staff is currently working on a hybrid sensitivity test that combines several of the most promising levers from the four part greenhouse gas strategy; this information will be provided to the boards in January for consideration and discussion of other hybrid scenarios.



## Puget Sound Regional Council

### DISCUSSION ITEM

January 5, 2023

**To:** Transportation Policy Board

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

**Subject:** **Regional Transportation Plan Performance Dashboard**

### IN BRIEF

The Transportation Policy Board has been briefed on the work to develop a performance dashboard as identified in the Regional Transportation Plan as an implementation item due by the end of 2022. At the meeting on January 12, 2023, the draft performance dashboard and key metrics will be previewed, and continued work throughout 2023 and beyond will be identified.

### DISCUSSION

The [Regional Transportation Plan](#) (RTP) identifies numerous implementation items, covering all 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.

One of the implementation items scheduled for completion by December 2022 is development of a performance dashboard. Specifically, the RTP calls for PSRC to identify performance measures and targets for meeting key aspects of VISION 2050 and the RTP, including, but not limited to emissions, safety, active transportation, finance, vehicle miles traveled and transit ridership. The plan also calls for PSRC to track the progress of these measures through an online dashboard.

The Transportation Policy Board provided feedback on the draft dashboard in Fall 2022 and reviewed the draft outline and available metrics for comparison to the performance results of the RTP over time. At their meeting on January 12, 2023, staff will preview



the final draft dashboard and provide information on next steps for PSRC's website and continued work to maintain and improve the dashboard into the future.

For more information, please contact Craig Helmann, Director of Data, at (206) 389-2889 or [chelmann@psrc.org](mailto:chelmann@psrc.org).



## Puget Sound Regional Council

### DISCUSSION ITEM

January 5, 2023

**To:** Transportation Policy Board

**From:** Josh Brown, Executive Director

**Subject:** Draft FY2024-2025 Biennial Budget and Work Program

### IN BRIEF

PSRC is in the process of developing the agency's FY 2024-2025 Biennial Budget and Work Program. The PSRC budget outlines transportation, economic and growth planning activities for the fiscal years 2024-25. The Transportation Planning portion of the biennial budget is included as task 200.

### DISCUSSION

The PSRC Operations Committee has primary responsibility for developing the budget and work program for both PSRC and EDD. Between October and December 2022, the Operations Committee reviewed revenue and expenditure assumptions, as well as PSRC's financial policies. At its December 1, 2022, meeting, the Operations Committee reviewed the full draft FY 2024-2025 Biennial Budget and Work Program. The draft PSRC biennial budget includes estimated revenues and expenditures of \$32 million and is available for review by members online:

[Budget | Puget Sound Regional Council \(psrc.org\)](https://psrc.org/Budget)

### NEXT STEPS

The Executive Board, Transportation Policy Board, Growth Management Policy Board, Economic Development Board, and Regional Staff Committee review the Draft Budget and Work Program and forward comments to Operations Committee for consideration by March 16. Comments will be compiled and reviewed by the Operations Committee on March 23, 2023. The final budget is scheduled for approval by the Executive Board in April and adoption by the PSRC General Assembly in May.

For more information, please contact Andrew Werfelmann at (206) 688-8220 or [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).

## 2023 PSRC Transportation Policy Board Meetings

January						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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February						
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April						
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May						
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June						
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August						
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No meeting in August						

September						
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December						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Meetings are held 9:30-11:30 a.m. the second Thursday of the month. As needed, the Transportation Policy Board and the Growth Management Policy Board meet in joint session to coordinate activities and make decisions/recommendations.

Meeting dates and times are subject to change. If a meeting is changed or cancelled, TPB members and alternates will be notified. Updated meeting dates are listed at <https://www.psrc.org>.