Overview of Presentation and Action

**Background:**

- RTP Administrative Procedures
- Project requirements
- Requested project amendments
- Impacts to RTP financial strategy

**ACTION** on RTP amendment
The adopted *Administrative Procedures* of the Regional Transportation Plan describe how and when the plan can be amended:

- **Major** amendments:
  - require additional environmental review
  - require General Assembly action
- **Minor** amendments:
  - have minimal to no impact on air quality finding, SEPA review and/or financial strategy
  - can be approved by Executive Board
Project Requirements

Most of the investments in the plan are *programmatic* in nature

- Preservation, maintenance and operations
- Local system improvements
- *Programmatic investments are not explicitly identified as projects in the plan*

A smaller portion of investments in the plan are above a certain threshold and modify capacity on the regional system

- Must be identified on the *Regional Capacity Projects* list
- Subject to board Approval process
Projects must be in the **Constrained** plan in order to proceed:

- Included in financial strategy, conformity finding

### Regional Capacity Project - Status Definitions

<table>
<thead>
<tr>
<th>Plan Category</th>
<th>Approval Status</th>
<th>Description</th>
<th>Regional Transportation Improvement Program Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ready To Go</strong></td>
<td>Approved</td>
<td>PSRC Executive Board has approved the project to proceed towards implementation.</td>
<td>Can program and obligate funds for any phase.</td>
</tr>
<tr>
<td><strong>Constrained</strong></td>
<td>Conditionally Approved</td>
<td>Approved pending the satisfaction of certain conditions, such as completion of NEPA; OR approved only for early right of way purchase.</td>
<td>Can program funds for any phase but may not obligate construction or right of way funds unless the conditions set by PSRC’s Executive Board explicitly state otherwise.</td>
</tr>
<tr>
<td><strong>Candidate</strong></td>
<td></td>
<td>Project is not yet approved; financial and other analysis remains to be done and Executive Board needs to take action.</td>
<td>Can program funds for any phase but may not obligate construction or right of way funds.</td>
</tr>
<tr>
<td><strong>Unprogrammed</strong></td>
<td></td>
<td>Investment not yet included in the financial strategy and therefore not admitted to the Constrained portion of the plan.</td>
<td>Can only program and obligate study/planning funds.</td>
</tr>
</tbody>
</table>
Requested Project Amendments

Six new projects requesting entry into the Constrained plan

- 1 local roadway improvement project
- 2 road diet projects for bike/ped improvement
- 2 multimodal corridor improvements
- 1 airport access project

Two existing projects requesting modification

- Expanded scopes and costs
Requested Project Amendments

Applications submitted for all projects, confirming:

- Project is derived from an approved planning process
- Concurrence received from any affected jurisdictions /organizations
- Responses to RTP Prioritization Framework
RTP Financial Strategy

Sum of project costs = additional ~$520 million to Constrained plan

Per Administrative Procedures, to maintain financial constraint --

• Four projects in current plan for an approximately equal amount identified to be moved to Unprogrammed

• Projects selected by sponsors based on timing, current priorities
The Transportation Policy Board should recommend the Executive Board adopt a minor amendment to the Regional Transportation Plan to reflect revisions to the Regional Capacity Project list as identified in Attachment A.
Thank you

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