



Puget Sound Regional Council

## Transportation Policy Board

Thursday, February 8, 2024 • 9:30 – 11:30 a.m.

**Hybrid Meeting - PSRC Board Room – 1201 Third Avenue, Suite 500, Seattle, 98101**

### Watch or listen

- 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

### Attend

- *The public can attend meetings at PSRC's offices – PSRC has moved!*
  - [New location](#): 1201 Third Avenue, Suite 500, Seattle, 98101
- PSRC staff will be available to provide floor access 30 minutes before the meeting's start time and up to 15 minutes after the meeting's start time.
- If you arrive after these times, please call 206-464-7090 for assistance.

### Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**  
Public comment may be made in person at PSRC's office.
- **Comment during the meeting by Zoom or phone:** [Register here](#)  
To allow staff time to process requests, registration is required and closes at 8:00 a.m. 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 a.m. 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 and Roll Call (9:30) - Mayor Dana Ralph, Chair

### 2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

### 3. Report of the Chair

### 4. Director's Report

### 5. Consent Agenda - Action Items (9:45)

- a. Approve Minutes of Transportation Policy Board Meeting held January 11, 2024
- b. Routine Amendment to the 2023-2026 Transportation Improvement Program (TIP)

- c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Two Projects

**6. Action Item (9:50)**

- a. Regional Transportation Plan Limited Call for Project Updates – *Mitch Koch, PSRC*

**7. Discussion Item (10:10)**

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

**8. Discussion Item (10:35)**

- a. Regional Transportation Plan (2026-2050) Development Process – *Gil Cerise, PSRC*

**9. Discussion Item (11:10)**

- a. Project Selection Future Work Items – *Kelly McGourty, PSRC*

**10. Information Items**

- a. Transportation Work Program Progress Tracker
- b. Newly Elected Officials Workshop, Friday, March 1, 9 a.m. – 1:30 p.m.  
[Register online](#)
- c. 2024 TPB Meeting Schedule
- d. 2024 Annual General Assembly, Thursday, May 30, 9:30 a.m. - 1:00 p.m.

**11. Next Meeting: March 14, 2024, 9:30 – 11:30 a.m.**

Major Topics for March:

- Regional Transportation Plan (2026-2050) Development Process
- Climate Work Summary and Future Planning

**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) or mail.

For language or ADA assistance at PSRC board meetings, please contact us at 206-464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

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## Puget Sound Regional Council

### **MINUTES**

**Puget Sound Regional Council Transportation Policy Board  
January 11, 2024  
All members remote**

### **CALL TO ORDER AND ROLL CALL**

The meeting was called to order at 9:32 a.m. by Mayor Dana Ralph, Chair. Chair Ralph announced that all members would be participating remotely due to PSRC's office move. A video of the meeting is streamed live as well as recorded and is available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live to the meeting.

Mayor Ralph acknowledged new members

- Councilmember Edward Wood, University Place - alternate
- Annie Tran, PSRC Equity Advisory Committee
- Julius Moss, PSRC Equity Advisory Committee
- Mayor Matt Mahoney, Des Moines
- Councilmember Rob Saka, Seattle
- Councilmember Peter Kwon, SeaTac, representing King County Other Cities and Towns has moved from alternate to member.

Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

Matthew Sutherland, Transportation Choices Coalition, provided public comment.

### **REPORT OF THE CHAIR**

Chair Ralph thanked members for responding to the project selection discussion poll as it helped understand what was important to the group.

## DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that today's meeting would be extended. She introduced Robin Koskey, Director of Government Relations and Communications, PSRC.

Ms. Koskey shared that the state legislative session began on Monday, January 8, 2024. Ms. Koskey noted that the board was previously briefed on recommendations to the state legislature in the categories of transportation, housing, climate and building a strong economy. Ms. Koskey noted that a similar framework to last year's recommendations would be used with a few changes, notably that there was an addition of restoring reliable services to the Washington State Ferries. Ms. Koskey also touched on highlights from the Governor's 2024 budget and bills of note for the session.

PSRC will host a Newly Elected Official Workshop on March 1, 2024, from 9 a.m. -1:30 p.m. Registration is available online.

## CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held December 14, 2023
- b. Routine amendment to TIP

**ACTION: The motion was made and seconded (Mello/Prince) to adopt the Consent Agenda. The motion passed.**

## ACTION ITEM: 2025-2026 FTA FUNDING ALLOCATIONS

Sarah Gutschow, PSRC, reviewed details of the most recent funding distribution for PSRC's 2025-2026 funds, including both earned share and the new Equity Formula distributions. She reviewed the projects recommended for funding, which were released for public review in November. Ms. Gutschow noted that no public comments have been received to date. The TPB was asked to recommend Executive Board approval of the project funding recommendations. The Executive Board will review the project funding recommendations and any public comment received at its January 25 meeting, and then take final action to approve.

**ACTION: The motion was made and seconded (Daughtry/Mello) that the Transportation Policy Board should recommend the Executive Board approve the list of projects for:**

- \$506.9 M in 2025-2026 FTA earned share funds, as identified in Attachments A.
- \$99.7 M of 2023-2026 FTA equity formula funding, as identified in Attachment B.

The motion passed.

## ACTION ITEM: EQUITY PILOT PROJECT RECOMMENDATIONS

Dr. Charles Patton, PSRC, shared an overview of the Equity Pilot, its goal and the overall schedule. He briefed the board on the projects that applied for the pilot, and the Equity Advisory Committee's (EAC) recommendation on funding of all eight projects submitted.

Dr. Patton gave a summary of the twelve comments received during the public comment period and PSRC's response to each comment. Members expressed appreciation of the pilot and the work of the EAC, and shared that the level of information provided on the public comments and responses was helpful.

**ACTION: The motion was made and seconded (Mello/Pauly) that the Transportation Policy Board should recommend the Executive Board approve the list of projects identified in Attachment A for PSRC's 2025-2026 FHWA Equity Pilot funds.**

The motion passed.

#### **ACTION ITEM: PREPARING FOR THE 2024 PROJECT SELECTION PROCESS/RECOMMENDATIONS OF 2024 POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS**

Ms. McGourty reminded the board of the discussions held since September on options for improvements to the 2024 project selection process specifically for safety, climate and equity. Specific proposals have been considered, and a poll was sent in December for further feedback. Ms. McGourty walked through each proposal and asked the board for a final recommendation on each, covering safety, climate, equity, the scoring framework, scoring thresholds and project tracking policies.

An initial motion to approve the Policy Framework was made, followed by individual motions on the specific revisions.

**ACTION: The motion was made and seconded (Pauly/Mello) that the Transportation Policy Board should recommend Executive Board approval of the policies and procedures for the 2024 project selection process, to be documented in the *2024 Policy Framework for PSRC's Federal Funds*. The motion passed.**

Ms. McGourty described the proposal to update the safety criteria and language to more concretely tie to the Safe System Approach and FHWA proven safety countermeasures.

**ACTION: The motion was made and seconded (Walker/Mello) that the Safety criteria and guidance language be updated to strengthen the connection to a Safe System Approach and FHWA's proven safety countermeasures. The motion passed.**

Ms. McGourty shared that the second option related to safety is to ask sponsors to commit to planning under a Safe System Approach. Project sponsors would be asked to commit to following forthcoming guidance from USDOT and through PSRC's Regional Safety Action Plan and continue working towards planning and implementation under a Safe System Approach. PSRC will continue to monitor local safety action plans and revisit prior to the 2026 project selection process.

**ACTION: The motion was made and seconded (Mello/Pauly) that applicants be asked to make a commitment to planning under a Safe System Approach, as described. The motion passed.**

Ms. McGourty provided background information on the air quality and climate change criterion, including the tool used by PSRC to evaluate projects for the potential to reduce emissions and how projects receive high scores. A proposal under consideration was to prohibit projects into the competition that add general purpose vehicle capacity on limited access state highways.

Members discussed the type of projects this would potentially exclude and nuances that may need to be considered. Members noted that further analysis and discussion was necessary before making this substantial of a change, and directed staff to continue working on this for future discussion.

**ACTION: The motion was made and seconded (Mello/Walker) that projects on limited access highways adding general purpose vehicle capacity be excluded from PSRC's funding competition. The motion failed.**

Ms. McGourty referred to the presentation on the Equity Pilot by Dr. Patton earlier in the agenda and referred to the recommendations made by the Equity Advisory Committee (EAC). Members expressed support for the recommendations and appreciation of the work conducted by the EAC.

**ACTION: The motion was made and seconded (Mello/Pauly) that the Equity Advisory Committee recommendations on Equity be incorporated. The motion passed.**

Ms. McGourty discussed the scoring framework and potential scoring options that the board reviewed in December. Ms. McGourty noted that the results of the December poll were split and members have expressed concern about reducing points for centers. Ms. McGourty noted that the chairs had worked together to propose a hybrid option, 2A. The option is consistent with the EAC recommendations and the Regional Project Evaluation Committee (RPEC) recommendations on project readiness, and still increases safety points.

Members shared that the background and additional work put into the scoring options was appreciated. Members shared they appreciated rebalancing the points, that project readiness will still be emphasized and that the development of centers was retained.

**ACTION: The motion was made and seconded (Mello/Pauly) that the Transportation Policy Board advance the scoring framework recommendation as outlined in option 2A. The motion passed.**

Ms. McGourty reviewed the option to set a scoring threshold, below which projects would not be considered for funding. Ms. McGourty noted that results from the December poll were split on this proposal. Staff recommend that the board direct staff to work with RPEC on the concept and to return to the board with a more defined proposal later in the year. If ultimately recommended, the proposal would not impact this funding cycle but potentially the 2026 process and upcoming contingency list distributions. Members commented that further analysis would be helpful.

**ACTION: The motion was made and seconded (Daughtry/Zarlingo) that the Transportation Policy Board recommend that staff be directed to work with the Regional Project Evaluation Committee on a scoring threshold and return to the board later in 2024 with a more defined proposal and administrative details. The motion passed.**

Ms. McGourty briefed the board on the remaining policy framework elements, a summary of which was included in the agenda packet. There have been no recommended changes to these elements beyond the proposed revisions to the project tracking policies.

Ms. McGourty shared that RPEC had four recommendations for revisions to the adopted project tracking policies and procedures. The board was briefed on the recommendations at its December meeting. She reviewed each of the recommendations which were related to funding competitions and the annual rebalancing process for supplemental funding.

**ACTION: The motion was made and seconded (Mello/Pauly) that the Transportation Policy Board recommend the RPEC project tracking policy recommendations. The motion passed.**

Ms. McGourty recapped the suite of revisions made to the Policy Framework during the meeting. The TPB is being asked to recommend Executive Board approval of the *2024 Policy Framework for PSRC's Federal Funds*, including the revisions made at today's meeting.

**ACTION: The motion was made and seconded (Mello/Pauly) that the Transportation Policy Board should recommend Executive Board approval of the policies and procedures for the 2024 project selection process, to be documented in the 2024 Policy Framework for PSRC's Federal Funds. This includes the elements as summarized in Attachment A and the revisions as discussed today. The motion passed.**

Mayor Ralph thanked the board for their work and establishing a consensus on the recommendations.

Mayor Ralph noted that the agenda packet included the Transportation Work Program Progress Tracker, information on the Draft Supplemental Biennial Budget and Work Program and 2024 meeting calendar.

**NEXT MEETING**

The next meeting is scheduled for February 8, 2024.

**ADJOURN**

The meeting adjourned at 11:46 a.m.

Attachment:

- A. Attendance Roster – January 11, 2024.



Transportation Policy Board January 11, 2024				5.a - Att. A	
Voting Members				Non-voting Members	
<b>King County</b>	2	CM Girmay Zahilay CM Dave Upthegrove Vacant Alt	1	<b>Associate Members</b>	
				Island County	1 1 1
				Thurston Regional Planning Council	1 1
Seattle	2	CM Dan Strauss CM Rob Saka Vacant Alt	1	<b>Public Agency Members</b>	
				Freight Mobility Strategic Investment Board	1 1
Bellevue	1	Vacant CM Janice Zahn Alt	1	Puget Sound Clean Air Agency	1 1
Cities/Towns	3	MYR Dana Ralph, Kent, <b>Chair</b> MYR Mary Lou Pauly, Issaquah CM Peter Kwon, SeaTac CM Wendy Weiker Mercer Isl Alt DEP MYR Jay Arnold, Kirkland Alt CM Matt Mahoney, Des Moines Alt	1 1 1 1 1 1	Public Health	1 1
				WA Tran. Improvement Board	1 1
Local Transit	1	CM Rod Dembowski Vacant Alt	1	<b>PSRC Committees</b>	
				Equity Advisory Cmte.	1 1
<b>Kitsap County</b>	1	COM Christine Rolfes COM Charlotte Garrido Alt	1	Regional Staff Cmte.	1 1
Bremerton	1	MYR Greg Wheeler CP Jeff Coughlin Alt	1	Regional Project Evaluation Cmte.	1 1
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl Vacant	1	Transportation Operators Cmte.	1 1
Local Transit	1	MYR Rob Putaansuu, Port Orchard Vacant	1	<b>Private/Civic Members-Business/Labor</b>	
				WA Trucking Associations exp. 12/31/26	1 1
<b>Pierce County</b>	1	CM Ryan Mello, <b>Vice Chair</b> CM Dave Morell Alt	1	Seattle Met. Chamber of Commerce exp. 12/31/26	1 1
Tacoma	1	CM Kristina Walker CM Olgy Diaz Alt	1	<b>Private/Civic Members-Community/Environment</b>	
Cities & Towns	1	CM Tim Ceder, Milton MYR Pro Tem Edward Wood, University Place Alt		TBD	
Local Transit	1	CM Marty Campbell, Pierce County Vacant		Non-voting	10
				Non-voting members present	8
<b>Snohomish County</b>	1	CM Jared Mead CM Strom Peterson Alt			
Everett	1	CM Ben Zarlino MYR Cassie Franklin Alt	1		
Cities/Towns	1	CM Jan Schuette, Arlington MYR Pro Tem Stephanie Vignal, Mill Creek Alt	1		
Local Transit	1	CM Kim Daughtry, Lake Stevens CM Jan Schuette, Arlington Alt	1		
<b>Regional Transit</b>	1	CM Ed Prince, Renton MYR Kim Roscoe, Fife Alt	1		
<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	1		
WA Trans. Commission	1	COM Jim Restucci COM Nicole Grant Alt	1		
WSDOT	1	Robin Mayhew Todd Lamphere Alt	1		
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>					
House Transportation Cmte.	2	Vacant REP Jake Fey, D Alt REP Dan Griffey, R REP Andrew Barkis, R Alt			
Senate Transportation Cmte.	2	SEN Marko Liias, D SEN Emily Randall, D Alt Vacant, R Vacant, R Alt			
Voting	32	(Quorum = 14) Quorum Total	20		
		Total Voting members present	22		



## Puget Sound Regional Council

February 1, 2024

### **CONSENT AGENDA**

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

Four agencies submitted eight 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), and Bus and Bus Facilities Formula (5339).

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**

There are several redistribution requests from three transit agencies for projects containing PSRC's FTA funding. These requests have been reviewed and recommended for approval by PSRC's Transportation Operators Committee, and are detailed in Exhibit B.

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

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

5307	FTA Urbanized Area Formula Program
5337 HIFG	FTA State of Good Repair Program

5339	FTA Bus and Bus Facilities Program
BR	Local Bridge Program for work on bridges on public roads.
MAW	State Move Ahead Washington account.
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: Project(s) Proposed for Routine Amendment to 2023-2026 TIP

Exhibit B: Recommended FTA Redistribution Requests

Month: February

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

Year: 2024

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP	Other Amend
1. Community Transit	<b>Facilities Rehabilitation, Renovation and Maintenance</b> Existing project redistributing funds from CT-74: Swift BRT Gold Line for rehabilitation, renovation and maintenance of transit facilities including base buildings, park & rides, transit stations and bus stops.	\$803,236	Federal 5339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$803,236	Total				
2. Issaquah	<b>NW Sammamish Rd/SE 56th St Preservation</b> New project programming preliminary engineering and construction phases for pavement repair, milling, overlay, upgrade curb ramps, utility adjustments, curb and gutter repair, and adjustment of eastbound bike lane to improve safety with transit.	\$3,141,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,141,000	Total				
3. King County Department of Transportation (Road Services)	<b>North Fork Bridge</b> New project programming preliminary engineering for construction of a new 3-span bridge and associated road and channel improvements.	\$5,040,000	Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,040,000	Total				
4. King County Department of Transportation (Transit)	<b>Atlantic Base Pavement Replacement</b> Existing project redistributing funds from MET-230: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022, MET-242: Trolley Pole Replacement 2023-2024, and MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for pavement replacement at the trolley bus Atlantic Base.	\$13,684,329	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,421,082	Local				
		\$17,105,411	Total				
5. King County Department of Transportation (Transit)	<b>Replacement of Overhead Trolley Infrastructure 2021-2022</b> Existing project redistributing funds from MET-230: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022 and MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for purchase and installation of wire, switches, and other hardware.	\$7,710,995	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,927,749	Local				
		\$9,638,744	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	Other	UPWP Amend	
6. King County Department of Transportation (Transit)	<b>Vehicle, Equipment and Facilities Maintenance 2021-2024</b> Existing project redistributing funds from KCFD-5: Seattle Central Waterfront Regional Passenger-Only Ferry Terminal and MET-238: King County Metro Bus Acquisition 2023-2024 for preventative maintenance of transit-related vehicles, equipment, and facilities.	\$29,491,511	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$157,346,558	Local				
		\$186,838,069	Total				
7. King County Department of Transportation (Transit)	<b>Trolley Energy Storage System Replacement</b> Existing project redistributing funds from MET-244: Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 for purchase and installation of Energy Storage System units for approximately 170 of Metro's electric trolley buses.	\$26,350,000	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$26,350,000	Total				
8. Sound Transit	<b>SR 522/NE 145th St BRT</b> Existing project redistributing funds from RTA-106: Regional Express Bus Program (2023-2024) for a Bus Rapid Transit system from the south Shoreline light rail station to UW Bothell with connecting service at Woodinville. Work includes new and upgraded transit centers, new park-and-ride capacity, and access improvements at stations. This is a multi-year project and the programming reflects the funds available within the span of the current TIP.	\$1,490,506	Federal 5339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$233,304,000	Local				
		\$234,794,506	Total				

## EXHIBIT B: RECOMMENDED FTA REDISTRIBUTION REQUESTS

Three transit agencies are requesting modifications to PSRC's 2020, 2021, 2022, 2023 and 2024 FTA funds. King County Metro requests to redistribute Seattle-Tacoma Everett Urbanized Area (STE UZA) FTA funds between ten projects identified below. Sound Transit requests to redistribute STE UZA FTA funds between two projects identified below. Community Transit requests to redistribute Marysville Urbanized Area (MAR UZA) FTA funds between two projects identified below. These requests were reviewed and recommended by the Transportation Operations Committee (TOC) at its January 24, 2024, meeting.

### King County Metro – Request 1:

- *Request:* Redistribute \$923,999 in STE UZA 2020 5307 Earned Share funds from the "Seattle Central Waterfront Regional Passenger-Only Ferry Terminal" project to the "Vehicle, Equipment and Facilities Maintenance 2021-2024" project.
- *Need:* The Passenger-Only Ferry Terminal was completed for less than the estimated costs, eliminating the need for these funds.
- *Scope Impacts:* The "Seattle Central Waterfront Regional Passenger-Only Ferry Terminal" project will use the remaining unobligated federal funds in the project to pay for final contract costs and then the project will be closed out. The "Vehicle, Equipment and Facilities Maintenance 2021-2024" project will use the additional funds to increase the federal share of the annual budget for this activity.

### King County Metro – Request 2:

- *Request:* Redistribute \$10,000,000 in STE UZA 2021 and 2022 5337 HIFG funds from the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project to the "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects.
- *Need:* This is needed to fund two infrastructure replacement projects that have been identified as having a critical need for additional funds, which will help maintain Metro's trolley system in a state of good repair.
- *Scope Impacts:* The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project will be closed out. The "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects will use the additional funds to offset recent cost increases.

### King County Metro – Request 3:

- *Request:* Redistribute \$28,567,512 in STE UZA 2024 5307 Earned Share funds from the "King County Metro Bus Acquisition 2023-2024" project to the "Vehicle, Equipment and Facilities Maintenance 2021-2024" project.
- *Need:* This is needed because the agency's planned battery electric bus acquisition is delayed primarily due to supply chain issues for charging infrastructure.

- *Scope Impacts:* The "King County Metro Bus Acquisition 2023-2024" project scope will be reduced by 30 vehicles. The "Vehicle, Equipment and Facilities Maintenance 2021-2024" project will use the additional funds to increase the federal share of the annual budget for this activity.

#### **King County Metro – Request 4:**

- *Request:* Redistribute \$3,359,000 in STE UZA 2024 5337 HIFG funds from the "Trolley Pole Replacement 2023-2024" project to the "Atlantic Base Pavement Replacement" project.
- *Need:* The "Atlantic Base Pavement Replacement" project is moving forward sooner, so will be able to more quickly utilize the funds.
- *Scope Impacts:* The "Trolley Pole Replacement 2023-2024" project will be closed out. The "Atlantic Base Pavement Replacement" project will use the additional funds to cover recent cost increases.

#### **King County Metro – Request 5:**

- *Request:* Redistribute \$14,506,324 in STE UZA 2023 and 2024 5337 HIFG funds from the "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2023-2024 " project to the existing "Replacement of Overhead Trolley Infrastructure 2021-2022", "Trolley Energy Storage System Replacement", and "Atlantic Base Pavement Replacement" projects and the new "Pier 48 Gangway Replacement" project.
- *Request:* This is needed to fund four critical infrastructure replacement projects to maintain the agency's aging trolley system, water taxi maintenance facility and Atlantic Base.
- *Scope Impacts:* The "Vehicle, Equipment and Facilities Maintenance for Electric Trolley Fleet 2021-2022" project will be closed out. The "Atlantic Base Pavement Replacement" and "Replacement of Overhead Trolley Infrastructure 2021-2022" projects will use the additional funds to offset recent cost increases. The "Trolley Energy Storage System Replacement" project scope will remain the same because this project is 100% federally funded due to the use of toll credits as match, so adding additional federal funds will just increase the percentage the agency is able to receive in FTA reimbursements. The "Pier 48 Gangway Replacement" is a new project that will use the funds to replace the gangway and related facility utility connections that provide access to Metro's floating water taxi maintenance facility.

#### **Sound Transit Request:**

- *Request:* Redistribute \$1,490,506 in STE UZA 2023 5339 funds from the "Regional Express Bus Program (2023-2024)" project to the "SR 522/NE 145th St BRT " project.
- *Need:* Bus procurement under the "SR 522/NE 145th St BRT " project is moving forward sooner than bus procurement under the "Regional Express Bus Program (2023-2024)" project.
- *Scope Impacts:* The scopes of both projects will not change as the agency will be increasing and decreasing their total budgets by a like amount of local funds.



**Community Transit Request:**

- *Request:* Redistribute \$803,236 in MAR UZA 2021, 2022, and 2023 5339 funds from the "Swift BRT Gold Line" project to the "Facilities Rehabilitation, Renovations and Maintenance" project.
- *Need:* Additional time is needed for completion of the FTA Capital Investment Grants (CIG) Small Starts application for the "Swift Gold Line" project. As the 5339 funds in the project are now, or will soon be, approaching their FTA lapse dates, the request is to shift them so that they will be able to obligate sooner.
- *Scope Impacts:* The scopes of both projects will not change as the agency will be increasing and decreasing their total budgets by a like amount of local funds.

These modifications were found to be consistent with PSRC's project tracking policies and recommended by the TOC on January 24, 2024.

The thirteen existing projects have already gone through PSRC's public review process. Since it is a new project, the "Pier 48 Gangway Replacement" project will be released for public review on February 5, 2024. Any public comments received will be provided to the Transportation Policy Board at the March 9 meeting, and the Executive Board at the March 23 meeting, at which time the Executive Board will be asked for final approval.

For more information, please contact Sarah Gutschow at 206-587-4822 or [sgutschow@psrc.org](mailto:sgutschow@psrc.org).



## Puget Sound Regional Council

February 1, 2024

### **CONSENT AGENDA**

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in Regional Transportation Plan Project Status for Two Projects**

### **IN BRIEF**

One agency has submitted two requests to change the status of Regional Capacity Projects in the Regional Transportation Plan. 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 the changes in project status for the two Regional Capacity Projects detailed in Exhibit A, 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 that 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.

Two projects are requesting changes in project status from “Candidate” to “Approved.” Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the projects for the requested status change.

For more information, please contact Mitch Koch at 206-464-7537 or [mkoch@psrc.org](mailto:mkoch@psrc.org).

**ATTACHMENTS**

Exhibit A: Regional Capacity Projects Status Change Requests

**EXHIBIT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS**

Sponsor	Project Title	Project Description	Total Project Cost	Consistency with Regional Policies	Benefit-Cost Analysis	Environmental Documentation	Other Planning Requirements	Financial Feasibility	Air Quality Conformity
<b>REQUESTING CHANGE FROM “CANDIDATE” TO “APPROVED”</b>									
Sound Transit	I-405 Bus Rapid Transit Project	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. Project will include bus priority lanes and treatments along S 154th Street, SR 518, and S 148th Street between Tukwila/International Boulevard Station and Burien Transit Center. The project will also construct ten new BRT stations, including a transit center and parking facility in South Renton, an in-line station at I-405/NE 85th Street, and an in-line station with parking at I-405/NE 44th Street in Renton. Lastly the Kingsgate Park & Ride at Totem Lake will increase parking capacity.	\$1,136,814,480	This project is consistent with regional policies.	A benefit-cost ratio of 1.12 was determined in 2016 as part of the ST3 benefit-cost analysis.	NEPA Categorical Exclusion (CE) was issued June 2022. SEPA Determination of Non-Significance (DNS) was issued September 2020.	Sound Transit has entered agreements with WSDOT and the cities of Bellevue, Bothell, Burien, Kirkland, Lynnwood, and Renton.	The project is fully funded with local and federal funds for a total project cost of \$1,136,814,480 in 2022 year of expenditure dollars.	Approving this project will not change the region’s air quality conformity determination.
Sound Transit	SR 522/NE 145th Street Bus Rapid Transit Project	This will construct Bus Rapid Transit (BRT) from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522, most of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.	\$522,814,581	This project is consistent with regional policies.	A benefit-cost ratio of 1.12 was determined in 2016 as part of the ST3 benefit-cost analysis.	SEPA Determination of Non-Significance (DNS) was issued March 2021.	Sount Transit has entered agreements with WSDOT and the cities of Bothell, Kenmore, Lake Forest Park, Shoreline, and Seattle.	The project is fully funded with local and federal funds for a total project cost of \$522,814,581 in 2022 year of expenditure dollars.	Approving this project will not change the region’s air quality conformity determination.



## Puget Sound Regional Council

February 1, 2024

### **ACTION ITEM**

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Regional Transportation Plan Limited Call for Project Updates**

### **IN BRIEF**

At times it may be necessary to amend the Regional Transportation Plan (RTP) between the regularly scheduled four-year updates. The current plan was adopted in 2022, and some changes have occurred to projects throughout the region that require an amendment to the plan. To accommodate these changes, the region has adopted procedures to allow for “minor amendments” that may be approved by the Executive Board on an ad hoc basis. A minor amendment is consistent with the plan’s air quality conformity determination, environmental analysis under the State Environmental Policy Act (SEPA), and adopted financial strategy.

PSRC released a limited call for project updates in November 2023. The results of the requested changes are described in this memo, for recommendation by the Transportation Policy Board.

### **RECOMMENDED ACTION**

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.

### **DISCUSSION**

The current RTP was adopted in May 2022. While PSRC is required by federal law to review and update the plan at least every four years, it is recognized that projects in the plan evolve and change over time. Opportunities are provided monthly for sponsors of

Regional Capacity Projects<sup>1</sup> to request a change in project status to the Transportation Policy and Executive Boards, and minor administrative updates may be made as needed as long as they are consistent with the plan's air quality conformity finding. More substantive project revisions require either a minor or a major amendment to the plan.

A minor plan amendment will have no negative impact on the regional air quality conformity determination, will not require additional plan-level environmental review under SEPA, and will be consistent with the plan's financial strategy. Minor plan amendments may be adopted by action of the Executive Board and are generally scheduled between required update cycles or as needed. A major plan amendment will require additional environmental review and require action by the General Assembly; as such, they are conducted less frequently.

To reflect updated project information and current activities, PSRC provided an opportunity for sponsors to submit project revisions and status changes in November 2023. Since the next required four-year update of the plan is scheduled for adoption in 2026, the opportunity was limited to projects that needed to begin work prior to that time. Revisions could include changes in cost, scope, or completion date to projects in the existing Constrained plan; requests to move projects from the Unprogrammed portion of the plan to Constrained; or to request new project entries to the plan. As a reminder, the air quality conformity determination and the plan's financial strategy encompass the investments in the Constrained portion of the plan; the SEPA environmental analysis encompasses the full plan, including both Constrained and Unprogrammed. In order to proceed toward implementation, projects must be included in the Constrained plan.

Attachment A describes the requested revisions and/or new projects to the RTP. All requested revisions were reviewed per the adopted RTP administrative procedures. For new projects, projects requesting to be moved from Unprogrammed to Constrained, or for scope changes to existing Constrained projects, this review included the following: the project as described must be derived from a comprehensive planning process; all affected parties must be in agreement; and the project must respond to the RTP Prioritization questions covering the nine adopted measures. The requested amendments were also reviewed for consistency with the plan's adopted financial strategy and air quality conformity finding.

Requests to move projects into the Constrained plan as part of a mid-cycle update require additional information regarding the impact to the RTP financial strategy. The RTP has a constrained financial strategy, so that no additional investments may be included without reasonable expectation of funding. Projects requesting to be moved into the Constrained plan must have a reasonable funding source identified, and/or other investments must be moved out of the Constrained plan into Unprogrammed in order to maintain the financial constraint requirements of the plan.

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<sup>1</sup> The majority of investments contained in the transportation plan are programmatic in nature, such as preservation, maintenance, operations and local transportation investments. However, projects adding capacity to the regional system are required to be included on the Regional Capacity Projects List. Thresholds for all modes are identified to determine whether a project is programmatic or adding regional capacity; more information can be found on PSRC's website at <https://www.psrc.org/media/7615>.

Changes to project costs are reflected in Attachment A, and result in a net increase to the Constrained plan of over \$14 billion. The majority of this cost differential is from Sound Transit projects. From information provided by Sound Transit, higher projected capital costs are offset by higher projected tax revenues and projected debt proceeds. Based on updated financial plan projections, the overall ST3 expansion program is projected to remain achievable within the 2046 time period, however, as with all projects and programs, there may be risks in the future from continuing cost pressures and external factors, including any potential economic scenarios that would negatively impact revenues. Sound Transit will provide information on their financial plan at the February meeting.

The total prioritization scores for the projects in Attachment A, per the adopted Prioritization Framework, were compared to the scoring framework and decision process conducted as part of the plan adoption in 2022. Past practice has been to compare project scores to the lowest quartile of all project scores, per four main project types: state routes, arterials, transit and bicycle/pedestrian. The prioritization scores for the requested projects in this amendment are all above the lowest quartile of scores for the adopted plan.

An assessment of the amendment's potential impact on the plan's positive finding of air quality conformity was also conducted. As a reminder, regional transportation plans are required to conform to established state air quality plans.<sup>2</sup> Based on the location of the requested projects and the proposed revisions, this mid-cycle amendment to the plan will not impact the region's positive finding of air quality conformity.

For more information, please contact Mitch Koch at [mkoch@psrc.org](mailto:mkoch@psrc.org).

## **ATTACHMENTS**

### **A. 2024 Requested RTP Amendment**

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<sup>2</sup> Air quality conformity must be addressed for areas designated by the U.S. Environmental Protection Agency as nonattainment or maintenance for specific pollutants. Within the Puget Sound region, there is currently a fine particulate matter (PM2.5) maintenance area in the Tacoma/Wapato Hills area. The region is in attainment of all other criteria pollutants. The State Implementation Plan for Air Quality (SIP) provides a blueprint of how these areas will meet and maintain the National Ambient Air Quality Standards. Positive findings of conformity to the SIP are required for transportation plans and projects within these areas.

**ATTACHMENT A: 2024 REQUESTED RTP AMENDMENT**

Table 1 identifies new projects requesting submission into the Constrained Plan. Table 2 identifies projects currently in the Unprogrammed plan requesting submission into the Constrained Plan. Table 3 identifies revisions requested for current projects in the Constrained Plan, and Table 3A identifies revisions specific to Sound Transit projects. Table 4 identifies administrative updates to current projects. Table 5 identifies projects to be moved out of the Constrained Plan into Unprogrammed to balance the financial strategy submissions.

**Table 1: New Projects Submitted to the Constrained Plan**

Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
Seattle	Harrison Street Transit Pathway	Rebuild Harrison Street and improve connecting transit corridors to accommodate high-frequency bus routes and pedestrian activity. Primary project elements include repaving, re-channelization, traffic signal upgrades, transit signal priority, transit stops, real-time information signage for transit, trolley-wire infrastructure, and enhanced pedestrian improvements.	\$25,061,201	2028	69
Tacoma	Hilltop/Downtown Vision Zero Improvements	This project will improve safety and active transportation access on principal arterials in Hilltop and Downtown in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$7,134,473	2035	59
Tacoma	Lower Portland Avenue Neighborhood Vision Zero Improvements	This project will improve safety and active transportation access in the Lower Portland Avenue neighborhood in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$697,762	2034	48
Tacoma	Pacific Avenue Vision Zero Improvements (S)	This project will improve safety and active transportation access along Pacific Avenue in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-	\$6,121,427	2030	61



	11th Street - City Limits)	channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.			
Tacoma	Northeast Tacoma Vision Zero Improvements	This project will improve safety and active transportation access in Northeast Tacoma in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$5,620,761	2035	49
Tacoma	S 56th Street Vision Zero Improvements (Tacoma City Limits - I-5)	This project will improve safety and active transportation access on S 56 <sup>th</sup> Street in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$22,702,329	2035	46
Tacoma	S Hosmer Street Vision Zero Improvements (S 72nd Street - Tacoma City Limits)	This project will improve safety and active transportation access on S Hosmer Street in alignment with the City's Comprehensive Plan, Vision Zero Action Plan, and Climate Action Plan. Re-channelization or reductions to vehicular lanes may be required to construct active transportation facilities and address safety issues along the corridor.	\$2,554,892	2035	41
WSDOT – Northwest Region	SR 525/Mukilteo Bridge Over Railroad - Bridge Replacement	Construct a new bridge to replace the existing bridge crossing over the railroad in Mukilteo.	\$46,111,698	2029	38
WSDOT – Olympic Region	SR 3/Freight Corridor - New Alignment	Construct new alignment around the town of Belfair to relieve traffic. This project will construct a new 7-mile two-lane two-way limited access highway in the Belfair vicinity. The urban core of the Belfair Community experiences severe congestion during peak hours, and this new alignment will provide route options for commuter and freight traffic on SR 3 while maintaining the existing SR 3 as a Business Loop.	\$114,280,106	2028	39
WSDOT – Olympic Region	SR 167/SR 512 to Ellingson Road Vicinity - SB Congestion Management	This project will extend the SR 167 express toll lanes in the southbound direction to the SR 410/SR 512 interchange. Existing fish passage barriers will also be removed and replaced with fish passable structures.	\$75,786,931	2028	58

**Table 2: Projects Requesting to be Moved from Unprogrammed to Constrained**

Plan ID	Sponsor	Project Title	Description	Total Project Cost \$2022	Completion Year	Prioritization Score
5312	Community Transit	Swift BRT Green Line Extension to UW Bothell Campus	Service hours and buses. Core service or Swift Bus Rapid Transit that extends the Swift Green Line from Canyon Park to downtown Bothell and to the UW campus. Requires speed & reliability improvements, roadway widening, and accessible transit stops.	\$27,117,282	2030	55
2679	Snohomish County	Snohomish River Regional Trail	Shared use trail.	\$24,774,748	2028	33

**Table 3: Requested Revisions to Existing Constrained Projects**

Plan ID	Sponsor	Project Title	Change to Project Scope or Limits	Updated Completion Year	Change to Total Project Cost \$2022
5579	Tacoma	Puyallup Ave Transit/Complete Street Improvements	<p><b>Updated Scope:</b> Reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared HOV/transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards. Bike lanes/active transportation facilities will also be added, with additional State funds, to provide Fife to Tacoma pedestrian access, adjust the ramp at the Portland/Puyallup intersection, and connect this project's amenities to WSDOT's regional bike lane improvements along SR 167.</p> <p><b>Updated Limits:</b> Puyallup Ave from S. C Street to 450 feet east of Eels Street/20th Street E intersection</p>	N/A	\$1,918,600
5763	Tacoma	72nd/74th Street Vision Zero Improvements	<b>Updated Limits:</b> 74th Street W & Lakewood Drive W to S 72nd Street and Waller Road E	N/A	\$0

5762	Tacoma	S Orchard Street/Lakewood Drive (6th Avenue to S 74th Street)	<b>Updated Limits:</b> Orchard Street and 6th Avenue to Lakewood Drive and 74th Street W	N/A	\$0
5764	Tacoma	South Tacoma Way Vision Zero Improvements (Pacific Avenue - City Limits)	<b>Updated Limits:</b> South Tacoma Way from Pacific Avenue to south City Limits	N/A	\$0
5714	WSDOT – Northwest Region	I-405 Corridor: I-5/I-405 to 164th Street SW Auxiliary Lane	N/A	2028	(\$9,839,203)
1659	WSDOT – Olympic Region	SR 167/I-5 to SR 161 - New Expressway	<b>Updated Limits:</b> SR 167 Milepost 1.19 to SR 167 Milepost 6.96	2029	\$192,303,056

**Table 3A: Requested Revisions to Existing Constrained Projects – Sound Transit<sup>i</sup>**

Plan ID	RTP Name	Change to Project Scope	Updated Completion Year	Change in Total Project Cost \$2022
4081	Auburn Station Access Improvement	N/A	2027	\$128,650,321
2644	Kent Station Access Improvements	N/A	2027	
4083	Sumner Station Improvements	N/A	2026	
2524	Downtown Redmond Link Extension	N/A	2024	(\$68,917,447)
2527	I-405 Bus Rapid Transit	N/A	2029	\$71,659,769
5679	Infill Light Rail Station: Northeast 130th Street	N/A	2026	\$141,054,547
5681	Infill Light Rail Station: South Boeing Access Road	N/A	N/A	\$84,684,175
5680	Infill Light Rail Station: South Graham Street	N/A	N/A	\$20,767,049
4086	Lakewood Station Access Improvements	N/A	2030	\$6,066,775
5685	Link LRT Extension from Federal Way to Tacoma	N/A	2035	\$1,731,286,466

5686	Link LRT Extension from Angle Lake to Federal Way	N/A	2026	\$4,525,838
5684	Downtown Seattle LRT Tunnel	N/A	2039	\$5,335,065,821
5683	Link LRT Extension from Downtown Seattle to Ballard	N/A	2039	
2523	Link LRT Extension from Downtown Seattle to Redmond (Overlake)	N/A	2025	\$676,891,944
5682	West Seattle Link Extension	<b>Updated Scope:</b> Project will add 4.7 miles of light rail service from downtown Seattle to West Seattle's Alaska Junction neighborhood. Includes 4 new stations between SODO and Alaska Junction.	2032	\$1,881,314,828
2519	Link LRT Extension from Lynnwood to Everett	N/A	2041	\$2,031,709,893
2520	Link LRT Extension from Northgate to Lynnwood	N/A	N/A	\$161,529,974
2529	Link LRT Extension to South Kirkland and Issaquah	N/A	2044	\$1,268,781,290
5359	NE 145th Street and SR 522 Bus Rapid Transit	N/A	2028	\$25,885,116
4084	Puyallup Station Improvements	N/A	2023	\$7,865,640
2533	Souder Extension to Dupont	N/A	2045	\$44,374,527
4087	Souder South Capital Improvements Program	N/A	2046	\$104,748,584
4085	South Tacoma Station Access Improvements	N/A	2030	\$6,293,812

4079	Tacoma Dome Station Access Improvements	N/A	2032	\$2,113,199
5459	Tacoma Link Expansion	N/A	2023	\$56,887,403
4075	Tacoma Link Extension to Tacoma Community College	N/A	2041	\$316,990,633
				<b>\$14,040,230,158</b>

**Table 4: Administrative Updates**

Plan ID	Sponsor	Project Title	Change to Project Scope or Limits	Updated Completion Year	Change to Total Project Cost \$2022
5674	King County	RapidRide I Line	N/A	2026	\$0
5738	King County	West Seattle Mobility Transit Hub	N/A	2028	\$0
4229	WSDOT – Northwest Region	SR 167 - SR 516 to S 277th Street	Project to be split into two projects, one northbound project and one southbound project, to accommodate project timeline differences.	N/A	N/A

**Table 5: Existing Projects to be Removed from the Constrained Plan**

Plan ID	Sponsor	Project Title	Description	Change to Total Project Cost \$2022
5652	WSDOT – Olympic Region	SR 167/SR 512 to 15th Street SW - Core HOV	This section of SR 167 is experiencing congestion and is part of the HOV program. Widening the existing SR 167 roadway to provide HOV lanes from SR 512 to 15th Street SW will reduce congestion and enhance motorist safety.	<b>(\$551,778,660)</b>

**Total Cost Change to Constrained Plan, Tables 1-5 = \$14,030,797,561**

<sup>i</sup> Sound Transit has identified revenues in their current financial plan to address these cost increases, and will present this information to the board at the meeting on February 8.



## Puget Sound Regional Council

February 1, 2024

### **DISCUSSION ITEM**

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Regional Transportation Plan Dashboard**

### **IN BRIEF**

The Transportation Policy Board was previously briefed on the work to develop a performance dashboard as identified in the Regional Transportation Plan. At the meeting on February 8, 2024, staff will share an annual report presentation highlighting prior year trends and share the updated performance dashboard with the board.

### **DISCUSSION**

The [Regional Transportation Plan](#) (RTP) identified 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 was the development of a performance dashboard. Specifically, the RTP calls for PSRC to identify and report on performance measures related to key aspects of VISION 2050 and the RTP, including but not limited to, emissions, safety, active transportation, 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 the dashboard was released in January of 2023. The data has been continually updated throughout 2023 and several improvements have been incorporated in the dashboard. At their meeting on February 8, staff will provide an annual report of 2023 RTP Dashboard trends highlighting key changes related to safety, climate and travel and growth trends. Some of the key metrics that will be reviewed include changes in

vehicle miles traveled, serious and fatal collisions, transit use, commute trends and zero-emission vehicle registrations.

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

February 1, 2024

### **DISCUSSION ITEM**

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Regional Transportation Plan (2026-2050) Development Process**

### **IN BRIEF**

At its meeting on February 8, 2024, the Transportation Policy Board will be provided information on the schedule and work program for developing the next long-range Regional Transportation Plan (RTP). The board will be briefed on the current RTP and begin discussions of key policy priorities. Work on the next RTP will continue through 2026, when the plan is scheduled to be adopted.

### **DISCUSSION**

Under federal and state law, PSRC is required to develop a long-range regional transportation plan every four years. The current plan, adopted in 2022, describes the investments and actions needed to create a safe, clean and efficient transportation system essential to the region's quality of life, health and economy. The RTP identifies the investments and actions necessary to support VISION 2050, the centerpiece of which is an integrated local and regional high-capacity transit network.

During development of the current RTP, identified objectives were to make progress on existing challenges and address current and future needs of the transportation system, as well as to plan for long-term system investments to accommodate future growth. In addition, the board identified six key policy focus areas for the plan: access to transit, safety, climate, equity, local agency needs and forward thinking future investments.

The plan also incorporated new and innovative tools for sharing data and information. For example, a new visualization tool of the transportation system and current conditions was developed, and online videos created to share information on specific elements of the plan. In addition to engagement with PSRC's boards, committees and



member agencies, expanded efforts to engage with community was also conducted throughout plan development. This included a public survey, an online open house, community focus groups, youth outreach, and interviews with business and labor groups. During the formal public comment period, over 550 comments were received on the plan.

At its meeting on February 8, the board will be provided an overview of the current RTP, and the schedule and work program for the next RTP scheduled for adoption in May 2026. Preliminary feedback will be gathered on priority focus areas, with further discussions throughout 2024.

For more information please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org), or Gil Cerise, Program Manager, at 206-971-3053 or [gcerise@psrc.org](mailto:gcerise@psrc.org).



## Puget Sound Regional Council

February 1, 2024

### **DISCUSSION ITEM**

**To:** Transportation Policy Board  
**From:** Kelly McGourty, Director, Transportation Planning  
**Subject:** **Project Selection Future Work Items**

### **IN BRIEF**

The Transportation Policy Board finalized recommendations on the *2024 Policy Framework for PSRC's Federal Funds* at their January meeting. Two items were not recommended at this time but staff were directed to continue work for future board discussions. At the February 8 meeting the board will be asked to discuss and provide further direction on the scope and timeline for these two items.

### **DISCUSSION**

The Transportation Policy Board spent five months reviewing the policies and procedures for PSRC's upcoming 2024 project selection process, with a specific focus on enhancements to how safety, equity and criteria are addressed. The board finalized its recommendations in January, and the Executive Board adopted the *2024 Policy Framework for PSRC's Federal Funds* at their January 25 meeting.

The Transportation Policy Board considered two proposals that ultimately were not recommended for consideration in the 2024 process. However, staff were directed to continue working on both items and bring additional information back to the board at a future meeting. These items were:

- Prohibiting from the competition projects adding general purpose capacity expansion on limited access highways. The board felt further evaluation was needed on this proposal before advancing, and directed staff to continue researching the impacts and nuances from this topic for future consideration.
- Setting a threshold for funding projects only above a certain total score, since the final scores and rankings reflect how well each project meets each of the project

evaluation criteria and regional policies. The board directed staff to continue working with the Regional Project Evaluation Committee on options and administrative procedures to present to the board later in 2024.

At the February 8 meeting, the board will be asked to discuss and provide further direction on the scope and timeline for these two items. Staff will present preliminary options for consideration to the meeting.

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

# PSRC Transportation Work Program - Draft Progress Reporting

DRAFT Progress Chart (Timeline as of February 1, 2024)

Status	
	Preparing
	In Progress
	Complete
	Tentative

Project	Status to-date
<b>Regional Transportation Plan</b>	
Alignment of RTP and Funding Cycles	tbd - pending further board discussions
Update RTP Project Prioritization Framework	tbd - pending further board discussions
Board work group to determine 2026 RTP scope of work	Anticipate use of RTP Steering Committee, beginning February 2024
TPB direction on scope of work for 2026 RTP	Discussions beginning February 2024
RTP development	anticipated Q3 2024-Q2 2026
Financial Strategy Refinement	tbd - pending further board discussions
<b>PSRC Funding</b>	
Policy Framework for PSRC's Federal Funds	Board adopted January 2024
FHWA Project Selection: Board Action	Q3 2024, following competitions
FTA Funding Methodology Process Discussion	Completed with board action in March 2023
FTA Project Selection / Equity Formula Distribution	2025-2026 projects approved; 2027-2028 process included in 2024 project selection process
Annual FTA Adjustments Process	Complete
Rural Town Centers and Corridors Project Selection	Complete
Transportation Alternatives Project Selection	Complete
Equity Pilot Program Development	Complete
Equity Pilot Program Project Selection	Board approved January 2024
Consolidated Grant Program Regional Rankings	Complete
<b>Transportation Improvement Program (TIP)</b>	
2025 -2028 TIP Development	Q3-Q4 2024, following 2024 project selection
Conduct Equity Analysis of draft 2025-2028 TIP	Q3-Q4 2024
Release of 2025-2028 TIP for Public Comment	Q3-Q4 2024
Board Action on 2025-2028 TIP	Q4 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
<b>Climate: GHG Analysis and Planning</b>	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Initial modeling complete; Expert Review Panel convened September-October 2023, summary document being developed; next steps pending further board, RTP Steering Committee discussions
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing, REV collaborative meetings scheduled for Q2 and Q4 (every year) - event held June 28
Develop Climate Implementation Strategy with Partners	Board discussions in Q1-2 2023 and expert panel convened; CPRG planning work underway with partners, Preliminary Climate Action Plan due to EPA March 2024; board briefings held Q3-4 2023
PSRC Board Progress Briefings	Ongoing
<b>Regional Safety Plan</b>	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 complete

Research current plans, roles and responsibilities	Preliminary local safety plan inventory completed; more detailed review to be conducted as part of the Regional Safety Action Plan
Convene Stakeholders	Complete - Regional Safety Summit held June 29
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Consultant RFP released October 2023; work to commence through end of 2024; adoption Q1 2025
<b>Performance Measures and Dashboard</b>	
<i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	Scheduled for February 2024
<b>Active Transportation Plan Repackaging</b>	
Repackage Active Transportation Plan	Complete
<b>ADA Transition Plan Technical Assistance</b>	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
<b>Annual Transit Integration Report</b>	
Report Development	Complete
Publish Report	Released November 2023
<b>Big Ideas/Transformational Planning</b>	
Regional Convenings to Support Effort	tbd - pending further board discussions
Future of HCT Regional Convening	tbd - pending further board discussions
<b>Data Collection, Analysis, Performance Metrics</b>	
Data collection, maintenance of viz tool, improvements	In Progress, Q1-Q4 2023
Equity, EJ analysis methodology improvements	tentative Q2-Q4 2023
<b>RTP Financial Strategy</b>	
Collaborate with Partners on Implementation Steps	tbd - pending further board discussions

# Newly Elected Officials Workshop



**Working Together: Regional Connections for Local Leaders** will set the context for local and regional planning activities and help you discover resources for your new role.

The Workshop will include:

- Exploration of local trends and opportunities for regional collaboration
- Small group discussions on issues facing your community
- Networking lunch with new and veteran peer local elected officials

Date: **Friday, March 1**  
 Time: **9am-1:30pm**  
 Location: **PSRC Office**  
**1201 3rd Ave, Suite 500,**  
**Seattle, WA 98101**

[Register Here](#)



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## 2024 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	22	23	24	25	26	27
28	29	30	31			

February						
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March						
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31						

April						
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28	29	30				

May						
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General Assembly May 30						

June						
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30						

July						
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August						
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No meeting in August						

September						
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29	30					

October						
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November						
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December						
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29	30	31				

Meetings are held 9:30-11:30 a.m. the second Thursday of the month. 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>.



SAVE THE DATE

Puget Sound Regional Council

# 2024 ANNUAL GENERAL ASSEMBLY

**May 30, 2024 | 9:30 AM – 1:00 PM**

**Location TBD**

PSRC's General Assembly will meet on **May 30, 2024**, to vote on major decisions, establish the budget, and elect new officers. Please save the date!

All mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions and tribes have votes at the Assembly and are encouraged to participate.

Registration will open in **early April**.

For questions, please contact **Sheila Rogers** at (206) 354-6560 or email [srogers@psrc.org](mailto:srogers@psrc.org).



Puget Sound Regional Council